Stockport Metropolitan Borough Council

STOCKPORT LOCAL PLAN INTEGRATED SUSTAINABILITY APPRAISAL REPORT

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WSP

Level 2
100 Wharfside Street
Birmingham
B1 1RT

Phone: +44 121 352 4700

WSP.com

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NON-TECHNICAL SUMMARY

OVERVIEW

Stockport Metropolitan Borough Council (hereafter SMBC) is currently preparing a new Stockport Local Plan (SLP), which will replace the existing Core Strategy[1] which was adopted in 2011.

The SLP will be used to help guide housing growth, infrastructure development and quality of life enhancement in Stockport over the next 15 years and beyond. Once adopted, the SLP will help to deliver the vision that partners, stakeholders and residents set out in the One Stockport Borough Plan[2].

This Non-Technical Summary introduces the ISA Report and summarises the contents of the full technical report.

THE LOCAL PLAN

SMBC is preparing a plan to cover the period from 2024 to 2042, with a scheduled adoption in 2027. The SLP sets out a development approach and policies for Stockport Borough that will guide the delivery new homes, employment land and infrastructure in the right places. It allows this development to be planned in a coordinated way, whilst protecting what is valued most in the Borough of Stockport in terms of the environment, and community and heritage assets.

The Local Plan vision, objectives, policies and spatial approaches are detailed in **Section 2** of this **ISA Report**.

WHAT IS AN ISA?

The ISA combines the following assessments:

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

Each component of the assessment has been carried as follows:

SA/SEA: The SA/SEA process is carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

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

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

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

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

HIA: The HIA process is used to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level.

HRA: The HRA process is covered by separate legislation to SA/SEA. This means the HRA Report will be published separately to the ISA Report and not included as an appendix to the ISA Report, although a summary of the findings is included within the main report.

ISA METHODOLOGY

ISA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

The key stages of the ISA process are the following:

- **Stage A:** Production of a scoping report which set the context of the SLP, identified other relevant policies, plans and programmes, baseline information and sustainability objectives. This was undertaken by WSP in June 2022.
- **Stage B:** Assessment of draft policies and sites and the preparation of the ISA Interim Report. HIA and EqIA assessments are undertaken at the same time and the findings incorporated into the ISA Interim Report. The report is then consulted on alongside the draft SLP (also referred to as Regulation 18 consultation). This was undertaken by WSP in October 2025.
- **Stage C (this stage):** Assessment of proposed policies and sites and the preparation of the ISA Report. HIA, EqIA and HRA assessments are undertaken at the same time and the findings incorporated into the ISA Report;
- **Stage D:** Consultation on the proposed SLP and the ISA Report (also referred to as Regulation 19 consultation). The SLP and ISA then undergo independent examination; and
- **Stage E:** Monitoring the significant effects of implementing the SLP.

The ISA Report covers the assessment of:

- Compatibility assessment of the Strategic Policies and Objectives;
- SLP proposed policies;
- SLP proposed delivery strategy approach and sites.

Full details on the methodology can be found in **Section 3** of the ISA Report.

IDENTIFYING SUSTAINABILITY ISSUES AND OPPORTUNITIES

In May 2022, WSP drafted the ISA Scoping Report, which outlined key baseline information, identified the key issues for sustainability in borough and identified the future trends which could occur without implementation of the SLP.

Following the findings identified at scoping an ISA Appraisal Framework has been produced, which was used to guide the assessment process of the plans and strategies. This Appraisal Framework has guided the ISA assessment of the SLP.

Table NTS-1 - ISA Appraisal Framework

ISA Topic	ISA Objective
Population and Equalities	**ISA1:** To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity.
Human Health	**ISA2:** To improve physical and mental health and wellbeing, for all of Stockport's residents.
Economy and Employment	**ISA3:** To support a diverse local economy to foster sustainable economic growth and support Stockport's town centre and other district and local centres. **ISA4:** To ensure that local residents have employment opportunities and access to training.
Housing	**SA5:** To meet the housing needs of all of the Borough's residents inclusively.
Crime and Safety	**SA6:** To reduce crime and the fear of crime.
Transport and Accessibility	**SA7:** To promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally. **SA8:** To protect and enhance access to essential services and facilities for all residents.
Biodiversity and Natural Capital	**SA9:** To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Stockport, contributing to biodiversity net gain.
Landscape and Townscape	**SA10:** To protect and enhance Stockport's townscapes and landscapes, including both the rural and urban environments.
Historic Environment	**SA11:** To conserve and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.

ISA Topic	ISA Objective
Water Environment	**SA12:** To reduce the risk and vulnerability to flooding. **SA13:** To maintain and enhance water quality.
Air Quality	**SA14:** To protect and enhance air quality.
Climate Change and Greenhouse Gases	**SA15:** Ensure that Stockport is resilient to the effects of climate change. **SA16:** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and encourage energy efficiency.
Material Assets	**SA17:** To reduce the amount of waste produced and minimise the amount sent to landfill. **SA18:** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy.

ISA ASSESSMENT FINDINGS

COMPATIBILITY ASSESSMENT OF STRATEGIC POLICIES AND OBJECTIVES

The compatibility of these objectives and Strategic Policies was assessed, as well as assessing them against the ISA Appraisal Framework objectives. These were scored as either compatible, incompatible/potential conflict, no relationship, or uncertain. See **Section 5.2** of the **ISA Report** for more details.

The Strategic Policies and Objectives have been tested against the ISA Appraisal Framework objectives to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the SLP.

The Strategic Policies and Objectives are outlined in **Section 2** of the **ISA Report**.

ASSESSMENT SUMMARY

The majority of the Strategic policies and objectives are compatible with the ISA objectives, particularly the social and economic ISA objectives. Strategic Objectives 2 and 3 and Strategic Policy 1 have the strongest compatibility with the social and economic based ISA objectives (ISA1 – 8).

The Strategic Policies are more compatible than the Strategic Objectives with no conflicts being identified. Strategic Policy 1 has the highest compatibility with ISA objectives across social, environmental and economic objectives. Conflicts have generally arisen where the Strategic Objectives could potentially result in development.

Strategic Objectives 3, 6, and 7 concern housing development, social infrastructure and employment sites requiring land take. There is potential that site development could compromise the efficient use of existing land (ISA18), requiring greenfield land take and in turn may have potential detrimental effects on biodiversity and natural capital (ISA9).

Water quality (ISA13), air quality (ISA14), climate change (ISA15) and energy efficiency (ISA16) objectives have resulted in the greatest number of uncertain/mixed effects. Similarly to above, this is generally due to the high-level nature of these policies that don't indicate design details. This makes it difficult to predict outcomes in respect of these objectives.

For full details on the compatibility assessment, see **Section 5** of the **ISA Report**.

CONSIDERATION OF REASONABLE ALTERNATIVES FOR HOUSING DELIVERY IN THE REGULATION 19 LOCAL PLAN

In establishing alternatives for the delivery of the plan, there is a need to consider the overall quantum of growth to be delivered during the plan period to 2042, the current land supply, the resulting shortfall and potential further sources of housing supply through additional identified sites. Thus in detail:

- The Local Housing Need is calculated at 32,317 dwellings using the standard method as set out in the NPPF.
- There are 15,519 dwellings within the housing land supply, comprising completions, commitments and windfall sites.
- The shortfall to deliver the Local Housing Need requirement is 16,798 dwellings.
- Sites for 8,734 dwellings have been identified on Green Belt land (comprising grey belt and Green Belt).

As part of the Regulation 18 Consultation, four reasonable alternatives, summarised in **Table NTS-2** were identified. Using a stepped approach of: meeting housing needs in full, meeting 80% of needs, meeting 70% of needs and meeting 50% of needs, these present combinations of meeting housing needs and means of delivery through existing supply and Green Belt sites. In summary:

- **Option 1 Meeting Housing Need in Full (32,317 dwellings)**, uses the existing supply (15,519 dwellings), Green Belt sites for 8,734, leaving a shortfall of 8,064 dwellings.
- **Option 2a Meeting 80% of Housing Need**, uses the existing supply (15,519 dwellings), Green Belt sites for 8,734 dwellings, leaving a shortfall of 1,601 dwellings. **This option approximates to the preferred approach of the Local Plan in delivering at least 24,599 dwellings.**
- **Option 2b Meeting 70% of Housing Need** uses the existing supply (15,519 dwellings), Green Belt sites for 8,734 dwellings. This leaves a surplus of 1,631 dwellings.
- **Option 3 Meeting 50% of Housing Need** uses the existing supply (15,519 dwellings), Green Belt sites for 8,734 dwellings. This leaves a surplus of 8,094 dwellings.

Table NTS-2 - Summary of Reasonable Alternatives for Housing Delivery

Reasonable Alternative for Housing Delivery	Housing Need Met	Existing Supply	Housing Shortfall / (Surplus)	Grey Belt/Green Belt Sites Confirmed	Net Shortfall / (Surplus)
1 Meeting Need in Full	32,317	15,519	16,798	8,734	8,064
2a Meeting 80% of Need	25,854	15,519	10,335	8,734	1,601
2b Meeting 70% of Need	22,622	15,519	7,103	8,734	(1,631)
3 Meeting 50% of Need	16,159	15,519	640	8,734	(8,094)

APPRAISAL OF REASONABLE ALTERNATIVES

Table NTS-3 presents the assessment of the three scenarios associated with housing delivery in the Borough over the Plan period.

Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0

Table NTS-3 - Summary Assessment of Housing Delivery Strategy Options

Housing Delivery Strategy Option	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
1 Meeting Needs in Full	++/ ?	0	+	+	++	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	--
2a Meeting 80% of Need	+	0	+	+	+	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	-
2b Meeting 70% of Need	+	0	+	+	+	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	-
3 Meeting 50% of Need	-/?	0	+	+	--	0	0	0	0	0	0	0	0	0	0	0	0	++

Whilst all four housing delivery options have a mix of positive and negative attributes, Approach 3 has neutral effects across many indicators, although negative in respect of ISA5 (Housing), and ISA1 (Inclusivity & Equality), reflecting the challenges in meeting community needs. Conversely, the potential burden on Objectives relating to biodiversity, landscape, air quality and sustainable transport, for instance is less, reflecting the lower level of proposed growth. The significant positive effect in respect of ISA18 (Efficient Use of Land) reflects the opportunities for the use of previously developed land, helping to minimise greenfield land-take.

For Options 2a and 2b, whilst ISA5 (Housing) registers as mixed minor positive and minor negative, there are negative effects in respect of ISA9 (Biodiversity), ISA10 (Landscape), ISA11 (Historic Environment), ISA14 (Air Quality) and ISA18 (Efficient Use of Land), reflecting greenfield land-take. Positive effects against ISA1 (Equality & Inclusivity), ISA3 (Economy) and ISA4 (Employment), ISA7 (Transport), ISA8 (Accessibility) reflecting the opportunities for the provision of community services associated with substantial new housing development.

The higher growth associated with Approach 1 meeting the Housing Requirement, results in a significant positive effect against ISA5 (Housing) and ISA1 (Equality & Inclusivity), with positive effects against) ISA3 (Economy) and ISA4 (Employment), ISA7 (Transport), ISA8 (Accessibility) reflecting the opportunities for the provision of community services associated with substantial new housing development. Negative effects are identified in respect of ISA9 (Biodiversity), ISA10 (Landscape), ISA11 (Historic Environment), ISA14 (Air Quality) and a significant negative effect against ISA18 (Efficient Use of Land), reflecting greenfield land-take.

Outline Reasons for Selection of the Proposed Delivery Strategy Approach and Rejection of Reasonable Alternatives

The proposed delivery strategy approach (Option 2a) will meet the majority of housing needs identified as part of the proposed housing requirement, using the full range of land resources (brownfield land, higher densities, surplus employment sites and greenfield land) in a balanced fashion.

The proposed delivery strategy approach will focus new housing and employment growth to the most sustainable locations by making the best use of brownfield land and intensification of urban sites in the built-up area of Stockport, including the town centre. Windfall sites are further expected to be a reliable source of supply.

The limited release of Green Belt land required and will complement the brownfield first approach through targeted sites which are based on evidence of grey belt status and present opportunities through their size and location for the maximising sustainable performance through access to and provision of community services, for example.

The reasonable alternatives display various limitations: excessive greenfield land-take in the case of Option 1, failure to address housing need (Option 3) (whilst exhibiting the best performance in terms of the efficient use of land), and lesser performance in meeting housing need (Option 2b).

The full assessment of the Delivery Strategy Options is presented in **Appendix E**.

Full details on the methodology can be found in **Section 6** of the ISA Report.

SPATIAL DELIVERY OPTIONS

The current housing land supply can, in principle, broadly meet the housing need of the proposed Delivery Approach 2b. By contrast Delivery Approach 1, in meeting the full housing need, is likely to require further use of approaches to increasing the housing land supply, drawing on the following spatial delivery options:

A. Optimising the density of development sites

B. Making as much use as possible of suitable brownfield sites and underutilised land

C. Releasing employment sites for redevelopment

D. Releasing Public Open Space, Playing Pitches and Nature Conservation Sites for development

E. Releasing Green Belt land for development

Table NTS-4 presents the assessment of the five spatial delivery options, indicating mixed performance, with options A and B showing greatest neutrality across ISA Options. Options C, D & E variously show the greatest number of potential negative effects associated with ISA2 (Health), ISA3& 4 (Economy & Employment), ISA9 (Biodiversity), ISA10 (Landscape) and ISA18 (Efficient Use of Land), reflecting development on greenfield land. Against these negative effects are benefits to housing provision (ISA5). **Appendix E** of the main report presents an objective-by-objective assessment of likely effects.

Table NTS-4 Assessment of Spatial Delivery Options

Option	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
A. Higher density on housing development sites	-	+	0	0	+/-	-	0	-	0	?	0	0	0	0	0	0	0	++
B. Making as much use as possible of suitable brownfield sites and underutilised land	+	+	0	0	+/-	0	0	+	+	++	++	0	0	0	0	0	0	++
C. Use of public open spaces, playing pitches and nature conservation sites for housing development	?	--	-	-	++	0	?	+/-	--	--	?	-	0	+/-	0	0	0	--
D. Partial release of Industrial Locations for housing	0	+/-	--	--	++	0	?	+/-	0	-	?	-	0	0	-	0	0	?
E. Partial release of Green Belt for housing	0	+/-	0	0	++	0	?	+/-	--	--	?	-	?	-	+/-	0	0	--

The results of the Assessment reveal the following patterns, with the detailed appraisal of the spatial delivery options is presented in **Appendix E**:

- A notable mix of positive and negative effects across all options, with no one option outstanding in its relative performance, and all options offering at least some degree of positive sustainability performance.
- Significant positive effects recorded against ISA18 (Efficient Use of Land) for Options A (higher density), B (brownfield land) and significant negative effects against Option C (use of open space) and E (partial release of Green Belt) for ISA5 (Housing) E
- Significant negative effects recorded against Option D (use of open spaces, playing pitches etc) and Option E (partial release of Green Belt) in respect of ISA Objectives 2 (Health), 9 (Biodiversity), 11 (Landscape) and 18 (Efficient Use of Land), reflecting the inherent sensitivity of these resources.
- Practically, combinations of these spatial options could be used in order to make best use of the character of localities balanced against the imperative to meet housing requirements.
- Using greenfield land, whilst inherently not the immediate choice at least in sustainability terms, performs relatively poorly but may be a forced choice, with limited opportunity for mitigation.

Reasons for Selection of the Spatial Delivery Options and the Rejection of the Alternatives

Assessment of the spatial delivery options reveals that, in-principle, all five spatial delivery options could be employed to deliver the housing requirement. However, some options are more palatable than others; Options A and B are part of established planning practice and perform overall relatively well against sustainability objectives. Options C and E entail greenfield land release which whilst providing a significant resource for meeting housing needs, carry significant potential disadvantages against landscape, biodiversity and land use objectives.

Similarly, Option D introduces delivery risks and loss of employment land and has generally been discounted and rejected due to negative impacts on the local economy and employment.

LOCATION OF GROWTH

In terms of the delivery of the Growth Options, **Table NTS-5** lists sites which could in principle, deliver each Option.

Table NTS-5 - Sites to Deliver Reasonable Alternatives - Options 1, 2a, 2b and 3

Site Name	Minimum number of dwellings	Option 1 Meeting Housing in Full	Option 2a Meeting 80% of Need	Option 2b Meeting 70% of Need	Option 3 Meeting 50% of Need
List 1: sites within the existing built-up area					
HOM 2.1 John Street, Hazel Grove	109				
HOM 2.3 Land off Station Rd, Reddish	180				
HOM 2.6 Former Cheadle Brickworks	300				

Site Name	Minimum number of dwellings	Option 1 Meeting Housing in Full	Option 2a Meeting 80% of Need	Option 2b Meeting 70% of Need	Option 3 Meeting 50% of Need
HOM 2.7 Land off Midland Road	350				
HOM 2.8 Land off Adswood Road	168				
HOM 2.9 Cheadle Hulme Station	125				
HOM 2.10 Romiley Board Mill	200				
List 1 total	*1,432*				
List 2: sites outside the existing built-up area					
a. Previously developed land					
HOM 2.12 Compstall Mills	130				
HOM 2.13 Former Offerton High School	185				
HOM 2.14 Woodford Garden Village Extension	540				
b. Grey belt					
HOM 2.15 Hall Moss Lane	275				
HOM 2.16 High Lane	1,000				
HOM 2.17 Hyde Bank Meadows	250				
HOM 2.18 Sandown Road	250				
HOM 2.19 Jacksons Lane West	160				
HOM 2.20 Jacksons Lane East	270				
HOM 2.21 Offerton Sand and Gravel	200				
HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)	385				
HOM 2.23 Brindale Road	100				
HOM 2.24 Gravel Bank Road and Unity Mill	295				
HOM 2.25 Land at Cheadle Hulme School	250				
HOM 2.26 Dairyground Farm	500				
HOM 2.27 Jenny Lane, Woodford	190				

Site Name	Minimum number of dwellings	Option 1 Meeting Housing in Full	Option 2a Meeting 80% of Need	Option 2b Meeting 70% of Need	Option 3 Meeting 50% of Need
HOM 2.28a and b Mill Lane (Hazel Grove)	80				
HOM 2.29 High Lane Farm (Woodley)	185				
HOM 2.30 Sanderling Road	69				
HOM 2.31 Compstall Road North	250				
HOM 2.32 Compstall Road South	200				
HOM 2.33 Heald Green West	750				
HOM 2.34 Shakespeare Road, Bredbury	150				
HOM 2.35 Bolshaw Road, Heald Green	64				
HOM 2.39 Land off Buxton Road, Hazel Grove	75				
HOM 2.40 Land off Occupiers Lane	120				
HOM 2.41 Daisy Bank, Heald Green	132				
c. Other					
HOM 2.36 Heald Green East (part grey belt)	790				
HOM 2.37a Land off Chester Road (Hazel Grove)	134				
HOM 2.37b Norbury Hall	160				
HOM 2.38 Chester Road (Woodford) (part grey belt)	550				
List 2 total	8,689				
Further Green Belt Sites					

SUMMARY OF PREFERRED SITE ASSESSMENT RESULTS

Table NTS-6 contains a summary of the scores resulting from the site assessments, with the full site assessment being available within **Appendix F**. The sites are broken down into Residential Green Belt Sites, Employment Green Belt Sites, Further Other Sites, and Non-Green Belt Residential Sites.

Sites within the Green Belt primarily score as having significant negative effects on ISA9: Biodiversity and Natural Capital and ISA10: Landscape and Townscape due to their potential effects

on these objectives. Whilst this is also often the case for ISA18: Efficient use of land, there are instances where certain sites would not just see the development of greenfield land but also some brownfield land.

All of the sites score as having positive effects against either ISA5: Housing or ISA4: Employment, depending on if the site in question would be utilised for either housing or employment related development.

The majority of the sites are often located with some access to a range of health, educational and leisure services, though there are sites that would be in locations that do not have adequate access to such services and facilities. It has been identified that large sites (500+ units) could in reality provide some form of these services and facilities. Should such sites provide such services and facilities in later assessments then they could bring wider benefits to their local communities.

The majority of sites are also usually located in land that is not within a Flood Zone, ensuring their future residents are less likely to be impacted by this common ongoing result of climate change.

Table NTS-6 - Proposed Allocations Assessment Results

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.1 John Street, Hazel Grove	109	+	-	+	0	++	+	+	++	0	0	0	++	0	+/-	?	?	-	++
HOM 2.3 Land off Station Rd, Reddish	180	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
HOM 2.6 Former Cheadle Brickworks	300	+	+	+	0	++	+	+	+	+	++	0	++	?	+/-	?	?	-	++
HOM 2.7 Land off Midland Road, Bramhall	350	+	+	+	0	++	+	+	+	--	--	0	--	0	+/-	?	?	-	--
HOM 2.8 Land off Adswood Road	168	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
HOM 2.9 Cheadle Hulme Station	125	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
HOM 2.10 Romiley Board Mill	200	+	+	+	+	++	+	+	+	-	-	-	++	0	+/-	?	?	-	--
HOM 2.12 Compstall Mills	130	+	-	+	0	++	+	+	-	?	+	0	--	?	+/-	?	?	-	++
HOM 2.13 Former Offerton High School	185	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	++/--

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.14 Woodford Garden Village Extension	540	+	-	+	0	++	+	-	-	--	--	0	--	0	+/-	?	?	-	--
HOM 2.15 Hall Moss Lane	275	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.16 High Lane	1,000	+	-	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.17 Hyde Bank Meadows	250	+	+	+	0	++	+	+	+	--	--	+/-	++	0	+/-	?	?	-	--
HOM 2.18 Sandown Road	250	+	+	+	0	++	+	+	+	--	--	+/-	--	0	+/-	?	?	-	--
HOM 2.19 Jacksons Lane West	160	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
HOM 2.20 Jacksons Lane East	270	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	-- /?
HOM 2.21 Offerton Sand and Gravel	200	+	+	+	0	++	+	+	+	++	++	+	++	-	+/-	?	?	-	++
HOM 2.22 Cow Lane (rear of Sainsburys, Hazel Grove)	385	+	+	+	0	++	+	+	+	--	--	0	--	-	+/-	?	?	-	--
HOM 2.23 Brindale Road	100	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.24 Gravel Bank Road and Unity Mill	295	+	+	+	0	++	+	++	++	--	--	?	--	?	+/-	?	?	-	--
HOM 2.25 Land at Cheadle Hulme School	250	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
HOM 2.26 Dairyground Farm, High Lane	500	+	-	+	0	++	+	+/-	+/ ?	--	--	0	++	-	+/-	?	?	-	--
HOM 2.27 Jenny Lane, Woodford	190	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.28a and b Mill Lane (Hazel Grove)	80	+	-	+	0	+	+	+	-	-	-	0	++	0	+/-	?	?	-	-
HOM 2.29 High Lane Farm (Woodley)	185	+	+	+	0	++	+	++	+	--	--	?	++	?	+/-	?	?	-	--
HOM 2.30 Sanderling Road	69	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.31 Compstall Road North	250	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.32 Compstall Road South	200	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.33 Heald Green West	750	+	+	+	0	++	+	++	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.34 Shakespeare Road	150	+	+	+	0	+ +	+	-	+	-	-	0	+	0	+/ -	?	?	-	--
HOM 2.35 Bolshaw Road, Heald Green	64	+	-	+	+	+ +	+	-	-	-	-	0	+ +	0	+/ -	?	?	-	-
HOM 2.39 Land off Buxton Road, Hazel Grove	75	+	-	+	+	+ +	+	+	-	0	0	0	+	0	+/ -	?	?	-	-
HOM 2.40 Land off Occupiers Lane	120	+	-	+	+	+ +	+	+	-	0	0	0	+	0	+/ -	?	?	-	-
HOM 2.41 Daisy Bank, Heald Green	132	+	0	+	+	+ +	+	+	+	0	0	0	+	0	+/ -	?	?	-	--
HOM 2.36 Heald Green East (part grey belt)	790	+	+/-	+	0	++	+	+/-	+	--	--	0	--	-	+/-	?	?	-	--
HOM 2.37a Land off Chester Road (Hazel Grove)	134	+	-	+	0	+ +	+	+	+	-	-	0	+ +	?	+/ -	?	?	-	--
HOM 2.37b Norbury Hall	160	+	-	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/- -
HOM 2.38 Chester Road (Woodford) (part grey belt)	550	+	-	+	0	++	+	-	-	--	--	-	++	-	+/-	?	?	-	--
Employment Green Belt Sites																			
Bredbury	(50,000 sqm)	+	0	++	++	0	+	+	0	--	--	0	++	0	+/-	?	?	-	--
Heathside Park Road	(32,000 sqm)	+	0	++	++	0	+	+	?	--	--	0	++	0	+/-	?	?	-	++ /--

Table NTS-7 - Reasonable Alternative Sites Assessment Results

Site Name	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Gravel Bank Road (175 Units)	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
Land at Bramhall High School (500 Units)	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
Bridle Road, Woodford (25 Units)	+	-	+	0	+	+	-	-	-	-	0	++	0	+/-	?	?	-	--
Reddish Vale High School (50 Units)	+	+	+	0	+	+	++	+	-	-	0	++	0	+/-	?	?	-	-
Broadstone Mill, Reddish (90 Units)	+	+	+	0	+	+	++	+	+	+	?	++	0	+/-	?	?	-	++
Metropolitan House, Cheadle Hulme (80 Units)	+	+	+	0	+	+	++	+	+	+	0	++	0	+/-	?	?	-	++
Land off Finney Lane, Heald Green Station (56 Units)	+	+	+	0	+	+	++	+/-	+	+	0	++	0	+/-	?	?	-	++
Land behind Meadow Mill, Stockport (100 Units)	+	+	+	0	++	+	+	++	+	+	?	--	0	+/-	?	?	-	++
Land at Etchells Road, Cheadle (94 Units)	+	++	+	0	+	+	+	++	--	-	0	--	0	+/-	?	?	-	--
Woodbank Works, Turncroft Lane (70 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Land and buildings at Blackford Road (60 Units)	+	+	+	0	+	+	+	+	+	+	0	--	0	+/-	?	?	-	++
Ford Garage, Wellington Road (60 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Hurstfield Industrial Estate, Reddish (55 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Demmings Industrial Estate, Brookfield Road (164 Units)	+	+	+	0	++	+	+	+	+	+	0	--	0	+/-	?	?	-	++
Oakwood Mills Oakwood Road (120 Units)	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
Hallam Mill, Davenport (70 Units)	+	+	+	0	+	+	+	++	+	+	0	++	0	+/-	?	?	-	++
Crosland Industrial Estate, Bredbury (60 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++

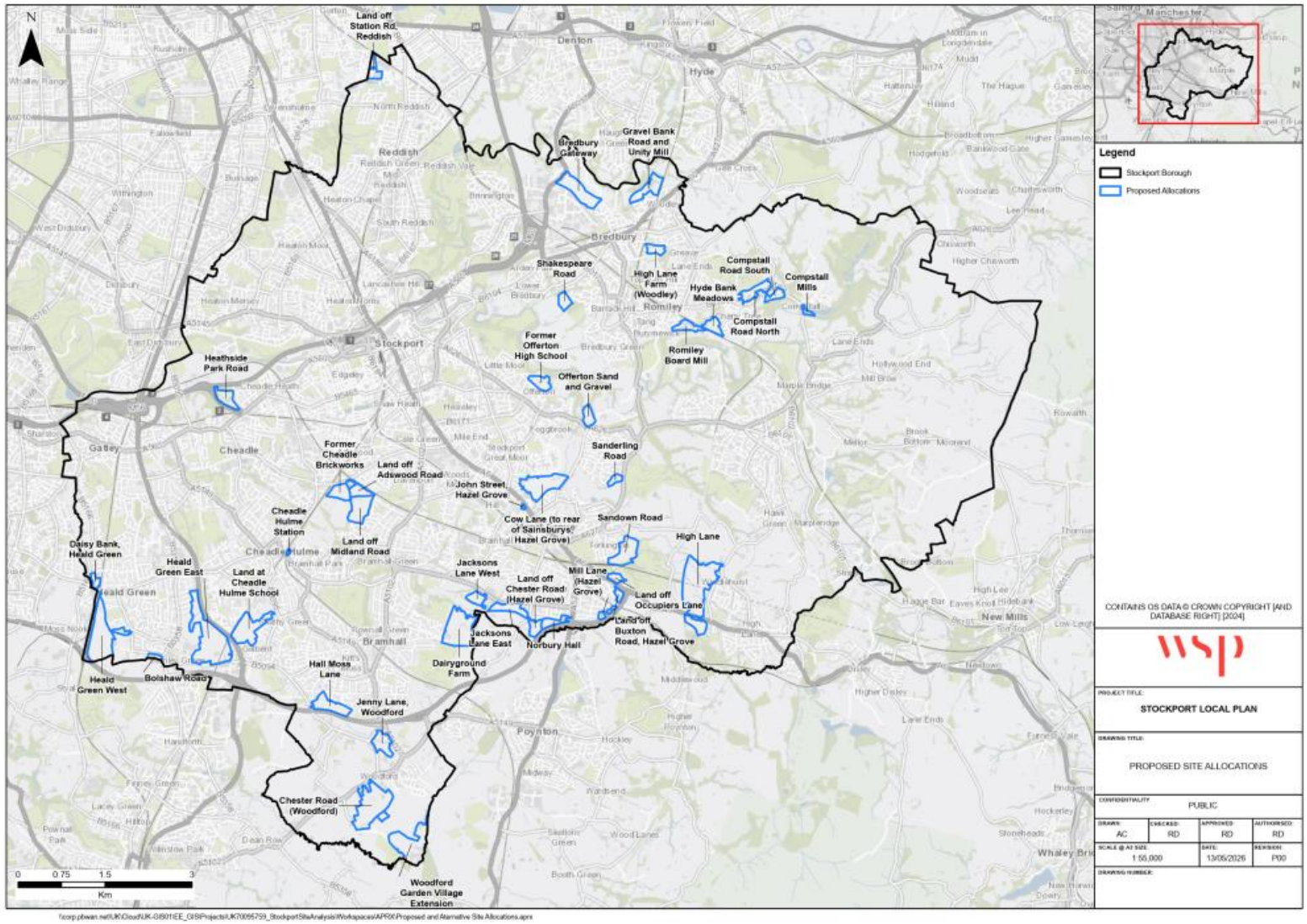
Outline Reasons for Selection of the Proposed Sites and Rejection of Reasonable Alternatives

The reasons for selecting the proposed sites reflect:

- Compliance with the Local Plan Vision, Objectives and Spatial Approach in particular by focussing development at well-connected locations, balancing the delivery through the use of existing allocations, windfall sites, brownfield land, sensitive intensification of existing sites, proportionate release of employment land and release of Grey Belt and Green Belt in locations where relatively limited harm is identified.
- Support by plan evidence assessment, including flood risk, transport, site viability, heritage, tall buildings, Green Belt and biodiversity.
- That there are no overriding constraints that would hinder the delivery of the sites.
- Collectively, the sites will contribute to housing supply and address housing need.
- That the proposed sites are viable and available.

The reasonable alternative sites do not exhibit significantly higher sustainability performance than the proposed sites.

Figure NTS-1 - Proposed Development Sites



EMPLOYMENT APPROACHES

The Employment Land Review (ELR)[3] has been undertaken to assess the existing employment space and land in the Borough and to assess future needs. Overall, it has found that there is not a need for a large amount of new employment land in relative terms. More specifically, in terms of office space, future requirements of around 18 hectares should be able to be met within the existing urban area, particularly in the town centre, which will be a key focus for office development, and within Employment Areas.

The ELR concludes that there is a shortfall in B2/8 (General Industrial / Warehousing and Logistics) and sets out that the Local Plan should find around 29.2 hectares in appropriate locations over the plan period.

Two approaches to the provision of employment land have been assessed. The proposed approach includes development within the existing town centres, urban areas and existing employment areas as well as the potential release of Green Belt at:

- Heathside Park Road (32,000 sqm minimum floorspace)Bredbury Gateway (50,000 sqm minimum floorspace)

The alternative approach includes development in existing town centres, urban areas and existing employment areas only.

Both employment approaches have been assessed against the ISA Framework Objectives. The summary of findings from this assessment have been detailed in **Table NTS-8** with the full assessment in **Appendix G**.

Table NTS-8 - Assessment of Employment Approaches

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

[3] Employment Land Review 2022 and Stockport Local Plan Addressing our development needs October 2025 available at: Addressing our development needs

Outline Reasons for Selection of the Proposed Approach to Employment Provision and Rejection of Reasonable Alternative

The reasons for selecting the proposed approach comprise:

- Delivery of the identified employment requirement with a greater degree of certainty focused on two proposed sites.
- Support by plan evidence assessment, including flood risk, transport, site viability, heritage, tall buildings, Green Belt and biodiversity, acknowledging the potential harm associated with biodiversity, landscape and greenfield land take, requiring suitable mitigation.
- There are no overriding constraints that would hinder the delivery of the sites.
- The proposed sites are viable and available.

The reasonable alternative exhibits slightly better performance in respect of accessibility and greenfield land take, but greater uncertainty across a range of objectives, reflecting the uncertainty of delivery both in size and location.

ASSESSMENT OF POLICIES

The assessment of the SMBC policies was carried out in relation to the ISA Appraisal Framework Objectives. See **Section 6** of the **ISA Report** for further details.

A summary of the findings is detailed in **Table NTS-9** below.

Table NTS-9 - Summary of Significant Effects - Policy Assessment

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

ISA Objective	Significant Assessment Findings
	incorporating office and retail spaces. These developments contribute to improving Stockport's economy and encouraging investment from different sectors.
ISA4: Employment	Significant positive effects are anticipated as a result of **Our Homes (Specialist Housing), Our Town Centres, Supporting Our Businesses and Centres, and Our Infrastructure (Digital and Telecommunications Infrastructure)**. The developments to communities and infrastructure will enable wider connectivity both in and around Stockport. Increased connectivity may enable improved access to jobs within Stockport's centres. Additionally, improving the investment into Stockport's economy is likely to increase the provision of jobs.
ISA5: Housing	The **Our Homes** policies have resulted in significant positive effects on housing, as they will support large scale housing provision to suit the needs of all groups. Most other themes/sub-themes have also resulted in a minor positive effect on housing due to the smaller scale of housing provision or developments included and the indirect nature of the effect, for example **Supporting Our Businesses and Centres (Centres)**. Projects on a larger scale that have more direct improvements, such as **Our Environment (Built Environment)** have significant positive impacts for housing.
ISA6: Crime	The effects of themes on crime are mostly minor positive. Improvements to infrastructure and centres include safety improvements, as well as increases in lighting to indirectly reduce the likelihood of crime and antisocial behaviour. Improvements to the public realm will also aid in contributing to reductions in crime. **Supporting Our Businesses and Centres (Centres)** results in significant positive effects through its proposed safety, public realm, and active store frontages. Uncertain effects have been identified as a result of **Our Homes (Housing Delivery)** as the developments on brownfield land have the potential to help to reduce crime and create a safer community and a sense of place, particularly if designing out crime principles are applied. However, this will depend on the scheme level design that comes forward.
ISA7: Transport	The majority themes/sub-themes result in significant positive effects upon transport due to their inclusion of improvements to the transport network, including active travel. These improvements also include improving connectivity between locations, particularly within SMB's centres, resulting in significant positive effects. Where policies indirectly improve transport and accessibility or contribute less to the improvement of the transport network's capability and sustainability, minor positive effects have been found.
ISA8: Accessibility	The majority themes/sub-themes result in significant positive effects upon accessibility due to their improvements to the transport network, including active travel for all users. These improvements also include improving connectivity between locations. Improvements to housing and community infrastructure is also proposed within a number of themes/sub themes. This will improve accessibility to, and within housing, services, and transportation for all users.
ISA9: Biodiversity and Natural Capital	Significant positive effects are anticipated upon biodiversity and natural capital as a result of sub-themes **Our Environment (Natural Environment)** and **Our Environment (Environmental Protection)**. These policies aim to preserve current biodiversity and ensure the development of biodiversity net gain. Minor positive effects, such as those resulting from sub-theme **Our Climate Resilient Stockport**, ensure

ISA Objective	Significant Assessment Findings
	biodiversity net gains are included within developments. However, mixed positive and negative impacts arise from developments, including land take and habitat fragmentation. Uncertain effects have been identified as a result of **Our Homes (Specialist Housing)** as a result of uncertainty surrounding land take and disturbance to the natural environment. Additionally, uncertain effects have been identified for **Our Infrastructure (Developer contributions)** as effects will be determined by scheme level design and funding that is received. Significant negative effects have been identified for **Our Infrastructure (Transport)** due to the large-scale land take that is likely to be required and the potential for habitat fragmentation and disturbance due to construction and operation impacts (including noise and air pollution).
ISA10: Landscape and Townscape	Policy themes such as **Our Environment**, **Our Town Centres** and **Our Homes** result in likely significant positive effects upon landscape and townscape. These themes contribute to high quality design that utilises existing brownfield sites to preserve the landscape. Additionally, high quality design contributes to developing a high-quality townscape. Policies resulting in minor positive effects also contribute to preserving and enhancing the landscape through high quality developments. However, minor negative effects may be anticipated from policies and developments that have the potential to require landscape, such as **Our Infrastructure**. Uncertain effects have been identified as a result of **Our Homes (Specialist Housing)** as a result of uncertainty surrounding land take and disturbance to the natural and historic environment. Additionally, uncertain effects have been identified for **Our Infrastructure (Infrastructure provision and Developer Contributions)** effects will depend upon the funding that is received. Significant negative effects have been identified for **Our Infrastructure (Transport)** due to the large-scale land take that is likely to be required which will permanently alter the landscape and townscape of the area.
ISA11: Historic Environment	The majority of themes/sub-themes result in mixed positive and negative effects upon the historic environment. These effects are anticipated as a result of improvements to the setting of heritage assets through reduced road traffic. However, there is potential from schemes such as **Our Infrastructure** that land take may be required, resulting in negative effects on setting. Significant positive and minor positive effects, such as those resulting from **Our Environment – Built Environment**, are attributed to improvements to the setting of heritage assets and additional improvements to the assets themselves, preserving and enhancing for future use. Uncertain effects have also been identified as a result of **Our Homes (Housing Delivery)** and **Our Homes (Specialist Housing).** New development will require land take and may cause disturbance to the historic environment, due to construction and operation impacts (noise and air pollution). However, the level of disturbance is likely to be determined by individual schemes that may arise. Additionally, uncertain effects have been identified for **Our Infrastructure (Infrastructure provision and Developer Contributions)** effects will depend upon the funding that is received. Significant negative effects have been identified for **Our Infrastructure (Transport)** due to the large-scale land take that is likely to be required and the potential for negative impacts on the setting of heritage assets.

ISA Objective	Significant Assessment Findings
ISA12: Flood Risk	Positive effects are largely anticipated upon flood risk as a result of the policy themes/sub-themes. Themes include the improvement of suitable drainage and the development of high-quality developments to withstand the effects of flooding. Specifically, **Our Infrastructure (Water and Flood Risk)**, results in significant positive effects as a result of the outlined improvements to flood risk resilience through improved drainage. Uncertain effects have been identified as a result of **Our Homes (specialist housing)** as a result of the introduction of more hardstanding surfaces, which could increase levels of surface water flooding. Additional uncertain effects have been identified as a result of **Our Town Centres** and **Supporting our Businesses and Centres (Businesses)** due to an uncertainty around the inclusion of sustainable drainage methods. This is likely to be determined by individual scheme design. Similarly, **Our Infrastructure (Infrastructure provision and Developer Contributions)** effects will depend upon the funding that is received.
ISA13: Water Quality	Positive effects are largely anticipated upon water quality as a result of the policy themes/sub-themes. Themes, specifically, **Our Environment (Environmental Protection)**, results in significant positive effects as a result of improvements to surface water and groundwater quality. **Our Infrastructure (Water and Flood Risk)**, results in significant positive effects as a result of the outlined improvements to SuDS, improving water quality. Uncertain effects have arisen from **Our Infrastructure (Infrastructure provision and Developer Contributions)** as effects will depend upon the funding that is received.
ISA14: Air Quality	Most policy themes result in minor positive effects upon air quality. Themes/sub-themes encourage a modal shift away from private car use towards active travel modes. This will subsequently improve air quality across the Borough. **Our Environment (Environmental Protection)** results in likely significant positive effects on air quality as a result of its direct reductions in emissions and improvements to air quality. Uncertain effects have been identified as a result of **Our Homes (Specialist Housing)** as a result of the introduction of more housing, resulting in potential increased traffic and reductions in air quality. Additionally, **Our Infrastructure (Infrastructure provision and Developer Contributions)** results in uncertain effects as this will depend upon the funding that is received.
ISA15: Climate Change	The majority of themes result in positive effects upon climate change. Climate change resilience is also positively contributed to through **Our Environment – Built Environment**. This theme includes the development of resilient developments to the chronic and acute effects of climate change accounting for significant positive effects. Uncertain effects have arisen from **Our Infrastructure (Infrastructure provision and Developer Contributions)** as effects will depend upon the funding that is received.
ISA16: GHGs and Energy Efficiency	The majority of themes result in positive effects upon greenhouse gases. Themes/sub-themes promote the reduction in emissions and therefore, positive contributions to greenhouse gases. Additionally, reductions in road emissions will contribute to these positive effects particularly through **Our Climate Resilient Stockport**, resulting in significant positive effects.

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

ASSESSMENT OF POLICY ALTERNATIVES

The assessment of alternatives assessed a continuation of the *existing Core Strategy scenario*.

The assessment of alternatives has resulted in a higher number of uncertainties and negative effects than the draft proposed SLP policies. The assessment highlighted that the majority of the existing policies are outdated and no longer reflect global issues (climate change and Covid-19) and are therefore not fit for purpose.

Significant negative effects were identified for climate change and greenhouse gases (ISA15 and 16) as the Core Strategy is based on outdated figures. Given that SMBC have declared a climate emergency and set their own ambitious targets to be carbon neutral by 2038, the Core Strategy is no longer robust enough to support these ambitions.

Similarly, significant negative effects were identified for biodiversity (ISA9). Although policies will work to protect and enhance protected habitats, species and valuable ecological networks as per the ISA objective, the policies are outdated and do not reflect the latest legislation, particularly the requirement of the Environment Act which sets out the need for a minimum of a 10% net gain in biodiversity.

However, existing policies within the Core Strategy have resulted in significant positive effects on landscape and townscape (ISA10) and historic environment (ISA11). They support the protection and enhancement of these assets and clearly identify the risks that climate change poses.

See **Section 7** in the **ISA Report** for more details.

FINDINGS FROM OTHER ISA ASSESSMENTS

EQIA ASSESSMENT

Overall, the policies will likely result in positive impacts on protected characteristic group members in SMBC. The policies aim to address a wide range of issues, identified by the key themes within the EqIA baseline (**Appendix F** to the **ISA Report**).

The main protected characteristic groups that will particularly benefit include:

- **Age** – Particularly older people who have reduced mobility and require access to health and other services. Greater connectivity of developments with their surroundings could benefit those with reduced mobility by improving access. All ages will benefit from the protection and enhancement of sports facilities as it will encourage social engagement, therefore reducing isolation. Making office spaces more affordable will particularly benefit younger people in creative or smaller business looking to set up for the first time.
- **Disability** – Particularly people with a variety of disabilities will benefit from a more accessible environment. The SLP includes policies which support inclusive design which will help to improve connectivity and function, benefiting users with mobility limitations.
- **Deprivation** – Policies are likely to benefit people from low-incomes who require access to employment, education and people with underlying health issues. Policies that promote the retention and increasing employment in particular have positive effects as they will help to improve deprivation in the area by reducing unemployment rates and making use of local skills. This is also further helped by policies promoting affordable travel which will make public transport more accessible to those form low-income families and provide them with better connectivity to local areas for work or leisure.

The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups:

- Religion or Belief;
- Sexual Orientation; and
- Marriage and Civil Partnerships.

HIA ASSESSMENT

The HIA assessed the SMBC policies and considered their impact on the key determinants of health. These have been detailed below and in full within **Appendix G** of the **ISA Report**:

- **Air quality**: Positive effects have been identified. The encouragement of active transport modes and improvements to public transport, using low carbon networks, will help to reduce private car and therefore, transport related emissions. This will help to minimise the negative effects upon those in the most vulnerable social groups.

- **Noise**: Positive effects have been identified. New development will be required to meet social design standards. Mitigation will also be sought for new development in close proximity to Manchester Airport and noise pollution from road transport and energy developments.
- **Housing and Homelessness**: Positive effects have been identified for policies which support the provision of new homes in the town centre area (Our Town Centres). This could have positive effects for working aged adults (18-67) and those who are homeless. Additionally, Our Homes policies result in positive effects for adults, unemployed, low income groups and the elderly. These policies result in improved housing provision throughout SMBC (including affordable and adaptable housing).
- **Economy and Employment**: The provision of increased employment space and accessibility to this employment space will have positive effects on the unemployed and low income residents in the borough. Additional town centre improvements and plans for new retail and commercial space will also result in positive effects on the local economy.
- **Skills and Education**: Positive effects have been identified. Business policies may improve employment opportunities for unemployment and young people, this will also improve on the job training and skills for young people in employment.
- **Social Cohesion and Community Safety**: Positive health effects have been identified. The creation of community hubs where healthcare provision, educational facilities and other community facilities are located in close proximity to each other, will help to meet local needs, reduce loneliness and likely improve community safety. Improvements to the public realm will also aid in improving community safety and reducing anti-social behaviour.
- **Access to Services**: Positive health effects have been identified. New housing and town centre developments within SMB will have suitable access to community facilities and shops, through the development of new infrastructure and improvements to public transport. Access to services will improve the health of elderly residents and reduce loneliness.
- **Physical Activity**: Positive health effects have been identified. Policies aim to increase and improve access to open spaces, play, sports and leisure facilities, which will provide opportunities for physical activity for residents of all ages within SMB.
- **Green Infrastructure**: Positive effects have been identified. The introduction of green infrastructure and protection of existing open, green spaces will allow residents of SMB to use these areas for leisure and sports activities, as well as providing mental health benefits.
- **Climate Change Resilience**: Positive effects have been identified. Policies that support active transport, creation of open, green spaces, and sustainable design will help to improve climate change resilience within SMBC. Flood risk will be limited through the implementation of SuDS which will help to reduce surface water runoff.

HABITATS REGULATIONS ASSESSMENT

The HRA screening found that the majority of potential impact pathways could be screened out, as no credible likely significant effects were identified. Potential air-quality effects were taken forward for further consideration through the appropriate assessment as likely significant effects could not be excluded.

The appropriate assessment considered airborne NOX, NH3, nitrogen deposition and acid deposition, as relevant to the individual European sites and their qualifying features. The assessment considered the magnitude and spatial extent of the predicted effects, the habitats and qualifying features present, the conservation objectives of the sites and relevant site-specific evidence. It concluded that the predicted air-quality effects would not adversely affect the integrity of the European sites assessed.

Overall, the HRA concluded that the Draft Plan will not adversely affect the integrity of any European site considered, either alone or in combination with other plans and projects, having regard to the conservation objectives of those sites and the qualifying features for which they have been designated.

CUMULATIVE EFFECTS

A cumulative effects assessment was undertaken for the ISA. This looked at two different types of cumulative effects – Intra-project and Inter-project. These are defined as follows:

- Consideration of how different proposed policies and proposals within the Local Plan may interact and cause cumulative effects on a receptor (Intra-project effects); and
- How the proposed policies and proposals within Local Plan could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-project effects).

INTRA-PROJECT EFFECTS

The proposed policies and sites within the Local Plan resulted in the following intra-project cumulative effects. Further details on the assessment of the inter-project cumulative effects can be found within **Section 9.2** of the **ISA Report**.

Positive effects have largely been identified for ISA objectives where policies contribute to improving the Borough, for example, improving biodiversity enhancements, improving energy efficiency or providing additional community infrastructure. Positive effects were identified for equality and inclusion, health, economy, employment, housing, crime, transport, accessibility, biodiversity and natural capital, landscape and townscape, historic environment, flood risk, water quality, air quality, climate change, GHGs and energy efficiency, waste, and efficient use of land and resource.

Mixed positive and negative effects were identified for health, housing, biodiversity and natural capital, landscape and townscape, historic environment, flood risk, water quality, air quality, climate change, GHGs and energy efficiency, waste, and efficient use of land and resource.

INTER-PROJECT EFFECTS

An assessment of the potential cumulative effects of the Local Plan in association with other plans, policies and projects in the surrounding area was completed, looking at the potential impacts at a strategic level. Further details on the assessment of the inter-project cumulative effects can be found within **Section 9.3** of the **ISA Report**.

The following plans or policies were considered:

- Northern Powerhouse;

- Airport City;
- A57 Link Roads
- Greater Manchester Levelling Up Plans;
- Neighbouring Local Plans (detailed within **Section 9.3** of the **ISA Report**); and
- Neighbouring Local Transport Plans (detailed within **Section 9.3** of the **ISA Report**).

Potential positive effects were identified for climate change, air quality, accessibility, equality and inclusion, health, transport, economy, employment, crime, waste, and housing, flood risk, and GHGs and energy efficiency.

Potential negative effects were identified for biodiversity and natural capital, historic environment, landscape and townscape, and waste.

Potential mixed positive and negative effects were identified for equality and inclusion, biodiversity and natural capital, flood risk, GHGs and energy efficiency, historic environment, landscape and townscape, air quality, efficient use of land, water quality, climate change, waste, community needs, and health.

MITIGATION AND ENHANCEMENT MEASURES

Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of ISA. The SEA Regulations[4] require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures and include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

Policy specific mitigation measures have been included within **Appendix D**.

[4] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf

Table NTS-10 - Proposed Mitigation and Enhancement Measures

ISA Objective	Mitigation/Enhancement	Mechanism
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Further assessment as part of scheme level design, should incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting new communities.	Project level design and assessment
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Project level Community Safety Assessment, EqIA and HIA
ISA1 – Equality and Inclusion ISA8 – Accessibility	Where parking is implemented, it should not cause an obstruction to pavement users and clear crossings should be provided.	Inclusion within preferred SLP policies
ISA1 – Equality and Inclusion	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone.	Inclusion within preferred SLP policies Project level design and assessment and EqIA
ISA1 – Equality and Inclusion ISA2 – Health ISA6 – Crime and Safety ISA8 – Accessibility	New parks and open spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points. Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility. Accessible surfacing should be considered for wheelchair users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.	Project level design and assessment, crime impact assessments and EqIA

ISA Objective	Mitigation/Enhancement	Mechanism
ISA1 – Equality and Inclusion ISA4 - Employment	Employment should be focused on local residents in the first instance. Policies should aim to increase employment for all protected groups where barriers to employment and education exist (low-incomes, younger people, disabled).	Inclusion within preferred SLP policies
ISA1 - Population and Equalities ISA10 - Landscape and Townscape	Developments should seek to improve the public realm, including improving wayfinding and providing permeability through town centres to provide access to those with disabilities, or pushchairs.	Project level design and assessment as part of subsequent EIA/ planning application
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users. The SLP should also support community engagement with various groups prior the development of transport infrastructure.	Inclusion within preferred SLP policies Project level design and assessment and EqIA
ISA1 – Equality and Inclusion	Appropriate subsidies should be considered to ensure people from low incomes can access sustainable retrofitting with no additional financial barriers.	Inclusion within preferred SLP policies
ISA2 – Health	Scheme level health impact assessments should be undertaken which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.	Project level design and assessment
ISA2 – Health ISA9 -Biodiversity	New developments could incorporate natural features such as tree planting, hedgerows and floral arrangements, green walls, roofs and incidental vegetation to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits. This will also lessen the impact on biodiversity and work towards biodiversity net gain.	Project level design and assessment (including biodiversity net gain assessments)

ISA Objective	Mitigation/Enhancement	Mechanism
ISA3 – Economy	Where new development comes forward in close proximity to existing shop frontages and businesses, there is a need to ensure that they can remain open and maintain their existing business hours.	Inclusion within preferred SLP policies Project level design and assessment
ISA6 – Crime and Safety	Development should incorporate designing out crime principles particularly for development sites located in areas with high levels of crime deprivation.	Inclusion within preferred SLP policies Project level design and assessment
ISA6 – Crime and Safety	Where policies and site allocations make provision for open spaces, there is a need for these spaces to be well designed and well lit, to ensure that they are safe and feel safe for all users, particularly after dark.	Inclusion within preferred SLP policies Project level design and assessment
ISA8 – Transport ISA7 – Accessibility	All new developments should be accompanied by a travel plan which sets out action plan that shows how sustainable transport such as buses, cycling or walking, will be made accessible at the development and their use increased.	Project level design and assessment
ISA9 - Biodiversity	Opportunities for avoiding and mitigating any adverse effects, and for net environmental gains, should be made from the earliest stages of plan-making and development proposals. Development will need to fulfil the requirement to achieve at least a 10% gain in biodiversity.	Project level design and assessment (including biodiversity net gain assessments)
ISA9 – Biodiversity	Consideration needs to be given to the potential effects of noisy development on international, national and locally designated sites of importance for biodiversity.	Project level design and assessment (including noise assessments/ surveys)
ISA9 – Biodiversity	Consideration needs to be given to the potential effects of air quality impacts on sensitive biodiversity sites, particularly SSSIs, in the vicinity of proposed developments.	Project level design and assessment (including air quality assessments/ surveys)

ISA Objective	Mitigation/Enhancement	Mechanism
ISA9 – Biodiversity	Due to the presence of Great Crested Newts at a number of employment sites, appropriate licensing (either mitigation license or district level licensing) will need to be undertaken prior to development. Further surveying may also be beneficial.	Project level design and assessment
ISA9 – Biodiversity	The objectives and measures of the Greater Manchester Local Nature Recovery Strategy (GMLNRS) need to be considered as part of plan implementation.	Plan and project level design and assessment
ISA10 – Landscape and Townscape	Care must however be taken to ensure that tall buildings in clusters do not appear to coalesce in views as this can have a significant visual impact and undermine legibility.	Scheme level design and planning application
ISA10 - Landscape and Townscape ISA11 - Historic Environment	New developments should seek to maximise sustainability benefits from existing landscape, townscape and heritage assets by valuing them inherently and for the wider services they provide. Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.	Historic Landscape Characterisation Project level landscape and visual impacts assessments as part of subsequent EIA/ planning application Heritage Impact Assessments
ISA11 – Historic Environment	Promoters and designers should liaise closely with SMBC and Historic England to avoid or minimise negative impacts, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity. Where developments are being built and/or improved within, or close proximity to designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.	Historic Landscape Characterisation Project level landscape and visual impacts assessments
ISA11 – Historic Environment	Characterisation work should be undertaken to understand the potential impact of site allocations on historic places and inform assessments of an area's capacity to accommodate development. Site specific studies, such as archaeological desk-based assessment and fieldwork, may also be necessary to provide adequate information.	Historic Landscape Characterisation Archaeological desk based assessment

ISA Objective	Mitigation/Enhancement	Mechanism
ISA12 - Flood Risk ISA13 – Climate Change	Scheme level design should also consider the incorporation of features to reduce flood risks, both now and in future, in light of future precipitation changes associated with climate change. This could include features such as sustainable urban drainage solutions (SuDs), permeable paving and natural engineering such as tree planting.	Scheme level flood risk assessments
ISA14 – Air Quality	A Dust Management Plan should be compiled prior to demolition and construction of new sites.	Project level Construction Environmental Management Plan (CEMP)
ISA17 - Waste	Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy and a waste hierarchy.	Inclusion within preferred SLP policies Project level design and assessment
ISA17 – Waste ISA18 – Efficient use of resource	Proposed sustainable transport infrastructure such as cycle lanes, bus lanes and footpaths, should where appropriate, prioritise the reallocation of the highway network.	Project level design and assessment as part of subsequent EIA/ planning application
ISA17 – Waste ISA18 – Efficient use of resource	A Site Waste Management Plan should be prepared as part of the CEMP and Operational Environmental Management Plan (OEMP).	Project level design and assessment – CEMP and OEMP
ISA18 - Efficient use of Land and resource	SMBC should explore compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.	Inclusion within preferred SLP policies Project level design and assessment

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

- **ISA1 and ISA2:** The effects of a growing population on community facilities and services
- **ISA 9:** The number of new developments achieving biodiversity net gain
- **ISA17:** Uncertain effects on the potential for reductions in the amount of waste produced during construction and minimising the amount sent to landfill.

MONITORING MEASURES

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

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

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

Table NTS-11 sets out the proposed monitoring measures that could be used by SMBC, in combination with the SLP, to monitor potential significant effects.

Table NTS-11 - Proposed Monitoring Measures

ISA Objective	Topic	Indicator
Population and Equalities **SA1:** To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity.		
ISA1	Provision of Local Open Space	Change in amount of Local Open Space – Amount of children's play and casual recreational facility provided by new development –Formal 1.7ha/1,000 population; Children's 0.7 ha / 1,000 population
ISA2	Community infrastructure associated with major developments.	All major developments deliver proposed/appropriate community infrastructure.
ISA3	Percentage of adults (16+) living in households in material deprivation.	Reduction in the proportion of households in material deprivation.

ISA Objective	Topic	Indicator
ISA4	Percentage of people who agree that there is good community cohesion.	Maintenance/increase in residents' satisfaction with their local area as a place to live.
Human Health **SA2:** To improve physical and mental health and wellbeing, for all of Stockport's residents		
ISA5	Change in healthy life expectancy.	Increase in life expectancy and reduction in life-limiting illnesses.
ISA6	Increase in active lifestyles.	Participation in Sport and Physical Activity.
ISA7	Access to Greenspace	Percentage of Stockport's population having access to a natural greenspace within 400 metres of their home
ISA8	Access to Greenspace	Hectares of accessible open space per 1000 population
Economy and Employment **SA3:** To support a diverse local economy to foster sustainable economic growth and support Stockport's town centre and other district and local centres **SA4:** To ensure that local residents have employment opportunities and access to training.		
ISA9	Employment floorspace	• Total amount of additional floorspace by type • Employment land available by type • Total amount of floorspace for Town Centre uses • Losses of employment units, floor area and land area to non-employment uses
ISA10	Retail floorspace	• Amount of completed retail and leisure development for the Borough • Amount of completed retail and leisure development for the Town Centre/District Centres/Local Centres
ISA11	Business births and deaths.	Net growth in businesses in Stockport
Housing **SA5:** To meet the housing needs of all of the Borough's residents inclusively		

ISA Objective	Topic	Indicator
ISA12	Housing Delivery	• Annual Housing completions including tenure (market and affordable), type, size, location and percentage on previously developed land • New and converted dwellings on previously developed land • Gypsy & Traveller net additional pitches • Percentage of dwellings built at a density of 50 dwellings/ha^2 • Five-year deliverable supply assessment • Number of new dwellings in Stockport Town Centre granted planning permission and constructed during the monitoring year • Annual housing supply including tenure and type
ISA13	Housing trajectory.	Planned trajectory met or exceeded.
ISA14	Number of affordable housing completions.	Planned proportion of affordable housing units delivered per development.
Crime and Safety **SA6:** To reduce crime and the fear of crime.		
ISA15	Levels of crime	Recorded offences
Transport and Accessibility **SA7:** To promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally **SA8:** To protect and enhance access to essential services and facilities for all residents		
ISA16	Modal Share	Modal Share of public transport, walking, cycling and car.
ISA17	Travel to work by different modes (e.g. bus, train, car, bike, foot).	Evidence of modal shift to more sustainable transport modes.
ISA18	Road traffic volumes.	Changes in road traffic.
ISA19	Residential development within 30 minutes public transport of: GP; hospital; primary school; a secondary school.	Proportion of new development meeting service standards.

ISA Objective	Topic	Indicator
Biodiversity and Natural Capital **SA9:** To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Stockport, contributing to biodiversity net gain.		
ISA20	Biodiversity Protection	Number of schemes that generate any adverse impacts on sites of acknowledged biodiversity importance
ISA21	Biodiversity enhancement	Percentage of schemes generating overall 10% biodiversity enhancement
ISA22	Biodiversity enhancement	Number of schemes which align to GM LNRS
ISA23	Developments permitted on or affecting RIGS or Geological Conservation Review sites.	No developments on or affecting RIGS.
Historic Environment **SA11:** To conserve and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings.		
ISA24	Historic environment designations – Listed Buildings, Scheduled Ancient Monuments, Conservation Areas, Registered Historic Parks and Gardens and Registered Historic Landscapes.	No loss of designated historic assets.
ISA25	Condition of designated historic assets.	No deterioration or enhancement of designated assets.
Water Environment **SA12:** To reduce the risk and vulnerability to flooding. **SA13:** To maintain and enhance water quality		
ISA26	Surface waters at 'good' status.	Increase in percentage of surface waters at 'good' status.
ISA27	Groundwater bodies at 'good' status.	Increase in percentage of groundwater bodies at 'good' status.
Air Quality **SA14:** To protect and enhance air quality		

ISA Objective	Topic	Indicator
ISA28	Air quality exposure indicators.	Levels of average NO_2, PM2.5 and PM10 concentrations (recorded as Air Quality Exposure Indicators)
ISA29	NO_2 concentrations.	Specific levels of NO_2 against National Air Quality Strategy Objectives
Climate Change and Greenhouse Gases **SA15:** Ensure that Stockport is resilient to the effects of climate change **SA16:** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and encourage energy efficiency		
ISA30	Carbon dioxide emissions.	Measured CO2 emissions.
ISA31	Renewable energy infrastructure.	Renewable energy infrastructure constructed
ISA32	Energy consumption.	Decrease in energy consumption.
ISA33	Development and flood risk.	Number of developments permitted in Flood Zones 1, 2 and 3.
Material Assets **SA17:** To reduce the amount of waste produced and minimise the amount sent to landfill **SA18:** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy.		
ISA34	Waste reuse/recycling/composting.	Waste recycling rates.
ISA35	Safeguarded mineral resource sites.	Number of developments permitted on safeguarded mineral resource sites.
ISA36	Greenfield land and development outside development boundaries.	Amount (ha) of development permitted on greenfield land outside development boundaries.
ISA37	BMV land.	Loss of BMV land (ha) through developments permitted.

OVERALL OUTCOMES OF THE ISA PROCESS

The findings of the ISA process indicate that the implementation of the Local Plan will be accompanied by improved economic, environmental and social outcomes over the duration of the plan period. Regeneration opportunities will be secured, complemented by necessary development

on greenfield land which together will help meet identified housing needs. Larger greenfield development sites offer the opportunity to secure sustainability outcomes in respect of a range of tenures and house types, service provision, green infrastructure, flood risk management, non-car based transport and access to employment opportunities. The protection and enhancement of biodiversity resources and opportunities for accessibility to open spaces is central to the Local Plan and wider strategies such as the Greater Manchester Local Nature Recovery Strategy. The ISA has concluded that the overall strategy and selection of sites will not damage the designated nature conservation resource and will present opportunities for its enhancement through off-site contributions to Biodiversity Net Gain.

It is acknowledged that development will bring increases in road traffic and additional pressures on local services as well as the loss of greenfield land. These effects will need to be addressed through appropriate mitigation as far as possible, using the suite of development management policies and site-specific development briefs and at a plan level through, for example, investment in service provision. New development will be required to demonstrate appropriate standards of sustainable design and construction as proposed policies within the Local Plan. These could involve the provision of on-site renewable energy, decentralised energy systems, the meeting of standards detailed in the Code for Sustainable Homes (CSH) and the Building Research Establishment Environment Assessment Method (BREEAM). Temporary impacts have been identified on the natural environment during the construction phase particularly for air quality, noise, and vibration, which could be mitigated by introducing site specific measures.

Overall, the proposed suite of sites presents a balance by size and location, none of which were found to be inherently unsustainable and on balance perform at least as well as the reasonable alternatives identified. These are part of a delivery strategy which strikes a balance between meeting a significant proportion (some 80%) of the overall housing need and the required greenfield land-take when brownfield opportunities have been taken.

STATEMENT ON THE DIFFERENCE THE PROCESS HAS MADE

The assembly of the ISA has been carried out in parallel with the preparation of the Local Plan, with recommendations taken into account as the Local Plan has evolved. The ISA process sets out a comparative approach to reasonable alternatives to the delivery strategy, sites identified for delivery of the strategy and policies which support their implementation.

The ISA process has assisted in the process of comparing alternatives, highlighting the overall positive outcomes associated with the proposed delivery strategy and suite of sites, whilst identifying the likely negative effects associated with development which will need to be mitigated through plan-wide and site-specific policies as well as wider measures.

By developing and consulting on both the Local Plan options and policies and the ISA together, economic, environmental and social considerations have been integrated throughout the process. The ISA has generally confirmed that thinking on sustainability issues is well embedded with the preparation of Local Plan and draws on the ISA-specific elements such as the collation of baseline data, identification of indicators and recognition of bespoke equalities and health-related matters through the integrated ISA process, along with an ISA monitoring framework, complementing the wider Annual Monitoring Report which measures Local Plan performance.

NEXT STEPS

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

This Pre-Submission ISA Report is being issued for consultation alongside the Pre-Submission Consultation Document. The findings of the Pre-submission ISA Report, together with consultation responses and further evidence base work, will accompany the Submission Local Plan Document.

This ISA Report will be issued to consultees for a 6-week consultation period alongside the draft Local Plan (Regulation 19 Consultation) between 23rd September and 8th 2026.

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

Table NTS-12 - Local Plan and ISA Timetable

ISA/ Local Plan Stages	Timescales
Regulation 19 Consultation (ISA Stage D)	Reg 19 consultation – Sept/Nov 2026
	Submission - December 2026
Examination (ISA Stage D)	Spring 2027
ISA Post Adoption Statement (Stage E)	Winter 2027/2028

This Consultation: How to Give Us Your Views

We would welcome your views on any aspect of the ISA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered.

Please provide your comments by 5,00pm on 8th November 2026. The Council encourages people to submit comments via its consultation portal at: https://localplan.stockport.gov.uk/

Alternatively, comments can be sent:

- **By email –** local.plan@stockport.gov.uk
- **By post:**

  The Planning Policy Team
  Stockport Metropolitan Borough Council
  4th Floor Stopford House
  Piccadilly
  Stockport
  SK1 3XE

- You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.
- Please note we are unable to accept anonymous representations and any comments

received after the closing date cannot be accepted.

- Full details of how to make comments can be found in the Consultation Statement available at: www.stockport.gov.uk/landing/stockport-local-plan

1 INTRODUCTION

1.1 OVERVIEW

1.1.1. Stockport is a metropolitan borough making up part of Greater Manchester in North West England. It is located south-east of central Manchester and includes the towns of Stockport, Bredbury and Marple, as well as the outlying areas of Hazel Grove, Bramhall, Cheadle, Cheadle Hulme Gatley, Reddish, Woodley and Romiley. **Figure 1-1** overleaf illustrates the Stockport Metropolitan Borough Council boundary.

1.1.2. Stockport Metropolitan Borough Council (hereafter SMBC) is currently preparing a new Local Plan (SLP), which will replace the existing Core Strategy[5] which was adopted in 2011.

1.1.3. The SLP will be used to help guide housing growth, infrastructure development and quality of life enhancement in Stockport over the next 15 years and beyond. Once adopted, the SLP will help to deliver the vision that partners, stakeholders and residents set out in the One Stockport Borough Plan[6].

1.2 LOCAL PLANS

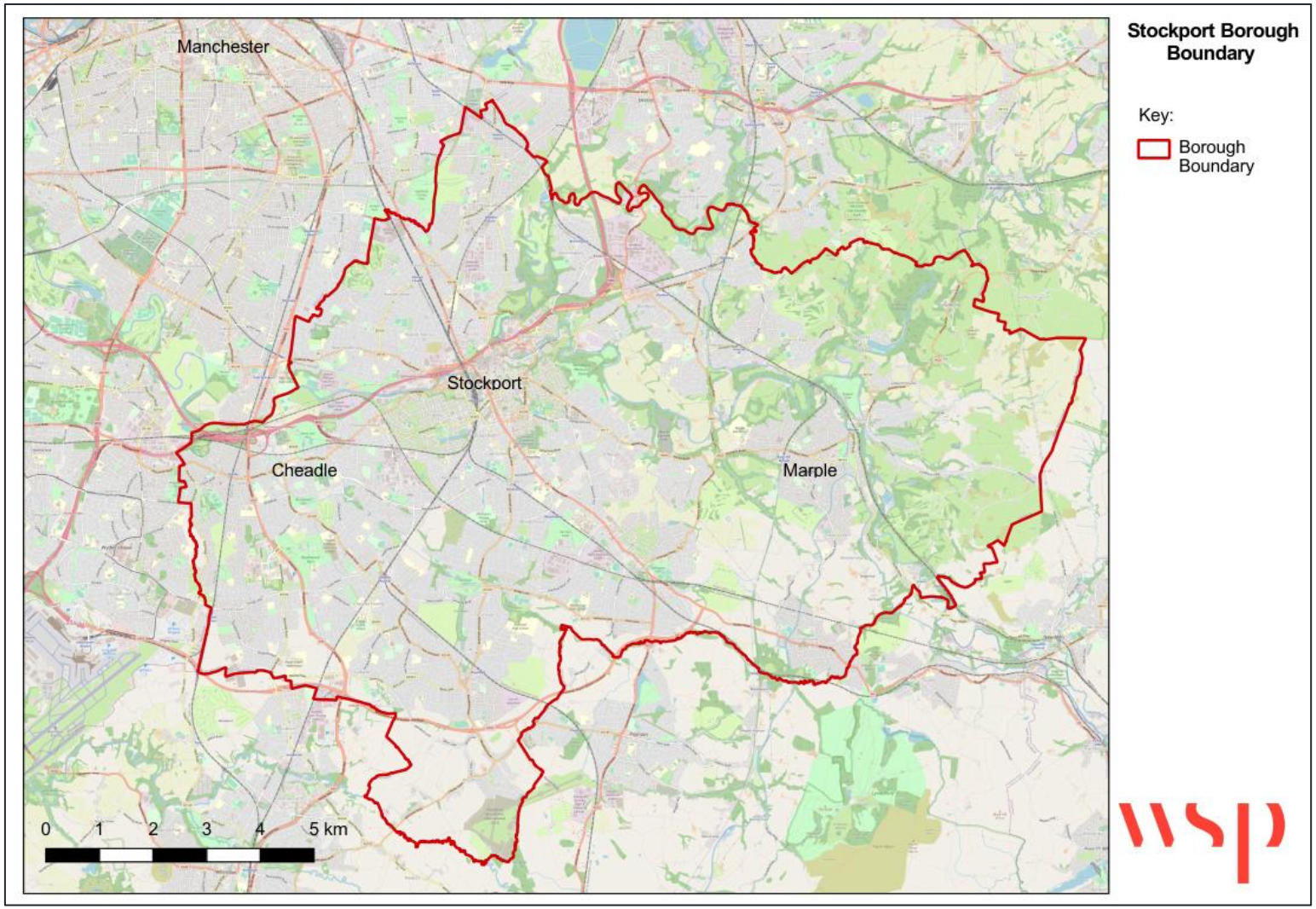
1.2.1. Section 3 of the National Planning Policy Framework (NPPF)[7] requires that each local planning authority should prepare a local plan for its area, which guides decisions on future development proposals and addresses the needs and opportunities of the area.

1.2.2. Topics that local plans usually cover include housing, employment and shops and they also identify where development should take place and areas where development should be restricted. Once in place, local plans become part of the statutory development plan, which is the starting point for determining local planning applications.

1.2.3. The NPPF states that the "*The planning system should be genuinely plan-led. Preparing and maintaining up-to-date development plans should be seen as a priority for providing housing and other development in a sustainable manner*".

[5] Stockport Metropolitan Borough Council, Local Development Framework, Core Strategy DPD, 2011 [online] available at: https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/AdoptedPlans/Core+Strategy+DPD.pdf
[6] One Stockport, The Stockport Borough Plan [online] Available at: https://www.onestockport.co.uk/the-stockport-borough-plan/
[7] Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2024 available at: National Planning Policy Framework - Guidance - GOV.UK

Figure 1-1 – Stockport Metropolitan Borough Council Boundary

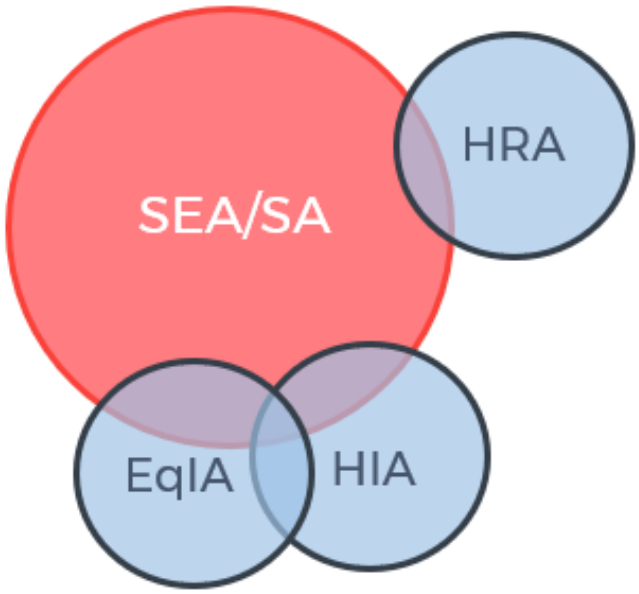


1.3 PURPOSE OF THIS REPORT

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

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

Figure 1-2 – Integrated Sustainbility Appriasal



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

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

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

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

2 THE LOCAL PLAN

2.1 BACKGROUND

2.1.1. SMBC is currently preparing a new SLP, which will replace the existing Core Strategy[8] which was adopted in 2011 and covers the period from adoption to 2026. SMBC is preparing a plan to cover the period from 2024 to 2042. It will be used to assess planning applications for new developments in the Borough over that period.

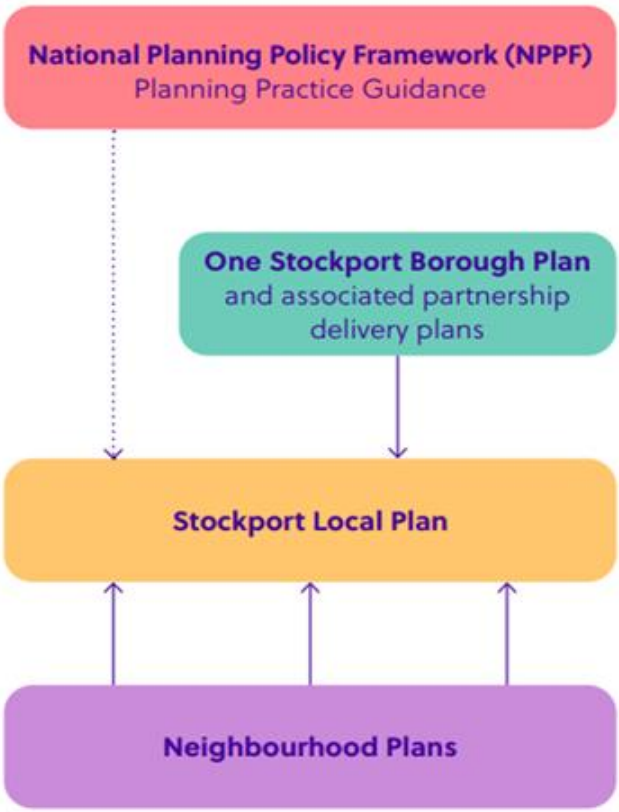
2.1.2. The SLP will set out policies and site allocations for Stockport Borough that will strengthen SMBC's ability to be able to deliver new homes, new jobs and infrastructure in the right places. It allows this development to be planned in a coordinated way, whilst protecting what is valued most in the Borough of Stockport in terms of the environment, and community and heritage assets.

2.1.3. The Stockport Local Plan will be informed and shaped by:

- The National Planning Policy Framework (NPPF)[2];
- The One Stockport Borough Plan[9] and associated partnership delivery plans; and
- Neighbourhood Plans

2.1.4. The relationship with these plans has been outline in **Figure 2-1**.

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



[8] Stockport Metropolitan Borough Council, Local Development Framework, Core Strategy DPD, 2011 [online] available at: https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/AdoptedPlans/Core+Strategy+DPD.pdf
[9] One Stockport Borough Plan, 2021 [online] available at: https://www.onestockport.co.uk/the-stockport-borough-plan/

2.2 WORK TO DATE

2.2.1. SMBC has previously undertaken consultation on a relatively high level 'issues and options' document under Regulation 18 (of the Town and Country Planning [Local Planning] Regulations,2012[10]). A draft Local Plan was subsequently being prepared with a view to further Regulation 18 consultation. However, in December 2020, SMBC determined to withdraw from the preparation of a joint spatial framework for Greater Manchester (GMSF) which would have set the overarching spatial strategy for the Local Plan. Given the need for the Local Plan to then set its own strategic context and particularly given significant changes in the global climate surrounding Covid-19 the Local Plan was re-drafted. The Local Plan (Regulation 18) Document was consulted on between 10th November and 21st December 2025. This was the first stage of public consultation on the draft Local Plan and was accompanied by an Integrated Sustainability Appraisal (ISA).

2.2.2. SMBC has undertaken a number of steps to progress the SLP which are outlined below:

- Step 1 - Identifying Issues and Options: In 2017, SMBC worked with local communities to look at issues that may affect Stockport in the future and the options for how SMBC could respond to them through the new SLP.
- Step 2 - Agreeing Overall Principles: Since 2017, SMBC have consulted with different people and organisations about what they believe is important for the future of Stockport. Using this, and feedback received in Step 1, SMBC have been able to draft principles to guide the development of the SLP.
- Step 3 - Strategic Housing Land Availability Assessment: In 2020, SMBC undertook a strategic housing land availability assessment (SHLAA) to help understand the capacity of the Borough's existing urban areas to accommodate new housing development. The main role of an SHLAA is to:
  - Identify sites with potential to provide new homes;
  - Assess the number of new homes that might be built; and
  - Estimate when they are likely to be built.
- Consultation on Key principles: In August 2021 SMBC obtained feedback from a wide range of people, businesses and organisations on the key principles that are guiding the Local Plan's preparation.
- Consultation on the Draft Local Plan in 2025, including options for the scale and distribution of development across the Borough and policies for implementation of the growth strategy.

2.2.3. **Figure 2-2** below sets out the Local Plan stages and work undertaken to date.

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

Figure 2-2 – Evolution of the Stockport Local Plan

2.3 VISION FOR STOCKPORT

2.3.1. The Local Plan is an important step forward in delivering the vision for Stockport set out in the Borough plan and One Stockport: One Future[11]. It draws across all elements set out in the Borough plan of One Heart, One Home and One Future, to ensure that Stockport has the right land, homes and infrastructure in the right places, for current and future generations.

One heart. At the heart of Stockport is its people and the communities in which they live.

1. A caring and growing Stockport: Stockport is a great place to grow up where children have the best start in life.
2. A healthy and happy Stockport: People live the best lives they can - happy, healthy and independently.
3. A strong and supportive Stockport: Confident and empowered communities working together to make a difference.

One home. Stockport is a great place to live, where no one is left behind.

4. A fair and inclusive Stockport: A Borough for everyone - diversity and inclusion is celebrated and everyone has equity of opportunity.

[11] See https://www.onestockport.co.uk/one-future-plan/

5. A flourishing and creative Stockport: Stockport is an exciting place to live, where people are active and celebrate the culture.
6. A climate-friendly Stockport: Stockport is a responsible and sustainable Borough.

One future. Growing, creating and delivering a thriving future for Stockport.

7. An enterprising and thriving Stockport: A thriving economy which works for everyone.
8. A skilled and confident Stockport: Everyone has the opportunities and skills to successfully achieve their ambitions.
9. A radically digital Stockport: A digitally inclusive and dynamic Borough.

2.4 STRATEGIC POLICIES

2.4.1. The Local Plan's Strategic Policies set out the broad approach to delivering, and managing, new development in the Borough. This broad approach will support or contribute to achieving the overall aim of the SLP. In turn this will help meet the priorities and ambitions of the One Stockport Borough Plan.

2.4.2. The Strategic Policies are as follows:

- Strategic Policy 1: Spatial Strategy
- Strategic Policy 2: A strategy for our centres
- Strategic Policy 3: Sustainable Development in Stockport
- Strategic Policy 4: Equality, Impact and Opportunity

2.5 LOCAL PLAN OBJECTIVES

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

- **Objective 1:** To ensure a resilient and healthy borough that achieves carbon neutrality by 2038 which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development.
- **Objective 2:** To tackle inequalities across Stockport, particularly in relation to housing, employment, and health.
- **Objective 3:** To provide the social infrastructure required to address existing issues and support the delivery of new development and to meet the needs of existing and expanding communities. This will help develop mixed, strong and cohesive communities; ensuring access for all to education, health, community and cultural facilities.
- **Objective 4:** To conserve and enhance our landscapes and natural environment and improve the quality of and access to our open spaces.
- **Objective 5:** To deliver high quality and locally distinctive design that responds to local character to create inclusive, well-connected and safe neighbourhoods. The borough's historic and built environment, including our industrial heritage, will be conserved and enhanced, including its and distinctiveness whilst accommodating change.
- **Objective 6:** To provide a range of different types and tenures of quality new homes that meet aspirations and needs, reflecting an ageing population and a growth in the number of households.

- **Objective 7:** To help create and accommodate employment whilst making Stockport a place of improving inclusive wealth[12], taking advantage of our town centre's economic and locational opportunities and ensuring all our centres perform their key role at the heart of our local communities and neighbourhoods.
- **Objective 8:** To provide everyone in Stockport with access to schools and other appropriate educational facilities.
- **Objective 9:** To provide the necessary transport infrastructure, whilst reducing the need to travel and improve connectivity, ensuring that sustainable modes become a realistic default option for journeys.
- **Objective 10:** To ensure that Stockport has the utility infrastructure in place to support its future development and prosperity (including suitable digital infrastructure).

2.6 LOCAL PLAN POLICIES

2.6.1. The proposed Local plan policies are set out in **Table 2-1** below. In total there are 83 policies split across **seven themes**. In some instances, themes have been further divided into sub themes.

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

Providing for our Communities
COM 1: Healthy and active across all ages
COM 2: Community and social infrastructure
COM 3: Educational facilities
COM 4: Protection of open space and recreation facilities
COM 5: Local Green Space
COM 6: Sporting facilities
COM 7: Health care facilities
COM 8: Cemeteries and Crematoria
Our Environment (Natural Environment)
ENV 1: Protection of the natural environment

[12] The United Nations Environment Programme defines a country's inclusive wealth as "the social value (not dollar price) of all its capital assets, including natural capital, human capital and produced capital". See www.unep.org/resources/inclusive-wealth-report-2018.

ENV 2: Enhancing nature
ENV 3: Nature Recovery
ENV 4: Trees, woodland and hedgerows
ENV 5: Landscape
ENV 6: Soils
Our Environment (Environmental Protection)
ENV 7: Environmental protection
ENV 8: Clean air
ENV 9: Groundwater protection
ENV 10: Land stability, contamination and storage of hazardous substances
ENV 11: Safeguarding of Manchester Airport and air navigation facilities
ENV 12: Aircraft noise
Our Environment (Built Environment)
ENV 13: Delivering design quality
ENV 14: Making effective use of land for residential development
ENV 15: Residential design
ENV 16: Taller buildings
ENV 17: Public realm
ENV 18: Shop frontages
ENV 19: Development and the historic environment
Our Climate Resilient Stockport
CR 1: Climate resilience, mitigation and adaptation
CR 2: Energy efficiency, resources and carbon

CR 3: Renewable and low carbon energy development
CR 4: Heat networks and cooling
CR 5: Retrofit and re-use of buildings
Our Homes
HOM 1: Delivering new homes
HOM 2a: New residential communities
HOM 2b: Site specific requirements
HOM 3: Protecting the future supply of housing
HOM 4: Housing mix
HOM 5: Affordable housing
HOM 6: Build to rent
HOM 7: Housing for older people and specialist accommodation
HOM 8: Provision and enhancement of outdoor recreational space in new residential development
HOM 9: Gypsies, travellers and travelling showpeople
HOM 10: Children's residential care and semi-independent supported living for young people
HOM 11: Houses in multiple occupation
HOM 12: Self-build and custom build homes
HOM 13: Protection of existing housing
HOM 14: Homes for agricultural workers in the Green Belt
HOM 15: Residential infill development in the Green Belt
Our Town Centre
STC 1: Stockport Town Centre principles

STC 2: Town centre policy areas
STC 3: A hub for culture and lifestyle
STC 4: Town centre living
STC 5: Public realm and design in the town centre
STC 6: Movement to and through the town centre
STC 7: Main town centre uses and retail development
Supporting Our Businesses and Centres (Businesses)
BUS 1: Economy and employment principles
BUS 2: Key employment locations
BUS 3a: Employment Areas
BUS 3b: New employment development locations
BUS 4: Employment uses outside of designated employment areas
BUS 5: Flexible workspace
BUS 6: Local employment and training
Supporting Our Businesses and Centres (Centres)
CEN 1: Development principles for vibrant centres
CEN 2: Network and hierarchy of designated centres
CEN 3: District Centres
CEN 4: Development involving main town centre uses
CEN 5: Hot food takeaways
CEN 6: Evening economy
CEN 7: Out of centre locations for retail
Our Infrastructure

INF 1: Infrastructure provision and developer contributions
INF 2: Digital and telecommunications infrastructure
INF 3: Flood risk
INF 4: Drainage
INF 5: Sustainable drainage systems (SuDS)
INF 6: Fresh water and wastewater infrastructure
INF 7: Integrated transport network
INF 8: Sustainable streets
INF 9: Walking, wheeling and cycling
INF 10: Public transport
INF 11: Freight and logistics
INF 12: Public rights of way and strategic recreation routes
INF 13: The highway network
INF 14: Access and servicing
INF 15: Vehicle parking and infrastructure
INF 16: Safeguarding future transport infrastructure and routes
INF 17: Metrolink

2.7 SPATIAL APPROACH TO HOUSING AND EMPLOYMENT DELIVERY

2.7.1. For the Regulation 18 stage, SMBC produced a technical paper[13] which sets out housing and employment development needs and a proposed approach to meeting these needs. This involves meeting some 80% of the Borough's housing need, using a combination of previously developed land and Green Belt land, some of which has been classed as 'grey belt', on the basis that: *"meeting need in full within the urban area has not been possible, despite extensive work to identify suitable sites. As such, and as set in paragraphs 145 and 146 of the NPPF, the council has had to consider the*

[13] Stockport Local Plan Addressing our development needs October 2025 available at: Addressing our development needs

suitability of Green Belt land to meeting need." (para 104). Green Belt sites with the potential for around 7,724 homes have been identified.

2.7.2. Spatially, development within Stockport town centre is proposed as well as additional allowance across all of the district centres which are:

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

2.7.3. The proposed approach to employment land provision includes development purely within the existing town centres, urban areas and existing employment areas along with the identification of two Green Belt sites:

- Heathside Park Road (32,000 sqm minimum floorspace)
- Bredbury Gateway (50,000 sqm minimum floorspace)

3 METHODOLOGY

3.1 INTRODUCTION

3.1.1. Sustainability Appraisal is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

3.1.2. The ISA combines the following assessment processes:

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

3.2 SUSTAINABILITY APPRAISAL

3.2.1. The SEA/SA process is carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

3.2.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)[14].

3.2.3. SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[15].

3.2.4. SEA only considers the environmental effects of a plan whilst SA also considers a plan's wider economic and social effects. It is obligatory that SAs meet all of the requirements of the SEA Regulations.

3.2.5. The approach adopted for the SA element of the SLP follows that set out in the Practical Guide to SEA[16] and the Planning Practice Guidance to SEA[17].

3.3 EQUALITIES IMPACT ASSESSMENT

3.3.1. The Equality Act 2010[18] includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination,

[14] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[15] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] Available at: http://www.legislation.gov.uk/uksi/2017/571/introduction/made
[16] Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive. available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf
[17] Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal. Available at: http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/
[18] Equality Act, 2010, [online] available at: https://www.legislation.gov.uk/ukpga/2010/15/contents

harassment and victimisation; advance equality of opportunity; and foster good relations between communities.

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

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

3.4 HEALTH IMPACT ASSESSMENT

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

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

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

3.5 HABITATS REGULATIONS ASSESSMENT

3.5.1. Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations[19], an assessment (referred to as an HRA) needs to be undertaken in respect of any plan or project which:

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

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

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

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

3.5.3. The HRA screening (Stage 1) found that the majority of potential impact pathways could be screened out, as no credible likely significant effects were identified. Potential air-quality effects were taken forward for further consideration through the appropriate assessment as likely significant effects could not be excluded.

3.5.4. The appropriate assessment (Stage 2) considered airborne NOX, NH3, nitrogen deposition and acid deposition, as relevant to the individual European sites and their qualifying features. The assessment considered the magnitude and spatial extent of the predicted effects, the habitats and qualifying features present, the conservation objectives of the sites and relevant site-specific evidence. It concluded that the predicted air-quality effects would not adversely affect the integrity of the European sites assessed.

3.5.5. Overall, the HRA concluded that the Draft Plan will not adversely affect the integrity of any European site considered, either alone or in combination with other plans and projects, having regard to the conservation objectives of those sites and the qualifying features for which they have been designated.

3.6 ISA PROCESS AND REQUIREMENTS

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

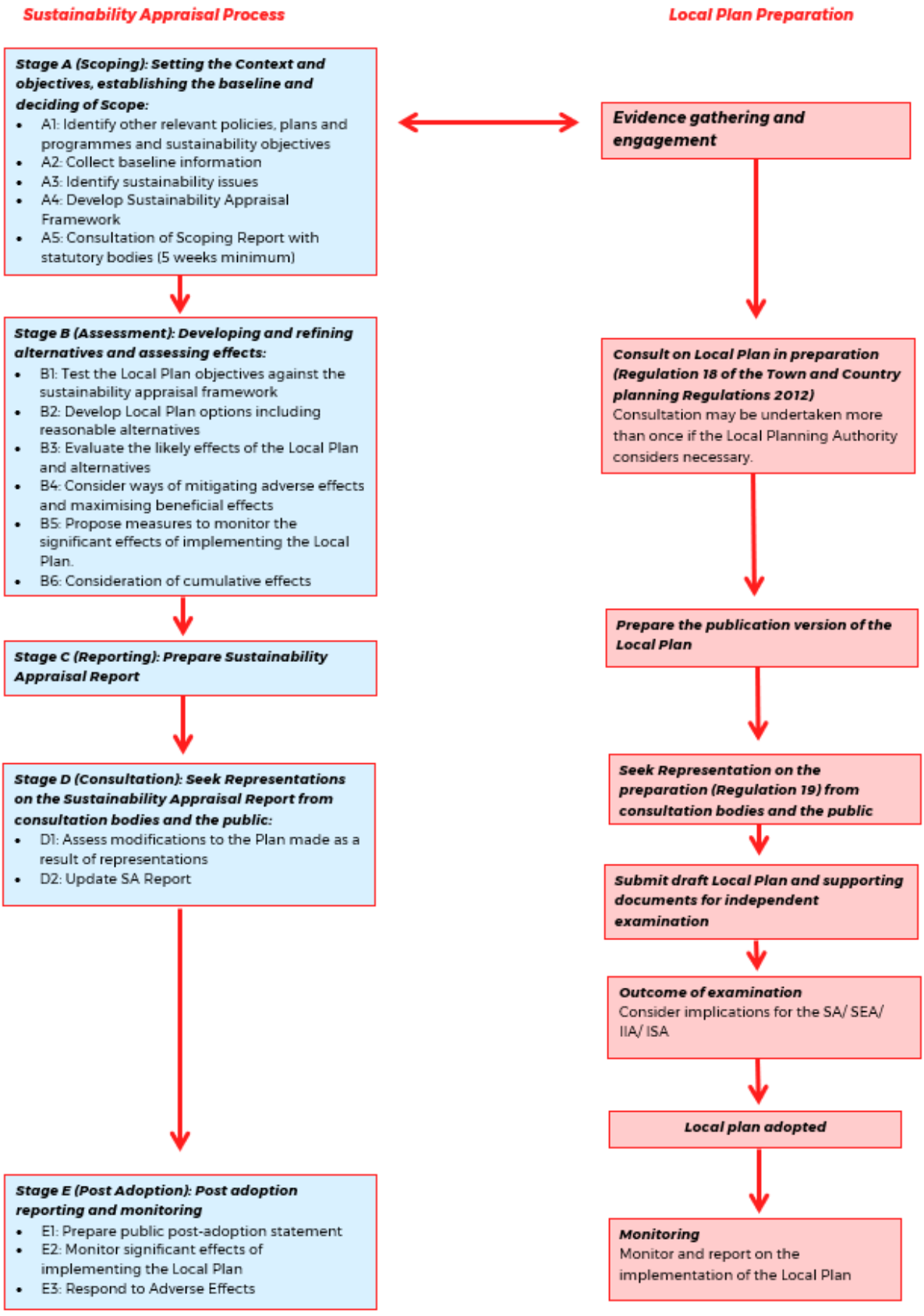
Table 3-1 – SEA Stages

SA Stage	SEA Stages and Tasks	Purpose
A1	Identifying other relevant plans, programmes and environmental protection objectives to identify SEA objectives.	To establish how the plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help.

SA Stage	SEA Stages and Tasks	Purpose
A2	Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SA objectives.
A3	Identifying environmental problems	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and monitoring.
A4	Developing SEA objectives	To provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.
A5	Consulting on the scope of SEA	To ensure that the SA covers the likely significant environmental effects of the plan or programme.
B1	Testing the plan or programme objectives against the SEA objectives	To identify potential synergies or inconsistencies between the objectives of the plan or programme and the SA objectives and help in developing alternatives.
B2	Developing strategic alternatives	To develop and refine strategic alternatives.
B3	Predicting the effects of the plan or programme, including alternatives	To predict the significant environmental effects of the plan or programme and alternatives.
B4	Evaluating the effects of the plan or programme, including alternatives	To evaluate the predicted effects of the plan or programme and its alternatives and assist in the refinement of the plan or programme.
B5	Mitigating adverse effects	To ensure that adverse effects are identified, and potential mitigation measures are considered.
B6	Proposing measures to monitor the environmental effects of plan or programme implementation	To detail the means by which the environmental performance of the plan or programme can be assessed
C3	Preparing the Environmental Report	To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision-makers.
D1	Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report	To give the public and the Consultation Bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan or programme. To gather more information through the opinions and concerns of the public.

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

Figure 3-1 – Local Plan Preparation and the partner Sustainability Appraisal Process



3.7 ISA REPORT METHODOLOGY

3.7.1. Stage B comprised the assessment of the Draft SLP, against the ISA Appraisal Framework objectives identified within the Scoping Report. This will aid the development of SLP and its policies and options.

3.7.2. As per the SEA regulations, the ISA also needs to consider and compare all reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the Borough. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan.

3.7.3. Reasonable alternatives were considered in the Regulation 18 Interim ISA Report in respect of the scale of growth, its spatial distribution and candidate sites.

3.7.4. This ISA Report covers the assessment of:

- Compatibility assessment of the Strategic Policies and Objectives;
- SLP policies and alternatives;
- Delivery approaches and proposed sites.

3.7.5. The policies have been assessed together within the themes and sub-themes that are set out in **Tables 2-1** above. The assessment therefore comprises the following suite of policies:

- Providing for our Communities (8 policies)
- Our Environment – Natural Environment (6 policies)
- Our Environment – Environmental Protection (6 policies)
- Our Environment – Built Environment (7 policies)
- Our Climate Resilient Stockport (5 Policies)
- Our Homes (16 policies)
- Our Town Centre (7 policies)
- Supporting our Businesses and Centres (14 policies)
- Our Infrastructure - (14 policies)

COMPATIBILITY ASSESSMENT

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

3.7.7. **Table 3-2** below sets out the key to appraisal.

Table 3-2 – Key to Compatibility Assessment

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

ASSESSMENT OF EFFECTS

3.7.8. The assessment of delivery approaches, sites and policies, spatial approaches and their alternatives has considered the following:

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

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

Table 3-3 – Key to Site and Policy Assessment

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

3.8 ASSUMPTIONS AND LIMITATIONS

3.8.1. The preparation of the SLP alongside the ISA has allowed an iterative process of assessment and refinement in the narrative and policies within the Plan. Therefore, some of the recommendations set out in this report may already have been addressed in the SLP.

3.8.2. The assessment of delivery approaches, sites and policies has been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the ISA.

3.8.3. WSP have ensured that effects are predicted accurately; however, this can be challenging in light of the plan timescale, the locally-specific context of implementation; where uncertainties and assumptions are identified these are explained within the assessment text.

3.8.4. In some instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms.

4 IDENTIFICATION OF SUSTAINABILITY ISSUES AND OPPORTUNITIES AND THE ISA FRAMEWORK

4.1 INTRODUCTION

4.1.1. This section sets out the sustainability issues and opportunities for the SLP and the ISA Appraisal Framework, against which the SLP has been assessed.

4.1.2. A Scoping Report, in support of the emerging Local Plan, was produced by WSP in 2022, which initiated the SEA process (see **Table 3-1**). This report reviewed relevant legislation, plans, and programmes baseline, identified baseline information as well as key issues and opportunities for the Local Plan and identified an assessment framework.

4.1.3. This report was consulted on with the Statutory Consultees (Environment Agency, Historic England and Natural England) in June 2022 and details on their consultation comments can be found in **Appendix A**. It should be noted that the Environment Agency have received the ISA Scoping Report but chose not to comment.

4.2 REVIEW OF PLANS, POLICIES AND PROGRAMMES

4.2.1. A plan may be influenced in various ways by other plans, policies or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. These relationships enable the Responsible Authority to take advantage of potential synergies and to deal with any inconsistencies and constraints.

4.2.2. A review of policies, plans, programmes, strategies and initiatives that may have an impact on the preparation of relevant policies being reviewed has been undertaken as part of the Scoping Report. This review has helped to informed both the development of the SLP and the ISA framework.

4.2.3. **Appendix B** includes further details on the plans, policies and programmes identified during the Scoping Report.

4.2.4. **Table 4-1** overleaf sets out the key messages identified from this review.

Table 4-1 – Key Messages from the Review of Plans, Policies and Programmes

ISA Topic	Key Messages from the Review
Population and Equalities	▪ There is a need to deliver mixed and balanced communities; ▪ The delivery of new developments should not be of detriment to the interests of existing communities; ▪ Development should promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; ▪ There is a need to ensure fair and equal access to services and support irrespective of race, religion, sex, age, sexual orientation, disability, gender reassignment, marriage and civil partnership or pregnancy/maternity; ▪ Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level; and ▪ New developments should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments.
Human Health	▪ Create places that are safe, inclusive and accessible and which promote health and well-being; ▪ The Covid-19 pandemic has had significant consequences for people's health outcomes in the short and longer term. There is a need to level-up in the wake of the pandemic in order to create a level playing field for both life and job opportunities; ▪ Poorly located and designed new development seriously hinders healthy lifestyles; ▪ Good placemaking is linked to a wider set of positive social, economic and environmental outcomes; ▪ Twenty-minute neighbourhoods can provide an effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change; ▪ Regular physical activity provides a range of physical and mental health and social benefits; ▪ Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities; and ▪ Planning policies should support the creation of places that prioritises active and inclusive environments that provide easy and safe opportunities for everyone to be physically active.
Economy and employment	▪ Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt; ▪ There is a need to provide accessible local industries, services and facilities, which help to secure employment, enterprise and training opportunities;

ISA Topic	Key Messages from the Review
	▪ Planning policies and decisions should support the role that town centres play at the heart of local communities; ▪ Identify potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and ▪ There's a need to deliver an economy fit for the future, with prosperous communities and radically increased productivity and earning power.
Housing	▪ Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community; ▪ Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability; ▪ High costs of housing are continuing to push even more people into poverty as incomes fall; ▪ There is a need to improve the quality of the housing stock; ▪ Young people and those from ethnic minority communities are more likely to rent from the private sector, where conditions are generally worse than in the social rented sector; and ▪ Delivery of safe, decent and affordable housing in stronger and safer communities.
Crime and Safety	▪ There is a need to reduce crime and the fear of crime, as well as encouraging reporting; ▪ Planning policies should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; ▪ Safety and security are essential to successful, sustainable communities; and ▪ There is a need to provide well-designed places where people feel safe and secure; where crime and disorder, or the fear of crime, doesn't undermine quality of life or community cohesion.
Transport and Accessibility	▪ There is a need to improve sustainable transport and active travel options to encourage a modal shift; ▪ There's a need to provide an accessible, low carbon and well-connected transport network; ▪ Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport; ▪ Transport plays a key role in improving access to health services particularly for vulnerable groups; ▪ There is a need to continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do; and

ISA Topic	Key Messages from the Review
	▪ Twenty minute neighbourhoods can provide effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change.
Biodiversity and Natural Capital	▪ Identify opportunities for green infrastructure provision, recognising the multiple functions that green infrastructure provides to the area and linking into regional and national green infrastructure networks, guided by the Greater Manchester Local Nature Recovery Strategy; ▪ Protect and enhance biodiversity, including designated sites, priority species, habitats and ecological networks; ▪ Minimise the impact on biodiversity and ensure net gain wherever possible, including in new developments; ▪ Maintain and enhance ecosystems and their services; and ▪ Improve the long-term sustainability of ecological and physical processes that underpin the functioning of ecosystems.
Landscape and Townscape	▪ The delivery of new developments should not have adverse impacts on the quality of the natural and built environment. ▪ Protect and enhance the quality and distinctiveness of natural landscapes in ways that allow them to continue to evolve; and ▪ Provide greater access to greenspace, to help reconnect people to nature.
Historic Environment	▪ Conserve and enhance nationally and locally designated cultural and heritage assets as well as those which are undesignated; ▪ Enhance the beauty of the natural scenery and improving its environmental value while being sensitive to considerations of its heritage encourage engagement with the natural environment; and ▪ Ensure that development adjacent, or in close proximity to the local conservation areas, designated assets, archaeological remains or listed buildings, respects their character and context, and does not detract from the quality of the built environment.
Water Environment	▪ Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk; and ▪ Any ‘essential infrastructure’ proposed to be located in flood zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood.

ISA Topic	Key Messages from the Review
	■ Protect and enhance surface and groundwater quality and ensure that water quality is improved or maintained where possible; and ■ Avoid development in areas prone to flooding.
Air Quality	■ There is a need to ensure that air quality is maintained or enhanced and that emissions of air pollutants are kept to a minimum; ■ Air pollution is much more prevalent in deprived communities and harms health; ■ New developments must ensure that there is no adverse effect on air quality in an air quality management areas (AQMA); and ■ Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.
Climate Change and Greenhouse Gases	■ Take all possible action to mitigate climate change, while adapting to reduce its impact; ■ Avoid increased vulnerability to the range of impacts arising from climate change; ■ There is a need to reduce emissions of greenhouse gases that may cause climate change; ■ There is a need to increase energy efficiency and move towards a low carbon economy; ■ The quality, design and use of homes and buildings across need to be improved to address the challenges of climate change; and ■ New developments and major renovations should promote renewable and sustainable technology.
Material Assets	■ Facilitate the sustainable use of minerals and minimise impacts on soil quality, considering any mitigation measures proposed; ■ Maintain and enhance geodiversity through the management of sites, areas and wider landscapes; ■ Consider land stability in respect of new development; and encourage a circular economy; and ■ Continue to encourage recycling by promoting correct recycling practice and educating our residents.

4.3 SUSTAINABILITY ISSUES AND OPPORTUNITIES

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

Table 4-2 – Sustainability Issues and Opportunities

ISA Topic	Key Sustainability Issues and Opportunities
Population and Equalities	▪ There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families; ▪ There are opportunities to improve access to facilities and services, as well as housing, for the elderly, young adults, and rural communities; ▪ The population of Stockport is predicted to increase both in number and age profile; and ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce current demands but may also increase social isolation and increase reliance on alternative social interaction.
Human Health	▪ Stockport's ageing population will present a greater need for access to services, as well as a greater pressure on healthcare and housing provisions; ▪ Health inequalities are high within Stockport, life expectancy is lower in the most deprived areas of the Borough; and ▪ Increases in loneliness are likely to be seen as a result of elderly social isolation and loneliness, as well as the impacts of Covid-19, leading to associated health impacts.
Economy and Employment	▪ The Borough is a prime location for new and existing business, benefiting from being well-located, well-connected and from having a well-educated and skilled workforce; ▪ Some jobs in the Borough are facing skill shortage vacancies; ▪ There are a number of jobs that remain hard to fill; ▪ The impact of factors such as Brexit, Covid-19, changing working patterns and preferences and extreme climactic events will play a part in determining the types of investment which will most benefit the economy; and

ISA Topic	Key Sustainability Issues and Opportunities
	▪ There is a lack of quality employment space for some industries.
Housing	▪ The average house price is nine times higher than the average salary in the Borough; ▪ The population is increasing and ageing, with more residents requiring specialist housing; ▪ The Covid-19 pandemic and rising cost of living is increasing levels of homelessness; and ▪ There is a lack of affordable housing, meaning young people and/or lower income groups are missing out.
Crime and Safety	▪ There is potential to increase engagement within communities to encourage the reporting of crimes; ▪ There are opportunities to improve neighbourhoods and reduce the prevalence of antisocial behaviours; ▪ There are opportunities to increase the safety of active transport modes such as cycling and walking; and ▪ Vulnerable road uses such as cyclist and pedestrians are more likely to be casualties.
Transport and Accessibility	▪ There is a need to improve sustainable transport modes (public and active); ▪ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender; and ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand.
Biodiversity and Natural Capital	▪ Light, air, and noise pollution from increasing urban development in Stockport may put strains on nearby protected areas, notably the Peak District National Park; ▪ Increasing population and associated developments may lead to fragmentation and urbanisation of natural habitats; and ▪ New legislation regarding biodiversity net gain will require developments to implement demonstratable increases in biodiversity. ▪ The need to avoid impacts on nationally and internationally designated sites, as well as protecting and enhancing biodiversity assets such as irreplaceable habitats and priority habitats/species.
Landscape and Townscape	▪ Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes; ▪ Future growth in some locations could risk compromising landscape and townscape character and features;

ISA Topic	Key Sustainability Issues and Opportunities
	▪ The design of new infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations; ▪ There is potential to improve access to the countryside (particularly the Peak District), to promote sustainable tourism and to provide greater awareness for designated areas; ▪ Increasing access to the countryside, whilst increasing pressure on those resources, can greatly improve health and wellbeing, help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity through urban built form to the countryside for wildlife; and ▪ The incorporation of 'Future Ready' Landscape principles into landscape-led designs would help ensure transport infrastructure is designed for longevity in the 21st century, for both its people and its natural environment.
Historic Environment	▪ There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through active modes and asset settings; ▪ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased noise and visual effects; ▪ Archaeological remains, whether designated or not, normally require preservation in situ and an assessment of their significance; and ▪ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address.
Water Environment	▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure; ▪ Of the 83 waterbodies, just 6% are achieving 'good' status, falling far short of the WFD target; ▪ Upgrading existing infrastructure provides the opportunity to improve pollution control; ▪ Increased development (including transport, housing and other infrastructure) can increase flood risk on a local and catchment scale; and ▪ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Stockport.

ISA Topic	Key Sustainability Issues and Opportunities
Air Quality	▪ The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation; ▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality; ▪ The UK Government's plan to end the sale of all new conventional petrol and diesel cars and vans by 2030 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality; and ▪ Air quality issues across Stockport can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.
Climate Change and Greenhouse Gases	▪ The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit; ▪ Transport is the largest contributor to GHG emissions in the UK. In Stockport the largest contributor is from domestic uses; and ▪ Since the covid-19 pandemic, private car use has increased which contributes to GHG emissions.
Material Assets	▪ The growing population and associated need for development is likely to increase the use of mineral resources and waste generation; ▪ The Borough's soil resources are likely to be negatively impacted by climate change, which could lead to reduced levels of productivity; and ▪ There's a continued increase in renewable energy supplies across Stockport.

4.4 ISA APPRAISAL FRAMEWORK

4.4.1. The review of relevant plans, policies and programmes, collation of baseline information and identification of issues and opportunities, has been used to inform the ISA Appraisal Framework, which is set out in **Table 4-3** below.

4.4.2. The ISA Appraisal Framework also sets out supporting questions which will help guide the assessment.

Table 4-3 – ISA Appraisal Framework

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
Population and Equalities	**ISA1:** To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity.	Will the policy or proposal… ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? ▪ Improve access to services, facilities and transport for all inclusively? ▪ Support diversity?
Human Health	**ISA2:** To improve physical and mental health and wellbeing, for all of Stockport's residents	Will the policy or proposal... ▪ Promote healthier lifestyles? ▪ Increase walking and cycling? ▪ Improve quality, quantity and equality of access to green and blue space and increase opportunities for recreation? ▪ Promote health enhancing environments, behaviours and activities for local communities? Help prevent risks to human health, which arise from noise and air pollution?
Economy and Employment	**ISA3:** To support a diverse local economy to foster sustainable economic growth and support Stockport's town centre and other district and local centres	Will the policy or proposal... ▪ Increase job availability? ▪ Improve access to employment centres? ▪ Improved connectivity between business clusters and housing markets?

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	ISA4: To ensure that local residents have employment opportunities and access to training.	▪ Support flexible working patterns? ▪ Help support changing retail patterns? ▪ Increase retail floorspace?
Housing	**SA5:** To meet the housing needs of all of the Borough's residents inclusively	Will the policy or proposal... ▪ Help to sufficiently meet the Borough's housing target? ▪ Optimise proposed sites to maximise housing delivery? ▪ Reduce housing deprivation? ▪ Meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc.)?
Crime and Safety	**SA6:** To reduce crime and the fear of crime.	Will the policy or proposal... ▪ Improve safety? ▪ Ensure that everyone feels safe, particularly after dark? ▪ Support designing out crime principals? ▪ Reduce levels of crime derivation?
Transport and Accessibility	**SA7:** To promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally **SA8:** To protect and enhance access to essential services and facilities for all residents	Will the policy or proposal... ▪ Support the use of sustainable transport modes? ▪ Improve access to services, facilities and transport? ▪ Reduce demand for use of the private car? ▪ Ensure that all groups can access services and facilities inclusively?
Biodiversity and Natural Capital	**SA9:** To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem	Will the policy or proposal... ▪ Cause damage to locally, nationally and internationally designated sites through infrastructure provision, increased development,

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	functionality in Stockport, contributing to biodiversity net gain.	recreational pressures, traffic or maintenance? Maintain and enhance biodiversity in the Borough? ▪ Seek opportunities for biodiversity net gain? ▪ Increase provision of ecosystem services from the Borough's natural capital? ▪ Prevent fragmentation of habitats and promote ecological networks? ▪ Result in developments which will improve biodiversity on site? ▪ Align with the Greater Manchester Local Nature Recovery Strategy (GM LNRS)?
Landscape and Townscape	**SA10:** To protect and enhance Stockport's townscapes and landscapes, including both the rural and urban environments.	Will the policy or proposal… ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Achieve high quality sustainable design for buildings, spaces and the public realm? ▪ Improve the quality and condition of the townscape and landscape? ▪ Improve the quality of parks and open spaces? ▪ Manage light pollution and protect areas of tranquillity?
Historic Environment	**SA11:** To conserve and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings.	Will the policy or proposal... ▪ Conserve and/or enhance heritage assets, their setting and the wider historic environment? ▪ Contribute to the better management of heritage assets and contribute to conserving heritage at risk, including their setting? ▪ Improve the quality and condition of the historic environment? ▪ Respect, maintain and strengthen local character and distinctiveness?
Water Environment	**SA12:** To reduce the risk and vulnerability to flooding.	Will the policy or proposal... ▪ Reduce the risk of flooding?

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	SA13: To maintain and enhance water quality	▪ Result in urban creep? ▪ Increase surface runoff? ▪ Result in the reduction of water quality? ▪ Support the protection and enhancement of waterbodies? ▪ Include flood mitigation measures such as SuDS? ▪ Prevent water impacts to sensitive designated sites?
Air Quality	**SA14:** To protect and enhance air quality	Will the policy or proposal... ▪ Support measures to reduce levels of air pollution? ▪ Help to improve air quality? ▪ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot-spots?
Climate Change and Greenhouse Gases	**SA15:** Ensure that Stockport is resilient to the effects of climate change **SA16:** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and encourage energy efficiency	Will the policy or proposal... ▪ Support low carbon and energy efficient design? ▪ Contribute further to the urban heat island effect? ▪ Ensure new development is designed to mitigate overheating risk? ▪ Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)?
Material Assets	**SA17:** To reduce the amount of waste produced and minimise the amount sent to landfill **SA18:** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy.	Will the policy or proposal... ▪ Support the use of brownfield land? ▪ Support the use of sustainable materials? ▪ Minimise the amount of waste? ▪ Support the protection of the best and most valuable land and peat resources?

5 COMPATIBILITY ASSESSMENT OF STRATEGIC POLICIES AND OBJECTIVES

5.1 COMPATIBILITY ASSESSMENT

5.1.1. This section assesses the compatibility of these objectives and Strategic Policies against the ISA Appraisal Framework objectives.

5.1.2. The Strategic Policies and Objectives have been individually tested against the ISA Appraisal Framework objectives to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the SLP.

5.1.3. **Table 5-1** below sets out the key to appraisal, whilst **Table 5-2** overleaf sets out the findings of the compatibility testing of the Strategic Policies and the Strategic Objectives.

Table 5-1 – Key to Compatibility Assessment

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

Table 5-2 – Compatibility Assessment

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

ASSESSMENT SUMMARY

5.1.4. The majority of the Strategic policies and objectives as well as the vision are fairly compatible with the ISA objectives, particularly the social and economic ISA objectives. Strategic Objective 2 and 3 and Strategic Policy 1 have the strongest compatibility with the social and economic based ISA objectives (ISA1 – 8).

5.1.5. The Strategic Policies are more compatible than the Strategic Objectives with no conflicts being identified. Strategic Policy 1 has the highest compatibility with ISA objectives across social, environmental and economic objectives. Conflicts have generally arisen where the Strategic Objectives could potentially result in development.

5.1.6. Strategic Objectives 3, 6 and 7 aim to introduce housing developments, social infrastructure, utility infrastructure and employment sites, which are likely to require land take. There is potential that these sites may not make efficient use of existing land (ISA18) and could encroach on greenfield land. This in turn may have potential detrimental effects on biodiversity and natural capital (ISA9).

5.1.7. Increased development is also likely to increase the number of hardstanding surfaces, which could increase surface runoff posing a greater flood risk (ISA12). Construction activities may also result in potential pollution of local water sources (ISA13) as well as generating large volumes of waste (ISA17).

5.1.8. Some uncertainties have been identified, with Strategic Objectives 6, 9 and 10 resulting in the highest number of uncertain effects. These have generally been identified where details of design or location of developments supported by the policy is not currently available, and there is potential for positive and negative effects.

5.1.9. Objectives 6 and 9 support housing development and transport infrastructure within the Borough. It's not clear whether new housing developments will be located in accessible locations, which has resulted in uncertain effects on transport (ISA7) and accessibility (ISA8). The unknown location of transport infrastructure has resulted in uncertain effects on biodiversity (ISA9), landscape and townscape (ISA10) and the historic environment (ISA11) as it's not clear on the location, type and scale of infrastructure required, however, the focus on sustainable modes could equally bring about positive effects.

5.1.10. Water quality (ISA13), air quality (ISA14), climate change (ISA15) and energy efficiency (ISA16) objectives have resulted in the greatest number of uncertain/mixed effects. Similarly to above, this is generally due to the high level nature of these policies, that don't indicate design details. This makes it difficult to predict outcomes on these objectives.

6 ASSESSMENT OF THE PREFERRED DELIVERY APPROACH AND REASONABLE ALTERNATIVES

6.1 STOCKPORT LOCAL PLAN ISA: CONSIDERATION OF REASONABLE ALTERNATIVES FOR THE REGULATION 18 LOCAL PLAN

6.1.1. This Chapter explains how alternative growth options and potential sites have been identified at the Regulation 18 stage of the Local Plan Review. This chapter is structured as follows:

- **National Legislation, Policy and Guidance** - sets out the requirements for the consideration of alternatives through the ISA process and extant guidance.
- **Consideration of Reasonable Alternatives within the Regulation 18 Local Plan** - explains how alternatives have been identified at this stage in plan-making.
- **ISA of alternative housing growth, delivery strategy and site options** - presents the summary findings of the assessment.
- **Outline reasons for the selection of the preferred approach and rejection of alternatives** - explains why the proposed delivery strategy option is selected in light of alternatives.

6.2 NATIONAL LEGISLATION, POLICY AND GUIDANCE

The SEA Regulations 2004

6.2.1. Relevant legislation (the SEA Regulations, case law, policy in the National Planning Policy Framework (NPPF, August 2026) and Planning Practice Guidance (PPG) relating to the consideration of reasonable alternatives is set out below.

6.2.2. In terms of considering reasonable alternatives the SEA Regulations state (paragraph 12(2)):

> *"The report shall identify, describe and evaluate the likely significant effects on the environment of—*
>
> *(a) implementing the plan or programme; and*
>
> *(b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme."*

6.2.3. The Regulations only refer to reasonable alternatives to 'the plan' and that they should take into account the objectives and geographical scope of the plan or programme.

CASE LAW

6.2.4. The consideration of reasonable alternatives within plan preparation has been the focus of legal challenges to local plans in England, with claimants citing inadequate implementation of the SEA Directive. The judgments that are of most relevance to the consideration of reasonable alternatives are summarised[20] below:

[20] Planning Advisory Service (2014) Plan Making Case Law Update (Microsoft Word - Main Issue 3 - SEA-SA - PAS Guidance - Case Law Update - 2014 and Neighbourhood plans and second homes)

- **Save Historic Newmarket v Forest Heath District Council [2011] EWHC 606 (Admin) (25 March 2011**) case in which it was found that reasonable alternatives to a 1,200 home sustainable urban extension in northeast Newmarket had not been adequately assessed and the reasons why alternatives had been rejected had not be sufficiently explained in the SA Report. The High Court ruling, in quashing parts of the Forest Heath Core Strategy, stated:

  "40. …. It was not possible for the consultees to know from it what were the reasons for rejecting any alternatives to the urban development where it was proposed or to know why the increase in the residential development made no difference. The previous reports did not properly give the necessary explanations and reasons and in any event were not sufficiently summarised nor were the relevant passages identified in the final report. There was thus a failure to comply with the requirements of the Directive."

- **Ashdown Forest Economic Development LLP v Secretary of State for Communities and Local Government [2014]** EWHC 406 (Admin) (21 February 2014) case in which the claimants sought to extend similar arguments to those pursued in Save Historic Newmarket and Heard, to an extent that was considered inapplicable and impermissible by the court. The judge ruled that:

  "97 …, the Directive does not require the authority to embark on an artificial exercise of selecting as putative "reasonable alternatives," for full strategic assessment alongside its preferred option."

- **R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017]** JPL 378 in which the requirements for reasonable alternatives were reviewed as part of ways to manage the demand for second homes in St Ives:

  1. Reasonable alternatives does not include all possible alternatives: the use of the word "reasonable" clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds.

  2. An option which does not achieve the objectives, even if it can properly be called an "alternative" to the preferred plan, is not a "reasonable alternative".

  3. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process."

NATIONAL PLANNING POLICY FRAMEWORK AND PLANNING GUIDANCE

6.2.5. The NPPF[21] sets out the government's planning policies for England and how these are expected to be applied. Policy PM6 (General principles for plan-making) part 1e states that all plan-makers should, in preparing plans "*use environmental assessment to inform the preparation of plans, where legally required*".

[21] Ministry of Housing, Communities and Local Government (August 2026) National Planning Policy Framework (National Planning Policy Framework - Guidance - GOV.UK)

6.2.6. With regard to SA and the consideration of reasonable alternatives, the PPG states: (Paragraph: 018 Reference ID: 11-018-20140306)[22].

> *"The sustainability appraisal needs to consider and compare all reasonable alternatives as the plan evolves, including the preferred approach, and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the plan were not to be adopted. In doing so it is important to:*
>
> *Outline the reasons the alternatives were selected, and identify, describe and evaluate their likely significant effects on environmental, economic and social factors using the evidence base (employing the same level of detail for each* alternative option). Criteria for determining the likely significance of effects on the environment are set out in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004;
>
> *As part of this, identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them; and*
>
> *Provide conclusions on the reasons the rejected options are not being taken forward and the reasons for selecting the preferred approach in light of the alternatives."*

SECTOR GUIDANCE

6.2.7. The Royal Town Planning Institute has published good practice advice SEA/SA for land use plans[23]. In relation to reasonable alternatives, the guidance states that:

> *"Alternatives are not needed for every plan issue. A 'policy versus no policy' comparison of alternatives is necessary only where 'no policy' is under active consideration by the planning team. Where only one alternative is reasonable, then looking at other alternatives is not 'reasonable'. Not meeting objectively assessed housing need and going against Government policy are also generally not 'reasonable'."*

6.3 CONSIDERATION OF REASONABLE ALTERNATIVES FOR HOUSING DELIVERY IN THE REGULATION 19 LOCAL PLAN

6.3.1 In establishing alternatives for the delivery of the plan, there is a need to consider the overall quantum of growth to be delivered during the plan period to 2042, the current land supply, the resulting shortfall and potential further sources of housing supply through additional identified sites. Thus in detail:

- The Local Housing Need is calculated at 31,790 dwellings using the standard method as set out in the NPPF.
- There are 16,406 dwellings within the housing land supply, comprising completions, commitments and windfall sites.
- The shortfall to deliver the Local Housing Need requirement is 15,384 dwellings.
- Sites for 6,090 dwellings have been identified on grey belt land, with potential for a further 2,875 dwellings on additional Green Belt sites.

[22] Ministry of Housing, Communities and Local Government (February 2025) Planning Practice Guidance (Planning practice guidance - GOV.UK)
[23] RTPI (2018) Strategic Environmental Assessment: Improving the effectiveness and efficiency of SEA/SA for land use plans (sea-sapracticeadvicefull2018c.pdf)

6.3.2 As part of the Regulation 18 Consultation, four reasonable alternatives, summarised in **Table 6-1** were identified. Using a stepped approach of: meeting housing needs in full, meeting 80% of needs, meeting 70% of needs and meeting 50% of needs, these present combinations of meeting housing needs and means of delivery through existing supply and Green Belt sites. In summary:

- **Option 1 Meeting Housing Need in Full (32,317 dwellings)**, uses the existing supply (15,519 dwellings), Green Belt sites for 8,734, leaving a shortfall of 8,064 dwellings.
- **Option 2a Meeting 80% of Housing Need**, uses the existing supply (15,519 dwellings), Green Belt sites for 8,734 dwellings, leaving a shortfall of 1,601 dwellings. **This option approximates to the preferred approach of the Local Plan in delivering at least 24,599 dwellings.**
- **Option 2b Meeting 70% of Housing Need** uses the existing supply (15,519 dwellings), Green Belt sites for 8,734 dwellings. This leaves a surplus of 1,631 dwellings.
- **Option 3 Meeting 50% of Housing Need** uses the existing supply (15,519 dwellings), Green Belt sites for 8,734 dwellings. This leaves a surplus of 8,094 dwellings.

Table 6-1 - Summary of Reasonable Alternatives for Housing Delivery

Reasonable Alternative for Housing Delivery	Housing Need Met	Existing Supply	Housing Shortfall / (Surplus)	Grey Belt/Green Belt Sites Confirmed	Net Shortfall / (Surplus)
1 Meeting Need in Full	32,317	15,519	16,798	8,734	8,064
2a Meeting 80% of Need	25,854	15,519	10,335	8,734	1,601
2b Meeting 70% of Need	22,622	15,519	7,103	8,734	(1,631)
3 Meeting 50% of Need	16,159	15,519	640	8,734	(8,094)

ASSESSMENT OF DELIVERY STRATEGY OPTIONS

Summary

6.3.3 **Table 6-3 p**resents the assessment of the three scenarios associated with housing delivery in the Borough over the Plan period, based on the key presented in **Table 6-2**.

Table 6-2 Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0

Table 6-3 - Summary Assessment of Delivery Strategy Options

Delivery Strategy Option	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
1 Meeting Needs in Full	++/ ?	0	+	+	++	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	--
2a Meeting 80% of Need	+	0	+	+	+	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	-
2b Meeting 70% of Need	+	0	+	+	+	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	-
3 Meeting 50% of Need	-/?	0	+	+	--	0	0	0	0	0	0	0	0	0	0	0	0	++

6.3.4 **Table 6-4**Error! Reference source not found. below sets out the findings of the assessment of housing approaches against the ISA Appraisal Framework objectives and sets out how the preferred approach has compared against the alternative approaches.

Table 6-4 Assessment Summary Housing Approaches

ISA Objective	Assessment
ISA1: Equality & Inclusion	Addressing equality and inclusivity is complex and dependent upon many other factors in addition to housing provision, although access to housing is a foundation of promoting equality and inclusivity. Thus, Option 3 performs more poorly than Approaches 2a and 2b which help to meet housing need, although falling short. Whilst Approach 1 fully meets housing need, the location of the bulk of new development on the periphery of urban area could cause service provision, integration and local identity issues, although much would depend upon the location, scale and character of new development (for example in the mix of housing tenures).
ISA2: Health	Overall, neutral effects are identified across all Approaches, reflecting opportunities for the promotion of healthy lifestyles through, for example, the provision of infrastructure for walking and cycling. This will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. Thus, whilst town-centre prospective residents are likely to benefit from high levels of accessibility which may promote walking and cycling (and also, potentially, reduce emissions to air associated with car use), larger developments further afield could provide new facilities, although this would depend upon site-specific proposals.
ISA3: Economy	Housing and population growth is likely to support Stockport's relatively buoyant economy, providing additions to the labour force, both in quantum and in skills, with further opportunities for business creation. The focus on town centre developments will help to revitalise these centres and access to retail services and public transport links will be a significant benefit to both new and existing town centre residents, as well as commercial uses which are already located in the centre. This will provide an additional market to make it more attractive to other commercial uses and investors.
ISA4: Employment	The construction of new development would support the construction sector both within and outside the Borough and has the potential to create employment opportunities as well as increased economic activity in the local and wider supply chain. However, the extent to which the jobs created benefit the Borough's residents will depend on the number jobs created and the recruitment policies of prospective employers. In the longer term (once development is complete), the increase in local population could boost the local labour market and increase economic activity in the local community.
ISA5: Housing	Option 1 would meet the housing requirement in full and is consequently identified as having a significant positive effect, being able to provide a range tenure options in sufficient quantity across the Borough. Approaches 2a and 2b are have minor positive effects, reflecting the partial meeting of the Borough's housing need. Approach 3 would not meet the full Housing Requirement with consequent effects on housing availability and choice of tenure.
ISA6: Crime	Housing growth, whilst potentially changing the age and social profile of the Borough will not necessarily change the incidence of crime and perception of individual and collective safety, reflecting the period of proposed change (to 2042) and the influence of wider forces such as economic health on this Objective. Nevertheless, integration of new communities would be required where these are physically distinct from the current pattern of development, as well as the implementation of policy measures such as 'designing out crime'.

ISA Objective	Assessment
ISA7: Transport	The development proposed under all Approaches has the potential, to varying degrees, to increase traffic both during construction and once development is complete. This could result in localised traffic congestion with associated negative effects including driver delay and an increase in road traffic accidents. It would be expected that an increased local population would result in higher levels of out-commuting overall. Whilst all Approaches could promote walking and cycling (and also, potentially, reduce car use), lower growth, whilst having less traffic-generation-related effects, is likely to result in less investment in infrastructure, both upgrading the existing network and sustainable transport measures such as bus priority routes.
ISA8: Accessibility	Residential development has the potential to improve the viability and vitality of existing shops, services and facilities across Stockport and support investment in existing, and the provision of new, services and facilities through, for example, developer contributions and on-site provision. This could help enhance the accessibility of existing and prospective residents to key services and facilities, although this would be dependent on the exact location of new development and the level of investment generated. Minor positive effects are identified to reflect the need for the delivery of services associated with housing growth, without relying on existing service centres for immediate needs. No significant negative effects are identified.
ISA9: Biodiversity and Natural Capital	Approach 3 involves a lower level of growth compared to options 2a, 2b and 1 and consequently is likely to have less impacts on biodiversity across the plan area and in particular localised areas where the other options are proposing growth. The likely minor (uncertain) negative effects associated with Approaches 1, 2a, 2b reflect the additional greenfield land-take associated with these higher growth levels. Paradoxically, larger developments can involve significant biodiversity provision which can to some degree mitigate losses. Overall, none of the Options are considered likely to have a significant negative effect on biodiversity once mitigation is taken into account. It is assumed that any development coming forward under the options and that is of sufficient scale will deliver Biodiversity Net Gain in line with requirements. While it could be argued that the higher growth options could deliver a greater overall level of BNG, this also needs to be considered and balanced against the increased loss and fragmentation of habitats as well as increased levels of disturbance.
ISA10: Landscape and Townscape	There are no national landscape designations within Stockport Borough. However, the delivery of new homes and employment is likely to result in potentially adverse effects on landscape and townscape character. Effects may be felt during construction and once development is complete, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment. In particular, the level of growth proposed under moderate and higher growth options is likely to increase pressure on greenfield land for development and could lead to higher density (and taller) residential development, particularly for the higher growth approaches. Residential development has the potential to adversely affect townscape character during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped. Overall, for

ISA Objective	Assessment
	all options, the significance of effects at a local level will depend on the design and layout of development as well as proposed mitigation at the project level.
ISA11: Historic Environment	Adverse effects on these historic and cultural assets may occur during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development, with greenfield development potentially increasing risk. The degree of effects will depend on the design and layout of development as well as proposed mitigation at the project level.
ISA12: Flood Risk	Higher growth options, whilst subject to site requirements which will require sustainable drainage solutions could nevertheless increase flood risk over the longer term through the creation of more hard surfaces and additional pressure on drainage networks in the face of climate change.
ISA13: Water Quality	Depending on the location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). However, it is assumed that the appropriate measures will be taken during construction to mitigate risks, and the design of new development will include (where appropriate) sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks, which can also have temporary effects on water quality.
ISA14: Air Quality	The construction of new residential development is likely to have a negative effect on air quality due to, for example, emissions generated from plant and HGV movements during construction. Once dwellings are occupied, the increase in population in Stockport Borough will in-turn generate additional transport movements and associated emissions to air. Significant additional development is likely to help to maintain and, potentially, stimulate investment in public transport provision reducing emissions to air associated with car use and congestion. With development focused on the urban area prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions to air. Consequently, the lower growth Option is scored as neutral whilst higher growth options are likely to be more reliant on car-based transport.
ISA15: Climate Change	Flood risk across the Borough is largely confined to areas within the vicinity of watercourses (fluvial flooding), with surface water flood risk generally of low to medium risk. Whilst development leads to an increase in impermeable surfaces, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding). For larger developments, particularly on greenfield land, there may be opportunities as part of new development proposals to enhance existing, or incorporate new, green infrastructure which could potentially have a positive effect on this objective by providing space for flood waters to flow through and additional areas for future flood storage. However, this is dependent on policies contained within the Local Plan, the

ISA Objective	Assessment
	competing priorities for developer contributions and details of site-specific proposals. Consequently, all Approaches have been scored as neutral, recognising the presence of flood risk across a range of sites, to greater or lesser degrees, and the opportunities through the application of the Sequential and Exceptions tests, to mitigate risks through site master planning.
ISA16: GHGs & Energy Efficiency	Residential development would be expected to increase overall energy consumption and greenhouse gas emissions across Stockport. Sources of emissions will include the use of plant, HGV movements and the embodied carbon in materials during construction and domestic energy consumption and vehicle movements once dwellings are occupied, including commuting travel, although these patterns are complex and variable. The delivery of new homes and employment across the Borough could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions associated with car use and congestion. Where development is focused on sites within the existing urban area, prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions. Notwithstanding the anticipated increase in overall emissions identified above, per capita emissions for the Borough have generally fallen, albeit slowly, and residential development could present opportunities for new homes to include low carbon technologies within their design and to use low carbon materials within their construction. Overall, all approaches are scored as minor negative reflecting the level of growth anticipated balanced against the progressive mitigation of emissions through technology, infrastructure investment and behavioural change.
ISA17: Waste	Whilst the overall quantum of waste produced in the Borough will be greater with higher growth options, the proportion sent to landfill is likely to be consistent across all options and subject to wider recycling and waste management initiatives. Consequently, all options are scored a neutral.
ISA18: Efficient use of Land	Housing growth is expected to encourage the reuse of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in Stockport Borough will mean that a potentially substantial area of greenfield land will be required, notably for Approach 1. Whilst no high grade agricultural land has been identified, site-specific land quality assessment could reveal localised patterns.

6.3.5 Whilst all four housing delivery options have a mix of positive and negative attributes, Approach 3 has neutral effects across many indicators, although negative in respect of ISA5 (Housing), and ISA1 (Inclusivity & Equality), reflecting the challenges in meeting community needs. Conversely, the potential burden on Objectives relating to biodiversity, landscape, air quality and sustainable transport, for instance is less, reflecting the lower level of proposed growth. The significant positive effect in respect of ISA18 (Efficient Use of Land) reflects the opportunities for the use of previously developed land, minimising greenfield land-take.

6.3.6 For Options 2a and 2b whilst ISA5 (Housing) registers as mixed minor positive and minor negative, there are negative effects in respect of ISA9 (Biodiversity), ISA10 (Landscape), ISA11 (Historic Environment), ISA14 (Air Quality) and ISA18 (Efficient Use of Land), reflecting greenfield land-take. Positive effects against ISA1 (Equality & Inclusivity), ISA3 (Economy) and ISA4 (Employment), ISA7

(Transport), ISA8 (Accessibility) reflecting the opportunities for the provision of community services associated with substantial new housing development.

6.3.7 The higher growth associated with Approach 1 meeting the Housing Requirement, results in a significant positive effect against ISA5 (Housing) and ISA1 (Equality & Inclusivity), with positive effects against) ISA3 (Economy) and ISA4 (Employment), ISA7 (Transport), ISA8 (Accessibility) reflecting the opportunities for the provision of community services associated with substantial new housing development. Negative effects are identified in respect of ISA9 (Biodiversity), ISA10 (Landscape), ISA11 (Historic Environment), ISA14 (Air Quality) and a significant negative effect against ISA18 (Efficient Use of Land), reflecting greenfield land-take.

Outline Reasons for Selection of the Proposed Delivery Approach and Rejection of Reasonable Alternatives

6.3.8 The proposed delivery approach (Option 2a) will meet the majority of housing needs identified as part of the proposed housing requirement, using the full range of land resources (brownfield land, higher densities, surplus employment sites and greenfield land) in a balanced fashion.

6.3.9 The proposed delivery approach will focus new housing and employment growth to the most sustainable locations by making the best use of brownfield land and intensification of urban sites in the built-up area of Stockport including the town centre. Windfall sites are further expected to be a reliable source of supply.

6.3.10 The release of Green Belt land required will complement the brownfield first approach through targeted sites which are based on evidence of grey belt status and present opportunities through their size and location for the maximising sustainable performance through access to and provision of community services, for example.

6.3.11 The reasonable alternatives display various limitations: excessive greenfield land-take in the case of Option 1, failure to address housing need (Option 3) (whilst exhibiting the best performance in terms of the efficient use of land), and lesser performance in meeting housing need (Option 2b).

6.3.12 The full assessment of the Delivery Strategy Options is presented in **Appendix E**.

SPATIAL DELIVERY OPTIONS

6.3.13 The current housing land supply can, in principle, broadly meet the housing need of the proposed Delivery Approach 2b. By contrast, Delivery Approach 1, in meeting the full housing need, is likely to require further use of approaches to increasing the housing land supply, drawing on the following spatial delivery options:

A. Optimising the density of development sites
B. Making as much use as possible of suitable brownfield sites and underutilised land
C. Releasing employment sites for redevelopment
D. Releasing Public Open Space, Playing Pitches and Nature Conservation Sites for development
E. Releasing Green Belt land for development

6.3.14 **Table 6-5** presents the assessment of the five delivery strategy options, indicating mixed performance, with options A and B showing greatest neutrality across ISA Options. Options C, D & E variously show the greatest number of potential negative effects associated with ISA2 (Health), ISA3& 4 (Economy & Employment), ISA9 (Biodiversity), ISA10 (Landscape) and ISA18 (Efficient Use of Land), reflecting development on greenfield land. Against these negative effects are benefits to housing provision (ISA5). **Appendix E** of the main report presents an objective-by-objective assessment of likely effects.

Table 6-5 Assessment of Spatial Delivery Options

Option	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
A. Higher density on housing development sites	-	+	0	0	+/-	-	0	-	0	?	0	0	0	0	0	0	0	++
B. Making as much use as possible of suitable brownfield sites and underutilised land	+	+	0	0	+/-	0	0	+	+	++	++	0	0	0	0	0	0	++
C. Use of public open spaces, playing pitches and nature conservation sites for housing development	?	--	-	-	++	0	?	+/-	--	--	?	-	0	+/-	0	0	0	--
D. Partial release of Industrial Locations for housing	0	+/-	--	--	++	0	?	+/-	0	-	?	-	0	0	-	0	0	?
E. Partial release of Green Belt for housing	0	+/-	0	0	++	0	?	+/-	--	--	?	-	?	-	+/-	0	0	--

6.3.15 The results of the Assessment reveal the following patterns, with the detailed appraisal of the delivery options is presented in **Appendix E**:

- A notable mix of positive and negative effects across all options, with no one option outstanding in its relative performance, and all options offering at least some degree of positive sustainability performance.
- Significant positive effects recorded against ISA18 (Efficient Use of Land) for Options A (higher density), B (brownfield land) and significant negative effects against Option C (use of open space) and E (partial release of Green Belt) for ISA5 (Housing) E
- Significant negative effects recorded against Option D (use of open spaces, playing pitches etc) and Option E (partial release of Green Belt) in respect of ISA Objectives 2 (Health), 9 (Biodiversity), 11 (Landscape) and 18 (Efficient Use of Land), reflecting the inherent sensitivity of these resources.
- Practically, combinations of these spatial options could be used in order to make best use of the character of localities balanced against the imperative to meet housing requirements.
- Using greenfield land, whilst inherently not the immediate choice at least in sustainability terms, performs relatively poorly but may be a forced choice, with limited opportunity for mitigation.

6.3.16 Recommendations for the application and refinement of Options A to E, from a sustainability perspective, are:

- Selective use of poorer performing options, such that the sustainability of existing areas is not undermined e.g. through erosion of open space and employment land.
- Detailed site briefs which set out challenging sustainability performance standards which aspire to enhanced levels of self-containment, provision of community spaces and specific measures which promote quality of life such as crime reduction.
- Ensure accessible and adaptable units are included within high density housing and design should consider inclusive design guidance to ensure accessibility.
- Ensure a range of types and tenures are provided to contribute to meeting community needs.
- Prioritise sustainable transport connectivity and connectivity to local employment opportunities, both of which are significant components of sustainability performance including enhancing air quality, increasing health and well-being and supporting the local economy.

6.3.17 In light of the likely shortfall in meeting the Borough's housing requirement, and following national policy guidance, SMBC commissioned a Green Belt/Grey Belt assessment in 2025 to help determine where the potential for additional land release might be located.

Reasons for Selection of the Spatial Delivery Options and the Rejection of the Alternatives

6.3.18 Assessment of the spatial delivery options reveals that, in-principle, all five spatial delivery options could be employed to deliver the housing requirement. However, some options are more palatable than others; Options A and B are part of established planning practice and perform overall relatively well against sustainability objectives. Options C and E entail greenfield land release which whilst providing a significant resource for meeting housing needs, carry significant potential disadvantages against landscape, biodiversity and land use objectives.

6.3.19 Similarly, Option D introduces delivery risks and loss of employment land and has generally been discounted and rejected due to negative impacts on the local economy and employment.

6.4 PROPOSED SITES FOR DELIVERING THE PROPOSED DELIVERY STRATEGY

6.4.1 In terms of the delivery of the Growth Options, **Error! Reference source not found.** lists sites which could, in principle, deliver each Option.

Table 6-6 - Sites to Deliver Reasonable Alternatives - Options 1, 2a, 2b and 3

Site Name	Minimum number of dwellings	Option 1 Meeting Housing in Full	Option 2a Meeting 80% of Need	Option 2b Meeting 70% of Need	Option 3 Meeting 50% of Need
List 1: sites within the existing built-up area					
HOM 2.1 John Street, Hazel Grove	109				
HOM 2.3 Land off Station Rd, Reddish	180				
HOM 2.6 Former Cheadle Brickworks	300				
HOM 2.7 Land off Midland Road	350				
HOM 2.8 Land off Adswood Road	168				
HOM 2.9 Cheadle Hulme Station	125				
HOM 2.10 Romiley Board Mill	200				
List 1 total	*1,432*				
List 2: sites outside the existing built-up area					
a. Previously developed land					
HOM 2.12 Compstall Mills	130				
HOM 2.13 Former Offerton High School	185				
HOM 2.14 Woodford Garden Village Extension	540				
b. Grey belt					
HOM 2.15 Hall Moss Lane	275				
HOM 2.16 High Lane	1,000				
HOM 2.17 Hyde Bank Meadows	250				
HOM 2.18 Sandown Road	250				
HOM 2.19 Jacksons Lane West	160				
HOM 2.20 Jacksons Lane East	270				
HOM 2.21 Offerton Sand and Gravel	200				
HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)	385				
HOM 2,23 Brindale Road	100				
HOM 2.24 Gravel Bank Road and Unity Mill	295				
HOM 2.25 Land at Cheadle Hulme School	250				

Site Name	Minimum number of dwellings	Option 1 Meeting Housing in Full	Option 2a Meeting 80% of Need	Option 2b Meeting 70% of Need	Option 3 Meeting 50% of Need
HOM 2.26 Dairyground Farm	500				
HOM 2.27 Jenny Lane	190				
HOM 2.28a and b Mill Lane (Hazel Grove)	80				
HOM 2.29 High Lane Farm (Woodley)	185				
HOM 2.30 Sanderling Road	69				
HOM 2.31 Compstall Road North	250				
HOM 2.32 Compstall Road South	200				
HOM 2.33 Heald Green West	750				
HOM 2.34 Shakespeare Road, Bredbury	150				
HOM 2.35 Bolshaw Road, Heald Green	64				
HOM 2.39 Land off Buxton Road, Hazel Grove	75				
HOM 2.40 Land off Occupiers Lane	120				
HOM 2.41 Daisy Bank, Heald Green	132				
c. Other					
HOM 2.36 Heald Green East (part grey belt)	790				
HOM 2.37a Land off Chester Road (Hazel Grove)	134				
HOM 2.37b Norbury Hall	160				
HOM 2.38 Chester Road (Woodford) (part grey belt)	550				
List 2 total	8,679				
Further Green Belt Sites					

6.4.2 The assessment of proposed sites and reasonable alternatives is set out in **Appendix F** and **Appendix J**, the former being a narrative-based analysis of site performance, the latter being the GIS analysis of proximity to receptors such services or biodiversity resources.

6.4.3 The location of proposed and alternative sites is illustrated on **Figure 6.1** and the comparative summary of site performance set out in **Table 6-7**.

Figure 6-1 Proposed Development Sites

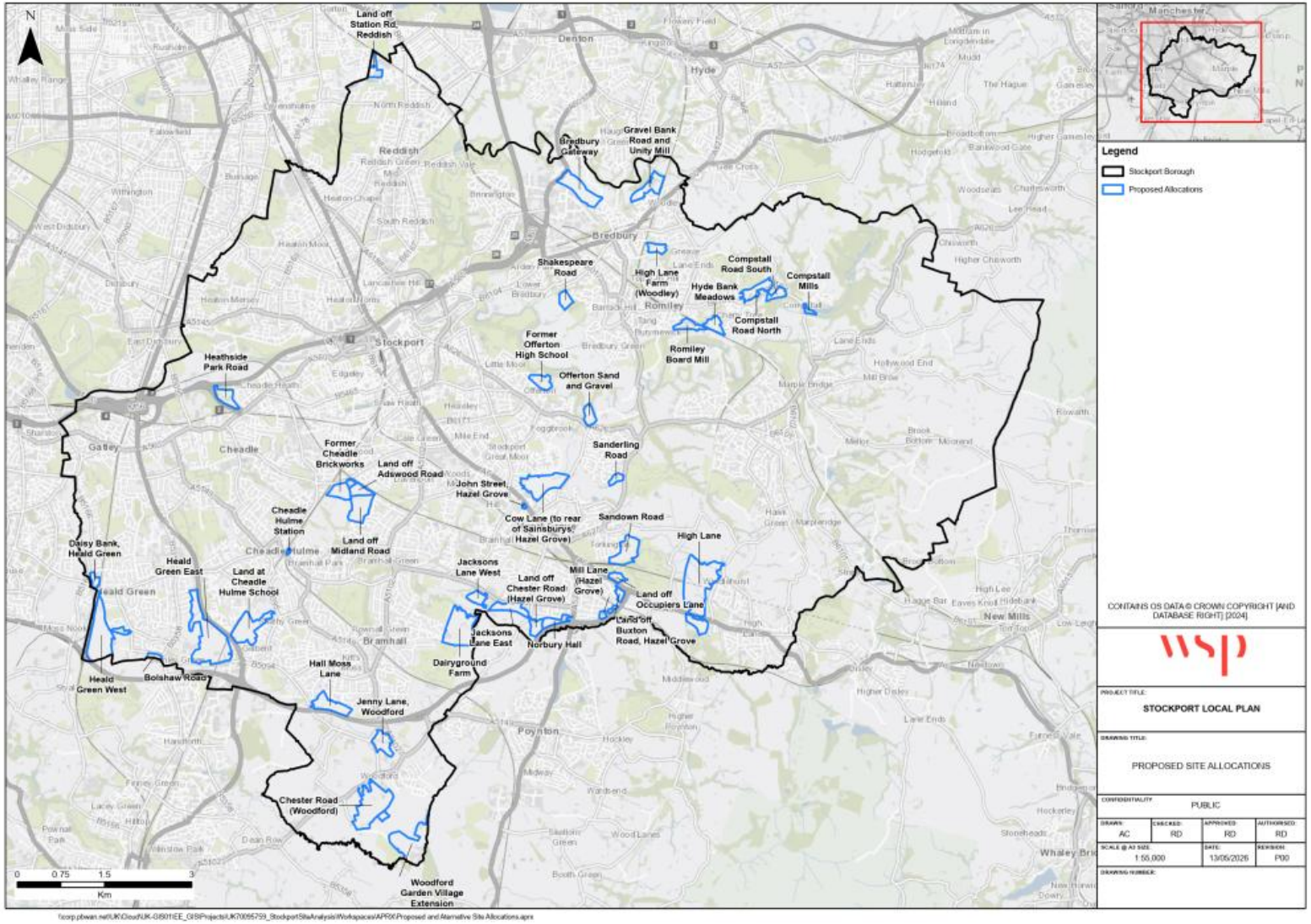


Table 6-7 Proposed Sites Assessment Results

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.1 John Street, Hazel Grove	109	+	-	+	0	++	+	+	++	0	0	0	++	0	+/-	?	?	-	++
HOM 2.3 Land off Station Rd, Reddish	180	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
HOM 2.6 Former Cheadle Brickworks	300	+	+	+	0	++	+	+	+	+	++	0	++	?	+/-	?	?	-	++
HOM 2.7 Land off Midland Road, Bramhall	350	+	+	+	0	++	+	+	+	--	--	0	--	0	+/-	?	?	-	--
HOM 2.8 Land off Adswood Road	168	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
HOM 2.9 Cheadle Hulme Station	125	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
HOM 2.10 Romiley Board Mill	200	+	+	+	+	++	+	+	+	-	-	-	++	0	+/-	?	?	-	--
HOM 2.12 Compstall Mills	130	+	-	+	0	++	+	+	-	?	+	0	--	?	+/-	?	?	-	++
HOM 2.13 Former Offerton High School	185	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	++/--
HOM 2.14 Woodford Garden Village Extension	540	+	-	+	0	++	+	-	-	--	--	0	--	0	+/-	?	?	-	--
HOM 2.15 Hall Moss Lane	275	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.16 High Lane	1,000	+	-	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.17 Hyde Bank Meadows	250	+	+	+	0	++	+	+	+	--	--	+/-	++	0	+/-	?	?	-	--
HOM 2.18 Sandown Road	250	+	+	+	0	++	+	+	+	--	--	+/-	--	0	+/-	?	?	-	--
HOM 2.19 Jacksons Lane West	160	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
HOM 2.20 Jacksons Lane East	270	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--/?

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.21 Offerton Sand and Gravel	200	+	+	+	0	++	+	+	+	++	++	+	++	-	+/-	?	?	-	++
HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)	385	+	+	+	0	++	+	+	+	--	--	0	--	-	+/-	?	?	-	--
HOM 2.23 Brindale Road	100	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.24 Gravel Bank Road and Unity Mill	295	+	+	+	0	++	+	++	++	--	--	?	--	?	+/-	?	?	-	--
HOM 2.25 Land at Cheadle Hulme School	250	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
HOM 2.26 Dairyground Farm, High Lane	500	+	-	+	0	++	+	+/-	+/?	--	--	0	++	-	+/-	?	?	-	--
HOM 2.27 Jenny Lane, Woodford	190	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.28a and b Mill Lane (Hazel Grove)	80	+	-	+	0	+	+	+	-	-	-	0	++	0	+/-	?	?	-	-
HOM 2.29 High Lane Farm (Woodley)	185	+	+	+	0	++	+	++	+	--	--	?	++	?	+/-	?	?	-	--
HOM 2.30 Sanderling Road	69	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.31 Compstall Road North	250	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.32 Compstall Road South	200	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.33 Heald Green West	750	+	+	+	0	++	+	++	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.34 Shakespeare Road	150	+	+	+	0	++	+	-	+	-	-	0	+	0	+/-	?	?	-	--
HOM 2.35 Bolshaw Road, Heald Green	64	+	-	+	+	++	+	-	-	-	-	0	++	0	+/-	?	?	-	-
HOM 2.39 Land off Buxton Road, Hazel Grove	75	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.40 Land off Occupiers Lane	120	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
HOM 2.41 Daisy Bank, Heald Green	132	+	0	+	+	++	+	+	+	0	0	0	+	0	+/-	?	?	-	--
HOM 2.36 Heald Green East (part grey belt)	790	+	+/-	+	0	++	+	+/-	+	--	--	0	--	-	+/-	?	?	-	--
HOM 2.37a Land off Chester Road (Hazel Grove)	134	+	-	+	0	++	+	+	+	-	-	0	++	?	+/-	?	?	-	--
HOM 2.37b Norbury Hall	160	+	-	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
HOM 2.38 Chester Road (Woodford) (part grey belt)	550	+	-	+	0	++	+	-	-	--	--	-	++	-	+/-	?	?	-	--
Employment Green Belt Sites																			
Bredbury	**(50,000 sqm)**	+	0	++	++	0	+	+	0	--	--	0	++	0	+/-	?	?	-	--
Heathside Park Road	**(32,000 sqm)**	+	0	++	++	0	+	+	?	--	--	0	++	0	+/-	?	?	-	++/--

Table 6-8 Reasonable Alternative Sites Assessment Results

Site Name	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Alternative Sites																		
Gravel Bank Road (175 Units)	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
Further Other Sites																		
Land at Bramhall High School (500 Units)	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
Bridle Road, Woodford (25 Units)	+	-	+	0	+	+	-	-	-	-	0	++	0	+/-	?	?	-	--
Reddish Vale High School (50 Units)	+	+	+	0	+	+	++	+	-	-	0	++	0	+/-	?	?	-	-
Non-Green Belt Residential Sites																		
Broadstone Mill, Reddish (90 Units)	+	+	+	0	+	+	++	+	+	+	?	++	0	+/-	?	?	-	++
Metropolitan House, Cheadle Hulme (80 Units)	+	+	+	0	+	+	++	+	+	+	0	++	0	+/-	?	?	-	++
Land off Finney Lane, Heald Green Station (56 Units)	+	+	+	0	+	+	++	+/-	+	+	0	++	0	+/-	?	?	-	++
Land behind Meadow Mill, Stockport (100 Units)	+	+	+	0	++	+	+	++	+	+	?	--	0	+/-	?	?	-	++
Land at Etchells Road, Cheadle (94 Units)	+	++	+	0	+	+	+	++	--	-	0	--	0	+/-	?	?	-	--
Woodbank Works, Turncroft Lane (70 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Land and buildings at Blackford Road (60 Units)	+	+	+	0	+	+	+	+	+	+	0	--	0	+/-	?	?	-	++

Site Name	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Ford Garage, Wellington Road (60 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Hurstfield Industrial Estate, Reddish (55 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Demmings Industrial Estate, Brookfield Road (164 Units)	+	+	+	0	++	+	+	+	+	+	0	--	0	+/-	?	?	-	++
Oakwood Mills Oakwood Road (120 Units)	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
Hallam Mill, Davenport (70 Units)	+	+	+	0	+	+	+	++	+	+	0	++	0	+/-	?	?	-	++
Crosland Industrial Estate, Bredbury (60 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++

KEY

Effect Significance	Symbol
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0

Outline Reasons for Selection of the Proposed Sites and Rejection of Reasonable Alternatives

6.4.4 The reasons for selecting the proposed sites reflect:

- Compliance with the Local Plan Vision, Objectives and Delivery Strategy in particular by focussing development at well-connected locations, balancing the delivery through the use of existing allocations, windfall sites, brownfield land, sensitive intensification of existing sites, proportionate release of employment land and release of Grey Belt and Green Belt in locations where relatively limited harm is identified.
- Support by plan evidence assessment, including flood risk, transport, site viability, heritage, tall buildings, Green Belt and biodiversity.
- That there are no overriding constraints that would hinder the delivery of the sites.
- Collectively, the sites will contribute to housing supply and address housing need.
- That the proposed sites are viable and available.

6.4.5 The reasonable alternative sites do not exhibit significantly higher sustainability performance than the proposed sites.

6.5 IDENTIFICATION AND ASSESSMENT OF EMPLOYMENT OPTIONS

6.5.1 The Employment Land Review (ELR)[24] has been undertaken to assess the existing employment space and land in the Borough and to assess future needs. Overall, it has found that there is not a need for a large amount of new employment land in relative terms. More specifically, in terms of office space, future requirements of around 18 hectares should be able to be met within the existing urban area, particularly in the town centre, which will be a key focus for office development, and within Employment Areas.

6.5.2 The ELR concludes that there is a shortfall in B2/8 (General Industrial / Warehousing and Logistics) and sets out that the Local Plan should find around 29.2 hectares in appropriate locations over the plan period.

6.5.3 Two approaches have been assessed. The proposed approach includes development within the existing town centres, urban areas and existing employment areas as well as the potential release of Green Belt at:

- Heathside Park Road (32,000 sqm minimum floorspace)
- Bredbury Gateway (50,000 sqm minimum floorspace)

6.5.4 The alternative approach includes development in existing town centres, urban areas and existing employment areas only.

6.5.5 Both employment approaches have been assessed against the ISA Framework Objectives. The summary of findings from this assessment have been detailed in **Table 6-9** overleaf, with the full assessment in **Appendix G**.

[24] Employment Land Review 2022 and Stockport Local Plan Addressing our development needs October 2025 available at: Addressing our development needs

Table 6-9 - Assessment of Employment Approaches

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

6.5.6 **Table 6-10** below sets out the findings of the assessment of employment approaches against the ISA Appraisal Framework objectives.

Table 6-10 - Assessment of Employment Approaches

ISA Objective	Commentary
ISA1: Equality & Inclusion	Both approaches have minor positive effects as providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities which are most vulnerable.
ISA2: Health	Employment is a key determinant of health, so provision of more employment spaces in accessible locations will help to provide new opportunities and help to provide economic stability and reduce inequalities. Both approaches have minor positive effects.
ISA3: Economy	Employment land requirements will be met by the proposed approach and will help Stockport to fulfil its economic potential in line with the One Stockport Economic Plan, whilst also providing the best chance for that development to benefit the highest number of people. Most of the employment need identified in the ELR will be able to be met by the alternative approach, however, there will be a key shortfall in the delivery of land to support logistics and warehousing development at the scale identified.
ISA4: Employment	The proposed approach will help to significantly increase employment opportunities in the Borough through meeting needs identified in the ELR, whilst the alternative approach will not deliver similar potential , hence minor positive effects have been identified.
ISA5: Housing	No direct effects identified.

ISA Objective	Commentary
ISA6: Crime	No direct effects identified.
ISA7: Transport	The proposed sites within the proposed approach are well located in relation to existing residential areas. This provides both ready access for potential employees as well as minimising the need to travel. The Heathfield site, in particular, is located near to the proposed new train station at Cheadle and there is the potential to improve cycle and walking links to the station via recent improvements at Abney Park and Roscoes Roundabout. Whilst no specific transport measures are planned as part of the alternative approach, providing development within town and district centres will give greater accessibility to public transport.
ISA8: Accessibility	Whilst both approaches are likely to be associated with positive effects in relation to accessibility to jobs and services, being well-located in relation to existing residential areas, the performance of the additional greenfield sites of the proposed approach is likely to perform less well than the established sites associated with the alternative approach.
ISA9: Biodiversity and Natural Capital	The proposed approach includes the development of the Heathfield Site which has a number of areas of deciduous woodland priority habitat, which has potential to be lost to development. There is also a presence of great crested newts at the Heathfield Site which will need to be protected. It is also located in close proximity to the Abney Hall Local Nature Reserve and Site of Biological Importance (SBI). This site has potential to be disturbed during construction and given the nature of the businesses being targeted (industrial and logistics) there's potential that both LNRs will continue to be disturbed during operation. The alternative approach of development within town centres (using brownfield) and avoidance of Green Belt, will help to preserve habitats and species, however, there is still potential for some smaller scale habitat loss. Construction may also disturb nearby habitats. There is potential for incorporation of green spaces, planting and green infrastructure.
ISA10: Landscape and Townscape	The development of some Green Belt land works against this objective by encouraging urban sprawl and loss of valuable green space. In addition, there is potential impact from the Heathside site on the River Mersey Landscape Character Area, which is assessed as having low to medium sensitivity to commercial development. Some elements of design in town centres are not yet known and these could detract from the townscape setting, particularly during construction. Both positive and negative effects have been identified.
ISA11: Historic Environment	There is potential for new development to detract from the historic environment if designed insensitively, conversely good design may improve the setting of historic assets.
ISA12: Flood Risk	The periphery of the Heathfield site associated with the proposed approach is located within Flood Zone 2, which is land that has between 0.1-1% probability of fluvial flooding annually. The introduction of more hardstanding surfaces associated with the development of these sites, may also increase the potential for surface water flooding. The effects on urban flood risk are very much dependent upon the sites that may come forward as a result of both the proposed and alternative approach. Further

ISA Objective	Commentary
	urbanisation may reduce the ability of land to absorb rainfall through the introduction of hard, impermeable surfaces. However, there may be incorporation of green infrastructure and sustainable urban draining solutions.
ISA13: Water Quality	Both approaches have uncertainty as the effects water quality are very much dependent upon the sites that may come forward and their proximity to water courses as a result of this approach.
ISA14: Air Quality	Both proposed sites within the proposed approach are well located in relation to existing residential areas and public transport, providing both ready access for potential employees and the possibility that travel to the sites is likely to be minimised. The Heathside site is located within the Stockport AQMA (No.2) which is likely to require the provision of sustainable transport.. The introduction of new freight and logistics could also exacerbate existing air quality issues. Further modelling would be required to determine to operational effects. Development in town centres will help to ensure good access to local public transport and community facilities and could (assuming provision meets population demands) allow residents to live their lives more locally and reduce the need for private car usage. However, there could be temporary negative effects on air quality due to dust generation and emissions from construction.
ISA15: Climate Change	Both approaches are associated with uncertainty in respect of the likely effects on climate change. Sites and development specific climate resilience measures are not known at this stage.
ISA16: GHGs & Energy Efficiency	Both approaches are associated with uncertainty in respect of the likely effects on GHGs and energy efficiency. There are likely to be significant GHG emissions associated with the construction phase from embedded carbon within building materials as well as carbon emissions from construction traffic and construction plant. At this stage, it is not clear whether the development will utilise renewable energy sources or low carbon heat networks once operational.
ISA17: Waste	Demolition, excavation, and construction are likely to result in the generation of a significant amount of waste. At this stage it is not clear if it is not clear if the existing buildings and structures at the site will be re-used or recycled and whether recycled materials will be supported as part of construction.
ISA18: Efficient use of Land	Whilst town and urban area developments will help to make the efficient use of land, the release of Green Belt, does not support the efficient use of land. The intensification of existing urban areas and use of brownfield sites will help to make the most efficient use of land.

Outline Reasons for Selection of the Proposed Approach to Employment Provision and Rejection of Reasonable Alternative

6.5.7 The reasons for selecting the proposed approach comprise:

- Delivery of the identified employment requirement with a greater degree of certainty focused on two proposed sites.

- Support by plan evidence assessment, including flood risk, transport, site viability, heritage, tall buildings, Green Belt and biodiversity, acknowledging the potential harm associated with biodiversity, landscape and greenfield land take, requiring suitable mitigation.
- There are no overriding constraints that would hinder the delivery of the sites.
- The proposed sites are viable and available.

6.5.8 The reasonable alternative exhibits slightly better performance in respect of accessibility and greenfield land take, but greater uncertainty across a range of objectives, reflecting the uncertainty of delivery both in size and location.

7 ASSESSMENT OF THE LOCAL PLAN DRAFT POLICIES

7.1 INTRODUCTION

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

7.2 ISA ASSESSMENT OF DRAFT SMBC POLICIES

7.2.1 This assessment of the Draft Local Plan policies is summarised below in **Tables 7-2** and **7-3** and presented in full in **Appendix D**.

7.2.2 A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 7-1** below. **Table 7-2** overleaf provides an overview on the performance of the Draft Local policy themes/sub-themes against each ISA objective.

Table 7-1 – Significance of Effect

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0

Table 7-2 – Policy Assessment Overview

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

ASSESSMENT SUMMARY

7.2.3 A summary of the findings for each of the ISA Appraisal Framework objectives have been summarised in **Table 7-3** below:

Table 7-3 – Policy Assessment Summary

ISA Objective	Significant Assessment Findings
ISA1: Equality and Inclusion	The majority of policy themes/sub-themes have the potential to result in significant improvements to population and equalities. Improvements to infrastructure and public realm areas within the Borough will likely contribute to building inclusive communities by reducing social exclusion and promoting equality and diversity.
ISA2: Health	All policy themes/sub-themes result in likely positive, or significant positive, effects upon human health. There is a modal shift towards active travel promoted within policies that will encourage an increase in physical activity, and subsequent improvement in health, particularly from policy themes such as **Our Town Centre** and **Our Infrastructure**. Additionally, this shift will contribute to improved air quality which will have additional positive effects on health, particularly for those who suffer from respiratory conditions. Policies also include the improvement of public spaces through themes such as **Providing for Our Communities**, which will contribute to improving both physical and mental wellbeing. Improvements to housing standards as part of **Our Homes**, as outlined through development standard improvements, will also likely contribute to improvements to mental wellbeing.
ISA3: Economy	The majority of themes/sub-themes have positive impacts upon the economy, particularly **Our Town Centre**, **Supporting Our Businesses and Centres**, and **Our Infrastructure** which result in significant positive effects. The developments to communities and infrastructure will enable wider connectivity both in and around Stockport. Additionally, developments to Stockport's centres include mixed use units incorporating office and retail spaces. These developments contribute to improving Stockport's economy and encouraging investment from different sectors.
ISA4: Employment	Significant positive effects are anticipated as a result of **Our Town Centre, Supporting Our Businesses and Centres, and Our Infrastructure (Digital and Telecommunications Infrastructure)**. The developments to communities and infrastructure will enable wider connectivity both in and around Stockport. Increased connectivity may enable improved access to jobs within Stockport's centres. Additionally, improving the investment into Stockport's economy is likely to increase the provision of jobs.
ISA5: Housing	The **Our Homes** policies have resulted in significant positive effects on housing, as they will support large scale housing provision to suit the needs of all groups. Most other themes/sub-themes have also resulted in a minor positive effect on housing due to the smaller scale of housing provision or developments included and the indirect nature of the effect, for example **Supporting Our Businesses and Centres (Centres)**. Projects on a

ISA Objective	Significant Assessment Findings
	larger scale that have more direct improvements, such as **Our Environment (Built Environment)** have significant positive impacts for housing.
ISA6: Crime	The impacts of themes on crime are mostly minor positive. Improvements to infrastructure and centres include safety improvements, as well as increases in lighting to indirectly reduce the likelihood of crime and antisocial behaviour. Improvements to the public realm will also aid in contributing to reductions in crime. **Supporting Our Businesses and Centres (Centres)** results in significant positive effects through its proposed safety, public realm, and active store frontages. Uncertain effects have been identified as a result of **Our Homes** as the developments on brownfield land have the potential to help to reduce crime and create a safer community and a sense of place, particularly if designing out crime principles are applied. However, this will depend on the scheme level design that comes forward.
ISA7: Transport	The majority themes/sub-themes result in significant positive effects upon transport due to their inclusion of improvements to the transport network, including active travel. These improvements also include improving connectivity between locations, particularly within SMB's centres, accounting for significant positive effects. Where policies indirectly improve transport and accessibility or contribute less to the improvement of the transport network's capability and sustainability, minor positive effects have been found.
ISA8: Accessibility	The majority themes/sub-themes result in significant positive effects upon accessibility due to their improvements to the transport network, including active travel for all users. These improvements also include improving connectivity between locations. Improvements to housing and community infrastructure is also proposed within a number of themes/sub themes. This will improve accessibility to, and within housing, services, and transportation for all users.
ISA9: Biodiversity and Natural Capital	Significant positive effects are anticipated upon biodiversity and natural capital as a result of sub-themes **Our Environment (Natural Environment)** and **Our Environment (Environmental Protection)**. These policies aim to preserve current biodiversity and ensure the development of biodiversity net gain. Minor positive effects, such as those resulting from sub-theme **Our Climate Resilient Stockport**, ensure biodiversity net gains included within developments. However, mixed positive and negative impacts are resultant of policies including developments that may include land take, or habitat fragmentation and resultant negative effects. Reference to the Greater Manchester Local Nature Recovery Strategy will help to ensure co-ordinated delivery of strategic enhancement of the Borough's biodiversity resource. Uncertain effects have been identified for **Our Infrastructure (Developer contributions)** as effects will be determined by scheme level design and funding that is received. Significant negative effects have been identified for **Our Infrastructure (Transport)** due to the large-scale land take that is likely to be required and the potential for habitat fragmentation and disturbance due to construction and operation impacts (including noise and air pollution).
ISA10: Landscape	Policy themes such as **Our Environment**, **Our Town Centre** and **Our Homes** result in likely significant positive effects upon landscape and townscape. These themes contribute

ISA Objective	Significant Assessment Findings
and Townscape	to high quality design that utilises existing brownfield sites to preserve the landscape. Additionally, high quality design contributes to developing a high-quality townscape. Policies resulting in minor positive effects also contribute to preserving and enhancing the landscape through high quality developments. However, minor negative effects may be anticipated from policies and developments that have the potential to require landscape, such as **Our Infrastructure**. Uncertain effects have been identified for **Our Infrastructure (Infrastructure provision and Developer Contributions)** effects will depend upon the funding that is received. Significant negative effects have been identified for **Our Infrastructure (Transport)** due to the large-scale land take that is likely to be required which will permanently alter the landscape and townscape of the area.
ISA11: Historic Environment	The majority of themes/sub-themes result in mixed positive and negative effects upon the historic environment. These effects are anticipated as a result of improvements to the setting of heritage assets through reduced road traffic. However, there is potential from schemes such as **Our Infrastructure** that land take may be required, resulting in negative effects on setting. Significant positive and minor positive effects, such as those resulting from **Our Environment – Built Environment**, are attributed to improvements to the setting of heritage assets and additional improvements to the assets themselves, preserving and enhancing for future use. Uncertain effects have also been identified as a result of **Our Homes.** New development may require land take and cause disturbance to the historic environment, due to construction and operation impacts (noise and air pollution). However, the level of disturbance is likely to be determined by individual schemes that may arise. Additionally, uncertain effects have been identified for **Our Infrastructure (Infrastructure provision and Developer Contributions)** effects will depend upon the funding that is received. Significant negative effects have been identified for **Our Infrastructure (Transport)** due to the large-scale land take that is likely to be required and the potential for negative impacts on the setting of heritage assets.
ISA12: Flood Risk	Positive effects are largely anticipated upon flood risk as a result of the policy themes/sub-themes. Themes include the improvement of suitable drainage and the development of high-quality developments to withstand the effects of flooding. Specifically, **Our Infrastructure (Water and Flood Risk)**, results in significant positive effects as a result of the outlined improvements to flood risk resilience through improved drainage. Uncertain effects have been identified as a result of **Our Town Centres** and **Supporting our Businesses and Centres (Businesses)** due to an uncertainty around the inclusion of sustainable drainage methods. This is likely to be determined by individual scheme design. Similarly, **Our Infrastructure (Infrastructure provision and Developer Contributions)** effects will depend upon the funding that is received.
ISA13: Water Quality	Positive effects are largely anticipated upon water quality as a result of the policy themes/sub-themes. Themes, specifically, **Our Environment (Environmental Protection)**, results in significant positive effects as a result of improvements to surface water and groundwater quality. **Our Infrastructure (Water and Flood Risk)**, results in significant positive effects as a result of the outlined improvements to SuDS, improving water quality. Uncertain effects have arisen from **Our Infrastructure (Infrastructure provision and Developer Contributions)** as effects will depend upon the funding that is received.

ISA Objective	Significant Assessment Findings
ISA14: Air Quality	Most policy themes result in minor positive effects upon air quality. Themes/sub-themes encourage a modal shift away from private car use towards active travel modes. This will subsequently improve air quality across the Borough. **Our Environment (Environmental Protection)** results in likely significant positive effects on air quality as a result of its direct reductions in emissions and improvements to air quality. **Our Infrastructure (Infrastructure provision and Developer Contributions)** results in uncertain effects as this will depend upon the funding that is received.
ISA15: Climate Change	The majority of themes result in positive effects upon climate change. Climate change resilience is also positively contributed to through **Our Environment – Built Environment**. This theme includes the development of resilient developments to the chronic and acute effects of climate change accounting for significant positive effects. Uncertain effects have arisen from **Our Infrastructure (Infrastructure provision and Developer Contributions)** as effects will depend upon the funding that is received.
ISA16: GHGs and Energy Efficiency	The majority of themes result in positive effects upon greenhouse gases. Themes/sub-themes promote the reduction in emissions and therefore, positive contributions to greenhouse gases. Additionally, reductions in road emissions will contribute to these positive effects particularly through **Our Climate Resilient Stockport**, accounting for significant positive effects. **Our Infrastructure (Infrastructure provision and Developer Contributions)** results in uncertain effects as this will depend upon the funding that is received.
ISA17: Waste	**Our Environment (Built Environment)** has resulted in significant positive effects due to the implementation of sustainable construction design and use of high density housing. Uncertain effects have been identified for **Our Town Centre** as it is unclear if development will utilise sustainable materials. This will be determined by individual scheme design. Additionally, **Our Infrastructure (Infrastructure provision and Developer Contributions)** results in uncertain effects as this will depend upon the funding that is received.
ISA18: Efficient Use of Land	Most themes/sub-themes result in positive, or significant positive, effects upon material assets. These themes/sub-themes promote the use of existing brownfield sites, including the use of additional floors to utilise vertical space. However, mixed effects have been identified for **Our Climate Resilient Stockport** as a result of potential additional land use. This theme includes the development of renewable energy facilities that will require land take of Green Belt land, resulting in the negative effects identified. However, other measures within the theme such as utilisation of existing sites account for the positive effects. **Our Infrastructure (Infrastructure provision and Developer Contributions)** results in uncertain effects as this will depend upon the funding that is received.

8 ASSESSMENT OF POLICY ALTERNATIVES

8.1 INTRODUCTION

8.1.1 As per the SEA regulations, the ISA also needs to consider and compare all reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the Borough. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan.

8.1.2 Given the iterative nature of the SLP and the ISA, different alternatives may emerge at the next assessment stage (Regulation 19). At this stage there is only one reasonable alternative that can be assessed, which is the continuation of the existing Core Strategy – a 'business as usual' scenario.

8.2 ASSESSMENT OF POLICY ALTERNATIVES SUMMARY

8.2.1 **Table 8-1** sets out the findings of the assessment of the *continuation of the existing Core Strategy*. The assessment uses the same significance of effects scoring set out in **Table 7-1**.

8.2.2 The assessment of alternatives has resulted in a higher number of uncertainties and negative effects than the draft SLP policies. The assessment highlighted that the majority of the SMBC policies are outdated and no longer reflect global issues (climate change and Covid-19) and are therefore not fit for purpose.

8.2.3 Significant negative effects were identified for climate change and greenhouse gases (ISA15 and 16) as the Core Strategy is based on outdated figures. Given that SMBC have declared a climate emergency and set their own ambitious targets to be carbon neutral by 2038, the Core Strategy is no longer robust enough to support these ambitions.

8.2.4 Similarly, significant negative effects were identified for biodiversity (ISA9). Although policies will work to protect and enhance protected habitats, species and valuable ecological networks as per the ISA objective, the policies are outdated and do not reflect the latest legislation, particularly the requirement of the Environment Act (2021)[25] which sets out the need for a minimum of a 10% net gain in biodiversity.

8.2.5 As there are no existing policies that deal with water quality, further significant negative effects were identified for water quality (ISA13).

8.2.6 However, existing policies within the Core Strategy have resulted in significant positive effects on landscape and townscape (ISA10) and historic environment (ISA11). They support the protection and enhancement of these assets and clearly identify the risks the climate change poses.

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

Table 8-1 – Assessment of Policy Alternatives

ISA Topic	Sig.	Summary of Effects
ISA1: Equality & Inclusion	+	The continuation of the existing Core Strategy is likely to have minor positive effects on equality and inclusion. **Core Policy CS1** in particular aims to tackle inequalities in the Borough with respect to social and economic deprivation. **Policy SD-1** also outlines the importance of creating more socially inclusive, sustainable communities, which again is likely to reduce inequalities. Although policies are likely to contribute positively to this ISA objective, the policy may no longer be adequate to support the Borough's recovery from Covid-19 as well as the UK's wider levelling up agenda. Some groups and communities have been particularly affected by the health, social and economic impacts of the pandemic and will require more help to recover. Although the policy has some omissions, it is unlikely to result in negative effects.
ISA2: Human Health	+	Minor positive effects have been identified in relation to ISA2. **Objectives 4** and **5, Core Policies CS1** and **Policies SD-1**, **AS-1** and **AS-2** are likely to have positive effects on health as they tackle inequalities, increase the number of health and recreational facilities and improve quality of living. Although policies are likely to contribute positively to this ISA objective, the policy may no longer be adequate to support the Borough's recovery from Covid-19 as well as the UK's wider levelling up agenda. Some groups and communities have been particularly affected by the health, social and economic impacts of the pandemic and will require more help to recover. Although the policy has some omissions, it is unlikely to result in negative effects.
ISA3: Economy	+	The continuation of the existing Core Strategy is likely to have minor positive effects on the economy. **Objectives 1** and **3** and **Core Policies CS1** and **CS7** all support economic growth within the Borough; however, these do not fully address the current baseline issues, regarding town centre viability, Covid-19 recovery, rising cost of living and the existing skills gap. Although the policies have some omissions, the continuation of these policies is unlikely to result in negative effects on the economy, but economic growth may be limited.
ISA4: Employment	+	The continuation of the existing Core Strategy is likely to have minor positive effects on the employment. **Objectives 1** and **3** and **Core Policies CS1** and **CS7** all support economic growth and employment opportunities within the Borough; however, these do not fully address the current baseline issues, regarding Covid-19 recovery, skills gap and the rising cost of living. Although the policies have some omissions, the continuation of these policies is unlikely to result in negative effects on the employment.
ISA5: Housing	?	The continuation of the existing Core Strategy has resulted in uncertain effects on ISA5. **Core Policy CS2** aims to provide a net increase of 7,200 homes between 2011 and 2026, although this supports this objective, it is only in the short term. It does not provide a long term target for housing within the Borough; therefore, the future housing trajectory is uncertain. Some policies within the Core Strategy do, however, have potential for positive effects. **Core Policy CS3** aims to provide a mix of housing to suit all groups inclusively, whilst **Policy H-3** specifically targets affordable housing. These are likely to support ISA5 by reduce housing deprivation and help meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc) both now and in future.
ISA6: Crime and Safety	?	The Core Strategy does not include a specific policy for crime and safety; however, it is included as part of **Policies CS10**, **T-1** and **SD-1**. These include measures to improve the perceptions of safety, creating safer walking and cycling networks and ensuring that new developments should take account of design features which discourage crime and antisocial behaviour. These policies don't provide measurable outcomes or provide the mechanisms to support their application, therefore, uncertain effects have been identified.
ISA7: Transport	+	The continuation of the existing Core Strategy is likely to have minor positive effects on transport. **Objective 6**, **Core Policy CS10** and **Policies T-1**, **T-2**, **T-3** and **T-4** all support sustainable transport developments within the Borough, including increasing walking and cycling opportunities, promoting public transport and ensuring that new developments are accessible. As per the ISA objective, this will help to promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally. However, the policies are outdated and may not support new transport modes and infrastructure such as electric vehicles, e-scooters and e-bikes, hence why significance is limited to just minor positive effects.
ISA8: Accessibility	+	**Objective 6**, **Core Policy CS4, CS5, CS10** and **Policies AS-2, T-1**, **T-2** and **T-3** all work towards improving accessibility to facilities, transport, recreation and services for all residents as well as creating new facilities to support population growth. Although policies are likely to contribute positively to this ISA objective, the policy may not provide adequate provision of services and facilities to support the Borough's recovery from Covid-19 as well as the UK's wider levelling up agenda. Significance is therefore limited to just minor positive effects.
ISA9: Biodiversity & Natural Capital	- -	The existing Core Strategy contains a number of measures that support the protection and enhancement of biodiversity, these include **Objective 5**, Core **Policy CS8** and **Policy SIE-3**. **Core Policy CS8** aims to safeguard and improve the environment and mitigate the negative effects of climate change and through the inclusion of green roofs, green walls and tree planting. **Policy SIE-3** aims to avoid a net loss of biodiversity and geodiversity by applying a hierarchical approach to conserving and enhancing designated sites and habitats. Although policies will work to protect and enhance protected habitats, species and valuable ecological networks as per the ISA objective, the policies are outdated and do not reflect the latest legislation. The Environment Act sets out the need for a minimum of a 10% net gain in biodiversity, of which habitats need to be secured for at least 30 years via obligations or a conservation covenant. The Core Strategy also makes no reference to natural capital and the important contribution it makes to the Borough. Significant negative effects have therefore been identified, as continuation of the Core Strategy will mean the Borough will not be compliant with latest legislation.

ISA Topic	Sig.	Summary of Effects
ISA10: Landscape & Townscape	++	The continuation of the existing Core Strategy is likely to result in significant positive effects on landscape and townscape. **Core Policy CS8** and **Policies SIE-1** and **SIE-3** aim to safeguard and enhance the character and value of the Borough's landscape character areas and townscapes, reinforcing their distinctiveness, and safeguarding the permanence of the Borough's Green Belt. They aim for new proposals to respond to the townscape and landscape character, reinforcing or creating local identity and distinctiveness and support high quality design. As per the ISA objective, these policies will continue to help to protect and enhance Stockport's townscapes and landscapes, in both the rural and urban environments.
ISA11: Historic Environment	++	The Core Strategy does include a number of policies which help to protect and enhance the historic environment, such as **Core Policies CS8** and **CS11** and **Policies TC-1** and **SIE-3**. These policies aim to support development which preserves or enhances the special architectural, artistic, historic or archaeological significance of heritage. The Core Strategy also identifies the potential risk the climate change poses to heritage assets. As per the ISA objective, these policies will continue to protect and enhance heritage assets (designated and non-designated) and their unique settings. Significant positive effects have therefore been identified.
ISA12: Flood Risk	?	The Core Strategy doesn't benefit from its own sperate flood risk policy, although, **Core Policy CS8** and **Policy SIE-3** both include measures to minimise flood risk. However, there are limited parallels between climate change and future flood risk. It is not clear how robust these policies will be in the longer term, therefore, uncertain effects have been identified.
ISA13: Water Quality	- -	The Core Strategy recognises that maintaining and enhancing the water quality of rivers, canals, lakes and other waterbodies is important to protect the wide range of benefits and uses that such features have. However, it doesn't offer any specific policies or actions to improve water quality within the Borough. For this reason, significant negative effects have been identified.
ISA14: Air Quality	-	The Core Strategy doesn't benefit from its own sperate air quality policy, although, **Objectives 5** and **6**, **Core Policy CS10** and **Policy SIE-3** include measures to improve air quality within the Borough as well as in AQMAs. However, the policies are outdated and do not take into consideration the latest best practice guidance (such as the Institute of Air Quality Management and Environmental Protection UK) as well as the Greater Manchester Clean Air Plan. It is unlikely that the continuation of these policies will worsen air quality, however, they are unlikely to be robust enough to support new plans, guidance and initiatives (e.g. clean air zones). Minor negative effects have therefore been identified.
ISA15: Climate Change	- -	Climate change features throughout the Core Strategy and is an underlying theme within most objectives and policies, however, it doesn't benefit from its own specific policy. There are no specific mentions of ensuring that the Borough is resilient to the effects of climate change, both now and in the future. Policies are no longer robust enough to addresses the challenges that climate change poses and have therefore resulted in significant negative effects.
ISA16: GHGs & Energy Efficiency	- -	Although the Core Strategy supports carbon reductions and sustainable communities, it is working towards outdated GHG emissions targets which are now outdated. The Core Strategy is using a reduction target of 80% by 2050, however, a more ambitious target has been set by the UK in 2020 to reduce GHG by at least 68% by 2030 and carbon net zero by 2050. The Core Strategy also lacks a specific strategic policy to reduce greenhouse gas emissions. Given that SMBC have declared a climate emergency and their own ambitious targets to be carbon neutral by 2038, the Core Strategy is no longer robust enough to support these ambitions and has therefore resulted in significant negative effects.
ISA17: Waste	++	The continuation of the existing Core Strategy is likely to result in significant positive effects on waste. **Objective 1** and **Core Policy CS8** promote sustainable waste management in accordance with the waste hierarchy, encourage good design in order to minimise waste, and promote the use of recycled materials. This will help to reduce the amount of waste produced and minimise the amount sent to landfill, as per the ISA objective.
ISA18: Efficient use of Land	?	**Policy CS3** within the Core Strategy aims to focus is on making effective use of land within accessible urban areas, giving priority for development on previously developed land within urban areas. However, **Core Policy CS4** does state that Green Belt land will be allocated if necessary, particularly for affordable housing, and to provide an appropriate mix of housing. Given the rising cost of living couple with population growth in the Borough, it is likely that the demand for affordable housing will increase, which could mean more greenfield land will be taken under these current policies. Uncertain effects have therefore been identified.

9 FINDINGS FROM OTHER ASSESSMENTS

9.1 EQIA ASSESSMENT FINDINGS

9.1.1 Overall, the policies will likely result in positive impacts on protected characteristic group members in SMBC. The policies aim to address a wide range of issues, identified by the key themes within the EqIA baseline (**Appendix F**).

9.1.2 The main protected characteristic groups that will particularly benefit include:

- **Age** – Particularly older people who have reduced mobility and require access to health and other services. Greater connectivity of developments with their surroundings could benefit those with reduced mobility by improving access. All ages will benefit from the protection and enhancement of sports facilities as it will encourage social engagement, therefore reducing isolation. Making office spaces more affordable will particularly benefit younger people in creative or smaller business looking to set up for the first time.
- **Disability** – People with a variety of disabilities will benefit from a more accessible environment. The SLP includes policies which support inclusive design which will help to improve connectivity and function, benefiting users with mobility limitations.
- **Deprivation** – Policies are likely to benefit people from low incomes who require access to employment, education and people with underlying health issues. Policies that promote the retention and increasing employment in particular have positive effects as they will help to improve deprivation in the area by reducing unemployment rates and making use of local skills. This is also further helped by policies promoting affordable travel which will make public transport more accessible to those form low-income families and provide them with better connectivity to local areas for work or leisure.

9.1.3 The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups:

- Religion or Belief;
- Sexual Orientation; and
- Marriage and Civil Partnerships.

9.2 HIA ASSESSMENT FINDINGS

9.2.1 The HIA is set out in **Appendix G**. The HIA assessed the NLP policies and considered their impact on the key determinants of health. These have been detailed below:

- **Air quality**: Positive effects have been identified. The encouragement of active transport modes and improvements to public transport, using low carbon networks, will help to reduce private car and therefore, transport related emissions. The requirement for sustainable building design as part of Our Carbon Resilient Stockport policies and limiting development that would lead to adverse impacts on the environment, as part of Our Environment policies, will also lead to improved air quality. This will help to minimise the negative effects upon those in the most vulnerable social groups.
- **Noise**: Positive effects have been identified. New development will be required to meet social design standards, such as BREEAM Infrastructure certification, which include specific criteria to reduce disturbance due to noise and to employ sound insulation within

homes. Mitigation will also be sought for new development in close proximity to Manchester Airport and noise pollution from road transport and energy developments. Additional mitigation is sought for extraction systems from hot food takeaways. These mitigations would help to limit any health impacts such as stress and sleeping disorders caused by excessive noise.

- **Housing and Homelessness**: Positive effects have been identified for policies which support the provision of new homes in the town centre area (Our Town Centres). This could have positive effects for working aged adults (18-74) and those who are homeless. Additionally, Our Homes policies result in positive effects for adults, unemployed, low income groups and the elderly. These policies result in improved housing provision throughout the Borough (including affordable and adaptable housing).
- **Economy and Employment**: Mixed effects have been identified. The provision of increased employment space and accessibility to this employment space will have positive effects on the unemployed and low income residents in the Borough. Additional town centre improvements and plans for new retail and commercial space will also result in positive effects on the local economy. However, managing the location of hot-food takeaways may reduce employment opportunities in some areas of the Borough.
- **Skills and Education**: Positive effects have been identified. Business policies may improve employment opportunities for unemployment and young people, this will also improve on the job training and skills for young people in employment.
- **Social Cohesion and Community Safety**: Positive health effects have been identified. The creation of community hubs where healthcare provision, educational facilities and other community facilities are located in close proximity to each other, will help to meet local needs, reduce loneliness and likely improve community safety. Improvements to the public realm through lighting, active frontages and natural surveillance will also aid in improving community safety and reducing anti-social behaviour.
- **Access to Services**: Positive health effects have been identified. New housing developments within the Borough will have suitable access to community facilities and shops, through the development of new infrastructure and improvements to public transport. Access to services will improve the health of elderly residents and reduce loneliness. Social infrastructure policies include the preservation and enhancement of recreation facilities, parks, and other facilities used as community hubs. The development of such areas may improve social cohesion and encourage those who are socially isolated to utilise facilities.
- **Physical Activity**: Positive health effects have been identified. Policies aim to increase and improve access to open spaces, play, sports and leisure facilities, which will provide opportunities for physical activity for residents of all ages within SMBC. Improving connectivity within the town centre and ensuring Public Rights of Way (PRoWs) are fit for purpose may help residents feel safer using more active forms of transport throughout their daily lives.
- **Green Infrastructure**: Positive effects have been identified. The introduction of green infrastructure and protection of existing open, green spaces will allow residents of SMBC to use these areas for leisure and sports activities, as well as providing mental health benefits.
- **Climate Change Resilience**: Positive effects have been identified. Policies that support active transport, creation of open, green spaces, and sustainable design will help to

improve climate change resilience within the Borough. Flood risk will be limited through the implementation of SuDS which will help to reduce surface water runoff.

10 ASSESSMENT OF CUMULATIVE EFFECTS

10.1 INTRODUCTION

10.1.1 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual policies and sites have a combined effect on an objective; or
- Where several policies and sites each have insignificant effects but together have a significant effect.

10.1.2 The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

10.1.3 This section therefore presents the findings of the following:

- Consideration of how different proposed policies and sites within the SMB may interact and cause cumulative effects on a receptor (Intra-project effects); and
- How the proposed policies and sites within SMB could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-project effects).

10.2 INTRA-PROJECT EFFECTS

10.2.1 The ISA assessment of both policies and strategic sites drew out potential intra-project cumulative effects. These have been identified in **Table 10-2** below.

10.2.2 **Table 10-1** below outlines the key to effects for intra-project cumulative effects.

Table 10-1 – Key to Cumulative Effects

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

Table 10-2 – Intra-Projects Cumulative Effects

ISA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA1: Equality & Inclusion	+	0	+	+	+	0	+	+	+	Better design standards as part of Our Climate Resilient Stockport and designing centres for all as part of Our Town Centres is likely to increase inclusivity within the Borough. If multiple housing developments within the Borough were to come forward, more people will be placed closer to community facilities and employment opportunities, which could help to support social inclusion. Providing for Our Communities, and Our Infrastructure policies will also help to support the provision of new and the expansion of existing, social and community uses. This coupled with new developments could result in cumulative increase in community facilities, reducing social exclusion and inequality.
ISA2: Health	+	+	0	+	+	+	+	+/-	+	There is a potential for negative cumulative effects to result if multiple housing developments were to come forward due to the increased strain on existing community health facilities and the potential increased demand from new populations. However, social infrastructure policies and some of the proposed developments include the provision of new community facilities and services, such as health provisions and public leisure facilities. Therefore, this could result in positive cumulative effects on health and wellbeing. Further benefits to the health of Stockport's residents will arise from an increased access to open green space as part of Our Environment policies.
ISA3: Economy	+	0	0	+	+	+	+	+	+	There is the potential for positive effects on the economy if multiple large-scale developments were to come forward. These developments will provide a substantial amount of office space and jobs, as well as housing provisions, which will help to improve connectivity between employment centres and the housing markets. Developments are further supported by the Local Plan's economy and town centre policies which aim to support existing office, industrial and warehouse spaces, and vitality. This coupled with potential new developments could help to attract further inward investment and provide a cumulative increase in employment opportunities and improvements to the local economy.
ISA4: Employment	+	0	0	+	+	+	+	+	+	There is potential for positive effects on employment if multiple mixed used developments were to come forward. These are likely to provide a cumulative increase in office space and jobs which will help to increase employment opportunities within the Borough. Other positive cumulative effects are likely to occur from policies which aim to support new community facilities and vitality of town centres.
ISA5: Housing	0	0	0	+	+	0	0	+/-	0	There is potential for positive cumulative effects if multiple housing developments within Stockport were to come forward. These developments will help to work towards Stockport's housing target and will increase the variety of housing on offer to better suit the needs of all groups inclusively. However, as outlined above the proposed housing spatial approach won't meet the Borough's target.

ISA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA6: Crime	0	+	0	+	+	+	0	+	0	It is assumed that all new developments will be built to a high standard of safety. There may be potential for positive cumulative effects positive from developing the land to provide housing and public realm improvements, particularly if designing out crime principles are applied. Policies support high quality design and landscaping which can also help to generate a sense of pride and ownership within the community, which has the potential to synergistically reduce crime rates.
ISA7: Transport	+	0	0	+	+	+	+	+	+	Positive cumulative effects are likely to result from policies which support an increase in community facilities within the town centres and neighbourhood. Better placed facilities will also help to reduce the need for travel and consequently the need for private car use. An increase in well located town centre developments (as outlined in the proposed housing and employment approaches) could reduce the need for travel.
ISA8: Accessibility	+	0	0	+	+	+	+	+	+	Positive effects are likely to result from policies which support an increase in community facilities within the town centres and neighbourhood. Better placed facilities will also help to reduce the need for travel and consequently improve accessibility for all. An increase in well located town centre developments (as outlined in the proposed housing and employment approaches) could reduce the need for travel.
ISA9: Biodiversity & Natural Capital	+/-	+	+	+/-	+/-	+/-	+/-	+/-	+/-	Plans for biodiversity net gain across new developments and improved biodiversity protection is likely to result in cumulative positive effects if multiple developments come forward. Increased natural capital and biodiversity from improvements to open spaces and green infrastructure is likely to cumulatively increase levels of biodiversity. However, new development may result in a cumulative loss of natural capital and biodiversity. Therefore, both positive and negative effects were determined.
ISA10: Landscape & Townscape	+/-	+	0	+/-	+/-	+/-	+/-	+/-	+/-	Positive effects on landscape have been identified for policies that support the restoration and improvement of landscapes. Mixed positive and negative effects have been determined for policies and strategies that make positive contributions to townscapes. However, the increased development has the potential to erode landscape and townscape character, particularly the increase in tall buildings in town centres.
ISA11: Historic Environment	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	There is the potential for negative cumulative effects on the historic environment if multiple developments were to come forward in close proximity to heritage assets and Conservation Areas. During construction of these new developments there is the potential for disturbance to the historic environment due to noise, vibration and temporary reductions in air pollution (dust soiling). However, positive cumulative effects may arise due to the heritagely sensitive design of the proposed housing developments to fit in with the setting of any surrounding designated heritage assets and Conservation Areas. This will be further supported by Our Environment policies, which will respect the existing historic character of the Borough. Policies may also result in a cumulative increase in protection and preservation of heritage assets in the Borough. This could result in better understanding and appreciation of the historic environment.

ISA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA12: Flood Risk	0	+	+	+/-	+/-	+/-	+	+/-	+/-	The addition of increased use of hard standing surfaces as part of the proposed housing developments could increase surface water runoff. The effects on flood risk are very much dependent upon the development sites that may come forward - further urbanisation may reduce the ability of land to absorb rainfall through the introduction of hard, impermeable surfaces. However, the Our Infrastructure and Our Climate Resilient Stockport policies will better ensure that flood risk is mitigated against. An increase in the number of developments that are fully mitigated against flood risk could help to cumulatively increase overall resilience.
ISA13: Water Quality	0	+	0	+/-	0	0	+	+/-	+/-	Positive cumulative effects are likely to result from policies supporting new improved measures to minimise risk to water quality (Our Environment) and the use of SuDs which help to remove water pollutants. There is some uncertainty on the location of housing and employment sites and their proximity to waterbodies. If multiple developments were to come forward in close proximity to a single water body, there could be potential for in combination effects, particularly during construction.
ISA14: Air Quality	+/-	+	+	+/-	+/-	+/-	+/-	+/-	+/-	Temporary negative cumulative effects have the potential to result during the construction phase, if multiple developments, with overlapping construction periods, were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust. However, if these developments are located with good connectivity to public transport facilities it will enable more people to use public transport modes instead of the use of a private car, helping to improve air quality. Therefore, there is also the potential for positive cumulative effects to result if multiple housing developments were to come forward alongside Our Climate Resilient Stockport and Our Environment policies. Policies set out within sustainable development, climate change and environmental sustainability, natural environment and transport and connectivity all help to improve air quality, increase accessibility and increase green infrastructure which will help to reduce air pollution.
ISA15: Climate Change	0	+	+	+/-	0	0	+	+/-	+/-	A number of policies within the Our Environment, Our Climate Resilient Stockport and Our Infrastructure will help to improve climate resilience in the Borough and contribute positively to climate resilience and the transition to a low-carbon future. This encourages measures such as incorporation of renewable energy, green infrastructure and retention and re-use of existing materials. These policies will help to provide a cumulative increase in resilience to climate change and the urban heat island effect within the Borough.
ISA16: GHGs & Energy Efficiency	0	+	+	+/-	+/-	+/-	+/-	+/-	+/-	If multiple housing and employment developments were to come forward there is the potential for negative cumulative effects on energy, due to the increased cumulative energy usage required within the Borough to support the new populations as well as significant levels of embodied carbon. However, policies set out in Our Climate Resilient Stockport and Our Environment focus on significantly reducing emissions and achieving Stockport's goal of carbon neutrality by 2038. This is through increasing renewable energy capacity within the Borough and high-quality design. Policy ZC2, specifically focuses on developing low carbon, renewable energy capacity within the Borough

ISA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA17: Waste	+/-	+	+	+/-	+/-	+/-	0	+/-	+/-	Cumulative negative effects are likely to occur is multiple new developments were to come forward due to an increase in waste. Whilst the proposed housing and employment approaches are located on brownfield sites, it's not clear whether materials and existing buildings will be utilised. However, policies set out in Our Climate Resilient Stockport and Our Environment require new development to aim for high rating under standards such as BREAAM and BREAAM Infrastructure, which support circular economy and responsible use of physical resources, contributing positively to waste reduction.
ISA18: Efficient use of Land and resource	+/-	+	0	+/-	+	+	0	+	+	Policies within Our Environment, Our Town Centres and Supporting Our business and Centres promote the effective use of land, in a way that makes as much use of previously developed land and brownfield sites as possible. This is through expanding and improving existing facilities and promoting the re-use of existing buildings, which will help to relieve pressure on the Green Belt land that surrounds Stockport.

10.3 INTER-PROJECT EFFECTS

10.3.1 **Table 10-3** below outlines the sources of potential inter-cumulative effects.

Table 10-3 – Sources of Inter-Cumulative Effects

Policy or Plan	Details
Northern Powerhouse	Northern Powerhouse Rail (NPR) is a major strategic rail programme, specifically designed to support the transformation of the North's economy by providing effective and efficient rail connectivity between the North's major economic centres, offering a faster and more reliable service across the entire region. Connecting the people, communities and businesses of the North.
Airport City	Airport City is at the core of a Government Enterprise Zone surrounding Manchester Airport. It offers 5 million sq ft of quality business space including manufacturing, logistics, life sciences, Grade A office, retail and leisure accommodation.
A57 Link Roads	The A57 Link Roads project was formerly known as the "Trans-Pennine Upgrade" and is referred to as the "Mottram Moor Link Road and A57 Link Road project" in the Government's second Roads Investment Strategy. The A57 and A628 between Manchester and Sheffield currently suffer from heavy congestion, creating unreliable journeys. Much of this heavy traffic travels through local roads, which disrupts the lives of communities and makes it difficult and potentially unsafe for pedestrians to cross the roads. The A57 Link Roads project will include the creation of two new link roads: ▪ Mottram Moor Link Road – a new dual carriageway from the M67 junction 4 roundabout to a new junction on the A57(T) at Mottram Moor ▪ A57 Link Road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 in Woolley Bridge.
Greater Manchester Levelling Up Plans	If the government supports the Greater Manchester the Levelling Up Deal, it could: ▪ Deliver a London-style transport network with affordable London-level fares, moving us towards a zero carbon transport system; ▪ Remove one million tonnes of carbon from GM's economy; ▪ Create attractive places to live, work and set up a business; ▪ Create opportunities for people to retrain, get the skills they need and create jobs right across Greater Manchester; and ▪ Create a 'Golden Triangle' of innovation excellence within the towns and cities of the North, to drive UK growth.
Neighbouring Local Plans (High Peak, Manchester City, Tameside and Cheshire East)	Local plans in neighbouring local authorities influence cross-boundary development improvements. These developments have potential cumulative effects on noise, biodiversity, historic environment, economy, and flooding in SMB.
Neighbouring Local Transport Plans	Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, they identify policy options for implementing transport improvements, including different modes of transport. They also

Policy or Plan	Details
(Derbyshire, Manchester City, Tameside and Cheshire East)	prioritise a number of areas and schemes for development over the plan period. Local Transport Plans in neighbouring local authorities influence cross-boundary transport improvements and major road networks.

Table 10-4 - Sources of Inter-Cumulative Effects

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
ISA1: Equality & Inclusion	+/-	+/-	+/-	+	+	+	If multiple housing developments within the Borough were to come forward, more people will be placed closer to community facilities and employment opportunities. This will result in positive cumulative effects. Further positive cumulative effects on social inclusion and equality would result following the introduction of the new public transport schemes (NPR and neighbouring Local Transport Plans). This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities. There are likely to be some negative effects during the construction of these schemes on the local communities. If construction periods overlap between these projects and those developments in the local plan, some communities may temporarily experience issues with severance, driver stress and nuisance, which may impact some groups disproportionately.
ISA2: Health	+/-	+/-	+/-	+	+/-	+	There is a potential for negative cumulative effects to result if multiple housing developments as part of neighbouring local plans and SMBC's local plan were to come forward, due to the increased strain on existing community health facilities resulting from the increased demand from new populations. The provision and improvements to the active travel, public realm and open spaces, as part of some of these developments, will result in positive effects on the health and wellbeing of the population in the region. This is because access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life, as well as helping to bind communities together, reduce loneliness, and mitigate the negative effects of air pollution and excessive noise. There are likely to be some negative effects during the construction of these schemes on the local communities and their health. If construction periods overlap between these projects and those developments in the local plan, some communities may temporarily experience issues with stress, anxiety and nuisance which may impacts some vulnerable groups disproportionately.
ISA3: Economy	+	+	+	+	+	+	There are likely to be positive cumulative economic benefits across the Borough following the developments of all plans and schemes alongside the Local Plan. These developments are likely to result in increased connectivity across Stockport and the wider region.
ISA4: Employment	+	+	+	+	+	+	There are likely to be positive cumulative employment benefits across the Borough following the improved connectivity as a result of neighbouring Local Plans and transport plans, NPR, and the Greater Manchester Levelling Up Plans alongside the Local Plan. These developments are likely to result in increased access to employment opportunities, during both construction and operation.
ISA5: Housing	0	+	0	+	+	0	Positive effects will result if multiple housing developments, were to come forward in combination with SMBC's proposed housing approaches and sites. These developments will help to meet Borough specific housing targets set out in their local plans and increase the provision of affordable housing.
ISA6: Crime	0	0	0	+	+	0	It is assumed that all schemes and projects will be built to a high standard of safety. There may be potential for positive cumulative effects from developing the land to provide housing and public realm improvements, particularly if designing out crime principles are applied using high quality design and landscaping across multiple developments could also help to generate a sense of pride and ownership within the community, resulting in a cumulative reduction in crime.

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
ISA7: Transport	+	0	+	+	+	+	There is the potential for positive cumulative effects on sustainable transport if multiple transport schemes were to come forward such as the A57 Link Roads, NPR and those set out within neighbouring local transport /implementation plans. These developments will help to reduce journey times and increase the reliability of journeys and increase and improve the offering and connectivity of sustainable transport modes in the region.
ISA8: Accessibility	+	+	+	+	+	+	There is potential for positive cumulative effects upon accessibility following the introduction of the new public transport schemes (A57 Link Roads, NPR and neighbouring Local Transport Plans). This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities.
ISA9: Biodiversity & Natural Capital	-	+/-	-	+/-	+/-	+/-	Potential for cumulative loss, damage or fragmentation of statutory and non-statutory sites and habitats if multiple developments, across similar timeframes were to come forward. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. There is potential for positive effects through the incorporation of green infrastructure (Greater Manchester Levelling Up Plan, Local Plans) and biodiversity net gain.
ISA10: Landscape & Townscape	-	+/-	-	+/-	+/-	+/-	The provision of public realm improvements through the Greater Manchester Levelling Up Plans, Local Plans and transport/implementation plans could help to increase and improve the open space offering as well as the setting of the Borough's townscape and landscape. This will result in positive cumulative effects; however, multiple developments could result in a cumulative loss of land and deterioration of key views and vistas.
ISA11: Historic Environment	-	+/-	-	+/-	+/-	+/-	There is potential for both positive and negative, direct and indirect cumulative effects on nationally and locally designated heritage assets, and their unique settings. This is in addition to cumulative effects on undesignated and unknown assets, which are also important. However, well-designed developments and infrastructure could present opportunities to enhance the quality of visual amenity of heritage assets by managing public access to or from the historic features. This could have additional cumulative benefits for identity, health and wellbeing and placemaking.
ISA12: Flood Risk	+/-	+/-	+/-	+	+/-	+/-	There is potential for cumulative increase in flood risk, particularly from physical alteration as a result of development, as well as development locations. Drainage measures are likely to be specific to each development, but there may be cumulative benefits if implemented Borough-wide.
ISA13: Water Quality	+/-	+/-	+/-	+/-	+/-	+/-	There is potential for cumulative increase in surface water runoff, and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Water quality measures are likely to be specific to each development, but there may be cumulative benefits if implemented Borough-wide.
ISA14: Air Quality	+/-	0	+/-	+	+/-	+/-	Temporary negative cumulative effects have the potential to result during the construction phase if multiple developments were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust. Positive cumulative effects will result through the development of sustainable transport schemes (including NPR). In combination with the Local Plan's sites and policies, this will increase access to public transport modes, reducing the use of a private car, and therefore reducing greenhouse gas emissions and improving air quality. Further positive cumulative effects will result from the reduction in journey times and congestion on the highway network.

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
ISA15: Climate Change	+/-	+/-	+/-	+	+	0	Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented across multiple plans (as set out in the Greater Manchester Levelling Up Plans and neighbouring Local Plans).
ISA16: GHGs & Energy Efficiency	+/-	0	+/-	+	+/-	+/-	There may be cumulative benefits from transport initiatives (including Northern Powerhouse and proposals set out in neighbouring transport/implementation plans) and low carbon developments (as set out in the Greater Manchester Levelling Up Plans and neighbouring local plans) in reducing greenhouse gases, however, increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic as well as embodied carbon due to development.
ISA17: Waste	-	-	-	+/-	+/-	-	There is potential for positive cumulative effects on waste as a result of neighbouring local plans, alongside SMBC's local plan reducing waste. However, construction is likely to result in the generation of large amounts of waste, which in combination could be significant.
ISA18: Efficient use of Land and resource	+/-	+/-	+/-	+/-	+/-	+/-	There is potential for negative cumulative effects on the efficient use of land as a number of large scale projects, such as A57 Link Roads, NPR and Airport City, coupled with other development in the Borough, could lead to a large cumulative loss of land, some of which may not be brownfield land. However, positive cumulative effects could arise if the majority of the of proposed developments are situated on brownfield sites.

11 MITIGATION, ENHANCEMENT AND MONITORING

11.1 MITIGATION AND ENHANCEMENT MEASURES

11.1.1 Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of ISA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

11.1.2 The mitigation measures proposed in **Table 11-1** are designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the ISA Objectives. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability.

11.1.3 Policy specific mitigation measures have been included within **Appendix D**.

Table 11-1 – Proposed Mitigation and Enhancement Measures

ISA Objective	Mitigation/Enhancement	Mechanism
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Further assessment as part of scheme level design, should incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting new communities.	Project level design and assessment
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Project level Community Safety Assessment, EqIA and HIA
ISA1 – Equality and Inclusion ISA8 – Accessibility	Where parking is implemented, it should not cause an obstruction to pavement users and clear crossings should be provided.	Inclusion within preferred SLP policies
ISA1 – Equality and Inclusion	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone.	Inclusion within preferred SLP policies Project level design and assessment and EqIA
ISA1 – Equality and Inclusion ISA2 – Health ISA6 – Crime and Safety ISA8 – Accessibility	New parks and open spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points. Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility. Accessible surfacing should be considered for wheelchair users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.	Project level design and assessment, crime impact assessments and EqIA

ISA Objective	Mitigation/Enhancement	Mechanism
ISA1 – Equality and Inclusion ISA4 - Employment	Employment should be focused on local residents in the first instance. Policies should aim to increase employment for all protected groups where barriers to employment and education exist (low-incomes, younger people, disabled).	Inclusion within preferred SLP policies
ISA1 - Population and Equalities ISA10 - Landscape and Townscape	Developments should seek to improve the public realm, including improving wayfinding and providing permeability through town centres to provide access to those with disabilities, or pushchairs.	Project level design and assessment as part of subsequent EIA/ planning application
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users. The SLP should also support community engagement with various groups prior the development of transport infrastructure.	Inclusion within preferred SLP policies Project level design and assessment and EqIA
ISA1 – Equality and Inclusion	Appropriate subsidies should be considered to ensure people from low incomes can access sustainable retrofitting with no additional financial barriers.	Inclusion within preferred SLP policies
ISA2 – Health	Scheme level health impact assessments should be undertaken which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.	Project level design and assessment
ISA2 – Health ISA9 -Biodiversity	New developments could incorporate natural features such as tree planting, hedgerows and floral arrangements, green walls, roofs and incidental vegetation to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits. This will also lessen the impact on biodiversity and work towards biodiversity net gain.	Project level design and assessment (including biodiversity net gain assessments)

ISA Objective	Mitigation/Enhancement	Mechanism
ISA3 – Economy	Where new development comes forward in close proximity to existing shop frontages and businesses, there is a need to ensure that they can remain open and maintain their existing business hours.	Inclusion within preferred SLP policies Project level design and assessment
ISA6 – Crime and Safety	Development should incorporate designing out crime principles particularly for development sites located in areas with high levels of crime deprivation.	Inclusion within preferred SLP policies Project level design and assessment
ISA6 – Crime and Safety	Where policies and site allocations make provision for open spaces, there is a need for these spaces to be well designed and well lit, to ensure that they are safe and feel safe for all users, particularly after dark.	Inclusion within preferred SLP policies Project level design and assessment
ISA8 – Transport ISA7 – Accessibility	All new developments should be accompanied by a travel plan which sets out action plan that shows how sustainable transport such as buses, cycling or walking, will be made accessible at the development and their use increased.	Project level design and assessment
ISA9 - Biodiversity	Opportunities for avoiding and mitigating any adverse effects, and for net environmental gains, should be made from the earliest stages of plan-making and development proposals. Development will need to fulfil the requirement to achieve at least a 10% gain in biodiversity.	Project level design and assessment (including biodiversity net gain assessments)
ISA9 – Biodiversity	Consideration needs to be given to the potential effects of noisy development on international, national and locally designated sites of importance for biodiversity.	Project level design and assessment (including noise assessments/ surveys)
ISA9 – Biodiversity	Consideration needs to be given to the potential effects of air quality impacts on sensitive biodiversity sites, particularly SSSIs, in the vicinity of proposed developments.	Project level design and assessment (including air quality assessments/ surveys)

ISA Objective	Mitigation/Enhancement	Mechanism
ISA9 – Biodiversity	Due to the presence of Great Crested Newts at a number of employment sites, appropriate licensing (either mitigation license or district level licensing) will need to be undertaken prior to development. Further surveying may also be beneficial.	Project level design and assessment
ISA9 – Biodiversity	The objectives and measures of the Greater Manchester Local Nature Recovery Strategy need to be considered as part of plan implementation.	Plan and project level design and assessment
ISA9 – Biodiversity	The implications of the quantum of development in Stockport need to be considered in respect of the potential intensification of recreational effects on the Peak District National Park.	Discussions with PDNPA on likely recreational impacts on the PDNP associated with population growth
ISA10 – Landscape and Townscape	Care must however be taken to ensure that tall buildings in clusters do not appear to coalesce in views as this can have a significant visual impact and undermine legibility. The implications of the quantum of development in Stockport need to be considered in respect of the potential intensification of recreational effects on the Peak District National Park.	Scheme level design and planning application Discussions with PDNPA on likely recreational impacts on the PDNP associated with population growth
ISA10 - Landscape and Townscape ISA11 - Historic Environment	New developments should seek to maximise sustainability benefits from existing landscape, townscape and heritage assets by valuing them inherently and for the wider services they provide. Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.	Historic Landscape Characterisation Project level landscape and visual impacts assessments as part of subsequent EIA/ planning application Heritage Impact Assessments

ISA Objective	Mitigation/Enhancement	Mechanism
ISA11 – Historic Environment	Promoters and designers should liaise closely with SMBC and Historic England to avoid or minimise negative impacts, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity. Where developments are being built and/or improved within, or close proximity to designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.	Historic Landscape Characterisation Project level landscape and visual impacts assessments
ISA11 – Historic Environment	Characterisation work should be undertaken to understand the potential impact of site allocations on historic places and inform assessments of an area's capacity to accommodate development. Site specific studies, such as archaeological desk-based assessment and fieldwork, may also be necessary to provide adequate information.	Historic Landscape Characterisation Archaeological desk based assessment
ISA12 - Flood Risk ISA13 – Climate Change	Scheme level design should also consider the incorporation of features to reduce flood risks, both now and in future, in light of future precipitation changes associated with climate change. This could include features such as sustainable urban drainage solutions (SuDs), permeable paving and natural engineering such as tree planting.	Scheme level flood risk assessments
ISA14 – Air Quality	A Dust Management Plan should be compiled prior to demolition and construction of new sites.	Project level Construction Environmental Management Plan (CEMP)
ISA17 - Waste	Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy and a waste hierarchy.	Inclusion within preferred SLP policies Project level design and assessment
ISA17 – Waste ISA18 – Efficient use of resource	Proposed sustainable transport infrastructure such as cycle lanes, bus lanes and footpaths, should where appropriate, prioritise the reallocation of the highway network.	Project level design and assessment as part of

ISA Objective	Mitigation/Enhancement	Mechanism
		subsequent EIA/ planning application
ISA17 – Waste ISA18 – Efficient use of resource	A Site Waste Management Plan should be prepared as part of the CEMP and Operational Environmental Management Plan (OEMP).	Project level design and assessment – CEMP and OEMP
ISA18 - Efficient use of Land and resource	SMBC should explore compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.	Inclusion within preferred SLP policies Project level design and assessment

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

- **ISA1 and ISA2:** The effects of a growing population on community facilities and services
- **ISA 9:** The number of new developments achieving biodiversity net gain
- **ISA17:** Uncertain effects on the potential for reductions in the amount of waste produced during construction and minimising the amount sent to landfill.

11.2 MONITORING MEASURES

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

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

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

11.2.4 Error! Reference source not found. sets out the proposed monitoring measures that could be used by SMBC, in combination with the SLP, to monitor potential significant effects.

Table 11-2 – Proposed Monitoring Measures

ISA Objective	Topic	Indicator
Population and Equalities **SA1:** To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity.		
ISA1	Provision of Local Open Space	Change in amount of Local Open Space –Amount of children's play and casual recreational facility provided by new development –Formal 1.7ha/1,000 population; Children's 0.7 ha / 1,000 population
ISA2	Community infrastructure associated with major developments.	All major developments deliver proposed/appropriate community infrastructure.
ISA3	Percentage of adults (16+) living in households in material deprivation.	Reduction in the proportion of households in material deprivation.
ISA4	Percentage of people who agree that there is good community cohesion.	Maintenance/increase in residents' satisfaction with their local area as a place to live.

ISA Objective	Topic	Indicator
Human Health **SA2:** To improve physical and mental health and wellbeing, for all of Stockport's residents		
ISA5	Change in healthy life expectancy.	Increase in life expectancy and reduction in life-limiting illnesses.
ISA6	Increase in active lifestyles.	Participation in Sport and Physical Activity.
ISA7	Access to Greenspace	Percentage of Stockport's population having access to a natural greenspace within 400 metres of their home
ISA8	Access to Greenspace	Hectares of accessible open space per 1000 population
Economy and Employment **SA3:** To support a diverse local economy to foster sustainable economic growth and support Stockport's town centre and other district and local centres **SA4:** To ensure that local residents have employment opportunities and access to training.		
ISA9	Employment floorspace	• Total amount of additional floorspace by type • Employment land available by type • Total amount of floorspace for Town Centre uses • Losses of employment units, floor area and land area to non-employment uses
ISA10	Retail floorspace	• Amount of completed retail and leisure development for the Borough • Amount of completed retail and leisure development for the Town Centre/District Centres/Local Centres
ISA11	Business births and deaths.	Net growth in businesses in Stockport
Housing **SA5:** To meet the housing needs of all of the Borough's residents inclusively		
ISA12	Housing Delivery	• Annual Housing completions including tenure (market and affordable), type, size, location and percentage on previously developed land • New and converted dwellings on previously developed land • Gypsy & Traveller net additional pitches • Percentage of dwellings built at a density of 50 dwellings/ha[2] • Five year deliverable supply assessment

ISA Objective	Topic	Indicator
		• Number of new dwellings in Stockport Town Centre granted planning permission and constructed during the monitoring year • Annual housing supply including tenure and type
ISA13	Housing trajectory.	Planned trajectory met or exceeded.
ISA14	Number of affordable housing completions.	Planned proportion of affordable housing units delivered per development.
Crime and Safety **SA6:** To reduce crime and the fear of crime.		
ISA15	Levels of crime	Recorded offences
Transport and Accessibility **SA7:** To promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally **SA8:** To protect and enhance access to essential services and facilities for all residents		
ISA16	Modal Share	Modal Share of public transport, walking, cycling and car.
ISA17	Travel to work by different modes (e.g. bus, train, car, bike, foot).	Evidence of modal shift to more sustainable transport modes.
ISA18	Road traffic volumes.	Changes in road traffic.
ISA19	Residential development within 30 minutes public transport of: GP; hospital; primary school; a secondary school.	Proportion of new development meeting service standards.
Biodiversity and Natural Capital **SA9:** To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Stockport, contributing to biodiversity net gain.		
ISA20	Biodiversity Protection	Number of schemes that generate any adverse impacts on sites of acknowledged biodiversity importance.
ISA21	Biodiversity enhancement	Percentage of schemes generating overall 10% biodiversity enhancement.
ISA22	Biodiversity enhancement	Number of schemes which align to GM LNRS.
ISA23	Developments permitted on or affecting RIGS or Geological Conservation Review sites.	No developments on or affecting RIGS.

ISA Objective	Topic	Indicator
Historic Environment **SA11:** To conserve and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings.		
ISA24	Historic environment designations – Listed Buildings, Scheduled Ancient Monuments, Conservation Areas, Registered Historic Parks and Gardens and Registered Historic Landscapes.	No loss or net gain in designated historic assets.
ISA25	Condition of designated historic assets.	No deterioration or enhancement of designated assets.
Water Environment **SA12:** To reduce the risk and vulnerability to flooding. **SA13:** To maintain and enhance water quality		
ISA26	Surface waters at 'good' status.	Increase in percentage of surface waters at 'good' status.
ISA27	Groundwater bodies at 'good' status.	Increase in percentage of groundwater bodies at 'good' status.
Air Quality **SA14:** To protect and enhance air quality		
ISA28	Air quality exposure indicators.	Levels of average NO_2, PM2.5 and PM10 concentrations (recorded as Air Quality Exposure Indicators)
ISA29	NO_2 concentrations.	Specific levels of NO_2 against National Air Quality Strategy Objectives
Climate Change and Greenhouse Gases **SA15:** Ensure that Stockport is resilient to the effects of climate change **SA16:** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and encourage energy efficiency		
ISA30	Carbon dioxide emissions.	Measured CO2 emissions.
ISA31	Renewable energy infrastructure.	Renewable energy infrastructure constructed.
ISA32	Energy consumption.	Decrease in energy consumption.
ISA33	Development and flood risk.	Number of developments permitted in Flood Zones 1, 2 and 3.

ISA Objective	Topic	Indicator
Material Assets **SA17:** To reduce the amount of waste produced and minimise the amount sent to landfill **SA18:** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy.		
ISA34	Waste reuse/recycling/composting.	Waste recycling rates.
ISA35	Safeguarded mineral resource sites.	Number of developments permitted on safeguarded mineral resource sites.
ISA36	Greenfield land and development outside development boundaries.	Amount (ha) of development permitted on greenfield land outside development boundaries.
ISA37	BMV land.	Loss of BMV land (ha) through developments permitted.

12 RECOMMENDATIONS

12.1.1 This section sets out the recommendations identified throughout the ISA assessment. These have been taken from the SA/SEA, HIA and EqIA. It should be noted that these are different from the mitigation measures outlined in **Section 11** above, as they focus on potential changes to the SLP, rather than measures identified in response significant effects.

12.1.2 **Table 12-1** below outlines these recommendations.

Table 12-1 – SLP Recommendations

Item	Recommendations	Source Document
Policies General – Crime	Although addressing crime is incorporated within the SLP policies, it currently does not have its own standalone policy. Given the high levels of crime in some areas of the Borough, reductions in crime could be better supported by planning policies. This should make considerations for the safety of women and girls as well as minority ethnic groups and members of the LGBTIQA+ community.	ISA
Strategic Objectives 6 and 7	Objectives could be reworded to include sustainable or accessible locations to improve compatibility with ISA objectives.	ISA
Strategic Policy 1 Polices CEN1 and CEN4	It is recommended that the supporting text to these policies outline what is inferred by 'impact assessments' as these can be very broad.	ISA
Policy COM1	Food growing sites should be located in areas of best air quality in order that food grown is of a high standard and achieves good dietary nutrition and health.	EqIA/ HIA
HOM 2a/b	Reference should be made to the need to protect and enhance biodiversity resources adjacent and in proximity to site allocations.	ISA
Policies ENV9 and ENV22	Air pollution is a key factor in the degradation of surfaces of heritage buildings and monuments. Policies could benefit considering this impact pathway.	ISA
Policy CR5	Appropriate subsidies should be considered to ensure low-income groups can access sustainable retrofitting with no additional financial barriers. Retrofitting should not increase property prices in order that first time buyers remain able to buy into the property market and not be priced out.	EqIA

Item	Recommendations	Source Document
Policies STC6 and INF8	These policies could make reference to measures set out in the Department of Transport's Healthy Streets Design Check[26]. The policy could also incorporate an additional measure for designing out crime.	ISA
Policy BUS 3b	Reference should be made to the need to protect and enhance biodiversity resources on and in proximity to site allocations.	ISA
Policy BUS6	Policy could include wording to ensure that employment should be focused on local residents in the first instance. Currently the policy refers to helping 'economically disadvantaged' groups. It is recommended that the policy also refers to increasing employment for protected groups where barriers to employment and education exist (low-incomes, low skilled, single parents (lack of affordable childcare), younger people, disabled, refugees and asylum migrants).	ISA, EqIA, HIA
Policy CEN3	This permits the increase in short stay on-street parking in Bramhall. It's recommended that improvements in sustainable transport links should be considered in the first instance. Where parking is implemented, it should not cause an obstruction to pavement users and clear crossings should be provided.	ISA, EqIA
Policy INF9	The policy could include an additional point on supporting community engagement with various groups prior to the development of transport infrastructure. This will help to ensure that all needs are met.	ISA, EqIA, HIA
Policy INF10	The policy should ensure the needs and aspirations of groups with protected characteristics are considered in delivering public transport solutions, including those from low-income households. The policy could include measures such as fair pricing for public transport as well as engagement with protected characteristic groups specifically to ensure the needs of these groups are identified.	ISA, EqIA, HIA

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

13 OVERALL OUTCOMES OF THE ISA AND STATEMENT OF DIFFERENCE THE PROCESS HAS MADE

13.1 OVERALL OUTCOMES OF THE ISA PROCESS

13.1.1 The findings of the ISA process indicate that the implementation of the Local Plan will be accompanied by improved economic, environmental and social outcomes over the duration of the plan period. Regeneration opportunities will be secured, complemented by necessary development on greenfield land which together will help meet identified housing needs. Larger greenfield development sites offer the opportunity to secure sustainability outcomes in respect of a range of tenures and house types, service provision, green infrastructure, flood risk management, non-car based transport and access to employment opportunities. The protection and enhancement of biodiversity resources and opportunities for accessibility to open spaces is central to the Local Plan and wider strategies such as the Greater Manchester Local Nature Recovery Strategy. The ISA has concluded that the overall strategy and selection of sites will not damage the designated nature conservation resource and will present opportunities for its enhancement through off-site contributions to Biodiversity Net Gain.

13.1.2 It is acknowledged that development will bring increases in road traffic and additional pressures on local services as well as the loss of greenfield land. These effects will need to be addressed through appropriate mitigation as far as possible, using the suite of development management policies and site-specific development briefs and at a plan level through, for example, investment in service provision. New development will be required to demonstrate appropriate standards of sustainable design and construction as proposed policies within the Local Plan. These could involve the provision of on-site renewable energy, decentralised energy systems, the meeting of standards detailed in the Code for Sustainable Homes (CSH) and the Building Research Establishment Environment Assessment Method (BREEAM). Temporary impacts have been identified on the natural environment during the construction phase particularly for air quality, noise, and vibration, which could be mitigated by introducing site specific measures.

13.1.3 Overall, the proposed suite of sites presents a balance by size and location, none of which were found to be inherently unsustainable and on balance perform at least as well as the reasonable alternatives identified. These are part of a delivery strategy which strikes a balance between meeting a significant proportion (some 80%) of the overall housing need and the required greenfield land-take when brownfield opportunities have been taken.

13.2 STATEMENT ON THE DIFFERENCE THE PROCESS HAS MADE

13.2.1 The assembly of the ISA has been carried out in parallel with the preparation of the Local Plan, with recommendations taken into account as the Local Plan has evolved. The ISA process sets out a comparative approach to reasonable alternatives to the delivery strategy, sites identified for delivery of the strategy and policies which support their implementation.

13.2.2 The ISA process has assisted in the process of comparing alternatives, highlighting the overall positive outcomes associated with the proposed delivery strategy and suite of sites, whilst identifying the likely negative effects associated with development which will need to be mitigated through plan-wide and site-specific policies as well as wider measures.

13.2.3 By developing and consulting on both the Local Plan options and policies and the ISA together, economic, environmental and social considerations have been integrated throughout the process. The ISA has generally confirmed that thinking on sustainability issues is well embedded with the preparation of Local Plan and draws on the ISA-specific elements such as the collation of baseline data, identification of indicators and recognition of bespoke equalities and health-related matters through the integrated ISA process, along with an ISA monitoring framework, complementing the wider Annual Monitoring Report which measures Local Plan performance.

14 NEXT STEPS

14.1.1 SMBC is seeking the views of statutory bodies, the public and other stakeholders on the results of the ISA. Consultation at this stage continues to ensure that the ISA provides a robust assessment of the Local Plan. This ISA Report will be issued to consultees for a 6-week consultation period alongside the draft Local Plan (Regulation 19 Consultation) from between 23rd September and 8th 2026.

14.1.2 An indicative timetable of the remaining stages of the ISA and local plan have been included in **Table 13-1** below.

Table 14-1 – Indicative Local Plan and ISA Timetable

ISA/ Local Plan Stages	Timescales
Regulation 19 Consultation (ISA Stage D)	Reg 19 consultation – Sept/ Nov 2026
	Submission - December 2026
Examination (ISA Stage D)	Spring 2027
ISA Post Adoption Statement (Stage E)	Winter 2027/2028

This Consultation: How to Give Us Your Views

We would welcome your views on any aspect of the ISA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered.

Please provide your comments by 5.00pm on 08th November 2026 at:
https://localplan.stockport.gov.uk/

Alternatively, comments can be sent:

- **By email –** local.plan@stockport.gov.uk
- **By post:**
  The Planning Policy Team
  Stockport Metropolitan Borough Council
  4th Floor Stopford House
  Piccadilly
  Stockport
  SK1 3XE
- **You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.**
- **Please note we are unable to accept anonymous representations and any comments received after the closing date cannot be accepted.**
- **Full details of how to make comments can be found in the Consultation Statement available at:** www.stockport.gov.uk/landing/stockport-local-plan

Appendix A

CONSULTATION COMMENTS – SCOPING REPORT

Public

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

Table A-1 – Scoping Consultation Comments

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

No.	Consultee	Comment	Reference to	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
5	Natural England	Natural England support the reference to the Water Framework Directive and the ambition to improve water quality by seeking to incorporate sustainable urban drainage (SuDs) within new developments and upgrading existing infrastructure to improve pollution control on older drainage systems. We would recommend strengthening this section by incorporating Green Infrastructure requirements within new developments in order at adapt to climate change and counteract increased flood risk from development.	5.11 Water Environment	Yes	WSP	WSP have included the addition of Green Infrastructure requirements for new development.
6	Natural England	This chapter considers the impacts of poor air quality on human health only and does not include air quality impacts on designated sites or ecological receptors. We advise that air quality impacts on ecological receptors be included within this chapter or in chapter 5.8 Biodiversity and Natural Capital.	5.12 Air Quality	Yes	WSP	WSP have included the impacts of poor air quality upon designated sites and ecological receptors and specifically the role of the HRA in identifying receptors and the implications of development.
7	Natural England	Natural England agrees that 'The SLP should protect the Borough's best and Most Valuable land from development where possible', but we advise that this be extended to protect the Borough's peat resources.	5.14 Material Assets (including Soil Resources)	Yes	WSP	The ISA Supporting Appraisal questions have been updated to include 'Will the policy or proposal support the protection of the best and most valuable land and peat resources'.
8	Natural England	Natural England advise that the ISA Supporting Appraisal Questions for Biodiversity and Natural Capital should include the potential impact of increased recreational disturbance to South Pennine Moors SAC and South Pennine Moors Phase 1 SPA.	6 Integrated Sustainability Appraisal Framework - Table 6-1 ISA Assessment Framework	Yes	WSP	Appraisal question in support of ISA9 has been updated to Cause damage to locally and nationally designated sites through infrastructure provision, increased development, recreational pressures and traffic? We have kept this high level, so have not included individual sites.
9	Natural England	Under the heading of Material Assets, the ambition to protect the Borough's Best and Most Versatile land should be captured and we advise this be extended to protect the Borough's peat resources.	6 Integrated Sustainability Appraisal Framework - Table 6-1 ISA Assessment Framework	Yes	WSP	The ISA Supporting Appraisal questions have been updated to include 'Will the policy or proposal support the protection of the best and most valuable land and peat resources'.
10	Natural England	Natural England are of the opinion that Green Infrastructure is not well represented in the document. Green infrastructure is multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. This should be recognised as a cross cutting theme throughout the Local Plan.	6 Integrated Sustainability Appraisal Framework - Table 6-1 ISA Assessment Framework	Yes	WSP SBC	The baseline for biodiversity and human health has been updated to include green infrastructure and its benefits. Throughout the document there are some 100 references to green infrastructure.
11	Historic England	Thank you for consulting Historic England about the above document.	General	No	N/A	General comment - no action required.

No.	Consultee	Comment	Reference to	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
12	Historic England	Historic England is the Government's statutory adviser on all matters relating to the historic environment in England. We are a non-departmental public body established under the National Heritage Act 1983 and sponsored by the Department for Culture, Media and Sport (DCMS). We champion and protect England's historic places, providing expert advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly understood, enjoyed and cared for.	General	No	N/A	General comment - no action required.
13	Historic England	Historic England has produced a document, which you might find helpful in providing guidance on the effective assessment of the historic environment in Strategic Environmental Assessments with an Integrated Assessment (IA).	General	No	N/A	General comment - no action required.
14	Historic England	Historic England recommends that a scoping report should: ▪ Review the objectives of relevant policies, plans and programmes. ▪ Establish the baseline for the historic environment, including any trends and targets and gaps in the existing information. ▪ Identify sustainability issues and opportunities for the historic environment and heritage assets. ▪ Develop sustainability appraisal objectives. ▪ Identify indicators and targets. ▪ Consider how alternatives will be assessed. ▪ Provide sufficient information on the proposed methodology for the appraisal to assess whether effects upon the historic environment will be properly addressed.	General	No	N/A	General comment - no action required.
15	Historic England	Historic England suggests that scoping reports are tailored to the type, purpose and level of plan under consideration. This accords with the NPPF, which requires that local plans are based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.	General	No	N/A	General comment - no action required.
16	Historic England	Baseline information should describe the current and future state of the historic environment, providing the basis for identifying sustainability issues, predicting and monitoring effects and alternative ways of dealing with them. It can use both quantitative and qualitative information and should be kept up to date. It is important that meaningful conclusions can be drawn from the baseline information; what it means for the Plan and how the historic environment is to be dealt with.	Baseline - general	No	N/A	General comment - no action required.
17	Historic England	The baseline information in the scoping report on the historic environment should also include all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. This not only involves undesignated (or local heritage assets) but the potential for unrecorded archaeology, and historic landscape character areas for example.	Baseline - Historic Environment	Yes	WSP	The baseline has been updated to include reference to all heritage assets.

No.	Consultee	Comment	Reference to	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
18	Historic England	The NPPF recognises the importance of undesignated heritage assets and therefore this should be included within the baseline data. The source of this information should be included within the scoping report; references made to them and recognise the opportunities for their enhancement and contribution to other aspects of the Plan area.	Baseline - Historic Environment	Yes	WSP	The significance of non-designated sites has been included within the baseline where possible, however there is limited information on this. The implications for the SLP column now reads - Drawing on expert advice, the SLP should seek to preserve and enhance the integrity of all heritage assets, including their setting.
19	Historic England	The importance of local character and identity including the landscape and townscape of an area is an important consideration. The scoping report should recognise the importance of this, and the source of this information should also be included within the scoping report, with reference made to them in key issues and opportunities.	Baseline - Historic Environment	Yes	WSP	Specific references to landscape and townscape now made.
20	Historic England	In terms of the content of the baseline information contained in the report (Section 5.10). We have the following comments to make: •General: In line with comments above, the section needs to be expanded to provide adequate detail on the historic environment and specific issues. For example, what is the City's origins and what type of assets contribute to its special character - are any of them more at risk?	Baseline - Section 5.10	No	N/A	We believe that the baseline provides an adequate level of scope for the ISA and the Local Plan. Issues outline in comments 17-19 above have been addressed.
21	Historic England	•Para 5.10.8: The correct terminology should be applied when referring to heritage assets and associated impacts. For example, the text uses *direct (physical) impacts on designated heritage sites, and adverse effects* on the setting. When in fact it is harm to (the significance) of a heritage asset including its setting and not the terminology used. This should be amended.	Baseline - Section 5.10	Yes	WSP	Baseline (Future Trends) text amended to "However, harm to (the significance) of a heritage asset including its setting does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise."
22	Historic England	•Para 5.10.9: Historic England has guidance that includes more than the topic of setting, and it would be helpful if this paragraph made reference to this. It is also unclear why the document tries to define setting?	Baseline - Section 5.10	Yes	WSP	WSP have included additional information upon climate change and its future impacts on the heritage environment, including the guidance from Historic England on adapting to climate change.
23	Historic England	•5.10.10: Whilst Historic England welcomes the recognition of the impact reduction in Government funding to local authorities is having on conservation officers, it is unclear how this will feed into the IA of the local plan? It would be useful to point out that a reduction in funding also had an impact on grants for the historic environment too, including those assets at risk.	Baseline - Section 5.10	Yes	WSP	WSP have included additional information regarding the reduction in funding affecting grants for the historic environment.
24	Historic England	•5.10.11: Whilst the statement is welcomed, is there a reason why the focus is on air pollution and road traffic as the main threat to the historic environment? This is also included in the following bullet point. In addition, it would be helpful to use the correct terminology when referring to heritage assets, as *impact and degrade* is not in line with the NPPF. It would also be helpful to refer to heritage assets rather than individual types which currently excludes conservation areas for example.	Baseline - Section 5.10	Yes	WSP	WSP have amended the terminology to 'harm' in line with the NPPF 2024.The above changes and additions of climate change information also contributes to this amendment.

No.	Consultee	Comment	Reference to	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
25	Historic England	•5.10.12: See comments above on road traffic and air pollution. Why is there a focus on this and vehicles? Surely it is about managing change to the historic environment and the pressures from new development as well. It is also not clear what land take from heritage assets is? This needs to be further clarified, using the correct terminology. Other issues to consider are included within out supporting guidance note, but this could also include climate change and design.	Baseline - Section 5.10	Yes	WSP	WSP have included additional information regarding climate change impacts on future trends. Additionally, the potential for harm from developments requiring land take on heritage assets has been specified.
26	Historic England	•Table 5.13: Identifies the key risks and opportunities for the historic environment. The comments provided should be read in conjunction with the preceding bullets:	Baseline - Table 5.13	No	N/A	General comment - no action required.
27	Historic England	•Again it is unclear why the focus is on noise, pollution and traffic schemes. One of the key risks to heritage assets is development which harms the significance of the asset including that within its setting. This can vary from a whole variety of proposals and not just traffic noise, vehicle damage and pollution. This should be amended.	Baseline - Table 5.13	Yes	WSP	WSP have included the additional risk that development may play upon heritage assets.
28	Historic England	•Correct terminology should be applied when referring to heritage assets and the management of them in line with the NPPF.	Baseline - Table 5.13	Yes	WSP	WSP have ensured consistent language and terminology with the NPPF when referring to heritage assets.
29	Historic England	•What is a highly significant archaeological remains - is this of national importance? If so, then this should be treated in line with the requirements for scheduled monuments and therefore the content of the bullet point here is incorrect. Like all heritage assets, the management of an archaeological site of the same significance of a scheduled monument should be done in a way that includes a through assessment of its significance to determining like with all heritage assets.	Baseline - Table 5.13	Yes	WSP	WSP have removed the 'highly significant' to avoid confusion.
30	Historic England	•There is a lack of reference to conservation areas - is this what a historic urban area is? Listed buildings and scheduled monuments are not just in a 'historic urban area' so it is not clear how this relates?	Baseline - Table 5.13			WSP have included reference to conservation areas throughout the document.
31	Historic England	•The implications for the SLP is that there is a need to positively preserve and enhance the significance of heritage assets and their setting not the 'current setting of above ground heritage assets' only. This needs to be amended.	Baseline - Table 5.13	Yes	WSP	WSP have amended Table C-13 to ensure this statement includes positively preserving and enhancing all assets.
32	Historic England	•Is there no other implications from the baseline information that should be considered for the production of the Stockport Local Plan? The current list appears to be very limited.	Baseline - Table 5.13			WSP have included additional implications for the Local Plan with regard to the Historic Environment. There are over 150 references to the historic environment throughout the document.
33	Historic England	In terms of the plans and policies identified, this needs to cover all those relevant at an international, national and local level that would have a direct bearing for the historic environment. Table A-10 should include reference to Historic England advice notes, one of which are referenced in the main report e.g. setting. (https://historicengland.org.uk/images-books/publications/).	Relevant Plans, Programmes	Yes	WSP	WSP have included reference to Historic England advice notes within the review of plans and programmes.

No.	Consultee	Comment	Reference to	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
34	Historic England	Key issues (and objectives) should stem from the baseline information. The baseline information lacks any identification of the key issues (see above).	Key issues and objectives			WSP have incorporated additional sustainability issues and opportunities. Amendments have also been made to acknowledge previous comments within this section.
35	Historic England	We welcome the overarching objectives of the Stockport Local Plan, in particular Objective 6 (para 2.3.1) which deals with the design and the historic environment. However, the content of the objective needs to be amended to ensure that it is in line with the requirements of the NPPF as it only seeks to ensure that development reflects the Borough's historic environment, when it should conserve and enhance (as mentioned in table 4.1 key messages).	Key issues and objectives	Yes	SBC	References to the need to conserve and enhance the historic environment now included within the appraisal questions and more widely in the document e.g. ISA Objective 11.
36	Historic England	Within Table 4.1, this outlines the key messages from the review undertaken of policies and plans, which will guide the appraisal process. We agree with bullet 1 under historic environment which outlines the need to conserve and enhance heritage assets - although the use of historical rather than heritage is not in line with the NPPF and should be amended accordingly.	Key issues and objectives	Yes	WSP	WSP have amended the term historical to heritage throughout the document where appropriate.
37	Historic England	Within Bullet 2; it is unclear what this means and how it is applied to the historic environment and it is suggested that it be amended. We are concerned that bullet 3 fails to reflect the requirements of national policy. As drafted it only seeks to consider development that is adjacent to or in close proximity to a list of heritage assets. Harm to the setting of a heritage asset is not just about development that is adjacent to or close proximity. The setting of a heritage asset can be much wider and it is not determined by distance rather than the significance of the asset. In addition, this bullet only seeks to respect the character and context of the heritage assets which is not in accordance with the NPPF - where is about sustaining and enhancing their significance including their setting, and a critical component which is not included here. Therefore, this needs to be amended, in view of our advice.	Key issues and objectives	Yes	WSP	WSP have updated Table 4-3 ISA Appraisal Framework in line with the NPPF.
38	Historic England	It is important that the role the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural, economic and environmental benefits is recognised. The historic environment underpins sustainable development and therefore, it may warrant including in other objectives including the need for specific reference to landscape character.	Sustainability Objectives	No	N/A	Noted. We understand the relationship that historic environment plays within sustainable development, however, we aim to keep the objectives specific to their topic. The relationship between objectives will, however, be identified without our assessment at the next stage.
39	Historic England	Whilst we welcome the inclusion of SA Objective 11 which covers the historic environment. It is unclear what the addition of 'unique' makes to the objective? We have already provided comments on the key sustainability issues and opportunities (see above). In terms of the supporting appraisal questions, it would be preferable if there was a separate question on heritage at risk and provide more robust terminology than 'tackle'.	Sustainability Objectives	Yes	WSP	WSP have amended SA objective 11 and subsequent appraisal questions to include heritage at risk and remove the ambiguity of 'unique' within the objective.
40	Historic England	We would like to draw your attention for the need to consider the historic environment in any site allocations for the Local Plan.	Site Allocations	Yes	SBC	SBC will consider the historic environment when developing site allocations for the Local Plan.

No.	Consultee	Comment	Reference to	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
41	Historic England	Historic England has produced an advice note - Site Allocations and the Historic Environment in Local plans https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/ which may be of help in the production of your Local Plan and in assessing the impact of sites on the historic environment. This document is intended to offer advice to all those involved in the process, to help ensure that the historic environment plays a positive role in allocating sites for development. It offers advice on evidence gathering and site allocation policy, as well as setting out in detail a number of steps to make sure that heritage considerations are fully integrated in any site selection methodology.	Site Allocations	No	N/A	WSP have included Historic England's advice note within the PPS review for the Historic Environment. The level of detail regarding any specific site allocations for the SLP was not available at the time of writing the Scoping Report.
42	Historic England	Should the Plan be including allocations or areas of growth then, it is recommended that the SEA scoping report be expanded to include full detail on how these sites/areas are going to be assessed.	Site Allocations	Yes	WSP	This level of detail was not available at time of writing the Scoping Report. The ISA Interim Report will provide full details on the proposed methodology for the assessment.
43	Historic England	Historic England strongly advises that you engage conservation, archaeology and urban design colleagues at the local and county level to ensure you are aware of all the relevant features of the historic environment and that the historic environment is effectively and efficiently considered as part of the Local Plan, the allocation of any site and in the preparation of the SA/SEA. They are also best placed to advise on local historic environment issues and priorities, including access to data held in the HER (formerly SMR). They will be able to provide you with the Historic Environment Records for the area including any relevant studies and ensure a joined-up and robust approach is undertaken.	Site Allocations	Yes	SBC WSP	WSP will continue to consult with Historic England throughout the ISA process.
44	Historic England	Finally, we should like to stress that this opinion is based on the information provided by the consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the Plan) where we consider that, despite the SA/SEA, this would have an adverse effect upon the historic environment.	General Site Allocations	No	N/A	General comment - no action required.

Appendix B

REVIEW OF PLANS, POLICIES AND PROGRAMMES

Public

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

Document	Key Messages/ Issues
National	
The Equality Act, 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of: • Age; • Being or becoming a transsexual person; • Being married or in a civil partnership; • Being pregnant or having a child; • Disability; • Race including colour, nationality, ethnic or national origin; • Religion, belief or lack of religion/belief; • Sex; and • Sexual orientation.
National Planning Policy Framework (NPPF), 2024	When delivering new schemes, applicants must avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the UK Government's planning guidance. Applicants should provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.
Department for Transport, Transport for Everyone: an action plan to	The Action Plan sets what the UK Government is doing to ensure people from all communities in society have the option to use public transport. The main aim of the report is to *'deliver better access to jobs and key services through an accessible and socially inclusive transport system, by removing the barriers to travel and ensuring that social impacts are addressed in policy development and service delivery'*.

Document	Key Messages/ Issues
promote equality, 2012	
Strong and Prosperous Communities: The Local Government White Paper, 2006	Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level.
Foresight Mental Capital and Wellbeing Project (2008). Final Project report. The Government Office for Science	As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.
Addressing Transport Barriers to work in Low Income Neighbourhoods, Sheffield Hallam University, 2017	Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. Residents of low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served. There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender. A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas. Difficulties in meeting the costs of transport from current incomes have given rise to the concept of 'transport poverty'.
Build Back Fairer: The Covid-19	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic.

Document	Key Messages/ Issues
Marmot Review, 2020	The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.
TfL, Healthy Streets for London, 2017	Although the initial strategy is based in London, the approach is becoming more widely adopted nationally. The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone. The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets. These are as follows: ▪ Pedestrians from all walks of life; ▪ Easy to cross; ▪ People chose to walk, cycle and use public transport; ▪ Clean air; ▪ People feel safe; ▪ Not too noisy; ▪ Places to stop and rest; ▪ Shade and shelter; ▪ People feel relaxed; and ▪ Things to see and do.
Local	
Stockport Metropolitan Borough Council, Joint Strategic	To reduce population inequalities, such as life expectancy, throughout the Borough and encourage healthy ageing, with support where necessary but encouraging mobility and independence among the ageing population.

Document	Key Messages/ Issues
Needs Assessment, 2020-2025	
Stockport Metropolitan Borough Council, Stockport Children and Young People's Strategy, 2024-2027	This strategy sets out the principles, ways of working and priorities which to improve the lives of young people in Stockport. This includes the goal of all children growing up happily, healthily, with a good education, confidence, ambition and surrounded by love, care and kindness.
Greater Manchester Combined Authority, Our People Our Place - The Greater Manchester Strategy	This strategy includes policies to enhance the area of Greater Manchester for all age groups, young and old. The strategy includes features such as Priority 10, which aims to improve inclusivity among the elderly and reduce social isolation and loneliness. Priority 1: Children starting school ready to learn and Priority 2: Young people equipped for life aim to reduce inequalities faced by children, such as low birth weights and developmental targets.

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

Document	Key Messages/ Issues
National	
Fair Society, Healthy Lives: The Marmot Review: Strategic review of health inequalities in England post, 2012	Reducing health inequalities is a matter of fairness and social justice. In England, the many people who are currently dying prematurely each year as a result of health inequalities would otherwise have enjoyed, in total, between 1.3 and 2.5 million extra years of life. Ensure a healthy standard of living for all; Create and develop healthy and sustainable places and communities; and strengthen the role and impact of ill health prevention.
Build Back Fairer: The Covid-19 Marmot Review, 2020	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic. The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.
National Planning Policy Framework (NPPF), 2024	Paragraph 96 of the NPPF states: *'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*

Document	Key Messages/ Issues
	a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; *b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and* *c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'*
Chartered Institution of Highways & Transportation (CIHT), Better planning, better transport, better places, 2019	Poorly located and designed new development seriously hinders healthy lifestyles. Physical inactivity directly contributes to one in six deaths in the UK, drives rising levels of obesity, and is the fourth largest cause of disease and disability. It costs society an estimated £7.4 billion a year and places the national healthcare system under increasing financial strain. By enabling compact, higher density, and mixed-use patterns of development. This encourages more people to incorporate physical activity into their daily journeys, improving productivity and dramatically reducing ill health.
Transport, health, and wellbeing: An evidence review for the Department for Transport, 2019	There are three main mechanisms that link transport and health and wellbeing: ■ Transport and access: Transport plays a key role in improving access to health services, particularly for vulnerable groups like older people. ■ Mode of transport: Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time. ■ Wider effects of transport and infrastructure: Transport can facilitate social interactions and promote social inclusion.
Public Health England, Health Matters, Physical	Regular physical activity provides a range of physical and mental health and social benefits, including: ■ Reducing the risk of many long-term conditions ■ Helping manage existing conditions

Document	Key Messages/ Issues
Activity: Prevention and management of long-term conditions	▪ Ensuring good musculoskeletal health ▪ Developing and maintaining physical and mental function and independence ▪ Supporting social inclusion ▪ Helping maintain a healthy weight ▪ Reducing inequalities for people with long-term conditions The CMOs' Physical Activity Guidelines state that for good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Regular physical activity can help to prevent and manage a range of chronic conditions and diseases, many of which are on the rise and affecting people at an earlier age.
Local	
Stockport Metropolitan Borough Council, Joint Strategic Needs Assessment, 2020-2025	This JSNA aims at reducing health inequalities across Stockport, including improving physical and mental health. There are also focuses on reducing high risk behaviours such as smoking, as well as improving the early detection of diseases such as cancer. The JSNA also focuses on all ages in the Borough, aiming to improve physical activity and therefore physical health throughout all age groups. The policy also aims to improve care for children, including for conditions such as asthma.
Greater Manchester Combined Authority, Transforming the Health of our Population in Greater Manchester	This policy outlines improvements to health inequalities across Greater Manchester, including improving life expectancy and reducing the prevalence of chronic health conditions. This also focuses on reducing the prevalence of smoking. This also includes providing adequate care and services for those who are suffering from ill health and supporting those requiring mental health support.

Document	Key Messages/ Issues
Greater Manchester Combined Authority, The Greater Manchester Mental Health and Wellbeing Strategy 2024 - 2029	This plan t sets out actions to improve the mental health of people in Greater Manchester, to better support those with mental ill health and to reduce mental health inequalities across the city region.
Stockport Clinical Commissioning Group, Strategic Plan 2019-2024	Stockport Metropolitan Borough Council have set out the local ambition that by 2035, Stockport will be one of the best places to live in the UK. The plan focusses on 'start well, live well, age well, die well and lead well' and outlines measures to achieve this, such as better access to services, reduced hospital admissions, and reducing health inequalities across all age groups.

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

Document	Key Messages/ Issues
National	
Growth and Infrastructure Act (2013)	The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable. Contains measures to extend permitted development rights to allow single-storey extensions of up to eight metres. Reduces the volume of extra paperwork required with a planning application; removing over-lapping development consent regimes that require multiple extra permissions from different government agencies.
National Planning Policy Framework, 2024	To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, including, but not limited to: ▪ Those who require affordable housing; ▪ Families with children; ▪ Older people; ▪ Students; ▪ People with disabilities; ▪ Service families; ▪ Travellers; ▪ People who rent their homes; and ▪ People wishing to commission or build their own homes. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

Document	Key Messages/ Issues
The Enterprise Act (2016)	The Enterprise Act includes measures to: Establish a Small Business Commissioner to help small firms resolve issues. Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow. Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England, and establish an Institute for Apprenticeships – an independent, employer-led body that will make sure apprenticeships meet the needs of business.
UK Modern Industrial Strategy, 2025	A 10-year plan to increase business investment and grow the industries of the future in the UK. The Strategy will make it quicker and easier for business to invest and will provide the certainty and stability needed for long-term investment decisions. Objectives comprise: 1. As an integral part of the growth mission, the Government will make it easier and simpler for companies to do business, giving them the stability to make long-term investments. 2. The Government will enable investment and growth in city regions and clusters across the UK where the IS-8 are based. 3. taking targeted action to transform our highest-potential sectors over the next decade through Sector Plans. 4. Create an enduring partnership between business and a stronger, more capable, and more agile state.
The Clean Growth Strategy, 2017	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. The Strategy has two guiding objectives: 1. To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses; and, 2. To maximise the social and economic benefits for the UK from this transition. In order to meet these objectives, the UK will need to nurture low carbon technologies, processes and systems that are as cheap as possible.
Local	
Greater Manchester Local Enterprise	This Strategy is based off evidence provided by the 2019 Independent Prosperity Review, and the 2016 Science and Innovation Audit. It sets out a long-term policy priorities to help guide industrial development and provides a plan for good jobs and growth in Greater Manchester. These priorities aim to:

Document	Key Messages/ Issues
Partnership - Greater Manchester Local Industrial Strategy 2019	• set Greater Manchester up to be a global leader on health and care innovation; • position Greater Manchester as a world-leading city-region for innovative firms to experiment with, develop and adopt advanced materials in manufacturing; • build on Greater Manchester's position as a leading European digital city – region; and • achieve carbon neutral living in Greater Manchester by 2038, by launching the UK's first city-region Clean Growth mission.
One Stockport Economic Plan, 2022	"The One Stockport Economic Plan outlines our shared approach to the economy over the next ten years. It provides the framework to secure the benefits of Stockport's unprecedented growth opportunity and contributes to our ambition to become a fair and inclusive Borough. Our Economic Plan will enable local businesses to start, seed and grow to create a more enterprising and productive Stockport. Responding to the climate emergency, our Economic Plan recognises that future prosperity relies on delivering an economy that is climate friendly and more resilient. The Economic Plan seeks to enhance Stockport's accessibility and connectivity with investments to increase regional competitiveness while improving access to opportunity across the Borough."
The Stockport Borough Plan – One Stockport 2030	The vision of the plan is to see everyone in Stockport '*working together to develop a Borough which is inclusive, caring, enterprising and full of ambition'.* The Plan has three main economy focussed ambitions under the 'One Future' category: • An enterprising and thriving Stockport; • A skilled and confident Stockport; and • A radically digital Stockport

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

Document	Key Messages/ Issues
National	
National Planning Policy Framework (2024)	To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Paragraph 73 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.
Planning for the Future White Paper (2020)	Proposes to reform the planning process bring a new focus to design and sustainability, improve the system of developer contributions to infrastructure, and ensure more land is available for development where it is needed. The vision is to 'build better, greener and faster'.
Housing Act 2004	The Act covers housing conditions, and licensing of houses in multiple occupation and residential accommodation. It requires local housing authorities to assess the accommodation needs of Gypsies and travellers in their area and produce a strategy on how these needs can be met.
National Planning Practice Guidance (NPPG) – Housing and economic land availability assessment	This Guidance sets out the method for assessing housing and economic land availability. This is used to identify future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period.

Document	Key Messages/ Issues
National Planning Practice Guidance (NPPG) – housing and economic needs assessment	This Guidance helps councils to assess their housing needs. The standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.
National Planning Practice Guidance (NPPG) Housing needs of different groups	This Guidance provides advice on planning for the housing needs of different groups. Authorities must also consider the implications of their duties under the Equality Act 2010, including the Public Sector Equality Duty. When producing policies to address the need of specific groups, plan-making authorities will need to consider how the needs of individual groups can be addressed having regard to deliverability.
National Planning Practice Guidance (NPPG) – Housing for older and disabled people	This Guidance provides advice in preparing planning policies on housing for older and disabled people. People are living longer lives and the proportion of older people in the population is increasing. The provision of appropriate housing for people with disabilities, including specialist and supported housing, is crucial in helping them to live safe and independent lives. Plan-making authorities should set clear policies to address the housing needs of groups with particular needs such as older and disabled people. These policies can set out how the plan-making authority will consider proposals for the different types of housing that these groups are likely to require. Where an identified need exists, plans are expected to make use of the optional technical housing standards to help bring forward an adequate supply of accessible housing.
National Planning Practice Guidance (NPPG) – Housing supply and delivery	This Guidance provides advice on the 5 year housing land supply and Housing Delivery Test. Authorities should use the standard method as the starting point when preparing the housing requirement in their plan. The purpose of the 5 year housing land supply is to provide an indication of whether there are sufficient sites available to meet the housing requirement set out in adopted strategic policies for the next 5 years.

Document	Key Messages/ Issues
Growth and Infrastructure Act 2013	The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable. Reduces the volume of extra paperwork required with a planning application, and removing over-lapping development consent regimes, to help to improve efficiency of the planning regulations.
Local	
One Stockport Housing Plan 2022-2027	"The Housing Plan 2022 to 2027 draws together all the housing issues that we currently face into one comprehensive document in the context of an ageing population, new government policies, a fast-changing local housing market and a challenging economic climate. It also outlines our long term housing vision and what is required to move forward over the next 5 years. Within this plan, we have set out a number of aims and priorities that will form the focus for delivery over the coming years. Our vision is that by 2030, everyone in Stockport will be able access the right homes in the right places at the right time. Those homes will be affordable, safe, sustainable and contribute towards flourishing communities and independent living. In order to achieve our vision, our Housing Plan is built around 4 themes: • Delivering new homes • Fair and inclusive homes • Safe, healthy and climate friendly homes • Flourishing neighbourhoods"

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

Document	Key Messages/ Issues
National	
National Planning Policy Framework (NPPF), 2024	Paragraph 115 of the NPPF states that any significant impacts from developments on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. Paragraph 96 (b) of the policy states that policies should help to develop places that '*are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas'*. Places and developments should also create safe spaces where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
National Networks National Policy Statement (NN NPS) (2024)	Paragraphs 4.58 – 4.60 of the NN NPS advise that: "The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures", and that "The applicant should be able to demonstrate that their scheme is consistent with government Road Safety policy and with the National Highways Safety Framework for the Strategic Road Network."
Highways England Delivery Plan 2020-2025	Describes how Highways England will invest £27.4 billion in the strategic road network over the second road period, including operating, maintaining and renewing the network against the forecast increase in demand on our roads with£10.8 billion of funding made available and £14.2 billion for large and often complex enhancement schemes as well as 12 new major schemes.
Department for Transport, Road Investment Strategy (RIS2): 2020-2025	"RIS2 commits the Government to spend £27.4 billion during RP2. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing SRN, so that every part of the country will benefit. Through this investment we want to make the network safer, more reliable, and more sensitive to the places through which it runs. With a stronger focus on the differing needs of road users and adoption of new working practices and technologies, we want people using the network to enjoy smoother, more consistent journeys. By making the most of green infrastructure and good design, we want people living alongside the network to experience less noise, light and air pollution. And this RIS must support the Government's wider plans for decarbonising road transport."

Document	Key Messages/ Issues
Local	
Greater Manchester Combined Authority, Police and Crime Plan 2024-2029	Equality, culture, and building trust and confidence in policing and community safety are at the heart of the new Police and Crime Plan. Each of the Plan's 10 priorities identifies one or more 'equality actions' designed to tackle inequalities. The Plan's 10 priorities are: • Improving public trust and confidence in policing. • Increasing police accessibility, consistency, responsiveness and outcomes. • Keeping children and young people safe and preventing them from becoming involved in crime. • Improving support for victims of crime, including vulnerable victims, and tackling emerging crime types. • Reducing and preventing neighbourhood crime, retail crime and anti-social behaviour. • Improving road and transport safety, so people can travel around our city-region safely. • Reducing high harm repeat offending, taking a preventative and diversionary approach. • Tackling drug, alcohol and wider addictions. • Reducing and preventing gender-based violence and all forms of serious violence. • Reducing and tackling serious and organised crime.
Stockport Metropolitan Borough Council, Stockport Hate Crime Charter	The Stockport Hate Crime Charter aims to outline the ideals and process of tackling hate crime within Stockport's communities, through a partnership approach. The charter aims to increase hate crime awareness, and the reporting of hate crime incidents, as well as taking effective action against perpetrators and improving support for victims.

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

Document	Key Messages/ Issues
National	
National Planning Policy Framework (NPPF), 2024	Paragraph 109 - Transport issues should be considered from the earliest stages of plan-making and development proposals so that potential impacts and opportunities are addressed. Paragraph 110 - Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 111 – Planning policies should: • support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; • be prepared with the active involvement of local highways authorities; • identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; • provide for attractive and well-designed walking and cycling networks; and • recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time Paragraph 117 requires development to address the needs of people with disabilities and reduced mobility in relation to all modes of transport. create places that are safe, secure and attractive and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
Transport Investment Strategy, 2017	This Strategy sets out how the government will build on recent transport progress and how they intend to respond realistically and pragmatically to today's challenges. They aim to create a more reliable, less congested, and better connected transport network that works for the users who rely on it. Through investment they aim to achieve: • A network that is reliable, well-managed, and safe;

Document	Key Messages/ Issues
	• Journeys that are smooth, fast, and comfortable; and • The right connections in the right places
Local	
Greater Manchester Transport Strategy 2040	This Strategy sets out Greater Manchester's long-term ambition for transport. The vision: '*World-class connections that support long-term sustainable economic growth and access to opportunity for all'.* The aim is to provide a transport system which: • supports sustainable economic growth and the efficient and effective movement of people and goods; • improves the quality of life for all by being integrated; • affordable and reliable; • protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and • capitalises on new technology and innovation.
Stockport Transport Asset Management Strategy 2015 - 2034	The Strategy sets out key actions and processes that Stockport Council will establish to ensure long term value for money in the management of its highway assets. These include: roads; bridges; street lighting; public rights of way; and street furniture such as signs and bollards. Ensure the safety of residents and people travelling or working in Stockport and in other areas that might be directly or indirectly affected by the condition of our infrastructure or our operations

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

Document	Key Messages/ Issues
International	
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The convention has three main aims which are stated in Article 1: ▪ To conserve wild flora and fauna and their natural habitats; ▪ To promote cooperation between states; and ▪ To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.
Conservation of Natural Habitats and Wild Fauna & Flora (the 'Habitats Directive') (1992)	The identification of a European network of Sites of Community Importance (SCIs) to be designated as Special Areas of Conservation (SACs). A SA would need to report on any potential effects on SACs and all development plans should aim to avoid adverse effects on them.
EU (2011) EU Biodiversity Strategy to 2020 – towards implementation	Aimed at halting the loss of biodiversity and ecosystem services in the EU by 2020, the strategy provides a framework for action over the next decade and covers the following key areas: ▪ Conserving and restoring nature; ▪ Maintaining and enhancing ecosystems and their services; ▪ Ensuring the sustainability of agriculture, forestry and fisheries; ▪ Combating invasive alien species; and ▪ Addressing the global biodiversity crisis.
EU (2013) 7th Environment Action Programme (EAP) to 2020	The 7th EAP guided EU environmental policy up to 2020 and set ambitions for 2050. The Programme set the following as a priority objective: "to protect, conserve and enhance the Union's natural capital." The 7th EAP reflects the EU's commitment to the preservation of biodiversity and the ecosystem services it provides for both its intrinsic value and its contribution to economic well-being. The Programme highlights that integrating the value of ecosystem services into accounting and reporting across the Union and its member states by 2020 will result in the better management of natural capital.

Document	Key Messages/ Issues
The Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020	This plan provides an overarching framework on biodiversity, for all biodiversity-related conventions, the entire United Nations system and all other partners engaged in biodiversity management and policy development. The plan consists of five strategic goals of which 20 further Aichi goals which include: ▪ Strategic Goal A: Address the underlying causes of biodiversity ▪ loss by mainstreaming biodiversity across Government and society. ▪ Strategic Goal B: Reduce the direct pressures on biodiversity and promote sustainable use. ▪ Strategic Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity. ▪ Strategic Goal D: Enhance the benefits to all from biodiversity and ecosystem services. ▪ Strategic Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.
Ramsar Convention on the Conservation on Wetlands of International Importance (1971)	The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities: ▪ The designation of wetlands of international importance as Ramsar sites; ▪ The promotion of the wise use of all wetlands in the territory of each country; and ▪ International co-operation with other countries to further the wise use of wetlands and their resources. While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.
National	
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%.

Document	Key Messages/ Issues
25 Year Environment Plan, HM Government (2018)	The 25 Year Environment Plan outlines the UK Government's ambition To leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets of which two focus on biodiversity. Thriving plants and wildlife: Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term; Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits; Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories; Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042. Enhancing biosecurity: Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species; Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018; Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and Working with industry to reduce the impact of endemic disease.
Wildlife and Countryside Act (as amended 1981)	The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council

Document	Key Messages/ Issues
	Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version). The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.
Working with the grain of nature: A Biodiversity Strategy for England 2002	The Biodiversity Strategy for England sets a fundamental shift in train by ensuring that biodiversity considerations become embedded in all the main sectors of economic activity, public and private. The Strategy capitalises on the opportunities presented by the report of the Policy Commission on Food and Farming and the current review of the Common Agricultural Policy. The Strategy sets out a programme for five years for the other main policy sectors, to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. It takes account of climate change as one of the most important factors affecting biodiversity and influencing policies.
The Natural Environment White Paper (2011)	The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free. Four core themes: 1. Protecting and improving our natural environment 2. Growing a green economy 3. Reconnecting people and nature 4. International and EU leadership
Making Space for Nature: A review of England's Wildlife Sites and Ecological Network: Chaired by Professor Sir John	Species and habitats should be restored and enhanced in comparison with 2000 levels. Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services. Provide accessible natural environments rich in wildlife for people to enjoy and experience.

Document	Key Messages/ Issues
Lawton CBE FRS (2010)	
The Natural Choice: Securing the value of nature; HM Government (2011)	Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat use. Place natural capital at the centre of economic decision making to avoid the unintended environmental consequences that arise from undervaluing natural assets.
National Networks National Policy Statement (NN NPS) (2014)	NN NPS states that development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation to counteract impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought. Paragraphs 3.2 to 3.5 of the NN NPS state that not only should national road and rail networks be designed to minimise social and environmental impacts, but that they should also seek to improve quality of life. In part this may be achieved by "reconnecting habitats and ecosystems […] improving water quality and reducing flood risk, […] and addressing areas of poor air quality." Paragraph 5.162 recognises the potential for developments to provide positive environmental and economic benefits through the provision of green infrastructure. Paragraph 5.175 of the NN NPS highlights that green infrastructure identified in development plans should be protected and, where possible, enhanced.
National Planning Policy Framework (NPPF), 2024	Paragraph 187 of the NPPF requires development to protect and safeguard biodiversity, and advise that development should aim to conserve, restore and enhance biodiversity adequately through mitigation or, as a last resort, using compensation. Proposals which aim to conserve or enhance biodiversity should be supported. Recognise the wider benefits of ecosystem services; minimise impacts on biodiversity and provide net gains in biodiversity where possible, contributing to the UK Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Document	Key Messages/ Issues
	Paragraph 188 requires plans to take a strategic approach to maintaining and enhancing green infrastructure networks and improving natural capital at a catchment or landscape scale.
The State of Natural Capital: Restoring our Natural Assets; Natural Capital Committee (2014)	The report identifies that: • Some assets are currently not being used sustainably and the benefits that we derive from them are at risk; • There are major economic benefits to be gained from natural capital and that their value should be incorporated into decision making; and • A long-term restoration plan is necessary to maintain and improve natural capital for future generations.
The State of Natural Capital; Natural Capital Committee (2024)	Key findings of the Report are: • Because our ecosystem assets are degraded, they are less able to cope with the impact of future change. • All of our ecosystem assets, and almost all the benefits they provide, are at high or medium-high risk There are three main ways to reduce risk to natural capital: • Restore ecosystems. • Reduce impacts of drivers of change. Make natural capital central to decision-making.
Local	
Greater Manchester Combined Authority Biodiversity Net Gain 2021	This guidance allows developers to run biodiversity assessments in a consistent way across Greater Manchester. *Biodiversity Net Gain is a requirement for development projects, in which biodiversity losses are outweighed by measures taken to avoid, minimise or compensate impacts of the project.* All new development should aim to:

Document	Key Messages/ Issues
	• Deliver net gains in biodiversity using the Biodiversity Metric 2.0 to demonstrate the gain and contributing to Local Plans and local biodiversity and green infrastructure plans, strategies and policies; and • Describe how they have met the requirements set by the Biodiversity Net Gain Good Practice Principles as part of any planning application.
Greater Manchester Five-Year Environment Plan 2025-2030	The Plan sets out the following Objectives in achieving the vision that *"Greater Manchester will be a nature-rich and carbon neutral city region where all citizens have access to affordable renewable energy, warm climate resilient homes, high quality blue and green spaces, healthy and locally produced food, and a reliable, integrated, inclusive, sustainable and affordable transport system, where avoidable waste is significantly reduced."* • Our energy infrastructure is smart, flexible and fit for a low carbon future • Our buildings are sustainable and energy efficient • Our transport system is reliable, integrated, inclusive, affordable and enables sustainable travel • Our natural environment is enhanced, providing benefits for people, economy and nature • Our city region transitions to a circular economy and our waste is reduced, reused or recovered • Our city region is better adapted and more resilient to the increasing impacts of climate change • Our air quality enhances the health, wellbeing and quality of life of our residents Our economy will grow sustainably because of the interventions we make to benefit both our residents and businesses
Greater Manchester Local Nature Recovery Strategy 2025	The core purpose of LNRS is to help reverse the ongoing decline of biodiversity and nature. LNRS aims to help restore and link up habitats so that species can thrive; the process ensures local partners collaborate to agree the best places to help local nature recovery. The strategies are designed as a tool to drive more coordinated, practical and focused action to deliver a bigger, better and more joined up Nature Recovery Network across the whole of England, delivered at County/Combined Authority level in most areas. LNRS became mandatory in April 2022 as a basis for the implementation of Biodiversity Net Gain.

Document	Key Messages/ Issues
	The Strategy has three aims and six targets: **Aim 1: Enhance and project** Target 1: Increase land designated for nature by 5,000ha (from 11% to 15%) by 2035. • Target 2: Bring 50% of designated sites into active nature conservation management by 2035. **Aim 2: Create and connect** • Target 3: Restore or create 1,800ha of new wildlife-rich land by 2035, targeted within the Nature Network. • Target 4: Provide at least 3ha of accessible green space per 1,000 residents by 2035. **Aim 3: Build resilience** • Target 5: Reduce combined sewer overflow spills by disconnecting 150ha of land from the drainage network by 2030. • Target 6: Expand tree canopy cover from 15% to 17% by 2035 to adapt to climate change. Priorities for six key habitats are identified: **Urban green spaces and buildings:** Priorities: • Nature-rich green spaces in public/ commercial buildings. • Enhanced parks, greener streets/ cycle routes. • Nature-rich regeneration/ development. • Nature-friendly gardens/balconies. • Community-led green spaces/food growing. **Woodlands, trees, scrub and hedgerows:** Priorities: • Safeguard/restore resilient woodlands/ hedgerows. • Create bigger, better-connected woodlands. • Introduce new urban street trees/ orchards/woodlands for access/climate adaptation. • Create/maintain native hedgerows linking spaces. • Incorporate varied trees/parkland into farmlands. **Lowland mosslands and wetlands**: Priorities: • Restore/manage bogs/fens/wetlands to store water/reduce carbon. • Create bigger mosslands/wetlands with more habitat corridors. • Rewet historic wetlands/restorable peat. • Reconnect communities to mosslands/wetlands. • Create better quality/connected ponds. **Grassland, farmland and lowland heath:** Priorities: • Safeguard/manage/restore species-rich grasslands/lowland heath. • Create more species-rich grasslands/ lowland heath for connectivity. • Establish more urban meadows. • Integrate dedicated wildlife spaces into farmland/buildings. • Foster more biodiverse farmland with healthier soils.

Document	Key Messages/ Issues
	Rivers, canals and waterbodies: Priorities: • More accessible/visible waterways. • Cleaner, more resilient waterways. • More natural/biodiverse waterways. • Increased habitat connectivity along corridors. • More space for water/natural flood management. • Restored/well-managed canals. **Upland moorlands: Priorities:** • Restore/rewet upland peat to active blanket bog/wet heath for carbon/water retention. • Foster varied/well-functioning upland habitats (bog, heath, trees, springs) to reduce flood/wildfire risk. • Ensure thriving upland flushes. • Promote natural regeneration of trees/woods/scrub to slow water. • Reward upland communities/land managers for nature recovery.

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

Document	Key Messages/ Issues
International	
European Landscape Convention 2000 (became binding March 2007)	The Council of Europe Landscape Convention promotes the protection, management and planning of the landscapes and organises international co-operation on landscape issues. Specific measures include: • raising awareness of the value of landscapes among all sectors of society and of society's role in shaping them; • promoting landscape training and education among landscape specialists, other related professions and in school and university courses; • the identification and assessment of landscapes, • analysis of landscape change, with the active participation of stakeholders; • setting objectives for landscape quality, with the involvement of the public; and • the implementation of landscape policies through the establishment of plans and practical programmes.
National	

Document	Key Messages/ Issues
Accessible Natural Green Space Standards in Towns and Cities: A review and Toolkit for their Implementation (2003) and Nature Nearby: Accessible Green Space Guidance (2010)	English Nature (now Natural England) recommends that provision should be made of at least 2ha of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit: ▪ No person should live more than 300m from their nearest area of natural greenspace; ▪ There should be at least one accessible 20ha site within 2km from home; ▪ There should be one accessible 100ha site within 5km; and ▪ There should be one accessible 500ha site within 10km.
Guidance for Outdoor Sport and Play (2015)	Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).
Local Green Infrastructure: helping communities make the most of their landscape: Landscape Institute for Green Infrastructure Partnership (2011).	Communities should identify green infrastructure requirements in their local area through addition to or creative enhancement of the existing network. Look to enhance local landscape character, heritage and biodiversity and ensure long term management is included in an overall strategy.
Green Infrastructure: An integrated approach to landscape use. Landscape Institute Position Statement (2013)	The Landscape Institute's most recent position statement, 'Green Infrastructure LI Position Statement 2013' sets out why GI is crucial to our sustainable future. The publication showcases a range of successful GI projects and shows how collaboration is key to delivering multifunctional landscapes. It also illustrates why landscape professionals should take the lead on the integration of GI.
National Planning Policy Framework (NPPF), 2024	Paragraph 187 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside. Paragraph 189 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection. The scale and extent of development within all these

Document	Key Messages/ Issues
	designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Paragraph 190 of the NPPF states that when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.
25 Year Environment Plan (2018)	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."
Local	
Stockport Town Centre Urban Green Infrastructure Enhancement Strategy 2015	The Urban Green Infrastructure project interventions are site specific and symbiotically linked to the regeneration of the Town Centre through existing proposed and future 'Investing in Stockport' regeneration initiatives. Objectives of the Strategy: • To inform and educate opinion formers, policy makers and planners that urban green infrastructure is critical to the future vitality and sustainability of Stockport Town Centre. • To map the location of existing urban green infrastructure networks and describe their distribution. • To make the case for conservation and enhancement of the Town Centre's existing urban green infrastructure. • To describe the economic contribution of urban green infrastructure in Stockport Town Centre. • To present the 'tools' needed for future enhancement of the Town Centre's urban green infrastructure. • To identify the strategic thematic and project interventions that will lead to a stronger urban green infrastructure network in the future.

Document	Key Messages/ Issues
	• To make the case that the Town Centre's Urban Green Infrastructure should be managed primarily to deliver ecosystem service benefits.

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

Document	Key Messages/ Issues
International	
UNESCO, The World Heritage Convention, 1972	This convention sets out a framework for the identification and designation of cultural or natural heritage sites of 'outstanding universal value' as World Heritage Sites.
The Valetta Convention, 1992	This convention outlines protection measures for archaeological heritage assets, including the development and maintenance of an inventory of sites. The aim of this convention is to protect sites for future study, outlines the requirements to report 'chance finds', as well as controlling excavations. The input of expert archaeologists into the making of planning policies and decisions is also required under this convention.
Convention for the Protection of the Architectural Heritage of Europe, Granada (1985)	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It affirms the needs for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. The convention considers comprising the following permanent properties, which are stated in Article 1: Monuments: all buildings and structures of conspicuous heritage, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings; Groups of buildings: homogenous groups of urban or rural buildings conspicuous for their heritage, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units; and

Document	Key Messages/ Issues
	Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable and are of conspicuous heritage, archaeological, artistic, scientific, social or technical interest.
National	
National Planning Policy Framework (NPPF), 2024	Paragraph 187 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside. Paragraph 189 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Paragraph 190 of the NPPF states that when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.
25 Year Environment Plan (2018)	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."
Planning (Listed buildings and Conservation Areas) Act 1990	This is an Act relating to special controls in respect of buildings and areas of special architectural or historic interest.
1979 Ancient Monuments and Archaeological Areas Act	Where Ancient Monuments occur on agricultural land the following Act influences the extent of public control to ensure the protection of scheduled ancient monuments.
Historic England	Historic England advice notes present comprehensive coverage of the proper treatment of the historic environment within the planning process: https://historicengland.org.uk/images-books/publications

Document	Key Messages/ Issues
	In particular Site Allocations and the Historic Environment in Local plans sets out detailed guidance to be considered with in the Local Plan: https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans
Local	
Stockport Metropolitan Borough Council, Conservation and Heritage Strategy 2008	The overall objective of this strategy is: "*to ensure that appropriate understanding, recognition and consideration is given to the heritage assets of Stockport so that they may continue to be preserved, enhanced, utilised and accessible for present and future generations*". The accompanying action plan to the strategy focuses on key themes to protect and enhance the heritage assets of Stockport, including but not limited to, education, public realm improvements, and accessibility

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

Document	Key Messages/ Issues
International	
Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy ("The Water Framework Directive")	The main aims of the Water Framework Directive (WFD) are to: ▪ prevent deterioration and enhance status of aquatic ecosystems, including groundwater ▪ promote sustainable water use ▪ reduce pollution ▪ contribute to the mitigation of floods and droughts The WFD requires the creation of River Basin Management Plans (RBMPs).

Document	Key Messages/ Issues
	Statutory objectives are set for Scottish waters through River Basin Management Planning. These objectives are based on ecological assessments and economic judgments. The plans cover all types of water body, e.g. rivers, lochs, lakes, estuaries, coastal waters and groundwater.
Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks	Requires Member States to assess if all water courses and coastlines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.
Directive 2006/118/EC of the European Parliament and of the Council of 12 December 2006 on the protection of groundwater against pollution and deterioration	This Directive establishes a regime which sets groundwater quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive establishes quality criteria that takes account local characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge.
National	
National Planning Policy Framework (NPPF), 2024	Para 170 "… inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere."
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration • reduce pollution from agriculture, in particular phosphorus and nitrate • reduce pollution from wastewater, in particular phosphorus and nitrate

Document	Key Messages/ Issues
	• reduce water demand • improve the quality of habitat on land, including freshwater and coastal sites, expressed through the condition of our protected sites (SSSIs) • improve the overall status of species populations on land and in freshwaters
National Policy Statement for National Networks (2014)- Paragraph 5.109	"Any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows".
A Green Future: Our 25 Year Plan to Improve the Environment (2018)- Goal 2 'Clean and plentiful water'	"Improve at least three quarters of our waters to be close to their natural state as soon as is practicable by: […] Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water".
Local	
United Utilities, Final Water Resource Management Plan 2024	WRMP24 plans for an adequate supply to meet demand from 2025 to 2085, and a supply system that is resilient to drought, specifically: • A best value plan offering flexible, low regret solutions providing environmental improvements and customer benefits to the North West. • A 50% reduction in leakage (from a 2017/18 baseline), and reductions in water use to 110 litres per person per day, by 2050 • Plans to meet all the individual targets included in the Environmental Improvement Plan, including those related to business demand • Reduced risk of temporary use bans to 1 in 40 years on average by 2031 • 1 in 500 year drought resilience by 2039

Document	Key Messages/ Issues
	• Protecting the environment by planning for abstraction reductions where needed between now and 2050
Stockport Metropolitan Borough Council, Local Flood Risk Management Strategy for Stockport	The strategy includes information on potential flood risks in Stockport. The objectives in the strategy are supported by a number of measures and an action plan. The objectives of the plan include measures to minimise the effects of flooding through various methods, including Sustainable Urban Drainage Systems (SuDS), as well as building to mitigate flood risk and protecting the environment against the risks of flooding.

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

Document	Key Messages/ Issues
International	
Ambient Air Quality Directive	The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.
National	
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration

Document	Key Messages/ Issues
	• reducing the annual mean level of fine particulate matter (PM2.5) in ambient air (as required by the Environment Bill) • in the long-term, reducing population exposure to PM2.5
25 Year Environment Plan, HM Government (2018)	With regards to the transport sector, the 25 Year Environment Plan identifies four 'early' priorities through the 'Future of Mobility Grand Challenge'. These include encouraging new modes of transport; addressing the challenges of moving from hydrocarbon to zero emission vehicles; and Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.
The Clean Growth Strategy, 2017	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. Key Policies and Proposals in the Strategy: ▪ Develop world leading Green Finance capabilities; ▪ Develop a package of measures to support businesses to improve their energy productivity, by at least 20 per cent by 2030; ▪ Improving the energy efficiency of our homes; ▪ Rolling out low carbon heating; ▪ Accelerating the shift to low carbon transport; ▪ Delivering clean, smart, flexible power emissions; and ▪ Enhancing the benefits and value of our natural resources.
Clean Air Strategy 2019	Addresses action to reduce emissions from transport "as a significant source of emissions of air pollution", in-particular oxides of nitrogen (NO_x) – which is responsible for high levels of NO_2 in ambient air, especially in urban areas - and particulate (PM_{10} and $PM_{2.5}$) emissions.
Local	
Greater Manchester Air Quality Action Plan 2016 - 2021	The primary objectives of this Plan are to improve air quality across Greater Manchester and to embed low-emission behaviours into organisations and lifestyles by 2025. The Plan also supports the UK

Document	Key Messages/ Issues
	Government in meeting all EU thresholds for key air pollutants at the earliest date to reduce ill-health in Greater Manchester. Key Priority Areas have also been identified as part of the Plan. these are generally locations near to major roads and heavily trafficked areas in Manchester city centre, and other major urban centres across the other nine districts.
One Stockport Borough Plan 2030	One of the priorities of the Plan, under 'One Home', is 'A climate friendly Stockport' with an ambition to have a 'climate friendly and sustainable Borough'. Actions to improve air quality include promoting active and public transport and introducing a Clean Air Zone in 2022.

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

Document	Key Messages/ Issues
International	
Kyoto Protocol to the UN Framework Convention on Climate Change (1992) Doha Amendment to the Kyoto Protocol (2012)	Developed countries commit themselves to reducing their collective emissions of six key greenhouse gases by at least 5%. Each country's emissions target must be achieved by the period 2008-2012. Doha Amendment saw parties commit to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020.
The Paris Agreement, 2015	Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990
National	

Document	Key Messages/ Issues
National Planning Policy Framework (NPPF), 2024	Paragraph 164 of the NPPF states that "New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the UK Government's policy for national technical standards."
The Climate Change Act, 2008	Improve carbon management and help the transition towards a low carbon economy in the UK. Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009. Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.
A Green Future: Our 25 Year Plan to Improve the Environment, 2018	The 25 Year Environment Plan outlines the UK Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. Mitigating and adapting to climate change: Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels; Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century; and Implementing a sustainable and effective second National Adaptation Programme.

Document	Key Messages/ Issues
UK Committee on Climate Change, Interim UK Carbon Budgets	The UK has committed to an 80% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK "carbon budgets" as follows: ▪ 1st carbon budget (2008 to 2012): 23% reduction; ▪ 2nd carbon budget (2013 to 2017): 29% reduction; ▪ 3rd carbon budget (2018 to 2022): 35% reduction by 2020; ▪ 4th carbon budget (2023 to 2027): 50% reduction by 2025; ▪ 5th carbon budget (2028 to 2032): 57% reduction by 2030.
25 Year Environment Plan, HM Government (2018)	Goal 7 of the 25 Year Environment Plan, 'Mitigating and adapting to climate change', is to "take all possible action to mitigate climate change, while adapting to reduce its impact" by "continuing to cut greenhouse gas emissions including from land use, land use change…" and "making sure that all policies, programmes and investment decisions consider the possible extent of climate change this century".
Local	
The Stockport Climate Change Strategy – Climate Action Now (CAN) 2025-2030	This strategy sets out SMBC's commitment to achieving their climate ambitions. The action plan consists of the following objectives: **Climate and Nature Adaptation and Resilience** • Reduce greenhouse gas emissions: Achieve operational net zero emissions for Stockport Council by 2030 and carbon neutrality for the entire borough by 2038 • Enhance biodiversity: Implement nature-based solutions to improve biodiversity and resilience against extreme weather events **Community Involvement and Collaboration** • Engage residents and businesses: Foster community participation in climate actions and promote sustainable practices • Youth engagement: Involve young people through initiatives like the Youth Climate Assembly

Document	Key Messages/ Issues
	Sustainable Development • Green infrastructure: Develop low carbon buildings, renewable energy projects, and sustainable transport systems • Nature recovery: Increase green spaces and implement projects to support local wildlife and plant life
One Stockport Borough Plan 2030	One of the priorities of the Plan, under 'One Home', is 'A climate friendly Stockport' with an ambition to have a 'climate friendly and sustainable Borough'. Actions to achieve this include: • Improve sustainable transport options; • Protect and enhance our natural environment; • Low carbon energy efficient homes and buildings; • Increase renewable energy; • Improve air quality; and • Encourage all employers to increase carbon literacy.

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

Document	Key Messages/ Issues
National	
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It

Document	Key Messages/ Issues
	provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration • increase resource productivity • reduce the volume of 'residual' waste we generate
National Planning Policy Framework (NPPF), 2024	Paragraph 187 states: "… *contribute to and enhance the natural and local environment by:* • *Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils…;* • *Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability…; and* • *Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate*". Chapter 17 seeks to facilitate the sustainable use of minerals. Paragraph 223encourages so far as practicable, planning policies should "*take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously*".
A Green Future: Our 25 Year Plan to Improve the Environment (2018)	Goal 5 'Clean and plentiful water' involves using resources from nature more sustainably and efficiently. The plan states: "*Improve our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches*".
Our Waste, Our Resources: A Strategy for England (Dec 2018)	Sets out how the UK Government aims to preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England.

Document	Key Messages/ Issues
Local	
Greater Manchester Joint Minerals Plan 2013	The strategic aim of the Plan is: '*To provide a minerals spatial planning framework which takes into account the unique features of Greater Manchester. This framework will facilitate economic development, whilst ensuring that the environment and community are protected from the impacts of minerals developments in order to deliver a steady and sustainable supply of minerals, safeguard mineral resources, enable Greater Manchester to contribute to its sub-regional apportionment of aggregates and facilitate greater use of recycled aggregates and secondary mineral products'.*
Greater Manchester Joint Waste Development Plan 2012-2027	The aim of the Waste Plan is to provide a sound spatial planning framework to deliver sustainable waste management in Greater Manchester. The purpose is to provide sufficient opportunities for new waste management facilities to come forward within Greater Manchester that are of the right type, in the right place and provided at the right time. The plan's objectives are: *'Objective 1: To ensure that Greater Manchester's waste is dealt with in line with Scenario 2 of the needs assessment.* *Objective 2: To promote the movement of waste up the waste hierarchy, assuming minimisation at source, increasing reuse, recycling and recovery, whilst recognising there may still be a need for additional landfill capacity for residual wastes.* *Objective 3: To assist in reducing greenhouse gas emissions and assist in adaption/mitigation of climate change, including resource efficiency and minimising the need for energy in accordance with targets at national, regional and local level.* *Objective 4: To ensure waste growth within the sub-region does not increase to the same degree as growth in economic activity i.e. to decouple waste growth from economic growth.* *Objective 5: To provide a flexible approach for the delivery of the required waste management facilities, allowing emerging technologies to come forward.* *Objective 6: To ensure appropriate protection of the quality of life of communities.*

Document	Key Messages/ Issues
	Objective 7: To protect the sub-region's natural environment, biodiversity, geodiversity, cultural and historic heritage. *Objective 8: To reduce waste movements and, where waste needs to be moved, to promote the sustainable movement of waste across the sub-region.'*
Stockport Metropolitan Borough Council, Stockport Town Centre Urban Green Infrastructure Enhancement Strategy	The aim of this Strategy is to enable urban green infrastructure to function as the 'life-support' system for Stockport. There are 7 supporting objectives for this aim: '1. To inform and educate opinion formers, policy makers and planners that urban green infrastructure is critical to the future vitality and sustainability of Stockport Town Centre. 2. To map the location of existing urban green infrastructure networks and describe their distribution. 3. To make the case for conservation and enhancement of the Town Centre's existing urban green infrastructure. 4. To describe the economic contribution of urban green infrastructure in Stockport Town Centre. 5. To present the 'tools' needed for future enhancement of the Town Centre's urban green infrastructure. 6. To identify the strategic thematic and project interventions that will lead to a stronger urban green infrastructure network in the future. 7. To make the case that the Town Centre's Urban Green Infrastructure should be managed primarily to deliver ecosystem service benefits.'

Appendix C

ISA BASELINE

Public

Population and Equalities

Summary of Current Baseline

Stockport has a total population of 299.545 people[27], which has increased by 4.1% since 2011.

Some 19.1% of the population are aged 0-15 years, 60.7% aged 16-64 and 20.2% aged 65+ (compared to 20.2%, 64.0% and 15.8% respectively in Greater Manchester). There has been an increase of 16.4% in people aged 65 years and over, an increase of 0.5% in people aged 15 to 64 years, and an increase of 5.4% in children aged under 15 years. Within the Borough, approximately 48.8% of the population are males and 51.2% are females. According to 2021 Census data[28] 83.40% of the population of Stockport are White, with 16.60% from other ethnic groups.

In respect of the Indices of Multiple Deprivation (IMD), 2019[29], Stockport contains neighbourhoods covering the entire deprivation spectrum (for overall deprivation), ranging from the 10% most deprived to 10% least deprived. Stockport contains 190 Lower Layer Super Output Areas (LSOAs), 17 of which are within the 10% most deprived neighbourhoods, 14 within the 20% most deprived, 16 within the 30% most deprived, 22 within the 40% most deprived, 18 within the 50% most deprived, 11 within the 50% least deprived, 25 within the 40% least deprived, 16 within the 30% least deprived, 25 within the 20% least deprived, and 26 within the 10% least deprived.

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

Between 2011 and 2021, he overall population of people disabled under the Equality Act has increased from 52,259 to 53,495 (a 2.4% increase). Areas within Stockport with the highest proportion of people disabled under the Equality Act are Brinnington (28%) and Central Stockport (26%)[30].Future Trends

Stockport's the population is expected to increase to 315,310 (approximately 6.1%) by 2032[31] with net internal migration being the largest factor (+13,583 persons).

By 2043, it is predicted that 23.2% of Stockport's population will be over 65, this is an increase of 2.3% from current proportion of 20.9%[32] with potential implications for health and social care. By 2032, it is anticipated that more people will be living on their own, making up 40% of all households nationally[33]. The number of over 85s living alone is expected to more than double to 1.4 million nationally in which social isolation could become a more prevalent issue.

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[27] Office for National Statistics, Population estimates for the UK, England and Wales, Scotland and Northern Ireland: mid 2023
[28] One Stockport: State of the Borough 2024, available at: https://smbc-opendata.s3.eu-west-1.amazonaws.com/data/state-of-borough/State+of+Borough+FINAL+2024+Report.pdf
[29] Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation 2019, [online] available at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019
[30] One Stockport: State of the Borough 2024, available at: https://smbc-opendata.s3.eu-west-1.amazonaws.com/data/state-of-borough/State+of+Borough+FINAL+2024+Report.pdf
[31] Office for National Statistics, Subnational population projections for England: 2022-based
[32] Office for National Statistics (2025) Sub-national population projections, available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/subnationalpopulationprojectionsforengland/2018based
[33] The Kings Fund. 2012. Demography: Future Trends. [online] Available at: https://www.kingsfund.org.uk/projects/time-think-differently/trends-demography

Issues and Opportunities

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

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

Key Risks/Opportunities	Implications for the SLP
▪ There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families; ▪ There are opportunities to improve access to facilities and services, as well as housing, for the elderly, young adults, and rural communities; ▪ The population of Stockport is predicted to increase both in number and age profile and ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce current demands but may also increase social isolation and increase reliance on alternative social interaction.	▪ The SLP will need to address any necessary housing and service developments to ensure provisions to elderly and socially excluded population groups. ▪ Development will need to support future demographic changes. ▪ The SLP will need to ensure there are adequate provision of services and facilities within the Borough, particularly for the elderly, young adults and socially excluded groups.

Human Health

Summary of Current Baseline

The average life expectancy at birth (2023) across Stockport is in line with the national average at 79.3 years for males and 83.5 years for females[34]. This is slightly higher than the average for the North West region at 77.7 years and 81.7 years respectively.

The inequality in Healthy Life expectancy within Stockport shows a 12.6 year gap (males)/ 12.9 year gap (females) in the expected years of good to fair health between the most deprived and least deprived areas[35].In Stockport, 70.2% of adults (aged 18+) are considered to be physically active[26] This is higher than both the regional and national averages at 63.9% and 66.4% respectively.

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

[34] Stockport Local Authority Health Profile 2025. [online] Available at: Local Authority Health Profiles - Data | Fingertips | Department of Health and Social Care

[35] One Stockport: State of the Borough 2024, available at: PowerPoint Presentation

Stockport is amongst the most deprived upper tier authorities nationally, ranked 52nd of 152 upper tier authorities (where a rank of 1 is the most deprived and 152 is the least deprived), with regards to health deprivation[36]. Within Stockport, the areas of higher health deprivation are located within the centre and north of the Borough, with areas of lower deprivation located in the south and east.

Poor air quality is a significant public health issue[37] and there is clear evidence that particulate matter has a significant contributory role in mortality. Air pollution can also be linked to cardiovascular disease, diabetes and dementia. Sufferers of chronic respiratory diseases such as chronic obstructive pulmonary disease (COPD) and asthma are especially vulnerable to the effects of air pollutants. Air pollution has also been shown to have an increased health impact on those in lower socio-economic groups.

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

The Borough has a higher rate of hospital admissions for COPD when compared to the national average, at 122.5 people per 100,000 people and 100 people per 100,000 people respectively[38]. The mortality rate (under 75 years) from all causes in Stockport is 339.3 people per 100,000 people[24]. This is lower than the regional average of 398.8 people per 100,000 people and similar to the national average of 336.5 people per 100,000 people.

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

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

According to Age UK, the south and east of Stockport are within very low and low risk areas for loneliness with areas in the UK ranked from 1 high risk to 32,844 very low risk[39]. However, the centre and north of Stockport are within medium, high risk, and very high risk of loneliness. The LSOAs within Stockport with very high risk of loneliness include, but are not limited to, Stockport 014C (ranked 2,883 in England), Stockport 007B (ranked 4,108 in England), and Stockport 014A (ranked 3,019 in England).

The spread of COVID-19 in the UK has resulted in significant pressure upon NHS resources, particularly hospitals, and has resulted in additional wait times for routine healthcare appointments across services. Since the start of the Covid-19 pandemic, 103,687 positive cases and 915 deaths have been recorded within the Borough[40].

In total, 638,906 vaccinations have been given – 233,405 people have received one dose (86% of 12+ year olds), 223,742 people have received two doses (82.4% of 12+ year olds) and 181,759

[36] Ministry of Housing, Communities and Local Government 2019. Upper-tier Local Authority Summaries
[37] Department for Environment Food and Rural Affairs, Air Quality: Public Health Impacts and Local Actions. Available online at: https://laqm.defra.gov.uk/documents/air_quality_note_v7a-(3).pdf
[38] Public Health England, 2021. Local Health [online] Available at: https://www.localhealth.org.uk/#bbox=377927,397127,28450,17731&c=indicator&i=t3.em_adm_copd&selcodgeo=E08000007&view=map10
[39] Age UK (2016). Risk of Loneliness. Available online at: https://www.ageuk.org.uk/our-impact/policy-research/loneliness-research-and-resources/loneliness-maps/
[40] UK Government (2022). Coronavirus (COVID-19) in the UK – Cases in Stockport. [online] Available at: https://coronavirus.data.gov.uk/details/cases?areaType=ltla&areaName=Stockport

(67% of 12+ year olds) have received either a booster or a third dose[26]. The uptake of vaccinations is higher than the national (79.8% one dose, 75.6% two doses and 59.4% booster or a third dose) and regional averages (81% one dose, 76.6% two doses and 59.1% booster or a third dose)[26].

Future Trends

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

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

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

Air pollution has been linked to diabetes and dementia – both chronic illnesses in the UK are expected to rise in future. Increased mortality and morbidity amongst diabetics is associated with increased nitrogen dioxide concentrations with long term exposure to traffic borne air pollution positively correlating with incidence of type two diabetes and increased mortality among diabetics[41].

Issues and Opportunities

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

Table C-2 – Issues and Opportunities for Human Health

Key Risks/Opportunities	Implications for the SLP
▪ Stockport's ageing population will present a greater need for access to services, as well as a greater pressure on healthcare and housing provisions; ▪ Health inequalities are high within Stockport, life expectancy is lower in the most deprived areas of the Borough; ▪ Increases in loneliness are likely to be seen as a result of elderly social isolation and loneliness.	▪ The SLP should ensure developments contribute positively to accessible neighbourhoods, reducing health inequalities in accessibility; ▪ There will be an ongoing need to provide services and housing facilities in order to meet the needs of older residents; and ▪

[41] Committee on the Medical Effects of Air Pollutants (COMEAP), The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom, 2010, [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/304641/COMEAP_mortality_effects_of_long_term_exposure.pdf

ECONOMY AND EMPLOYMENT

Summary of Current Baseline

Stockport's close proximity to Manchester city centre and high level of connectivity to London, the North, and the South, has meant that it has a robust economy and provides a strong location for business and industry. Stockport is a successful commercial hub attracting over 13,000 businesses[42] including but not limited to Thales UK, Adidas, The AA, Stagecoach, BT, Sky and BASF.

International connectivity can be made by the close proximity of Manchester Airport, which allows businesses and residents to benefit from opportunities provided by international trade, and investment to global markets. Stockport further benefits by the airport's associated Enterprise Zone - Airport City Manchester, which is a designated area for economic growth, launched in 2012. The Enterprise Zone currently employees over 20,000 people[43].

Stockport has a high level of productivity, with £22,074 GVA per head in 2016[44] which is higher than the Greater Manchester average of £21,713 GVA per head. However, this has only increased by 1.6% since 2011 which is significantly lower than the regional average increase of 14.8% and England average increase of 13.5%.

Some 60.7% of Stockport's population are of working age (between 16 and 64 years), with some 78.1% of the population are in employment which is in line with the national average. The percentage of the population unemployed is slightly lower than both regional (3.7%) and national averages (3.9%) at 3.0%[45].

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

[42] Stockport Metropolitan Borough Council (2022) Business Stockport. Available at: Business Stockport - Stockport Council
[43] Airport City Manchester (ND) Available at: https://www.airportcity.co.uk/about-us/
[44] Office for National Statistics (2017) Regional gross value added (balanced) by local authority in the UK. Available at: https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedbalancedbylocalauthorityintheuk
[45] Office for National Statistics (2025) Labour Market Profile – Stockport. Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics

Table C-3 – Employment by Occupation (%) 2024 - 2025[46]

	Stockport (numbers)	Stockport (%)	North West (%)	Great Britain (%)
Soc 2020 major group 1-3	87,000	60.9	51.0	53.5
1 Managers, directors and senior officials	15,800	11.0	9.9	11.4
2 Professional occupations	51,500	35.9	26.8	27.0
3 Associate professional occupations	19,700	13.8	14.0	15.0
Soc 2020 major group 4-5	27,800	19.5	18.1	17.6
4 Administrative & secretarial occupations	16,800	11.7	9.6	9.2
5 Skilled trades occupations	11,000	7.7	8.4	8.4
Soc 2020 major group 6-7	15,200	10.7	15.7	14.4
6 Caring, leisure and Other Service occupations	10,100	7.0	9.4	8.6
7 Sales and customer service occs	5,200	3.6	6.2	5.7
Soc 2020 major group 8-9	12,700	8.9	15.3	14.5
8 Process plant & machine operatives	4,700	3.3	5.9	5.5
9 Elementary occupations	8,000	5.6	9.3	8.9

In 2024, of the population in Stockport, 52.2% have obtained level 4 qualifications or above which is higher than both regional and national averages (42.3%and 37.2% respectively). However, the percentage of the population with no qualifications at 5.4% is lower than the regional and national rates (8.2% and 6.8% respectively)[47].

The Covid-19 pandemic had a serious impact on the economy and employment within Stockport, with many experiencing job losses. The pandemic has also changed the way people are working with many employers now allowing employees to work from home.

[46] Office for National Statistics (2025) Labour Market Profile – Stockport. Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics
[47] Office for National Statistics (2025) Labour Market Profile – Stockport. Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics

In early 2022, the Greater Manchester Skills Observatory[48] noted that the main occupational areas advertising vacancies were ICT, sales, teaching, accounting and finance, and engineering. The percentage of roles deemed 'hard to fill' had fallen since autumn 2021 but was still over one third of vacancies in Greater Manchester.

The Stockport Economic Development Strategy[49] reports that Stockport has a lower than expected proportion of high-growth businesses within the local economy and is lacking in quality office spaces. The strategy also aims to tackle the recognised skills gap within Stockport for people with low or no qualifications.

The Stockport Economic Plan[50] identifies a number of opportunities and challenges that exist. Stockport has experienced rapid and sustained economic growth over the past decade, making the Borough a major regional economic driver in its own right.

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

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

Future Trends

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

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

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

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

[48] Greater Manchester Combined Authority (2022) Local Skills Report & Labour Market Plan Available at: https://www.greatermanchester-ca.gov.uk/media/5802/gm-esap-local-skills-report-update-march-2022-final.pdf
[49] Stockport Metropolitan Borough Council. The Stockport Economic Development Strategy 2012 – 2017. Available at: https://www.stockport.gov.uk/economic-development-strategy-2012-2017/economic-development-strategy-and-plans
[50] Stockport Metropolitan Borough Council, Economic Plan (2022 available at: https://www.onestockport.co.uk/wp-content/uploads/2022/12/stockport-draft-economic-plan.pdf

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

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

ISSUES AND OPPORTUNITIES

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

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

Key Risks/Opportunities	Implications for the SLP
▪ The Borough is a prime location for new and existing business, benefiting from being well-located, well-connected and from having a well-educated and skilled workforce; ▪ Some jobs in the Borough are facing skill shortage vacancies; ▪ The impact of factors such as Brexit, Covid-19, changing working patterns and preferences and extreme climactic events will play a part in determining the types of investment which will most benefit the economy; ▪ There is a lack of quality employment space for some industries; and ▪ Maintaining the vitality and attractiveness of town centres and high streets will be an ongoing challenge as shopping patterns and service delivery models change, especially with the growth of online shopping.	▪ The SLP should improve connectivity between business clusters and housing markets (both planned and existing) in the Borough, which will help to improve access to the skills pool as well supporting improvements in productivity. ▪ The SLP should support the development of new employment sites and maintain vitality in key centres.

HOUSING

Summary of Current Baseline

The Borough's proximity to Manchester and its good transport links make it attractive to Manchester commuters. However, this puts pressure on house prices. People from outside the area buying houses closer to work to shorten commuting time, limits the availability of housing that is affordable for younger buyers and/or those on lower incomes. This has resulted in the local housing prices exceeding the Greater Manchester, regional and national averages[51].

[51] Stockport Metropolitan Borough Council, Stockport Housing Plan 2022-2027. Available at: Housing strategies and documents - Stockport Council

The average house price in Stockport in June 2025 was £300,007 and an average first-time buyer price of £256,000[52]. This exceeds the average house prices in Greater Manchester (£233,014) and the UK (£268,652). Stockport has the second highest average house price in the North West. [53]. Monthly private rents in Stockport stand at average of £1,051, compared to the North West average of £911 and the UK average of £1,344[54].**Figure C-1** shows the percentage change in average house prices from 2005, whilst **Figure C-2** shows the percentage change in average rents from 2016[55].

Figure C-2 – Annual Change in Average House Prices – Stockport and Comparators (2005-2025)

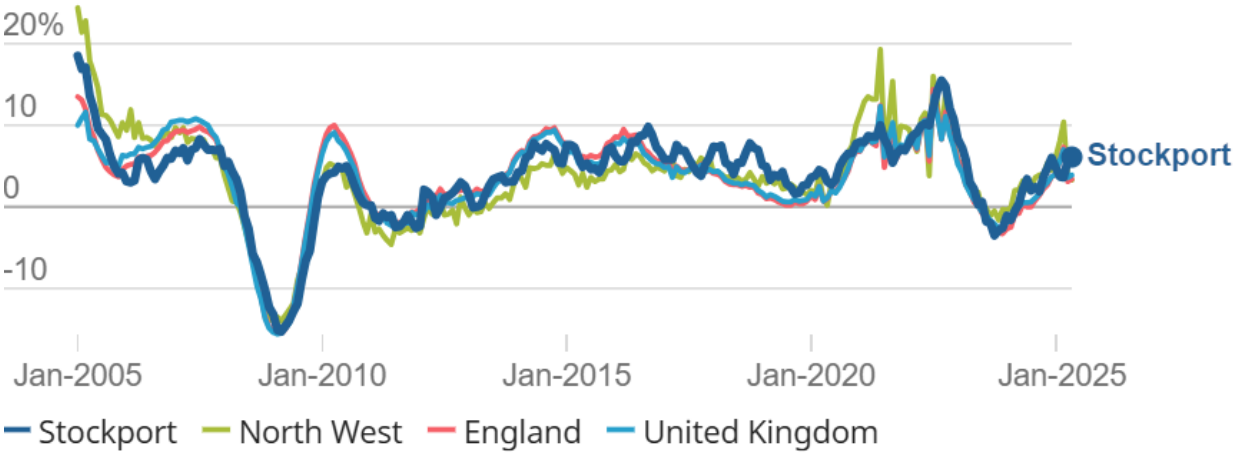
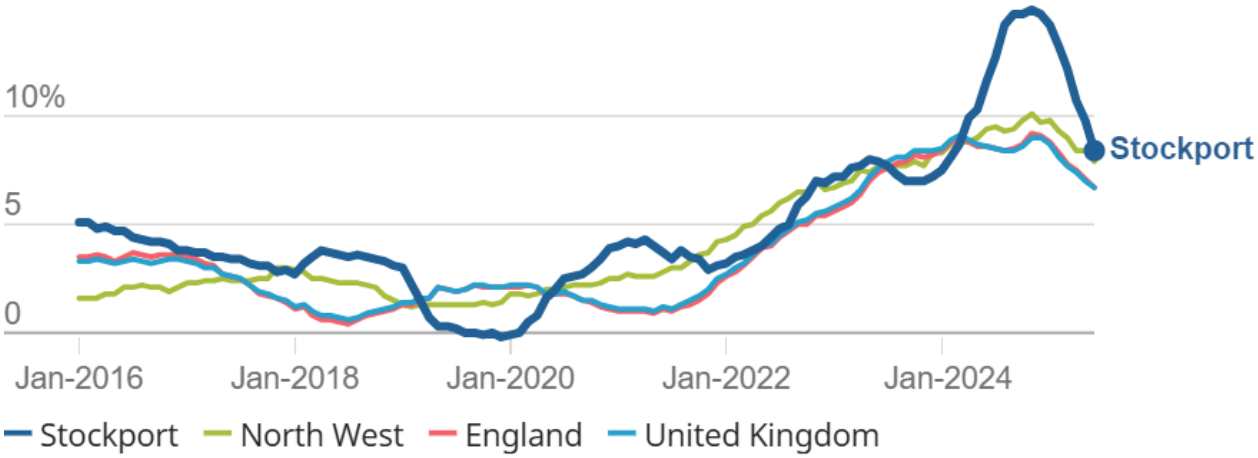


Figure C-2 – Annual Change in Average Rents – Stockport and Comparators (2016-2025)



[52] UK House Price Index – House Price Statistics. Available at: https://landregistry.data.gov.uk/app/ukhpi
[53] Office for National Statistics (2025) Housing Prices, available at: Housing prices in Stockport
[54] Office for National Statistics (2025) Housing Prices, available at: Housing prices in Stockport
[55] Office for National Statistics (2025) Housing Prices, available at: Housing prices in Stockport

The primary underlying reason for homelessness within Stockport is the lack of affordable accommodation. Stockport Homes Group (SHG)[56] reported 1,782 households in Stockport were at risk of losing accommodation during 2019/20. Of these, 476 were eventually found to be homeless which is similar to the five-year average of 448 households. Over half of those becoming homeless were single males.

Demand for social housing far exceeds supply, with 6,500 households on the housing register and up to 450 applications for each available council or housing association tenancy[57].To reduce the number of households on the waiting list, the Council have committed to support developments which provide a range of tenures and are affordable. The Council is seeking to provide more affordable housing, and their Housing Strategy states that the proportion of affordable housing should take account of property prices and economic viability across the Borough, such as 40% in areas with the highest property prices (Bramhall, Cheadle Hulme, and Woodford) and 5-15% in the Town Centre.

The 2019 Stockport Household Survey reported 81.4% of respondents expressing satisfaction with the state of repair of their accommodation, however levels of dissatisfaction are three times higher for those living in private rented accommodation compared to owner occupiers[58].

FUTURE TRENDS

To tackle the demand for housing in the UK, the Government have set a target of building 300,000 new homes each year by the mid-2020s[59] with Councils required, through the NPPF, to meet their housing requirement.

However, there are persistent risks of homelessness associated with the increased cost of living. There were 2,690 people estimated to be sleeping rough on a single night in autumn in 2020 (during the Covid-19pandemic)[60]. Whilst this declined by 9% in 2021, the levels of homelessness in England are still 38% higher than 2010 levels. It is estimated that a minimum of 200 additional units per year for affordable and social rent or shared ownership is required to being to address the homelessness issue in Stockport[61].

The rising costs of living is likely to widen levels of inequality in the Borough. However, under the Levelling Up and Regeneration Act, 2023, there is potential to reduce inequalities within the Borough, although, this will be highly dependent upon the schemes and initiatives that come forward.

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[56] Stockport Homes, 2021. Homelessness and Rough Sleeping Strategy 2021-2026. Available at: homelessness-and-rough-sleeping-strategy-2021-2026.pdf

[57] Stockport Metropolitan Borough Council. Stockport Housing Strategy 2016-2021. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/67dJPgjwI0u4o0sue0A0sM/61c42ce72a29835734dca06df4918fd1/Stockport_Council_Housing_Strategy_-2016_-_2021.pdf

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

[59] House of Commons Library (2022) Tackling the under-supply of housing in England

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

[61] Stockport Homelessness and Rough Sleeping Strategy 2021-2026. Available at: homelessness-and-rough-sleeping-strategy-2021-2026.pdf

ISSUES AND OPPORTUNITIES

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

Table C-6 – Issues and Opportunities for Housing

Key Risks/Opportunities	Implications for the SLP
▪ The average house price is over nine times higher than the average salary in the Borough; ▪ The population is increasing and ageing, with more residents requiring specialist housing; ▪ Rising costs of living are affecting the number of residents able to afford to buy; ▪ The rising cost of living is increasing levels of homelessness; and ▪ There is a lack of affordable housing, meaning young people and/or lower income groups are missing out.	▪ The SLP will need to ensure housing requirements are being worked towards, especially with expanding the availability of Affordable Housing. ▪ The SLP will need to consider differing population needs to meet the demands of an aging population.

CRIME AND SAFETY

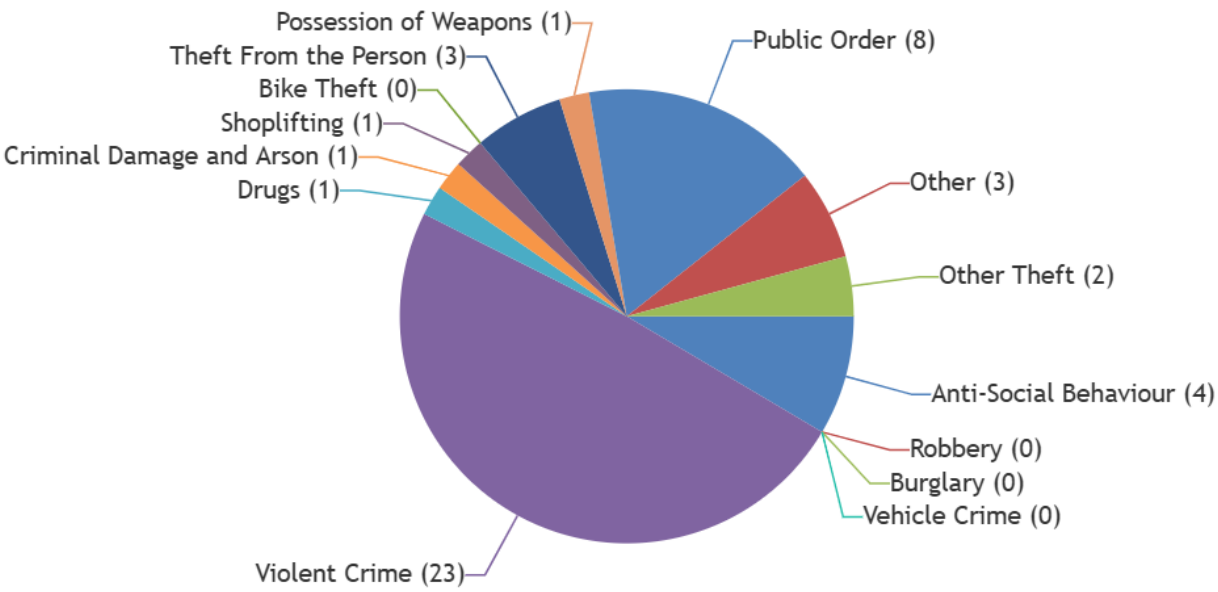
Summary of Current Baseline

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

In the year to 31st March 2024 there were 25,000 reported committed crimes in Stockport with rates highest in Central Stockport, around a quarter of the annual total. This is a 6% decrease in reported committed crimes when compared with the previous year. The most common type of offence, Violence against the person, increased by 0.3% in the year to 31st March 2024. Theft offences have reduced by 5.1%, with burglary down 25.2% compared to the previous year[62].**Figure C-3** overleaf shows the crime breakdown for Stockport during this time.

[62] One Stockport: State of the Borough 2024, available at: PowerPoint Presentation

Figure C-31 - Crime Breakdown for Stockport between December 2023 – November 2024[63]



With regards to crime deprivation, Stockport is ranked 65th[64] out of 317 local authorities within the UK (an indicator of 1st being the most deprived neighbourhood, and 317 being the least deprived neighbourhood). However, Stockport has the second lowest levels of crime deprivation out of all Greater Manchester authorities.

FUTURE TRENDS

Crime rates in Stockport have fluctuated in recent years depending on crime type with this pattern likely to continue.

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

ISSUES AND OPPORTUNITIES

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

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

Key Risks/Opportunities	Implications for the SLP
▪ Crime rates are on the rise nationally, with the Borough experiencing high levels of violent crime; ▪ There is potential to increase engagement within communities to encourage the reporting of crimes;	▪ The SLP will need to ensure improvements to community areas, such as parks, to aid in

[63] UK Crime Stats – Stockport 2025 [online] Available at: https://www.ukcrimestats.com/Subdivisions/MTD/18757/#Crime
[64] Manchester City Council, 2020. Indices of Deprivation 2019

▪ There are opportunities to improve neighbourhoods and reduce the prevalence of antisocial behaviours; ▪ There are opportunities to increase the safety of active transport modes such as cycling and walking; ▪ Children in the 10% most deprived wards in England are four times more likely to be hit by a car than children in the 10% least deprived wards[65]; ▪ Vulnerable road users such as cyclists and pedestrians are more likely to be casualties; and ▪ There is potential to increase the standards and safety of housing within the Borough	reducing crime and anti-social behaviour ▪ The SLP will need to ensure improvements to transport networks, including improving lighting, to ensure safety on networks

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

TRANSPORT AND ACCESSIBILITY

Summary of Current Baseline

Stockport has excellent transport links. It sits on the M60, A6 and the West Coast Mainline which provides train links to London, the Midlands, and the South East. Stockport is also adjacent to Manchester Airport, which is one of the busiest airports in the UK and serves a large part of the north of England.

The Number of publicly available charging points in Stockport has doubled since March 31st 2023 with 100 charging stations in Stockport. This is below the average for England (188) and Greater Manchester (140) for the same period. Stockport Council has an ongoing development agreement to expand the amount of EV charging points in Stockport including 54 rapid chargers The percentage of privately owned vehicles that are Ultra Low Emissions Vehicles (ULEVs) risen to 2.2% for 2024 Q1, a 0.6%pt increase from a year prior (1.4% in 2023 Q1) and 0.3% higher than the GM average, albeit slightly below the national average. This increase follows a similar trend shown in Greater Manchester and Nationally[66].In total, 46.5% of Stockport's workforce commute from surrounding areas[67],mainly from Tameside, and almost 50% of residents commute out of the Borough. This causes a major problem with congestion through Stockport. Excessive road traffic leads to congestion, air and noise pollution and contributes further to climate change. Government policy is focusing on promoting sustainable transport and encouraging walking and cycling for those journeys where these are realistic alternatives.

Reliability of services are generally better in Stockport compared to other areas within Greater Manchester[68], however the railway network is currently operating at a very high level of capacity which has resulted in poor reliability. Research into transport poverty in Greater Manchester found those with low incomes felt local transport was too expensive, unreliable and slow, resulting in a significant barrier to employment.

There is an extensive road network throughout Stockport. The Borough is traversed by motorways and trunk roads such as the M60, A6, A34 and A555. A mixture of inter-city, Avanti West Coast, Cross Country, East Midlands Railway, TransPennine Express and Transport for Wales serves Stockport, providing access to the wider region[69]. There are five rail stations serving Stockport; Stockport, Cheadle Hulme, Davenport, Woodsmoor, and Hazel Grove.

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

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

[66] One Stockport: State of the Borough 2024, available at: PowerPoint Presentation
[67] Stockport Metropolitan Borough Council (2024) Economic Overview. Available at: https://www.stockport.gov.uk/economic-information
[68] Greater Manchester Transport Strategy 2040. Available at: https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf
[69] Transport for Greater Manchester, Greater Manchester Train Network Map [online] Available at: https://tfgm.com/public-transport/train/network-map

- 6 – London – Threlkeld.

FUTURE TRENDS

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

As the population in Stockport is ageing, there is likely to be additional strain on the Borough's services and transport infrastructure. By 2032, it is anticipated that more people will be living on their own, making up 40% of all households nationally. The number of over 85s living alone is expected to more than double to 1.4 million nationally in which social isolation could become a more prevalent issue. This risk is also often heightened by digital exclusion, with poor access and digital literacy being contributing factors. The Manchester Urban Ageing Research group stated that nearly half of those aged over 75 do not have access to the Internet. Therefore, the transport industry will need to adapt meet the differing needs of this demographic change.

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

To help meet this target, electric and hybrid vehicles are expected to become dominant, requiring provisions such as electric charging points to be made for these vehicles across Stockport.

Greater Manchester Combined Authority are also implementing the UK's largest walking and cycling network, Greater Manchester's Bee Network, which is planned to be delivered by 2028 and involves many improvements within Stockport[70]. This will help to facilitate the modal shift to sustainable transport and relieve pressure on the road network, especially for shorter journeys.

ISSUES AND OPPORTUNITIES

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

[70] Transport for Greater Manchester – The Bee Network. Available at: https://beeactive.tfgm.com/schemes/stockport/

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

Key Risks/Opportunities	Implications for the SLP
▪ There is a need to improve sustainable transport modes (public and active) in line with Greater Manchester Combined Authority's commitment to reach net-zero GHG emissions by 2038; ▪ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender; and ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand.	▪ Requirement to reduce GHG emissions within the transport industry towards net-zero ▪ Encourage public transport use following the pandemic ▪ Improving availability, reliability and affordability of public transport ▪ There is a need for adequate support greater access to services and facilities for the elderly population, families with young children and single parent families.

BIODIVERSITY AND NATURAL CAPITAL

Summary of Current Baseline

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

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

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

National Parks	Ramsar Sites	Special Areas of Conservation (SACs)	Special Protection Areas (SPAs)	Sites of Special Scientific Interest (SSSIs)
Peak District	Rostherne Mere	South Pennine Moors Rochdale Canal	Peak District Moors	Alderley Edge Combs Reservoir Cotteril Clough Dunham Park Ludworth Intake Goyt Valley Hollinwood Branch Canal Rostherne Mere

National Parks	Ramsar Sites	Special Areas of Conservation (SACs)	Special Protection Areas (SPAs)	Sites of Special Scientific Interest (SSSIs)
				Matley Moor Meadows Compstall Nature Reserve Huddersfield Narrow Canal Lindow Common Toddbrook Reservoir Rochdale Canal Dark Peak

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

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

The UK National Ecosystem Assessment (UK NEA)[71] revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystem services.

According to the Natural Environment Valuation Online (NEVO) tool species richness data[72], Stockport has 46 species present in the current decade, out of 100 priority species chosen by the Joint Nature Conservation Committee (JNCC). These are broken down as follows:

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

Natural capital is a key theme in the Government's 25-year Environment Plan: A Green Future. The UK's natural capital accounts show that approximately 20-25 million tonnes of carbon have been sequestered by vegetation in the UK each year between 2007 and 2015, while around 1.5 million tonnes of air pollutants have been removed each year. This equates to a monetary value of

[71] UK National Ecosystem Assessment (2011). The UK National Ecosystem Assessment Technical Report. UNEP-WCMC, Cambridge.
[72] University of Exeter, NEVO, [online] available at: https://www.exeter.ac.uk/research/leep/research/nevo/

approximately £1.5 billion for carbon sequestration and £1 billion for pollution removal in 2015. Natural capital therefore has a mitigating effect on the emissions of carbon and air pollutants associated with transport.

FUTURE TRENDS

The 2023 State of Nature Report[73] highlights the general decrease in biodiversity in the UK. Since 1970, species abundance has decreased by 19% and with attendant declines in species distribution. Of the 10,008 species that have been assessed using the International Union for Conservation of Nature (IUCN) Regional Red List criteria, 16.1% are currently threatened with extinction from Great Britain.

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

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

Climate change presents another threat to ecosystem services and biodiversity. Current IPCC[74] predictions for temperature increases are expected to be 2°C by the middle of the 21st century. This increase in temperature is expected to lead to increases in flooding events and northward colonisation of species in the UK. Increased flooding will need to be mitigated. In order to preserve biodiversity and natural habitats, soft engineering and nature-based solutions will need to be used over traditional hard engineering. Northward migration of species is likely to lead to changes in local and regional ecology.

The Environment Act[75] specifies a mandatory 10% increase in biodiversity net gain for new developments. This is expected to become law in 2023. Biodiversity on development sites will need to be preserved, with additional mitigation put in to increase biodiversity. This increase in biodiversity may be provided on site, or through off-site compensation.

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

- Plant at least 11,500 standard trees in parks and along the highway network by 2030;
- Create ten new woodlands each year, an average of one per year, using young trees;
- Make sure that all developers are encouraged to include sustainable drainage and biodiversity net gain wherever possible as part of our planning policy;
- Create areas managed for long grass in every ward across the Borough by 2025/26; and
- Make sure every ward across the Borough has an orchard by 2025/26.

1.1.1. [73] State of Nature Partnership (2024). State of Nature Report. Available at: State of Nature 2023 - report on the UK's current biodiversity

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

[75] Environment Act.(2021). Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted

ISSUES AND OPPORTUNITIES

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

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

Key Risks/Opportunities	Implications for the SLP
▪ Light, air, and noise pollution from increasing urban development in Stockport may put strains on nearby protected areas, notably the Peak District National Park; ▪ Increasing population and associated developments may lead to fragmentation and urbanisation of natural habitats; and ▪ New legislation regarding biodiversity net gain will require developments to implement demonstratable increases in biodiversity.	▪ Developments in close proximity to the Peak District National Park may need particular attention to potential environmental impacts. ▪ Development of the new SLP can include stringent standards for the protection of biodiversity and natural capital. ▪ The SLP will need to address plans for flood mitigation. Creation and use of nature-based solutions and ecosystems services for flooding can be included. ▪ The SLP should establish guidelines for biodiversity net gain to support developers.

LANDSCAPE AND TOWNSCAPE

Summary of Current Baseline

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

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

Stockport falls within four of Natural England's National Character Areas (NCAs)[76]. These are defined in **Table C-11** below.

Table C-11 - National Character Areas within Stockport

NCA	Description
55: Manchester Conurbation	Characterised by dense urban and industrial development. The conurbation is centred on low hills, crossed by several river valleys that thread through the urban fabric. The geology is dominated by sandstones, overlain by thick deposits of glacial till. The underlying Permo-Triassic sandstones provide an extensive aquifer, contributing groundwater supply. River valleys form important corridors of semi-natural habitats and

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

NCA	Description
	natural greenspace – with open grassland, woodland and wetland – linking urban centres with open countryside.
54: Manchester Pennine Fringe	This transitional area runs along the edge of the Millstone Grit of the Pennine uplands and is underlain by Carboniferous Millstone Grit and the Pennine Coal Measures, which broadly dip to the south-west. The area owes much of its character to its proximity to the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area. The elevation of the area is generally between 100 m and 300 m, between the lower plains and higher Pennine moors.
51: Dark Peak	The Dark Peak is a landscape of large-scale sweeping moorlands, in-bye pastures enclosed by drystone walls, and gritstone settlements, within the Pennine chain.
61: Shropshire, Cheshire and Staffordshire Plain	This NCA is an expanse of flat or gently undulating, lush, pastoral farmland. A series of small sandstone ridges cut across the plain and are very prominent features within this open landscape. The Mid-Cheshire Ridge, the Maer and the Hanchurch Hills are the most significant. They are characterised by steep sides and woodland is often ancient semi-natural woodland which is notably absent from the plain, except around Northwich.

According to Stockport's Landscape Character Assessment[77], There are five main landscape character types located within Stockport, these are Pennine Foothills (Dark Peak) located in the east, Open Moorlands and Enclosed Upland Fringes (Dark Peak) also located in the East, Incised Urban Fringe Valleys located across central corridors, Urban Fringe Farmland located in the south of the Borough, and Broad Urban Fringe Valleys located in the west of the Borough[78].

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

Key settlements in the Borough include:

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

Major tourist attractions within Stockport include:

- Reddish Vale Country Park;

[77] Stockport Landscape Character Assessment and Landscape Sensitivity Study, 2018, [online] available at: https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/Evidence/Stockport+Landscape+Character+Assessment+2018.pdf
[78] Stockport Metropolitan Borough Council (2018) Stockport Landscape Character Assessment and Landscape Sensitivity Study

- Etherow Country Park;
- Staircase House;
- Stockport Market and Underbanks area;
- Stockport's Air Raid Shelters;
- Tudor Bramall Hall;
- Chadkirk Chapel; and
- Bruntwood Park

Future Trends

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

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

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

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

Issues and Opportunities

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

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

Key Risks/Opportunities	Implications for the SLP
▪ Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes; ▪ Future growth in some locations could risk compromising landscape and townscape character and features. However, a landscape-led design with green infrastructure principles in place could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people; ▪ The design of new developments requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations.	▪ The SLP must consider the setting of landscape and townscape assets such as the Peak District National Park, and tourist destinations, ensuring schemes enhance setting. ▪ The SLP may seek to enhance the setting of its landscape and townscape assets. ▪ The SLP may consider encouraging public use of countryside and urban assets and encourage preservation of assets. ▪ The SLP should encourage a landscape led design approach to new developments.

Key Risks/Opportunities	Implications for the SLP
Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise); ■ The presence of greenbelt land surrounding Stockport puts pressure on the existing land within the Borough as expansion is limited within these areas, putting strain on current land uses; ■ There is potential to improve access to the countryside (particularly the Peak District), to promote sustainable tourism and to provide greater awareness for designated areas; ■ There is opportunity to increase countryside access and subsequently, improve health and wellbeing, help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity through urban built form to the countryside for wildlife. It can also bring new audiences to tourist attractions and enable better appreciation of historic landscape assets through creating new views and vistas, providing information and enhancing access; and ■ The incorporation of landscape principles that are suitable for future challenges and landscape-led designs would help ensure infrastructure is designed for longevity in the 21st century, for both its people and its natural environment.	

HISTORIC ENVIRONMENT

Summary of Current Baseline

Heritage assets make a significant contribution to the quality of life for those living, working or visiting Stockport[79], including:

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

In addition, there the Borough contains a number of non-designated heritage assets, including buildings on the local list and sites on the Greater Manchester Historic Environment Record (HER).

[79] Historic England- Search the List. Available online at: https://historicengland.org.uk/listing/the-list/

Although not designated, these assets are material planning considerations and the NPPF and draft policies contain references to them.

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

Local authorities are obliged to designate conservation areas in their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. There are 37 conservation areas within Stockport[80].

Historic England's Heritage at Risk (HAR) programme helps to understand the overall state of England's historic sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. In Stockport, there are 13 heritage assets on the HAR register, out of the 103 assets on the HAR register within the Greater Manchester area[81].

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

In 2017, Stockport were awarded a Stage 1 of a Townscape Heritage Grant for their 'Rediscovering the Underbanks' project, with a further Stage 2 grant awarded in 2018[82]. This project aims to transform Stockport's historic high street into a vibrant destination for businesses and visitors, whilst also telling the area's historic stories to new audiences. The scheme will focus on refurbishing historic buildings located within the Underbanks.

FUTURE TRENDS

Protection of the historic environment is firmly embedded in national and local policy, and this has been the case since 1990. This policy has developed independently of the European Union and is unlikely to change in the near future. However, harm to (the significance) of a heritage asset including its setting does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue.

Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework (NPPF) and the related guidance

[80] Stockport Metropolitan Borough Council 2021. Heritage Assets [online] Available at: https://www.stockport.gov.uk/heritage-assets/conservation-areas
[81] Historic England Search the Heritage at Risk Register [online] Available at: https://historicengland.org.uk/advice/heritage-at-risk/search-register/
[82] Stockport Metropolitan Borough Council (2021) Rediscovering the Underbanks [online] Available at: https://www.stockport.gov.uk/rediscovering-the-underbanks/overview-digital-heritage

given in the Planning Practice Guide (PPG)[83]. In addition to the visual setting, 'setting' can also include intangible characteristics such as sound, smells and historic associations / relationship.

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

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

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

ISSUES AND OPPORTUNITIES

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

Table C-13 – Issues and Opportunities for Historic Environment

Key Risks/Opportunities	Implications for the SLP
▪ There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through active modes and asset settings; ▪ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased noise and visual effects; ▪ Archaeological remains, whether designated or not, normally require preservation in situ and an assessment of their significance. This clearly has implications and can represent a significant constraint to future scheme design, which should respect, retain and protect the remains (e.g. through avoidance and redesign); and ▪ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address.	▪ Drawing on expert advice, the SLP should seek to preserve and enhance the integrity of all heritage assets, including their setting.

[83] historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/gpa1/

WATER ENVIRONMENT

Summary of Current Baseline

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

The Water Framework Directive (WFD)[84] sets an objective of aiming to achieve at least 'good' status for all waterbodies by a set deadline specific for each waterbody. Most of the monitored waterbodies are 'main rivers' that are under the jurisdiction of the Environment Agency. **Table C-14** below shows the water quality of the 83 waterbodies in Stockport for the 2019 cycle.

Table C-14 – Water Framework Classifications, 2019[85]

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

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

The North West River Basin Management Plan, developed in 2009 and updated in 2022, states that 87% of waterbodies should be of 'good' ecological status.[86].

National flood zone data correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding. The government's flood map[87] for planning shows that the majority of Stockport lie within Flood Zone 1, where the risk of flooding is low. However, there are

[84] Department for Environment Food & Rural Affairs (2014) Water Framework Directive implementation in England and Wales: new and updated standards to protect the water environment.
[85] Environment Agency 2022. Catchment Data Explorer - North West River Basin District. Available at: https://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/12
[86] Environment Agency 2022. North West river basin district - River basin management plan. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718335/North_West_RBD_Part_1_river_basin_management_plan.pdf
[87] Environment Agency, Flood Map for Planning. Available at: https://flood-map-for-planning.service.gov.uk/

areas of Flood Zone 2 and 3 within the floodplains of the associated rivers, predominately in Cheadle.

The Stockport Local Flood Risk Management Strategy[88] states that due to large parts of Stockport being urbanised and well developed, surface water flooding is the greatest risk. The potential for surface water flooding is predicted mainly in Cheadle and Gatley settlements, where over 29,200 properties are predicted to be at risk of deep flooding up to 0.3m in a high risk (1 in 200 chance in any year) event. In the east of the Borough ground water problems present more of an issue due to the heavier clay content in the soils and underlying strata. This is more prevalent in Romiley, High Lane and Marple Bridge.

Future Trends

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

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

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

Issues and Opportunities

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

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

Key Risks/Opportunities	Implications for the SLP
▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat; ▪ Of the 83 waterbodies, just 6% are achieving 'good' status, falling far short of the WFD target;	▪ The SLP should seek to incorporate sustainable urban drainage (SuDs) within new developments. ▪ Upgrading existing infrastructure provides the opportunity to improve pollution control on older drainage systems

[88] Stockport Metropolitan Borough Council 2016. Local Flood Risk Management Strategy. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/5Ct7X3Bdtu44ggWgQcC2uC/d8873a549f179976b336cf24c5b1664a/Local_Flooding_Risk_Management_Strategy.pdf

▪ Upgrading existing infrastructure provides the opportunity to improve pollution control; ▪ Increased development (including transport, housing and other infrastructure) can increase flood risk on a local and catchment scale; and ▪ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Stockport.	

AIR QUALITY

Summary of Current Baseline

Air quality plays an important role in human health. Poor air quality can have large impacts on health through short term exposure, but particularly through long term exposure. According to the World Health Organization (WHO), air quality is one of the greatest environmental risks to human health. Reducing air pollution can result in reductions in stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma[89]. WHO estimates that ambient air pollution caused 4.2 million premature deaths worldwide in 2016. Major pollutants include NOx, NO2, and particulate matter[85].

Poort air quality can also have a significant impact on ecological resources both within the Borough and further afield. The HRA accompanying the ISA considers this issue in detail in respect of sites and species and the likely effects of development.

Particulate matter (PM) is a particularly harmful pollutant that the UK has made efforts to reduce[90]. PM is measured in micrometres as PM10 and PM2.5. Current PM10 emissions come predominantly from industrial processes and solvent use, followed by manufacturing and construction, domestic combustion and road transport[86]. Emissions of PM10 have been reduced by 80% since 1970 and it is likely that this will continue based on this trend[86]. Air quality standards in the UK follow EU guidance and were written into law through the Air Quality Standards Regulations[91].

Stockport has slightly higher levels of air pollution compared to the UK overall. In Stockport, the annual mean for nitrogen dioxide is 10-20 µg m-3, 20-30 µg m-3 for NO2 and 0.5-5 days of ozone greater than 120 µg m-3 [92].

Local authorities must declare areas that are not likely to achieve national air quality objectives as Air Quality Management Areas (AQMAs). The Borough contains two AQMAs[93] : the Greater

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

[90] Defra (2025). *Emissions of air pollutants in the UK – Particulate matter (PM10 and PM2.5)*. Available at: https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25?msclkid=48a13124d06c11ecbc3e294171ec5251

[91]*The Air Quality Standards Regulations*. (2010). Available at: https://www.legislation.gov.uk/uksi/2010/1001/contents/made

[92] Defra. (2022). UK Air Information Resource. Available at: https://uk-air.defra.gov.uk/data/gis-mapping/

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

Manchester Combined Authority AQMA and the Stockport AQMA No. 2. Both AQMAs are designated for NO2, predominantly from vehicle emissions.

The Borough of Stockport is within one mile of Manchester Airport. The adverse impact of airports on air quality is principally from surface access via road transport (accounting for 65% of NOx emissions and 79% of PM10s in Greater Manchester as a whole) whilst the biggest domestic impact of an aircraft is during take-off and landing (1% of total NOx and sulphur dioxide (SO2) national emissions)[84]. Manchester Airport is responsible for 3% of NOx emissions within the Greater Manchester area[94].

Future Trends

The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030[95]. This will include reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile organic compounds. However, the 29% increase in road traffic from 1990 and 2018 and 6% increase in GHG emission from 1990 to 2017 is likely to continue.

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

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

The UK-wide ban on the new petrol and diesel vehicle sales by 2030 is expected to lead to a reduction in emissions from vehicles[96]. This will improve air quality in urban areas, which will have a positive impact on health problems associated with air pollution. Because the AQMAs in Stockport are associated with vehicle emissions, the transition to electric vehicles has the potential to bring air pollution to acceptable levels in the Stockport AQMAs, as well as reduce the possibility of new AQMAs being instituted.

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

Issues and Opportunities

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

[94] Manchester Airport. (2024). Manchester Airport Emission Information Pack. Available at: MAN A2 Air quality data sheet.indd
[95] Defra (2019). *Clean Air Strategy*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf
[96] HM Government (2020). Available online at: https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030

Table C-16 – Issues and Opportunities for Air Quality

Key Risks/Opportunities	Implications for the SLP
▪ The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation; ▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality; ▪ The UK Government's plan to end the sale of all new conventional petrol and diesel cars and vans by 2030 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality; ▪ Air quality issues across Stockport can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.	▪ The SLP must consider the implications of Government plans, facilitating the transition to electric vehicles. ▪ Consideration should be given to methods of modal shift to sustainable transport modes (public transport and active transport)active, to aid in reducing emissions. ▪ The SLP should aim to improve congested areas of Stockport, minimising excess emissions where possible and aiding in improving air quality.

CLIMATE CHANGE AND GREENHOUSE GASES

Summary of Current Baseline

The One Stockport State of the Borough 2024[97] notes that "Stockport Borough's total emissions have reduced 14% since 2019. The biggest reductions are in Domestic (-20.7%) and Transport (-20.4%), with a small increase in the Commercial category (+0.4%). Stockport's reductions in emissions are higher than North-West and England for majority of sectors with the exceptions being Industry and Commercial.

"Transport emissions in the Borough were 20% lower in 2022 than in 2019, with a small decrease since 2020. This contrasts with England totals where transport emissions have increased 10% since 2020. Stockport's largest reductions have been seen in minor roads (-30.7%). This reduction is similar to North-West (-31.7%) and better than the rate for England (-16.1%). Reductions in motorway emissions (-18.7%) are particularly strong for Stockport when compared to comparators (-7.3 NW, -8.0 England)."

During the most recent decade (2009-2018) the UK has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than 1961-1990. All of the top ten warmest years have occurred since 2002. In the past few decades there has been an increase in annual average rainfall over the UK, for which the most recent decade (2009–2018) has been on average 5% wetter than 1961–1990 and 1% wetter than 1981-2010[98].

[97] One Stockport: State of the Borough 2024, available at: PowerPoint Presentation
[98] Met Office, UK Climate Projections: Headline Findings, 2019 Available at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf

FUTURE TRENDS

The UK is committed to legally binding GHG emissions reduction targets of 80% by 2050, compared to 1990 levels, as set out in the Climate Change Act 2008[99]. The UK ratified the 2015 Paris Agreement, which set out a GHG emission reduction target of at least 40% by 2030, compared to 1990 with a long-term strategy for net zero emissions by 2050[100]. However, a more ambitious target was set by the UK in 2020 to reduce greenhouse gas emissions by at least 68% by 2030, compared to 1990 levels[101]. This means changes to technology as well as ways in which people travel.

Stockport declared a Climate Emergency in March 2019 and agreed to become carbon neutral by 2038. The Stockport Climate Strategy[102] has seven priorities including low carbon buildings, renewable energy, and sustainable transport.

The percentage of privately owned vehicles that are Ultra Low Emissions Vehicles (ULEVs) risen to 2.2% for 2024 Q1, a 0.6%pt increase from a year prior (1.4% in 2023 Q1) and 0.3% higher than the Greater Manchester average, albeit slightly below the national average. This increase follows a similar trend shown in Greater Manchester and Nationally[103].

By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter. This projected temperature rise in the UK is consistent with future warming globally. Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future, with significant increases in hourly precipitation extremes[96]. Both temperature and rainfall changes will be much larger if greenhouse gas emissions continue to increase.

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

ISSUES AND OPPORTUNITIES

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

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

Key Risks/Opportunities	Implications for the SLP
▪ Transport is the largest contributor to GHG emissions in the UK. In Stockport the largest contributor is from domestic uses;	▪ There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and

[99] Climate Change Act 2008, Available at: https://www.legislation.gov.uk/ukpga/2008/27/contents
[100] Paris Agreement, Available at: https://ec.europa.eu/clima/policies/international/negotiations/paris_en
[101] Department for Business, Energy and Industrial Strategy, Press Release: UK Sets Ambitious New Climate Target Ahead of UN Summit, 2020, Available at: https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit
[102]Stockport Metropolitan Borough Council (2022) Stockport Climate Change Strategy. Available at: https://www.stockport.gov.uk/can-climate-strategy-stockport/can-the-strategy-and-action-plan
[103] One Stockport: State of the Borough 2024, available at: PowerPoint Presentation

▪ Since the covid-19 pandemic, private car use has increased which contributes to GHG emissions; ▪ There is a need to reduce GHG emissions of new infrastructure and housing that is required to accommodate prosperity and population growth within Stockport; and ▪ There is a need to ensure climate resilience of the infrastructure in Stockport. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit.	extreme weather events, particularly heavy rainfall/ flooding. ▪ There is a need to support the continued increase in infrastructure to support the demand in electric cars. ▪ There is a need for low carbon buildings to support the Greater Manchester's and Stockport's commitment to reach net-zero GHG emissions by 2038

MATERIAL ASSETS (INCLUDING SOIL RESOURCES)

Summary of Current Baseline

Soils and Minerals

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

Most of Stockport's land is of either Agricultural Land Value (ALC) Grade 3 (Good to Moderate) or Urban[104]. The location of Stockport's ALC Grade 3 land is predominantly located within the greenbelt land surrounding the Borough.

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

The Ludworth Intake SSSI (located North east of Marple Bridge) is a site designated for its geological importance. It has been described as an 'exceptional and nationally important example of an isolated col channel cut by glacial meltwater'[105]. This is the only site of geological interest in the Borough.

The main minerals worked within the Greater Manchester area are:

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

[104] Natural England 2018. Agricultural Land Classification map North West Region (ALC002) [online] Available at: http://publications.naturalengland.org.uk/publication/144015?category=5954148537204736 (Accessed: 03/05/2022)
[105] Natural England, Ludworth Intake SSSI Intake Designation Citation, 1998, [online] available at: https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/2000211.pdf

There are multiple aggregate quarries located across Greater Manchester, with one located within Stockport. The Offerton Sand and Gravel quarry located in the east of the Borough contributes to the 52 million tonnes of sand and gravel aggregate apportioned from the region[106].

However, the quality of sand and gravel and crushed rock produced in Greater Manchester is relatively low and where a higher quality of construction material is required this must be imported. Greater Manchester relies on imports from quarries in North Wales, Derbyshire, Lancashire, Cumbria, Staffordshire and Cheshire[108]. Greater Manchester currently has four rail linked depots, one of which is located in Stockport. These depots provide links for material transportation both into and out of the region.

Energy

SMBC and the Greater Manchester authority have committed to increasing the supply of renewable energy within the Borough, with the key objective of reducing Greenhouse Gas Emissions: Achieve operational net zero emissions for Stockport Council by 2030 and carbon neutrality for the entire Borough by 2038.[107]: Key achievements over the period 2020-2025 have been:

- Emission Reductions: Reduced the council's greenhouse gas emissions by 33% since 2018/19.
- Renewable Energy: Installed solar panels on key buildings, significantly cutting energy costs.
- Community Projects: Supported 86 community-led projects with over £200,000 in funding.
- Tree Planting: Planted nearly 30,000 trees, creating new woodlands and orchards.

Waste

In Greater Manchester, including Stockport, collect approximately 1.1 million tonnes of domestic waste from households per year[108]. In 2022/23 the recycling rate for waste from households was 50.2%, with a landfill diversion rate of 98.7% in the same year. The Greater Manchester authority also utilises Energy from Waste (EfW) facilities.

In the Greater Manchester area there are nine landfill sites, four of which have remaining capacity[109]. In Stockport specifically, there is only one landfill site however, this site has no remaining capacity. There are three household waste recycling centres in the Borough that provide recycling facilities for most materials. General waste in Greater Manchester gets taken to the Energy Recovery Facility in Runcorn to make electricity. The facility treats approximately 1.1 million tonnes of refuse-derived fuel each year which would of otherwise be sent to landfill, and generates up to 564 GWh of electricity, enough to power the site itself and the equivalent to around 150,000+ homes[110].

[106] Greater Manchester Combined Authority (2013) The Greater Manchester Joint Minerals Plan 2013
[107] One Stockport Climate And Nature (CAN) strategy 2025-2030. Available at: One Stockport Climate And Nature (CAN) strategy 2025-2030 Available at: https://www.stockport.gov.uk/can-climate-strategy-stockport/can-renewable-energy
[108] Greater Manchester Combined Authority, 2022/23. Waste Levy. [online] Available at: https://www.greatermanchester-ca.gov.uk/who-we-are/accounts-transparency-and-governance/council-tax/waste-levy/
[109] Environment Agency, 2020. Remaining Landfill Capacity
[110] Viridor (n.d) Runcorn 1&2 ERFs. Available at: https://www.viridor.co.uk/energy/energy-recovery-facilities/runcorn-erf/

Future Trends

SMBC aims to increase its renewable energy supply, with the development of three large scale solar infrastructure sites within the Borough, as well as potential additional hydro-electricity sites[102].

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

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

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

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

Issues and Opportunities

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

Table C-18 – Issues and Opportunities for Material Assets

Key Risks/Opportunities	Implications for the SLP
▪ The growing population and associated need for development is likely to increase the use of mineral resources and waste generation; ▪ The Borough's soil resources are likely to be negatively impacted by climate change, which could lead to reduced levels of productivity; and ▪ There's a continued increase in renewable energy supplies across Stockport.	▪ The Strategy should promote actions to protect natural resources, buildings and infrastructure from the impacts of climate change. ▪ The SLP should protect the Borough's best and Most Valuable land from development where possible.

Appendix D

ASSESSMENT OF PROPOSED POLICIES

Public

INTRODUCTION

This appendix sets out the assessment findings for the assessment of the proposed policies. Assessments have been undertaken in themes and/or sub-themes.

The assessment of policies has considered the following:

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

Table D-114 - Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Nature of effect (direct / indirect).	D / I
Magnitude	H / M / L
Spatial Extent (local / regional / national)	L / R / N

Effect Significance	Key
Reversibility of effect (reversible / irreversible)	R / I
Permeance (permeant / temporary)	P/ T
Duration (short / medium / long term).	ST / MT / LT

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

PROVIDING FOR OUR COMMUNITIES

ASSESSMENT OVERVIEW

The policies assessed within Providing for Our Communities:

- COM 1: Healthy and active across all ages
- COM 2: Community and social infrastructure
- COM 3: Educational facilities
- COM 4: Protection of open space and recreation facilities
- COM 5: Local Green Space
- COM 6: Sporting facilities
- COM 7: Health care facilities
- COM 8: Cemeteries and crematoria

Table D-2 below provides an overview of the assessment of Providing for Our Communities policies.

Table D-2 – Providing for Our Communities Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	+	+	0	+	0	++	+/-	+	+/-	0	0	+	0	+	+/-	+
Magnitude	H	H	M	L		L		H	M	M	M			M		L	M	M
Nature of effect	D	D	I	I		I		D	D	D	D			I		D	D	D

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	+	+	0	+	0	++	+/-	+	+/-	0	0	+	0	+	+/-	+
Spatial Extent	R	R	L	L		L		L	R	R	R			L		L	R	R
Reversibility	I	I	R	R		R		I	R	I	I			R		R	I	I
Permanence	P	P	P	P		P		P	P	P	P			P		P	P	P
Duration	LT	LT	MT	MT		MT		LT	LT	LT	LT			MT		LT	LT	LT

ASSESSMENT SUMMARY

COM1 (Healthy and Active Across all Ages) ensures that public health principles are integrated within planning, which will help to reduce health inequalities within the borough, and therefore, has resulted in positive effects across most ISA objectives. This policy and COM4 and COM6 supports a healthy and active community within Stockport. Protecting and improving high quality open spaces, public realm and leisure facilities, as part of these policies, will help to promote physical and mental wellbeing, therefore resulting in significant beneficial effects on ISA2 (health).

Further benefits to health will result from COM4 supporting initiatives to improve the access to healthy food, such as allotments and community gardens. As diet is a key factor for of healthy lifestyles, this is likely to have a positive impact on Stockport residents' health, particularly as Stockport has a higher percentage of obese people than the regional average.

The protection and improvements to greenspace, as part of COM1, COM4, and COM5 (Protection of Open Space, Recreation Facilities, and Local Green Space), has the potential to benefit ISA9 (biodiversity and natural capital) due to the biodiversity and habitat associated with these open spaces also being protected. This is also likely to mitigate against air pollution in the borough, resulting in indirect minor positive effects on ISA14 (air quality). However, it is likely that these policies will result in new development which could negatively impact

biodiversity within the borough through land take and disturbance. Therefore, both positive and negative effects have been identified for ISA9 (biodiversity and natural capital).

Similar negative impacts will also likely affect ISA11 (historic environment). However, COM5 may contribute to positive impacts upon the historic environment through the preservation of the historic significance of local green spaces, including historic parks and gardens. Positive and negative effects have therefore been identified for ISA11 (historic environment).

COM2 to COM7 support the development of social and community infrastructure across the borough, including the requirement for open space, educational, recreational, sporting and health care facilities to be protected, improved and/or increased. This is likely to result in positive effects for most ISA objectives, especially as the population in Stockport is increasing causing cumulative pressure on the borough's facilities. The protection and provision of community facilities is likely to improve access inclusively and provide space for social interaction. This is particularly important for the ageing population in Stockport who generally have more complex care needs and a higher risk of isolation and loneliness. Therefore, significant positive effects have been identified for ISA1 (equality and inclusion), ISA2 (health), and ISA8 (accessibility).

There is strong evidence of links between social infrastructure and improvements in employment and wellbeing and reductions in crime. Providing better facilities may provide more attractive and safe environments, minimising opportunities for crime. This is likely to contribute to social cohesion and the feeling of sense of place, which is likely to reduce crime and anti-social behaviour within the borough. Therefore, minor indirect positive effects have been identified for ISA6 (crime). Minor indirect positive effects may also result on ISA3 (economy) and ISA4 (employment) due to the potential for these policies to provide further employment opportunities within the borough.

Positive effects have been identified for ISA18 (efficient use of land) as COM2 to COM8 have an underlying priority of expanding or improving existing facilities, especially in urban areas, over developing new ones which ensures efficient use of land. This has been scored as minor; however, as significance will depend on scheme level designs that come forward. Efficient use of land is also likely to benefit ISA17 (waste) due to the reduction in resources required, however, development of new infrastructure is likely to increase construction waste. Therefore, both positive and negative effects have been identified for ISA17 (waste).

COM1 supports energy efficient design in new development to reduce fuel poverty in Stockport. Fuel poverty contributes to health inequalities as low-income households are more at risk of fuel poverty. Living in cold homes can have a detrimental effect on health, causing respiratory, and even mental health problems, especially for vulnerable people (young, old, and those with pre-existing health problems). Therefore, minor positive effects have been identified for ISA16 (GHGs and energy efficiency) and further significant positive effects on ISA2 (health).

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA1 and ISA2:** Further assessment as part of scheme level design, should incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting new communities.
- **ISA1:** New parks and open spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points.
- **ISA1:** There should be engagement with protected characteristic groups and other community groups to ensure that new development meets the needs of these groups are identified.
- **ISA6:** Development should incorporate designing out crime principles particularly for development sites located in areas with high levels of crime deprivation.
- **ISA9:** It is assumed that Policy ENV2 will be applied, and developments will aim to provide a minimum 10% measurable net gain of biodiversity and for developments of over 10 units deliver a measurable increase in green infrastructure features on the site post-development using Natural England's Urban Greening Factor calculator.
- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character.
- **ISA10 and ISA18:** Where possible, developments should avoid development of Green Belt land and areas with some of the borough best and most versatile agricultural land.

OUR ENVIRONMENT (NATURAL ENVIRONMENT)

ASSESSMENT OVERVIEW

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Natural Environment (Policies ENV1 – ENV6)
- Environmental Protection (Policies ENV8 – ENV13)
- Built Environment (Policies ENV14 – ENV22)

The policies assessed in Natural Environment:

- ENV 1: Protection of the natural environment
- ENV 2: Enhancing nature
- ENV 3: Nature Recovery
- ENV 4: Trees, woodland and hedgerows
- ENV 5: Landscape
- ENV 6: Soils

Table D-3 below provides an overview of the assessment of Our Environment (Natural Environment) policies.

Table D-3 – Our Environment (Natural Environment) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	0	+	0	0	0	0	0	0	++	++	+	+	+	+	+	+	0	++
Magnitude		M							H	H	M	M	M	M	M	M		H
Nature of effect		D							D/I	D	D	I	D	I	D	D		D
Spatial Extent		R							R	R	R	L	R	L	L	L		R
Reversibility		R							R	R	R	R	R	R	R	R		R
Permanence		P							P	P	P	P	P	P	P	P		P
Duration		LT							LT	LT	LT	LT	LT	LT	LT	LT		LT

ASSESSMENT SUMMARY

These policies help to retain or improve the natural environment within Stockport, which is likely to have multiple benefits. ENV1 and ENV3 ensures that the natural environment and the protected species found within the natural environment, will be significantly enhanced and protected from loss or damage according to designation hierarchy and in line with the Greater Manchester Local Nature Recovery Strategy. Stockport has an abundance of nationally and locally designated sites, including two Sites of Special Scientific Interest (SSSIs) (Compstall Nature Reserve and Ludworth Intake) and 14 Local Nature Reserves (LNRs), which contain habitat with the highest biodiversity and geological importance.

As the population grows, additional pressure is placed on these sensitive habitats, which has the potential to cause adverse effects on protected habitats and species through disturbance and land loss. Therefore, significant positive effects have been identified for ISA9 (biodiversity and natural capital) and ISA10 (landscape and townscape). Retaining and enhancing the natural environment will also ensure climate resilience (ISA15) to Stockport's biodiversity due to maintaining ecological connectivity, as well as improving water quality (ISA13 (water quality)).

Further significant positive effects to SA9 (biodiversity and natural capital) will result from ENV2 (Enhancing nature). This policy requires for development to aim to provide a measurable biodiversity net gain of a minimum of 10% on site, using a mix of locally native species to mimic natural habitats, provide ecological enhancements, and greater habitat connectivity. This will help to improve and increase the biodiversity within the borough, in accordance with the Environment Act 2021, and create new spaces and connections for nature which will provide indirect benefits for health and wellbeing (ISA2).

Similar effects will also result from the implementation of ENV4 (trees, woodland and hedgerows). Development proposals must seek to avoid the loss and harm to trees, woodland and hedgerows of visual or nature conservation value, and provide environmental and amenity enhancement through planting, as required by the Greater Manchester's Tree and Woodland Strategy 2019 whose aim is to plant three million trees across Greater Manchester by 2024.

The protection and improvement of trees, woodland, and hedgerows within the borough will also provide further significant benefits to ISA10 (landscape and townscape) due to improving the amenity value and the public realm. Trees, woodland and natural space also help with carbon sequestration, prevent urban creep and provide air quality and flood risk benefits, resulting in minor positive effects on ISA12 (flood risk), ISA14 (air quality), ISA15 (climate change) and ISA16 (GHGs). Policy ENV1 also includes that enhancements to the natural environment should be resilient to climate change, with new development incorporating green and blue infrastructure provision. This will directly improve the resilience to climate change impacts within Stockport, in particular urban overheating. ENV5 ensures that new development must conserve and enhance landscape and townscape, avoiding significant and adverse impacts. This will help to maintain

the borough's distinctive character, key views of the Peak District National Park and Cheshire Plain and improve tranquillity. As part of ENV5, public access to these areas will also be improved which will ensure more people can access open, green space where they can connect with nature and have space for physical activity. Therefore, further positive effects have been identified for ISA2 (health).

ENV6 seeks to safeguard and enhance the 'best and most versatile' agricultural land and soil quality within the borough. This has resulted in significant positive effects on ISA18 (efficient use of land) as this ensure that this valuable land is not lost. The protection of this land will also help to improve food security in Stockport, which will become ever more important with climate change impacts. Additionally, this will contribute to indirect positive effects upon ISA9 (biodiversity) in the borough through the appropriate management of soils.

MITIGATION AND ENHANCEMENT MEASURES

No mitigation and enhancement measures have been identified.

OUR ENVIRONMENT (ENVIRONMENTAL PROTECTION)

ASSESSMENT OVERVIEW

The policies assessed in Environmental Protection:

- ENV 7: Environmental protection
- ENV 8: Clean air
- ENV 9: Groundwater protection
- ENV 10: Land stability, contamination and storage of hazardous substances
- ENV 11: Safeguarding of Manchester Airport and air navigation facilities
- ENV 12: Aircraft noise

Table D-4 below provides an overview of the assessment of Our Environment (Environmental Protection) policies.

Table D-4 – Our Environment (Environmental Protection) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	0	++	+	0	+	+	0	0	++	++	+	+	++	++	+	+	+	+
Magnitude		M	L		M	L			M	H	M	M	H	H	M	M	L	L
Nature of effect		D	I		D	I			D	D	I	I	D	D	D	I	D	I
Spatial Extent		L	L		L	L			L	L	L	L	R	R	L	L	R	L
Reversibility		R	R		I	R			I	I	R	R	I	R	R	R	R	R

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	0	++	+	0	+	+	0	0	++	++	+	+	++	++	+	+	+	+
Permanence		P	P		P	P			P	P	P	T	P	T	P	P	P	P
Duration		LT	LT		MT	MT			LT	LT	LT	MT	LT	MT	LT	LT	MT	MT

ASSESSMENT SUMMARY

The seven policies within this sub-theme all contribute to overall positive effects upon the ISA objectives.

Notably, there are likely significant positive effects anticipated for ISA2 (health), and ISA14 (air quality). Poor air quality is a key determinant of health, while high levels of noise and light pollution have been found to impact mental health. Policies ENV7, ENV8 and ENV12 all minimise the impacts of poor air quality, and noise impacts upon health, in addition to other factors such as odour, resulting in significant positive effects upon health and air quality. Specifically, policy ENV8 contributes to the significant improvements that are likely to be seen upon air quality.

The improvement to development proposals will ensure that the landscape surroundings of any development are protected (specifically through ENV7) and build positive landscapes and developments within Stockport with adequate lighting and preservation of outlooks. Significant positive effects have therefore been identified for ISA10 (landscape and townscape) and minor positive effects for ISA11 (historic environment).

There are also likely to be improvements to biodiversity through these policies, with reductions in adverse lighting, noise impacts and air pollution upon biodiversity. Additionally, ENV8 aims to expand green infrastructure within Stockport and supports biodiversity net gain. This will aid in improving the quantity and quality of green spaces and green infrastructure within the borough, contributing to significant positive effects for ISA9 (biodiversity and natural capital).

Policies ENV7 and ENV9 focus on preserving both surface water and groundwater quality within Stockport. ENV7 also states any development should aim to enhance water quality where possible, contributing to likely significant positive effects on ISA13 (water quality). Similarly, ENV10 ensures the preservation and protection of waterbodies from contamination. These effects will preserve the quality of water for Stockport and surrounding areas.

There are likely to be minor positive effects from these policies upon the ISA3 (economy) due to the improvements to development proposals resulting in the improved environmental sustainability of developments that may occur within Stockport's towns. Additionally, all policies within this theme contribute to improvements in housing standards and wellbeing, including protection of existing neighbourhoods (ENV7), resulting in anticipated minor positive effects.

Improved lighting outlined in ENV7 could also result in minor positive effects upon ISA6 (crime). Improvements in lighting contribute to improved safety, particularly after dark, and increasing the feeling of safety within neighbourhoods, however, this impact is likely to be indirect as a result of any development.

The conservation of land, particularly within ENV10 and ENV7, may result in positive impacts upon land quality and efficient use of land as protection will be in place to minimise adverse impacts from development.

Policy ENV7 also results in minor positive effects upon ISA17 (waste). This policy includes measures to refuse developments that may create high levels of litter. Any new development is therefore likely to have lower levels of waste and contribute to reduce the amount to waste to landfill from Stockport.

All policies within this sub-theme, specifically ENV7, ENV8 and ENV11 contribute to minor positive effects upon ISA15 (climate change), ISA12 (flood risk) and ISA16 (GHGs and energy efficiency). Improvements to air quality are likely to contribute to reductions in GHG emissions and therefore minimise the effects of climate change as far as possible within new developments. ENV7 also outlines measures by which new developments are to be resilient to effects such as water and heat. These effects are particularly notable as an effect of climate change. It is, therefore, likely that new developments will include measures to be resilient to the effects of climate change, whilst contributing to lower emissions as much as possible during construction and operation of new schemes. There is no specific measure for minimising flood risk noted within these policies, however, the improvements of resilience to climate change on new developments is likely to incorporate flood resilience measures.

MITIGATION AND ENHANCEMENT MEASURES

No mitigation or enhancement measures have been identified.

OUR ENVIRONMENT (BUILT ENVIRONMENT)

ASSESSMENT OVERVIEW

The policies assessed in Built Environment:

- ENV 13: Delivering design quality
- ENV 14: Making effective use of land for residential development
- ENV 15: Residential design
- ENV 16: Taller buildings
- ENV 17: Public realm
- ENV 18: Shop frontages
- ENV 19: Development and the historic environment

Table D-5 below provides an overview of the assessment of Our Environment (Built Environment) policies.

Table D-5 – Our Environment (Built Environment) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	++	+	++	+	+	+	+	++	++	++	+	+	++	++	++	++
Magnitude	M	H	M	M	M	H	M	M	M	H	H	H	M	M	M	H	M	H
Nature of effect	D	D/I	D	D	D	D	D	D	I	D	D	D	D	I	D	D	I	D
Spatial Extent	R	L	R	R	R	L	L	L	L	R	R	L	L	L	R	R	R	R
Reversibility	R	I	R	R	I	R	R	R	R	I	I	R	R	R	R	I	I	I
Permanence	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	R	P
Duration	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	MT	LT

ASSESSMENT SUMMARY

These policies seek to maintain and enhance the borough's character and distinctiveness at the same time as improving the quality of the built environment. ENV18 requires new development from extensions to tall buildings to be well-designed and well-built consistent with the National Design Guide, as well as needing to be integrated with the existing townscape and landscape in terms or appearance and layout. This is likely to result in significant positive effects on ISA10 (landscape and townscape).

Policy ENV17 also contributes to enhancing the public realm through a variety of measures including design, lighting, signage and green infrastructure. This not only contributes to positive effects on ISA10 (landscape and townscape), but also positive effects upon ISA6 (crime) as a result of improved lighting and natural surveillance, creating safer public spaces and reducing the likelihood of crime and fear of crime. Positive effects are also anticipated for ISA15 (climate change) as a result of improved resilience of public realm spaces.

ENV16 and ENV14 both ensure efficient use of land by increasing the average density of new housing developments in urban areas, in the most accessible locations. This will help residents to live more locally, improving access to community services and encouraging sustainable transport modes. Therefore, significant positive effects have been identified for ISA2 (health) ISA5 (housing) and ISA18 (efficient use of land). Policy ENV13 also contributes to inclusive design, ensuring places are designed to be socially inclusive for a range of users, and improving health inequalities through design. Similarly, ENV17 also contributes to improving the inclusivity of the public realm for all users, promoting interactions and accessibility. Therefore, significant positive effects have been identified for ISA1 (equality and inclusion) and ISA2 (health).

ENV15 improves the residential design of housing developments within Stockport. This includes improving space and design of homes and improved housing standards. This is likely to contribute to positive effects on ISA5 (housing) and ISA2 (health).

ENV13 and ENV14, ensure that development must be sustainable in design and construction, which is likely to result in positive effects for most ISA objectives. Specifically, policy ENV14 improves the density of design for residential development, improving the housing density and making use of efficient use of land within Stockport. Therefore, significant positive effects have been identified for ISA15 (climate change), ISA16 (GHG and energy efficiency), ISA17 (waste), ISA18 (efficient use of land) and ISA3 (economy).

The introduction of SuDS and green infrastructure will also provide opportunities to deliver environmental benefits, as well as helping to reduce flood risk. If designed and maintained appropriately, SuDS can improve water quality, remove greenhouse gas emissions through carbon sequestration, and provide opportunities to create new visually attractive habitats, that encourage biodiversity and simultaneously provide open green space, which can help to deliver amenity and recreational benefits. Therefore, further significant positive effects were also identified for, ISA10 (landscape and townscape), ISA12 (flood risk) and minor positive effects ISA9 (biodiversity), ISA14 (air quality) and ISA13 (water quality).

Since the borough is considered sensitive to the development of tall buildings, due to its topography, historic assets and proximity to Manchester Airport, the implementation of ENV16 will ensure that the development of tall buildings will only be supported where they make a positive contribution to the skyline, townscape and streetscape. This will not only result in significant positive effects on landscape but will also result on indirect positive effects on ISA2 (health) and ISA15 (climate change) due to careful consideration on overshadowing, microclimate, and overlooking effects that may arise from the development of a new tall building. Tall buildings can also contribute to improving high density housing and, if sensitively designed, contribute to improved townscape character. This contributes to significant positive effects on ISA5 (housing) and ISA10 (landscape and townscape).

Requiring shopfronts to relate well to existing design and accessible for all users as part of ENV18, will ensure the townscape of the Borough remains attractive and in line with the existing character. This could provide more retail spaces, attract further inward investment and provide employment opportunities. It will also help the borough to remain a destination to visit and shop and attract tourists. Therefore, significant positive effects have been identified for ISA3 (economy) and ISA10 (landscape and townscape).

ENV19 requires development proposals to sustain and enhance heritage assets, which defines Stockport's character and distinctiveness. This is important since the Borough contains 400 statutory listed buildings, six scheduled monuments, and two registered parks and gardens. Therefore, significant effects have been identified for ISA11 (historic environment).

MITIGATION AND ENHANCEMENT MEASURES

No mitigation and enhancement measures have been identified.

ASSESSMENT OVERVIEW

The policies assessed within Our Climate Resilient Stockport:

- CR 1: Climate resilience, mitigation and adaptation
- CR 2: Energy efficiency, resources and carbon
- CR 3: Renewable and low carbon energy development
- CR 4: Heat networks and cooling
- CR 5: Retrofit and re-use of buildings

Table D-6 below provides an overview of the assessment of Our Climate Resilient Stockport policies.

Table D-6 – Our Climate Resilient Stockport Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+/-	+	+	0	+	+	+	+	+	+/-	+/-	+	+	+	++	++	+	+/-
Magnitude	L	M	L		L	L	M	M	M	H	M	M	M	M	H	H	M	M
Nature of effect	I	I	I		I	I	I	I	D	D	D	I	I	I	D	D	I	D
Spatial Extent	L	L	L		L	L	R	R	L	L	L	L	L	L	L	L	R	L
Reversibility	R	R	R		R	I	I	I	R	I	I	R	R	R	R	I	R	I
Permanence	T	P	T		T	P	P	P	P	P	P	P	P	T	P	P	P	P

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

ASSESSMENT SUMMARY

All policies within Our Climate Resilient Stockport are likely to have significant positive effects upon ISA15 (climate change) and ISA16 (GHGs and energy efficiency). All policies within this theme focus on significantly reducing emissions and achieving Stockport's goal of 100% reduction in carbon emissions produced in the borough by 2038 from 1990 levels, in line with commitments made in the 5-Year Environment Plan for Greater Manchester. The reduction in carbon emissions across the borough will also positively impact upon GHG emissions.

Policy CR2, specifically focuses on developing low carbon, renewable energy capacity within the borough. Increases in renewable energy capacity will significantly reduce carbon emissions and GHG emissions from Stockport, whilst ensuring adequate renewable energy supplies for the borough. Additionally, policy CR1 focuses of improving climate resilience in Stockport's development, including demonstrating flood resilience, green infrastructure and implementing low/zero carbon energy generation. This will also contribute to the significant positive effects on ISA15 (climate change) and ISA16 (GHGs and energy efficiency).

Mixed positive and negative effects are also anticipated for ISA10 (landscape and townscape) and ISA11 (historic environment). High quality developments, as outlined in CR1, contribute to positive effects upon ISA10 through contributing to positive landscapes and townscapes through high quality designs. However, Stockport is bounded by Green Belt land and many developments in greenfield sites will risk losing Green Belt land, including lending Green Belt land to renewable developments. Additionally, any insensitive design may negatively impact the heritage assets within the area, resulting in a contribution towards mixed positive and negative effects anticipated for ISA11. However, development presents opportunities to enhance the setting of heritage assets, contributing to the mixed effects.

Minor positive effects are anticipated for ISA5 (housing). The developments to housing through CR1 are also likely to contribute to improved communities through higher quality developments that contribute positively to net zero emissions targets. These policies will also result in likely positive effects upon ISA5 (housing) as housing developments will be subject to increased environmental and social design standards, as well as improving existing homes.

Both positive and negative effects have been identified for ISA1 (equalities and inclusion). Policy CR5 includes the use of council funding for retrofitting which will benefit the population who cannot afford to make their homes more energy efficient. However, the policies within this theme do not directly address inequalities, and there is a potential risk that the developments may increase housing inequalities. Increasing demands upon developments may lead to cost increases, and subsequent housing cost increases, that are passed on to those living in the area. It is assumed that within developments there will be an allocation of affordable housing so this impact may be minimal.

Positive and negative effects have also been identified for ISA18 (efficient use of land). As part of CR5, the council will support and encourage the re-use and renovation of buildings rather than demolition and rebuild, as well as retrofitting exciting properties. However, there is limited land for development within the borough, whereby introducing windfarm developments may take up valuable agricultural, or Green Belt land within the borough.

There are minor positive impacts identified upon ISA17 (waste) as policies within this theme, particularly CR1, encourages the use of BREAAM and BREAAM Infrastructure. Both of these assessments support prudent and responsible use of physical resources, contributing positively to waste reduction. Additionally, policy CR2 contributes to positive effects on ISA17 (waste) through promoting circular economy outcomes and aiming to be net-zero in waste within new developments.

Additional minor positive impacts have been identified as likely for ISA2 (health), ISA3 (economy), ISA6 (crime), ISA9 (biodiversity and natural capital), ISA7 (transport), ISA8 (accessibility), and ISA14 (air quality). The policies are likely to indirectly improve air quality, and therefore health, through reductions in carbon and GHG emissions. Additionally, these policies aim to improve heating uses and electric vehicles which will improve air quality and subsequently health.

The improvements to housing will also improve health through physical and mental wellbeing and improving housing standards, reducing fuel poverty, as well as improving safety within housing developments to have a positive effect on ISA6 (crime). There are also likely positive effects upon ISA3 (economy), through the increased in reliance on renewable energies, boosting Stockport's economy. Within Policy CR1, biodiversity net gain is identified as a feature of quality developments. It is therefore likely that there will be improvements to biodiversity through consistent biodiversity net gain across the borough's developments.

Additionally, the policies within this theme contribute positively to ISA7 (transport) and ISA8 (accessibility) through their promotion of active travel schemes, including linking currently inaccessible locations. Minor positive effects are also anticipated for ISA12 (flood risk)

and ISA13 (water quality) as a result of Policy CR1 whereby developments will be judged as quality when including sustainable drainage. and Policy CR2 which promotes effective water resource management. This will reduce the impact of flooding and contribute to preserving water quality through prevention of contamination.

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character. It is assumed that Policies ENV6 andENV22 will mitigate against adverse effects on the landscape and historic environment
- **ISA10 and ISA18:** Where possible, developments should avoid development of Green Belt land and areas with some of the borough best and most versatile agricultural land.

ASSESSMENT OVERVIEW

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Housing Delivery (Policies HOM1 – HOM6, HOM8, and HOM11 – HOM13)
- Specialist Housing (Policies HOM7, HOM9-10, HOM14 and HOM15).

The policies assessed within Housing Delivery:

- HOM 1: Delivering new homes
- HOM 2a: New residential communities
- HOM 2b: Site specific requirements
- HOM 3: Protecting the future supply of housing
- HOM 4: Housing mix
- HOM 5: Affordable housing
- HOM 6: Build to rent
- HOM 8: Provision and enhancement of outdoor recreational space in new residential development
- HOM 11: Houses in multiple occupation
- HOM 12: Self-build and custom build homes
- HOM 13: Protection of existing housing

Table D-7 below provides an overview of the assessment of Our Homes (Housing Delivery) policies.

Table D-7 – Our Homes (Housing Delivery) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	++	+	++	?	0	++	+/-	++	?	+/-	0	+/-	++	++	+	++
Magnitude	H	H	H	M	H			H	M	M		M		M	M	M	M	M
Nature of effect	D	D	D	D	D			D	I	D		I		I	I	D	D	D
Spatial Extent	R	R	R	R	R			R	L	R		R		R	R	R	R	R
Reversibility	I	I	I	I	I			I	I	I		I		I	I	I	I	I
Permanence	P	P	P	P	P			P	T/P	P		P		T/P	P	P	P	P
Duration	LT	LT	LT	LT	LT			LT	MT	LT		MT		MT	LT	MT	MT	LT

ASSESSMENT SUMMARY

These policies help to address increasing population and the rising demand for homes in Stockport which cater for the needs of all residents. This is also in light of Stockport consistently having the second highest house prices in Greater Manchester, with a median house price to median income of 10:1. Therefore, these policies will help to improve the accessibility of the housing market for the population in Stockport, allowing more people the chance to live in suitable housing, due to the requirements to provide a variety of types, sizes, and tenures within new developments (HOM1, HOM2b, and HOM4), resulting in significant positive effects on ISA1 (equality and inclusion) and ISA5 (housing). As housing is a social determinant of health, significant beneficial effects will also result on ISA2 (health and wellbeing).

Access to open space can help to reduce anxiety and stress as well as offering space for physical activity. Therefore, further benefits to ISA2 (health and wellbeing) will result from the implementation of policies HOM1, HOM2b and HOM8 which require new housing development to include new or improve existing open space and recreational facilities and be located within walking distance of other recreational facilities for all ages. The implementation of HOM1 will also result in further significant benefits on ISA1 (equality and inclusion) due to requirements for new developments to be within good access to community facilities which can be accessed by walking, cycling or public transport.

Policies HOM1 and HOM8 also require the inclusion of biodiversity measures and green infrastructure in the design of new residential buildings, such as the use of Sustainable Urban Drainage Systems (SuDS). This will help to improve biodiversity on site, improve climate resilience and help to reduce the risk of flooding. Green infrastructure can also provide amenity and air quality benefits. However, both positive and negative effects have been identified for ISA9 (biodiversity) and ISA12 (flood risk) as new development may require land take and cause disturbance to the natural environment, due to construction and operation impacts, such as air and noise pollution. The introduction of more hardstanding surfaces may increase surface runoff, increasing potential flood risk and subsequent habitat damage.

Land take will be reduced from the implementation of these policies. HOM1 requires a ‘brownfield first approach’ to be applied to new housing development, and HOM13 aims to protect land allocated for residential purposes and property already in residential use. Therefore, significant positive effects have been identified for ISA18 (efficient use of land).

Developing brownfield land from its existing use and providing housing and public realm improvements is likely to help to reduce crime, and create a safer community and a sense of place, particularly if designing out crime principles are applied. However, as details on the impact will depend on the scheme level design that comes forward, uncertain effects have also been identified for ISA6 (crime).

Uncertain effects have also been identified for ISA11 (historic environment). New development may require land take and cause disturbance to the historic environment, due to construction and operation impacts (noise and air pollution). However, if other policies are implemented, in particular ENV22 which requires development proposals to sustain and enhance heritage assets, which defines Stockport's character and distinctiveness, then positive effects could result.

Significant positive effects have been identified for ISA16 (energy) as policy HOM1 requires new development to minimise the use of energy and water.

MITIGATION AND ENHANCEMENT MEASURES

- **ISA1:** There should be engagement with protected characteristic groups and other community groups to ensure that new development meets the needs of these groups are identified.
- **ISA6:** Development should incorporate designing out crime principles particularly for development sites located in areas with high levels of crime deprivation.
- **ISA9:** New development should ensure sensitivity to the natural environment and implement measures to improve the existing biodiversity.
- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character It is assumed that Policies ENV6 andENV22 will mitigate against adverse effects on the landscape and historic environment.
- **ISA12:** Mitigation is likely to be sought from Policies INF3, INF4 and INF5 which aim to minimise flooding risk from all sources and build resilience.
- **ISA14:** A Dust Management Plan should be compiled prior to demolition and construction of new sites.

OUR HOMES (SPECIALIST HOUSING)

ASSESSMENT OVERVIEW

The policies assessed within Specialist Housing:

- HOM 7: Housing for older people and specialist accommodation
- HOM 9: Gypsies, travellers and travelling showpeople
- HOM 10: Children's residential care and semi-independent supported living for young people
- HOM 14: Homes for agricultural workers in the Green Belt
- HOM 15: Residential infill development in the Green Belt

Table D-8 below provides an overview of the assessment of Our Homes (Specialist Housing) policies.

Table D-8 – Our Homes (Specialist Housing) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	++	++	++	+	0	++	?	?	?	?	0	?	0	?	0	?
Magnitude	H	H	M	M	H	M		H										
Nature of effect	D	D	D	D	D	I		D										
Spatial Extent	R	L	R	R	R	L		L										
Reversibility	I	I	I	I	I	I		I										
Permanence	P	P	P	P	P	P		P										

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

ASSESSMENT SUMMARY

These policies reflect the varying local needs of the borough, especially in light of the increasing aging population, where more care homes, assisted living, and sheltered accommodation is needed. These policies will help to improve the accessibility of the housing market for the population in Stockport, allowing more people the chance to live in suitable housing, resulting in significant positive effects on ISA1 (equality and inclusion) and ISA5 (housing).

As housing is a social determinant of health, significant beneficial effects will also result on ISA2 (health). Further benefits will result from policies HOM7 and HOM10 providing specialist housing and accommodation for the elderly, children and young adults. These policies will ensure that the needs of the most vulnerable members of the population are provided for, which will help to reduce social exclusion within the borough and support an inclusive community, in line with the Borough's All Age Living Prospectus strategy and priorities.

Integrating vulnerable populations, including gypsies and travellers (HOM9), into the community is likely to improve community cohesion, which has additional benefits for health and equalities. Better community cohesion may also increase feelings of safety within the borough and may help to reduce crime and the fear of crime, particularly if designing out crime principles are applied.

The provision of new housing will significantly benefit the local economy as the connectivity between employment centres and housing markets will be improved, and spending within the local communities will increase. The construction, operation and maintenance of these housing developments could also provide employment opportunities for residents residing both inside and outside of the borough. Therefore, significant positive effects on ISA3 (economy) and ISA4 (employment) have been identified.

Uncertain effects have been identified for ISA9 (biodiversity), ISA10 (landscape), ISA11 (historic environment) and ISA18 (efficient use of land). The development of new housing may require land take and cause disturbance to the natural and historic environment due to construction and operation impacts, in particular policy HOM14 which supports development in the Green Belt for agriculture and forestry workers. However, as part of this policy the development must relate well to the existing setting. It is unclear from these policies what the impacts are on these ISA objectives as they will be dependent on scheme level designs which come forward and the mitigation measures implemented. Policy HOM15 does provide regulations for residential infill within the Green Belt. However, effects on the Green Belt remain uncertain and largely dependent on individual schemes that may arise.

Uncertain effects have also been identified for ISA12 (flooding) due to the introduction of more hardstanding surfaces, which could increase levels of surface water flooding and ISA16 (GHGs and energy efficiency) due to an increased demand for energy usages. Additionally, uncertain effects on ISA14 (air quality) through the potential for increased traffic as a result of new housing. However, exact details of these impacts will depend on the scheme level designs which come forward and mitigation measures implemented.

MITIGATION AND ENHANCEMENT MEASURES

- **ISA1:** There should be engagement with protected characteristic groups and other community groups to ensure that new development meets the needs of these groups are identified.
- **ISA6:** Development should incorporate designing out crime principles particularly for development sites located in areas with high levels of crime deprivation.
- **ISA9:** New development should ensure sensitivity to the natural environment and implement measures to improve the existing biodiversity.
- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character It is assumed that Policies ENV6 andENV22 will mitigate against adverse effects on the landscape and historic environment.
- **ISA12:** Mitigation is likely to be sought from Policies INF3, INF4 and INF5 which aim to minimise flooding risk from all sources and build resilience.
- **ISA14:** A Dust Management Plan should be compiled prior to demolition and construction of new sites.
- **ISA16**: Mitigation for ISA16 is likely to be sought from Policies CR2 and CR3.

ASSESSMENT OVERVIEW

Policies assessed in Our Town Centre:

- STC 1: Stockport Town Centre principles
- STC 2: Town centre policy areas
- STC 3: A hub for culture and lifestyle
- STC 4: Town centre living
- STC 5: Public realm and design in the town centre
- STC 6: Movement to and through the town centre
- STC 7: Main town centre uses and retail development

Table D-9 below provides an overview of the assessment of Our Town Centres policies.

Table D-9 – Our Town Centres Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	++	++	++	++	++	++	+/-	++	+/-	?	0	+	+	+	?	+
Magnitude	H	M	M	M	H	M	H	M	M	H	H			M	M	M		M
Nature of effect	D	D	D	D	D	D/I	D	D	D	D	D			I	D	D		D
Spatial Extent	L	L	R	R	R	L	R	R	L	R	L			L	L	L		R

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	++	++	++	++	++	++	+/-	++	+/-	?	0	+	+	+	?	+
Reversibility	I	R	R	R	I	R	I	I	R	I	R			R	R	R		I
Permanence	P	T	P	P	P	T	P	P	P	P	P			P	P	P		P
Duration	LT	MT	LT	LT	LT	MT	LT	LT	LT	LT	LT			MT	MT	MT		LT

ASSESSMENT SUMMARY

Potential significant positive effects have been identified for ISA1 (equality and inclusion) as a result of the development of Stockport's town centre communities. Policy STC1 outlines improvements for services, such as healthcare, schools, and employment as well as access to services within town centres to strengthen their vitality and viability. STC2 also support improvements to access to services, in addition to neighbourhood developments. The development of new neighbourhoods presents the opportunity to reduce housing inequalities and develop cohesive communities. Similarly, policies STC3 to STC5 aids town centre living, positively encourages enhanced cultural activities and promotes the development of public open spaces and improved public realm – the development of such schemes will aid in encouraging community cohesion and reducing social exclusion. Improvements to town centre connectivity also present likely positive effects for those who suffer from mobility issues, allowing ease of access to more of Stockport's town centre.

Improvements to town centre accessibility through active travel modes will likely have a significant positive effect on health (ISA2) within Stockport due to increased physical activity. The enhanced road infrastructure, specifically around the A6 and M60, may lead to reduced congestion. Improvements to this can reduce stress and improve overall health and wellbeing. Additionally, the improved access and development of urban green space and high-quality open space (as included within STC5) will encourage physical activity levels within the Borough, and subsequently contribute to improvements in health, as well as providing opportunities for social interactions, improving mental wellbeing.

All policies within Our Town Centre contribute to likely significant positive effects upon ISA3 (economy) and ISA4 (employment). Improvements to the economy will be seen as a result of improvements to the town centre increasing the provision of jobs, as well as improving access to this area of employment. The development of the town centre will include additional retail units, to support Stockport's town centre and increase its retail capacity and vitality. The development of additional employment areas (such as those identified in STC2) will provide new employment opportunities, as well as contributing to increased connectivity between employment centres.

All policies within this theme have resulted in significant positive effects upon ISA 5 (housing). Policies STC1 and STC2 all contribute to the provision of housing within the borough, with the identification of mixed-use sites for housing and commercial units. The development of additional housing will aid in meeting the borough's housing target, as well as maximising the use of developments (ISA18). It is assumed that within housing developments, SMBC will ensure the provision of affordable housing and elderly housing to meet the needs of all residents.

Policy STC1 and STC5 have resulted in significant positive effects for ISA6 (crime). The improvements outlined to neighbourhoods to create safe streets and places will contribute to increasing safety within the borough. Additionally, improvements to public spaces as identified within these policies will likely contribute to reducing antisocial behaviour, through improving the usage and setting of these public areas. Improvements to the transport network (both road and active/pedestrian networks) will also contribute to increased safety on these networks, minimising accidents where possible due.

Likely significant positive effects are anticipated upon ISA7 (transport) and ISA8 (accessibility). The inclusion of active travel network improvements will encourage a modal shift away from private car use towards active travel modes such as walking and cycling. These improvements will also support local residents with the goal of changing travel behaviours and providing walkable neighbourhoods, whereby services are easily accessible by active modes. Increasing active mode accessibility to services will also improve accessibility by all social groups, with those who live in deprived communities and cannot afford a private vehicle, or those with disabilities, gaining accessibility to an increased number of services.

Policy STC1 includes the insurance that development designs for town centres will incorporate biodiversity net gain. Additionally, STC5 includes opportunities to secure biodiversity net gain and include natural capital assets within the streetscape of Stockport. These measures will maintain and enhance the current biodiversity of the town centre, however, depending on the location of developments there may be potential for fragmentation of existing habitats and negative impacts cause to designated sites The increase of traffic and travel routes across the area may also contribute to increased noise disturbance for species currently inhabiting the area. Both positive and negative effects have therefore been identified for ISA9 (biodiversity and natural capital).

The policies contribute to improving the landscape setting of developments, whilst preserving valuable townscape character from assets such as the Underbanks. The policies also focus on improving the quality of open green space within the borough's towns and increasing the accessibility to these areas. Significant improvements to enhance Stockport's town centres are proposed within these policies, to create an area of town centre that has become high quality. Additionally, improvements outlined will also contribute to building high quality developments that add value to the townscape. Therefore, significant positive effects have been identified for ISA10 (landscape and townscape).

There are anticipated likely mixed positive and negative effects upon ISA11 (historic environment) through the enhancement of their settings. Enhancement will be through both the improvement of the surrounding townscape and landscape, as well as direct enhancement of assets themselves. However, there are proposals, such as the Royal George Village that includes redevelopment of a Grade II listed building. Developments such as this may result in damage to the setting and heritage value of such assets.

Minor positive effects have been identified for ISA14 (air quality), ISA15 (climate change) and ISA16 (GHGs and energy efficiency). The previously identified contributions towards a modal shift away from private car use and towards active travel will lend to improving air quality as part of STC6. Similarly, reductions in traffic will also contribute towards reducing the contributions of GHGs from Stockport and aid in minimising the effects of climate change. It is assumed that new developments within the town centre will be built to withstand both the chronic and acute effects of climate change, as well as minimising emissions where possible through effective heating measures. Policy STC1 specifies that the Council's commitment to net zero CO_2 emissions by 2038 is to be built into designs.

Consideration has been given to the efficient use of land within Stockport's existing town centre, with conversions to current uses identified. The developments of current land will also incorporate mixed uses, to ensure adequate supply of necessary areas such as commercial units and residential units. The opportunity for taller buildings has also been identified, once again making efficient use of existing sites. This therefore relieves pressure on Green Belt land that surrounds Stockport. Minor positive effects have therefore been identified in relation to ISA18 (efficient use of land).

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA1 and ISA5:** New housing included within town centre developments need to ensure that the provide an appropriate mixed of housing suitable for all groups e.g. affordable, assisted living.
- **ISA1, ISA7 and ISA8:** Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. Consideration should be made for removing other barriers towards active travel for disabled people and low-income groups, such as affordability.

- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character It is assumed that Policies ENV6 and ENV22 will mitigate against adverse effects on the landscape and historic environment.
- **ISA12:** Mitigation is likely to be sought from Policies INF3, INF4 and INF5 which aim to minimise flooding risk from all sources and build resilience.
- **ISA17:** New town centre developments should be built using sustainable materials to minimise waste during construction. Adequate operational waste facilities should also be included within the design.

SUPPORTING OUR BUSINESSES AND CENTRES (BUSINESSES)

ASSESSMENT OVERVIEW

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Businesses (Policies BUS1 – BUS6)
- Centres (Policies CEN1 – CEN7)

Policies assessed in Businesses:

- BUS 1: Economy and employment principles
- BUS 2: Key employment locations
- BUS 3a: Employment Areas
- BUS 3b: New employment development locations
- BUS 4: Employment uses outside of designated employment areas
- BUS 5: Flexible workspace
- BUS 6: Local employment and training

Table D-10 below provides an overview of the assessment of Supporting Our Businesses and Centres (Businesses) policies.

Table D-10 – Supporting Our Businesses and Centres (Businesses) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	+	++	++	0	0	+	+	+	+/-	+/-	?	?	+	?	?	?	++
Magnitude	H	M	H	H			M	M	M	H	H			L				H
Nature of effect	D	I	D	D			D	D	D	D	D			D				D
Spatial Extent	R	L	R	R			R	R	L	R	R			L				R
Reversibility	R	R	I	I			R	R	R	I	I			R				D
Permanence	P	P	P	P			P	P	P	P	P			P				P
Duration	LT	LT	LT	LT			MT	MT	LT	LT	LT			MT				LT

ASSESSMENT SUMMARY

The policies work towards protecting identified employment areas and meeting the local needs through the provision of new employment land and high-quality office space within the borough. Increasing employment space (particularly affordable and flexible workspaces – BUS5) will help to attract further inward investment and improve job availability for the borough's residents as well as the Greater Manchester region. BUS2 aims to prioritise employment space within Stockport town centre, in particular the Exchange Quarter, in line with the Greater Manchester Local Industrial Strategy, which will help to bring greater vitality to these areas.

BUS6 seeks to increase and ensure access to employment skills and opportunities. Employment developments and developments that exceed the £1 million design and build cost threshold will be subject to Employment and Skills Agreements. This will help to secure jobs for the residents in Stockport during construction and operation, as well as encouraging partnership working between employers and local training providers to help develop the skills of the borough's work force, as part of the Stockport's Social Value Charter 2023. As the borough suffers from areas of high deprivation and unemployment due to a lack of skills in these areas, this has resulted in significant positive effects on ISA1 (equality and inclusion), ISA3 (economy) and ISA4 (employment).

BUS1, BUS3a, and BUS3b support the intensification of employment on existing employment sites through promoting the re-use of existing buildings, with a key focus on unused mill buildings, modernisation of existing employment buildings, and the addition of extra storeys. This is critical as the borough currently has a deficiency of employment land; therefore, significant positive effects have been identified for ISA18 (efficient use of land). However, redevelopment of mills could result in adverse effects on the historic environment if not sensitively designed.

BUS4 states that the Council will only permit development outside of existing employment areas where it would not be detrimental to the character and appearance of the immediate surrounding area and would not be detrimental to the amenity of neighbouring land uses. There is potential for new employment developments within existing employment areas and town centres to be insensitively designed, which could detract from the local townscape, landscape and historic environment. Mixed effects have therefore been identified for ISA10 (landscape and townscape) and ISA11 (historic environment).

Some uncertainty has arisen with regards to flood risk (ISA12), water quality (ISA13), climate change (ISA15) and GHGs and energy efficiency (ISA16) as effects will be likely determined by the sites that come forward and their location.

Creating employment spaces in close proximity to the Primary Route Network, public transport services, and pedestrian and cycling routes as part of BUS2 will help to support the reduction in private vehicles for commuting, therefore minimising impacts on residential areas through a reduction in noise and air pollution. This has resulted in minor positive effects on ISA7 (transport), ISA8 (accessibility), ISA14 (air quality) and significant positive effects on ISA1 (equality and inclusion).

Higher healthy life expectancy is strongly correlated with higher employment rates. The relationship between mental health and unemployment is bi-directional; unemployment has a detrimental impact on mental health, as does poor quality employment. The employment opportunities presented by these policies, therefore, have the potential to result in an indirect minor positive effect on ISA2 (health).

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character It is assumed that Policies ENV6 andENV22 will mitigate against adverse effects on the landscape and historic environment.
- **ISA12:** Mitigation is likely to be sought from Policies INF3, INF4 and INF5 which aim to minimise flooding risk from all sources and build resilience.
- **ISA15:** Business developments must be constructed in line with Policy CR1.
- **ISA16**: Mitigation for ISA16 is likely to be sought from Policies CR2 and CR3.
- **ISA17:** Business developments should be built using sustainable materials to minimise waste during construction. Adequate operational waste facilities should also be included within the design.

SUPPORTING OUR BUSINESSES AND CENTRES (CENTRES)

ASSESSMENT OVERVIEW

Policies assessed in Centre:

- CEN 1: Development principles for vibrant centres
- CEN 2: Network and hierarchy of designated centres
- CEN 3: District Centres
- CEN 4: Development involving main town centre uses
- CEN 5: Hot food takeaways
- CEN 6: Evening economy
- CEN 7: Out of centre locations for retail.

Table D-11 below provides an overview of the assessment of Supporting Our Businesses and Centres (Centres) policies.

Table D-11 – Supporting Our Businesses and Centres (Centres) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	++	++	++	+	+	++	++	+/-	++	+/-	0	0	+	+	+	0	+
Magnitude	M	M	H	M	M	M	M	M	L	H	M			M	M	M		H
Nature of effect	I	D	D	I	I	D	D	D	I	D	I			I	I	I		D
Spatial Extent	L	L	R	R	L	L	R	L	L	L	L			R	R	R		R

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	++	++	++	+	+	++	++	+/-	++	+/-	0	0	+	+	+	0	+
Reversibility	R	R	I	R	R	R	I	I	R	I	R			R	R	R		I
Permanence	P	P	P	P	P	T	P	P	P	P	P			P	P	P		P
Duration	MT	MT	LT	MT	MT	MT	LT	LT	LT	LT	MT			MT	MT	MT		LT

ASSESSMENT SUMMARY

There are anticipated minor positive effects from policies CEN1, CEN2, and CEN3 upon ISA1 (equality and inclusion). The improvements to centres, including increasing the provision of services, will support equality and provide increased access to services for those who are socially isolated. Significant positive effects are also anticipated for ISA2 (health) as a result of the encouragement of active travel modes such as walking and cycling. Increased physical activity rates will improve health across the borough. Additionally, improvements to air quality through reduced congestion and traffic will contribute to health improvements, particularly for those who suffer from respiratory conditions such as asthma. Policy CEN5 also contributes to improving physical health through preventing the over proliferation of hot food takeaways and prevents hot food takeaways in areas with high levels of obesity, or in close proximity to children and young people. This will reduce the availability of unhealthy foods and likely result in positive effects on access to healthy food, reducing obesity amongst all population groups, including children.

Significant positive effects have been identified for ISA3 (economy) and ISA4 (employment) as a result of all policies within this theme. The improvement of Stockport's centres provides significant development opportunities, including the development of new retail centres and retail developments. As such, these developments present increased employment opportunities for Stockport. Additionally, the support for connectivity outlined within CEN1 will contribute to the accessibility of Stockport's economic centres, and employment opportunities.

Policies within Centres will likely have minor positive effects upon ISA5 (housing) through increasing the connectivity of housing developments to services and retail spaces. Additionally, the flexibility of usage of retail units may contribute to fulfilling Stockport's future housing need through the redevelopment of units, particularly first floor units and above.

Minor positive effects are anticipated upon ISA6 (crime). Improvements to the quality and vitality of Stockport's Centres will aid in improving safety and reducing crime within these areas. Policy CEN1 exhibits a focus upon improving the safety, both tangibly and the perception of safety, within Stockport's centres. Policy CEN6 aims to support proposals for the evening economy that are safe, welcoming, and inclusive. These improvements are likely to improve safety, and the feeling of safety, through active frontages and reduce crime rates in these areas. However, the inclusion of additional night-time economy features such as bars and restaurants may result in increases in anti-social behaviour.

Significant positive effects have been identified for ISA7 (transport) and ISA8 (accessibility) as a result of increased connectivity and the promotion of sustainable transport modes, such as walking and cycling. Additionally, mobility hubs with electric charging have been included to promote sustainable transport into the wider borough area. Significant positive effects are also anticipated upon ISA 8 (accessibility) through the increased connectivity proposed within Centres. The addition of walking and cycling connectivity will ensure accessibility from more isolated social groups such as those who cannot afford a private vehicle, or the elderly.

The improvements identified to the transport network within Stockport's Centres also contributes to minor positive effects anticipated upon ISA14 (air quality). Reductions in road traffic through the improvements to the sustainable transport network will contribute to reductions in emissions such as NO_2 and improve air quality in the area.

Similarly, there are anticipated minor positive effects upon ISA15 (climate change) and ISA16 (GHGs and energy efficiency). The new developments within the town centre are assumed to be of resilient design, positively contributing to climate change resilience. Lower transport emissions will also reduce impacts upon both GHGs and climate change. Additional minor positive effects are anticipated for ISA18 (efficient use of Land) as a result of town centre redevelopment. These policies promote the use of existing centres and their redevelopment, with limits on the development's negative impact on sensitive land such as Green Belt and best most valuable agricultural land.

Both positive and negative effects are anticipated upon ISA9 (biodiversity and natural capital). Development of new and improved public realm may incorporate green infrastructure, making way for new habitats and species, however, there is potential that town centre developments may also result in the fragmentation and loss of small-scale existing habitats.

Significant positive effects are anticipated upon ISA10 (landscape and townscape). Improvements to the vitality and development of town centres will significantly improve the townscape of Stockport's centres. Active frontages and the development of centres will contribute to

enhancing the quality of buildings and the public realm within town centres. It is assumed that developments would maintain and enhance the local distinctiveness of the current centres. Both positive and negative effects have been identified for ISA11 (historic environment) as town centre improvements could help to improve the setting of heritage assets conserving their distinctiveness whilst enhancing their environment. However, there is potential for unsympathetic design, which could negatively affect the historic environment.

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA1 and ISA5:** New housing included within town centre developments need to ensure that the provide an appropriate mixed of housing suitable for all groups e.g. affordable, assisted living.
- **ISA1, ISA7 and ISA8:** Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. Consideration should be made for removing other barriers towards active travel for disabled people and low-income groups, such as affordability.
- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character It is assumed that Policies ENV6 andENV22 will mitigate against adverse effects on the landscape and historic environment.
- **ISA17:** New town centre developments should be built using sustainable materials to minimise waste during construction. Adequate operational waste facilities should also be included within the design.

OUR INFRASTRUCTURE (INFRASTRUCTURE PROVISION AND DEVELOPER CONTRIBUTIONS)

ASSESSMENT OVERVIEW

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Infrastructure provision and Developer Contributions (Policy INF1)
- Digital and telecommunications (Policy INF2)
- Water and Flood Risk (Policies INF3 – INF6)
- Transport (Policies INF7 – INF17)

Policies assessed in Infrastructure provision and Developer Contributions:

- INF 1: Infrastructure provision and developer contributions

Table D-12 below provides an overview of the assessment of Our Infrastructure (Infrastructure provision and Developer Contributions) policies.

Table D-12 – Our Infrastructure (Infrastructure provision and Developer Contributions) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	++	+	+	++	+	++	++	?	?	?	?	?	?	?	?	?	?
Magnitude	M	M	L	L	M	L	M	M										
Nature of effect	D	D	I	D	D	I	D	D										
Spatial Extent	L	L	L	L	L	L	L	L										
Reversibility	I	I	R	R	I	R	I	R										
Permanence	P	P	P	P	P	P	P	P										
Duration	LT	LT	MT	MT	LT	MT	LT	LT										

ASSESSMENT SUMMARY

This policy ensures that new development clearly demonstrates how infrastructure, facilities and services will be provided to support the needs of the borough, and those expected to rise from the proposed development itself. This is likely to result in positive effect on most social ISA objectives (ISA1 to ISA8), especially as the population in Stockport is increasing causing cumulative pressure on the borough's facilities. The provision of community facilities is likely to improve access inclusively and provide space for social interaction. This is particularly important for the ageing population in Stockport who generally have more complex care needs and a higher risk of isolation and loneliness. Therefore, significant positive effects have been identified for ISA1 (equality and inclusion), ISA2 (health), ISA5 (housing), ISA7 (transport) and ISA8 (accessibility).

As part of this policy financial and in-kind contributions will be sought for a range of infrastructure, including but not limited to open space, public realm, habitat management, and air quality mitigation measures. As these effects will depend upon the funding that is received, uncertain effects have been identified for ISA9 to ISA18.

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **All ISA Objectives:** Developers should undertake engagement with the local community, groups and organisations to ensure that the needs of new developments are met, and adequate funding can be provided.

OUR INFRASTRUCTURE (DIGITAL AND TELECOMMUNICATIONS INFRASTRUCTURE)

ASSESSMENT OVERVIEW

Policies assessed in Digital and Telecommunications:

- INF 2: Digital and telecommunications infrastructure

Table D-13 below provides an overview of the assessment of Our Infrastructure (Digital and Telecommunications Infrastructure) policies.

Table D13 – Our Infrastructure (Infrastructure provision and Developer Contributions) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	+	++	++	+	0	0	++	+	+	+	0	0	0	0	0	0	+
Magnitude	H	M	H	H	M			H	M	M	M							M
Nature of effect	D	I	D	D	I			D	I	I	I							D
Spatial Extent	R	R	R	R	R			R	L	R	L							R
Reversibility	I	R	I	I	R			I	R	R	R							R
Permanence	P	P	P	P	P			P	P	P	P							P
Duration	LT	MT	LT	LT	LT			LT	MT	MT	MT							MT

ASSESSMENT SUMMARY

This policy seeks to improve digital infrastructure and connectivity for all throughout the entire borough, which is likely to have multiple benefits, in particular for ISA1 (equality and inclusion) and ISA8 (accessibility). Enhancing communication networks to accommodate ultrafast broadband infrastructure will help to future-proof the borough, supporting population growth and change in working and shopping patterns. This will help the borough to retain businesses and attract further inward investment, improving job availability for the borough's residents as well as the Greater Manchester region. Therefore, significant positive effects have been identified for ISA3 (economy) and ISA4 (employment).

To help facilitate improvements to the digital infrastructure in Stockport, the possibility of sharing facilities such as masts, cabinet boxes and satellite dishes, and the use of existing buildings / other structures, will be fully explored as part of this policy. Therefore, minor positive effects have been identified for ISA18 (efficient use of land).

Minor positive effects on ISA2 (health) were identified due to the requirement to produce an International Commission on Non-Ionizing Radiation Protection (ICNIRP) declaration, alongside new digital infrastructure development, which will protect residents from the health effects of non-ionising radiation.

Minor positive effects have been identified ISA9 (biodiversity and natural capital), ISA10 (landscape and townscape, and ISA11 (historic environment). The policy ensures that impact of the equipment on visual amenity, setting, heritage assets, and trees, woodland and hedgerows will be minimised. However, this will depend on scheme level design and the types of development that come forward.

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA9:** New developments to support digital infrastructure should ensure it doesn't result in the loss and/or fragmentation of habitats. Incorporation of natural features such as tree planting, hedgerows and floral arrangements, green walls, roofs and incidental vegetation could help to lessen significant effects.
- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character It is assumed that Policies ENV6 andENV22 will mitigate against adverse effects on the landscape and historic environment.

OUR INFRASTRUCTURE (WATER AND FLOOD RISK)

ASSESSMENT OVERVIEW

Policies assessed in Water and Flood Risk:

- INF 3: Flood risk
- INF 4: Drainage
- INF 5: Sustainable drainage systems (SuDS)
- INF 6: Fresh water and wastewater infrastructure

Table D-14 below provides an overview of the assessment of Our Infrastructure (Water and Flood Risk) policies.

Table D-14 – Our Infrastructure (Water and Flood Risk) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	0	+	++	0	+	0	0	0	+	+	+	++	++	+	++	0	0	0
Magnitude		M	H		M				M	M	M	H	H	M	H			
Nature of effect		I	D		D				I	I	I	D	D	I	D			
Spatial Extent		R	R		R				R	R	R	L	L	L	R			
Reversibility		I	I		I				R	R	R	I	I	R	R			
Permanence		P	P		P				P	P	P	P	P	P	P			

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

ASSESSMENT SUMMARY

INF3 will help to reduce flood risk and impacts of flooding by requiring developments to take an integrated catchment-based approach and for developments in high flood risk areas (flood zones 2 and 3), a Flood Risk Assessment (FRA) should be provided. This will result in significant positive effects on ISA12 (flood risk) especially as Stockport is at risk from surface water, groundwater and fluvial flooding. The risk of flooding is predicted to get worse with climate change due to more frequent intense rain events, increasing peak river flow and surface water-run off. Therefore, ensuring flood risk management systems are in place will help to build climate resilience within the borough (ISA15 (climate change)). Significant positive impacts on the local economy (ISA3) will also arise from a reduction in flood risk due to the reduction in flood damages on homes and businesses.

The introduction of SuDS as part of INF3 to INF5 will provide an opportunity to deliver other environmental benefits as well as helping to reduce flood risk. SuDS, if designed and maintained appropriately, can improve water quality and help in removing greenhouse gas emissions through carbon sequestration. Therefore, positive effects are identified for ISA9 (water quality) and ISA15 (climate change), and indirect positive effects on ISA14 (air quality).

SuDS also provide opportunities to create new visually attractive habitats that encourage biodiversity (ISA9) and simultaneously provide open green space, which can help to deliver amenity benefits (ISA10 (landscape and townscape). Indirect benefits are also likely to result on ISA2 (health) as the provision of open space can help to improve both physical and mental health.

INF4 and INF6 help to reduce flood risk in Stockport further by requiring developments to incorporate an integrated approach to the management of flood risk, surface water, groundwater and foul drainage, in compliance with the Stockport Local Flood Risk Management Strategy. Development is also encouraged to minimise water use as far as practicable, and reduce the pressure on the combined sewer network, by incorporating appropriate water efficiency and water recycling measures. This will help ensure climate resilience and support future population growth in the borough due to increasing the wastewater treatment capacity, allowing for more houses to be developed. Therefore, resulting in minor positive effects on ISA5 (housing).

MITIGATION AND ENHANCEMENT MEASURES

No mitigation and enhancement measures have been identified.

OUR INFRASTRUCTURE (TRANSPORT)

ASSESSMENT OVERVIEW

Policies assessed in Transport:

- INF 7: Integrated transport network
- INF 8: Sustainable streets
- INF 9: Walking, wheeling and cycling
- INF 10: Public transport
- INF 11: Freight and logistics
- INF 12: Public rights of way and Strategic Recreation Routes
- INF 13: The highway network
- INF 14: Access and servicing
- INF 15: Vehicle parking and infrastructure; and
- INF 16: Safeguarding future transport infrastructure and routes
- INF 17: Metrolink.

Table D-15 below provides an overview of the assessment of Our Infrastructure (Transport) policies.

Table D-15 – Our Infrastructure (Transport) Overview

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	++	+	++	+	0	+	++	++	+/--	+/--	+/--	+	+	+	+	+	0	0
Magnitude	H	M	M	L		M	H	H	M	M	L	L	L	L	L	L		
Nature of effect	D	I	D	I		I	D	D	D	I	I	I	I	I	I	I		
Spatial Extent	L	L	R	R		L	R	R	L	L	L	R	R	R	R	R		
Reversibility	I	R	I	R		R	I	I	I	R	R	R	R	R	R	R		
Permanence	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P		
Duration	MT	MT	MT	MT		MT	LT	LT	LT	MT	MT	MT	MT	MT	MT	MT		

ASSESSMENT SUMMARY

There are anticipated significant positive effects upon ISA1 (equality and inclusion) as a result of improvements to the transport network, particularly walking and cycling networks, which propose meeting the needs of all social groups, ensuring adequate space and provisions for mobility scooters, prams, and those who are partially sighted. These improvements also extend to improving the public realm and including improvements to seating facilities at public transport stations.

Improvements to public transport infrastructure and sustainable transport infrastructure (including infrastructure for walking, wheeling and cycling) across Stockport will contribute to a modal shift away from private car use to sustainable transport. This modal shift will contribute to reduced emissions and therefore improving air quality, resulting in likely anticipated minor positive effects upon ISA14 (air quality), ISA15 (climate change) and ISA16 (GHGs and energy efficiency). Similarly, improvements to freight transportation will contribute to

reductions in emissions and also minor positive effects upon these ISA objectives. Additionally, INF8 improves climate resilience through the implementation of SuDS and urban planting within the streetscape.

Improvements to air quality through reduced emissions will contribute to improved health among the borough's residents, particularly those living amongst the most congested and polluted areas. Asthma prevalence is exacerbated by poor air quality – this impact can be positively affected by improving air quality. Improvements to the infrastructure network within the borough will also include the improvement of active travel networks and Public Rights of Way (PRoW) will contribute to improved rates of physical activity within Stockport's population. Minor positive effects upon ISA2 (health) have therefore been identified.

Infrastructure improvements across the network will contribute to improved connectivity across the borough and the wider region improving Stockport's economic potential. Supporting more sustainable and efficient freight (INF11) may also help to increase productivity and open up new markets. This is likely to result in significant positive effects upon ISA3 (economy). Similarly, alongside INF17, this improved connectivity and productively will indirectly contribute to expanding employment opportunities across the borough, resulting in minor positive effects upon ISA4 (employment).

Policies INF9 and INF13 specifically identifies safety improvements to walking and cycling and all users of the highway network. Improvements are likely to include additional lighting and therefore reduce night-time crime rates and antisocial behaviour on these networks. Minor positive effects have therefore been identified for ISA6 (crime).

All policies within this sub-theme contribute to significant positive effects upon ISA7 (transport) and ISA8 (accessibility). There are significant improvements proposed for the much of Stockport's active and public transport network, as well as freight and the highway network. These improvements are likely to contribute to reducing traffic congestion and improving the capacity of the network, as well as encouraging a modal shift towards sustainable travel modes. The proposed improvements also contribute to improving the connectivity within the borough and subsequently accessibility to services.

Developments to infrastructure within Stockport provide opportunities to reduce congestion and traffic volumes, contributing to reductions in noise disturbance and improvements to ISA10 (landscape and townscape). Reductions in traffic pollution and disturbance will also aid in protecting heritage assets close to traffic routes (ISA11 historic environment). Preserving PRoW and developing active travel routes may aid in improving knowledge and the setting of heritage assets through increasing visitation. However, there is potential for poor designs to detract from both the landscape and townscape and contribute negatively to the setting of heritage assets.

Additionally, policies INF9 and INF17 may result in large scale land take, subsequently significantly negatively effecting landscape and townscape (ISA10) and the historic environment (ISA11). Large scale land take will also significantly negatively affect ISA9 (biodiversity and natural capital). Mixed effects are anticipated for ISA9 (biodiversity and natural capital) because of land take, and potential for habitat

fragmentation as a result of the development. However, the development of active travel networks presents the opportunity for improvements to green infrastructure. Active travel will also encourage a modal shift away from private car use and result in improvements to air quality that will positively contribute to ISA9.

MITIGATION AND ENHANCEMENT MEASURES

The following mitigation and enhancement measures have been identified:

- **ISA1, ISA7 and ISA8:** Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. Consideration should be made for removing other barriers towards active travel for disabled people and low-income groups, such as affordability.
- **ISA1:** Parking and facilities for electric vehicles, e-scooters and e-bikes should be accessible and not present physical barriers to users.
- **ISA1:** Ensure the needs and aspirations of groups with protected characteristics are considered in delivering transport solutions, in addition, including those from low-income households.
- **ISA10 and ISA11:** Any new developments should ensure that they are designed sensitively to consider the surrounding landscape, townscape and historic character. It is assumed that Policies ENV6 and ENV22 will mitigate against adverse effects on the landscape and historic environment.
- **ISA10 and ISA18:** Where possible, developments should avoid development of Green Belt land and areas with some of the borough best and most versatile agricultural land.

Appendix E

ASSESSMENT OF DELIVERY STRATEGY APPROACHES AND SPATIAL STRATEGY OPTIONS

Public

Table E-1 - Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Nature of effect (direct / indirect).	D / I
Magnitude	H / M / L
Spatial Extent (local / regional / national)	L / R / N

Effect Significance	Key
Reversibility of effect (reversible / irreversible)	R / I
Permeance (permeant / temporary)	P/ T
Duration (short / medium / long term).	ST / MT / LT

1.Summary Assessment of Delivery Strategy Options

Delivery Strategy Option	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
1 Meeting Needs in Full	++/?	0	+	+	++	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	--
2a Meeting 80% of Need	+	0	+	+	+	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	-
2b Meeting 70% of Need	+	0	+	+	+	0	+/?	+/?	-	-	-	-/?	0	-	0	-/?	0	-
3 Meeting 50% of Need	-/?	0	+	+	--	0	0	0	0	0	0	0	0	0	0	0	0	++

Assessment by ISA Objective

ISA1: To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	**++/?**	**+**	**+**	**-/?**
Nature of effect (direct / indirect).	D	D	D	D
Magnitude	M	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permeance (permeant / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	Addressing equality and inclusivity is complex and dependent upon many other factors in addition to housing provision, although access to housing is a basis of promoting equality and inclusivity. Thus, Option 3 performs more poorly than Approaches 2a and 2b which help to meet housing need, although falling short. Whilst Approach 1 fully meets housing need, the location of the bulk of new development on the periphery of urban area could cause service provision, integration and local identity issues, although much would depend upon the location, scale and character of new development (for example in the mix of housing tenures).			

ISA 2: To improve physical and mental health and wellbeing, for all of Stockport's residents

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	**0**	**0**	**0**	**0**
Nature of effect (direct / indirect).	D	D	D	D
Magnitude	M	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	Overall, neutral effects are identified across all Approaches, reflecting opportunities for the promotion of healthy lifestyles through, for example, the provision of infrastructure for walking and cycling. This will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. Thus, whilst town-centre prospective residents are likely to benefit from high levels of accessibility which may promote walking and cycling (and also, potentially, reduce emissions to air associated with car use), larger developments further afield could provide new facilities, although this would depend upon site-specific proposals.			

ISA3: To support a diverse local economy to foster sustainable economic growth and support Stockport's town centre and other district and local centres

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	+	+	+	+
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	M	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	Housing and population growth is likely to support Stockport's relatively buoyant economy, providing additions to the labour force, both in quantum and in skills, with further opportunities for business creation. The focus on town centre developments will help to revitalise these centres and access to retail services and public transport links will be a significant benefit to both new and existing town centre residents, as well as commercial uses which are already located in the centre. This will provide an additional market to make it more attractive to other commercial uses and investors.			

ISA4: To ensure that local residents have employment opportunities and access to training

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	+	+	+	+
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	M	M	M	M
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	The construction of new development would support the construction sector both within and outside the Borough and has the potential to create employment opportunities as well as increased economic activity in the local and wider supply chain. However, the extent to which the jobs created benefit the Borough's residents will depend on the number jobs created and the recruitment policies of prospective employers. In the longer term (once development is complete), the increase in local population could boost the local labour market and increase economic activity in the local community.			

ISA5: To meet the housing needs of all of the Borough's residents inclusively

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	++	+	+	--
Nature of effect (direct / indirect).	D	D	D	D
Magnitude	M	M	M	H
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	Option 1 would meet the housing requirement in full and is consequently identified as having a significant positive effect, being able to provide a range tenure options in sufficient quantity across the Borough. Approaches 2a and 2b are have minor positive effects, reflecting the partial meeting of the Borough's housing need. Approach 3 would not meet the full Housing Requirement with consequent effects on housing availability and choice of tenure.			

ISA6: To reduce crime and the fear of crime

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	**0**	**0**	**0**	**0**
Nature of effect (direct / indirect).	I	I	I	I
Magnitude	L	L	L	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	Housing growth, whilst potentially changing the age and social profile of the Borough will not necessarily change the incidence of crime and perception of individual and collective safety, reflecting the period of proposed change (to 2042) and the influence of wider forces such as economic health on this Objective. Nevertheless, integration of new communities would be required where these are physically distinct from the current pattern of development, as well as the implementation of policy measures such as 'designing out crime'.			

ISA7: To promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	**+/?**	**+/?**	**+/?**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	M	M	M	M
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	The development proposed under the Approaches has the potential, to varying degrees, to increase traffic both during construction and once development is complete. This could result in localised traffic congestion with associated negative effects including driver delay and an increase in road traffic accidents. It would be expected that an increased local population would result in higher levels of out-commuting overall. Moderate growth Approaches could promote walking and cycling (and also, potentially, reduce car use). Lower growth, whilst having less traffic-generation-related effects, is likely to result in less investment in infrastructure, both upgrading the existing network and sustainable transport measures such as bus priority routes.			

ISA8: To protect and enhance access to essential services and facilities for all residents

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	**+/?**	**+/?**	**+/?**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	M	M	M	M
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R	R	R	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT	ST/MT	ST/MT	ST/MT
Commentary	Residential development has the potential to improve the viability and vitality of existing shops, services and facilities across Stockport and support investment in existing, and the provision of new, services and facilities through, for example, developer contributions and on-site provision. This could help enhance the accessibility of existing and prospective residents to key services and facilities, although this would be dependent on the exact location of new development and the level of investment generated. Minor positive effects are identified to reflect the need for the delivery of services associated with housing growth, without relying on existing service centres for immediate needs. No significant negative effects are identified.			

ISA9: To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Stockport, contributing to biodiversity net gain

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	-	-	-	0
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	M	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R
Permanence (permanent / temporary)	P/T	P/T	P/T	P/T
Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	Approach 3 involves a lower level of growth compared to options 2a, 2b and 1 and consequently is likely to have less impacts on biodiversity across the plan area and in particular localised areas where the other options are proposing growth. The likely minor (uncertain) negative effects associated with Approaches 1, 2a, 2b reflect the additional greenfield land-take associated with these higher growth levels. Paradoxically, larger developments can involve significant biodiversity provision which can to some degree mitigate losses. Overall, none of the Options are considered likely to have a significant negative effect on biodiversity once mitigation is taken into account. It is assumed that any development coming forward under the options and			

	that is of sufficient scale will deliver Biodiversity Net Gain in line with requirements. While it could be argued that the higher growth options could deliver a greater overall level of BNG, this also needs to be considered and balanced against the increased loss and fragmentation of habitats as well as increased levels of disturbance.

ISA10: To protect and enhance Stockport's townscapes and landscapes, including both the rural and urban environments

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**-**	**-**	**-**	**0**
Nature of effect (direct / indirect).	D	D	D	D
Magnitude	H	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R
Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	LT	LT	LT	LT
Commentary	There are no national landscape designations within Stockport Borough. However, the delivery of new homes and employment is likely to result in potentially adverse effects on landscape and townscape character. Effects may be felt during construction and once development is complete, although the			

	likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment. In particular, the level of growth proposed under moderate and higher growth options is likely to increase pressure on greenfield land for development and could lead to higher density (and taller) residential development, particularly for the higher growth approaches. Residential development has the potential to adversely affect townscape character during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped. Overall, for all options, the significance of effects at a local level will depend on the design and layout of development as well as proposed mitigation at the project level.

ISA11: To conserve and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**-**	**-**	**-**	**0**
Nature of effect (direct / indirect).	D	D	D	D
Magnitude	H	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?

Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	LT	LT	LT	LT
Commentary	Adverse effects on these historic and cultural assets may occur during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development, with greenfield development potentially increasing risk. The degree of effects will depend on the design and layout of development as well as proposed mitigation at the project level.			

ISA12: To reduce the risk and vulnerability to flooding.

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**-/?**	**-/?**	**-/?**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	M	M	M	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?

Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	Higher growth options, whilst subject to site requirements which will require sustainable drainage solutions could nevertheless increase flood risk over the longer term through the creation of more hard surfaces and additional pressure on drainage networks in the face of climate change.			

ISA13: To maintain and enhance water quality

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**0**	**0**	**0**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	L	L	L	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?
Permanence (permanent / temporary)	P	P	P	P

Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	Depending on the location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). However, it is assumed that the appropriate measures will be taken during construction to mitigate risks and the design of new development will include (where appropriate) sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality.			

ISA14: To protect and enhance air quality

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**-**	**-**	**-**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	L	L	L	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?
Permanence (permanent / temporary)	P	P	P	P

Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	The construction of new residential development is likely to have a negative effect on air quality due to, for example, emissions generated from plant and HGV movements during construction. Once dwellings are occupied, the increase in population in Stockport Borough will in-turn generate additional transport movements and associated emissions to air. Significant additional development is likely to help to maintain and, potentially, stimulate investment in public transport provision reducing emissions to air associated with car use and congestion. With development focused on the urban area prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions to air. Consequently, the lower growth Option 1 is scored as neutral whilst higher growth options are likely to be more reliant on car-based transport.			

ISA15: Ensure that Stockport is resilient to the effects of climate change

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**0**	**0**	**0**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	L	L	L	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?

Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	Flood risk across the Borough is largely confined to areas within the vicinity of watercourses (fluvial flooding), with surface water flood risk generally of low to medium risk. Whilst development leads to an increase in impermeable surfaces, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding). For larger developments, particularly on greenfield land, there may be opportunities as part of new development proposals to enhance existing, or incorporate new, green infrastructure which could potentially have a positive effect on this objective by providing space for flood waters to flow through and additional areas for future flood storage. However, this is dependent on policies contained within the Local Plan, the competing priorities for developer contributions and details of site-specific proposals. Consequently, all Approaches have been scored as neutral, recognising the presence of flood risk across a range of sites, to greater or lesser degrees, and the opportunities through the application of the Sequential and Exceptions tests, to mitigate risks through site master planning.			

ISA16: To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and encourage energy efficiency

	1 Meeting Housing in Full	**2a Meeting 80% of Need**	**2b Meeting 70% of Need**	**3 Meeting 50% of Need**
Score	**-/?**	**-/?**	**-/?**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	L	L	L	L

Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?
Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	Residential development would be expected to increase overall energy consumption and greenhouse gas emissions across Stockport. Sources of emissions will include the use of plant, HGV movements and the embodied carbon in materials during construction and domestic energy consumption and vehicle movements once dwellings are occupied, including commuting travel, although these patterns are complex and variable. The delivery of new homes and employment across the Borough could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions associated with car use and congestion. Where development is focused on sites within the existing urban area, prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions. Notwithstanding the anticipated increase in overall emissions identified above, per capita emissions for the Borough have generally fallen, albeit slowly, and residential development could present opportunities for new homes to include low carbon technologies within their design and to use low carbon materials within their construction. Overall, all Approaches are scored as minor negative reflecting the level of growth anticipated balanced against the progressive mitigation of emissions through technology, infrastructure investment and behavioural change.			

ISA17: To reduce the amount of waste produced and minimise the amount sent to landfill

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	**0**	**0**	**0**	**0**
Nature of effect (direct / indirect).	D/I	D/I	D/I	D/I
Magnitude	L	L	L	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	R/?	R/?	R/?	R/?
Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	ST/MT/LT	ST/MT/LT	ST/MT/LT	ST/MT/LT
Commentary	Whilst the overall quantum of waste produced in the Borough will be greater with higher growth options, the proportion sent to landfill is likely to be consistent across all options and subject to wider recycling and waste management initiatives. Consequently, all options are scored a neutral.			

ISA18: To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy

	1 Meeting Housing in Full	2a Meeting 80% of Need	2b Meeting 70% of Need	3 Meeting 50% of Need
Score	--	-	-	++
Nature of effect (direct / indirect).	D	D	D	D
Magnitude	H	H	H	L
Spatial Extent (local / regional / national)	L	L	L	L
Reversibility of effect (reversible / irreversible)	I	I	I	I
Permanence (permanent / temporary)	P	P	P	P
Duration (short / medium / long term).	LT	LT	LT	LT
Commentary	Housing growth is expected to encourage the reuse of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in Stockport Borough will mean that a potentially substantial area of greenfield land will be required, notably for Approach 1. Whilst no high grade agricultural land has been identified, site-specific land quality assessment could reveal localised patterns.			

2. Summary Assessment of Spatial Delivery Options

Option	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
A. Higher density on housing development sites	-	+	0	0	+/-	-	0	-	0	?	0	0	0	0	0	0	0	++
B. Making as much use as possible of suitable brownfield sites and underutilised land	+	+	0	0	+/-	0	0	+	+	++	++	0	0	0	0	0	0	++
C. Use of public open spaces, playing pitches and nature conservation sites for housing development	?	--	-	-	++	0	?	+/-	--	--	?	-	0	+/-	0	0	0	--
D. Partial release of Industrial Locations for housing	0	+/-	--	--	++	0	?	+/-	0	-	?	-	0	0	-	0	0	?
E. Partial release of Green Belt for housing	0	+/-	0	0	++	0	?	+/-	--	--	?	-	?	-	+/-	0	0	--

Assessment by ISA Objective

Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Note: where negligible/no effect is recorded, the magnitude, nature of effect, spatial extent, reversibility of effect and permanence cannot be identified, and these cells are therefore left blank.	
Magnitude	H / M / L

Effect Significance	Key
Nature of effect (direct / indirect).	D / I
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permanence	P/ T
Duration (short / medium / long term).	ST / MT / LT

OPTION A. ASSESSMENT OF HIGHER DENSITY ON HOUSING DEVELOPMENT SITES

Spatial Option	Higher density (and building heights) on housing development sites							
ISA Objective	**Significance**							**Description of potential Effects**
ISA1: Equality & Inclusion	-	M	I	L	R	P	MT	Higher density housing may reduce inclusivity of developments and housing due to restrictions to the location of accessible housing units for those with disabilities within developments. There may be fewer accessible units in high density housing as these are predominantly located on lower floors.
ISA2: Health	+	M	I	L	R	P	MT	Housing provision is a key component of health. Providing high density housing will improve housing quantities within the Borough, and therefore indirectly contribute to improving human health.
ISA3: Economy	0							N/A
ISA4: Employment	0							N/A
ISA5: Housing	+/-	M	I	L	R	P	MT	Higher density housing will allow for more housing units, contributing towards the Borough meeting their housing target. However, higher density/ taller buildings are unlikely to provide a full range of tenures and sizes throughout the Borough; what would be provided is likely to be in taller buildings and therefore not necessarily meeting the needs of families.
ISA6: Crime	-	M	I	L	R	P	MT	High density housing experiences higher crime rates than lower density housing. Therefore, there is potential for reduced feelings of safety to arise within higher density housing.
ISA7: Transport	0							N/A
ISA8: Accessibility	-	M	I	L	R	P	MT	Developing higher density housing has the potential to increase pressures on local community services through increasing the number of residents in smaller areas.

Spatial Option	Higher density (and building heights) on housing development sites							
ISA Objective	**Significance**							**Description of potential Effects**
ISA9: Biodiversity & Natural Capital	0							N/A
ISA10: Landscape & Townscape	?	M	I	L	R	P	LT	There is potential that developing higher building heights may result in negative effects on views within the Borough, however this is dependent on the location of the site. There is also potential for development to result in alteration of the local landscape and townscape through higher density housing. There is potential that if landscaping is not included within site development, this may result in negative effects upon landscape.
ISA11: Historic Environment	0							N/A
ISA12: Flood Risk	0							N/A
ISA13: Water Quality	0							N/A
ISA14: Air Quality	0							N/A
ISA15: Climate Change	0							N/A
ISA16: GHGs & Energy Efficiency	0							N/A
ISA17: Waste	0							N/A
ISA18: Efficient use of Land	++	M	I	L	R	P	LT	Providing higher density housing will result in smaller land parcels being required for housing development. This will also make more

Spatial Option	Higher density (and building heights) on housing development sites							
ISA Objective	**Significance**							**Description of potential Effects**
								efficient use of available sites within the Borough, namely brownfield sites, and protect greenfield sites.
Potential Cumulative/ Synergistic Effects	**ISA10:** Potential for adverse cumulative effects arising from high density housing and higher building heights, affecting views and local landscape and townscape settings. **ISA18:** Potential positive cumulative effects upon efficient use of land, utilising the Borough's brownfield sites and protecting Green Belt **ISA8:** Potential for adverse cumulative effects from increased pressures on local community facilities. **ISA1:** Potential for adverse cumulative effects on the proportion of adaptable and accessible homes. **ISA2:** Potential positive cumulative effects upon health and wellbeing from providing homes. **ISA6:** Potential for adverse cumulative effects on feelings of safety within the Borough. **ISA5:** Potential positive cumulative effects from increasing housing provision in the Borough. **ISA1:** Potential for adverse cumulative effects due to housing types and tenure not meeting community needs.							
Mitigation and Enhancement Measures	**ISA10:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **ISA9:** High density housing should be well located close to community services or provide provision for community spaces within developments. **ISA1:** Spatial options should ensure accessible and adaptable units are included within high density housing and design should consider inclusive design guidance to ensure accessibility. **ISA6:** Designing out crime principles should be applied within high density housing developments. **ISA5:** Housing should ensure a range of types and tenures are provided to contribute to meeting community needs.							

OPTION B. ASSESSMENT OF MAKING AS MUCH USE AS POSSIBLE OF SUITABLE BROWNFIELD SITES AND UNDERUTILISED LAND

Spatial Option	MAKING AS MUCH USE AS POSSIBLE OF SUITABLE BROWNFIELD SITES AND UNDERUTILISED LAND							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA1: Equality & Inclusion	+	M	I	L	R	P	LT	Development of brownfield sites is likely to contribute to the overall housing supply and the diversity of provision.
ISA2: Health	+	M	I	L	R	P	MT	Housing provision is a key component of health. Providing high density housing will improve housing quantities within the Borough, and therefore indirectly contribute to improving human health.
ISA3: Economy	0							N/A
ISA4: Employment	0							N/A
ISA5: Housing	+/-	H	D	L	I	P	LT	Use of brownfield land provides additional housing capacity although the range and type of provision can be limited in comparison to larger greenfield sites.
ISA6: Crime	0							N/A
ISA7: Transport	0							N/A

Spatial Option	MAKING AS MUCH USE AS POSSIBLE OF SUITABLE BROWNFIELD SITES AND UNDERUTILISED LAND							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA8: Accessibility	+	H	D	L	I	P	LT	Brownfield sites are more likely to be in urban locations which in turn have greater access to a range of services, although much depends on the precise location,
ISA9: Biodiversity & Natural Capital	+	H	D	L	I	P	LT	Use of brownfield sites and underutilised land will reduce the demand for greenfield land with consequent benefits for biodiversity. By contrast, greenfield development can enhance biodiversity through on-site provision and off setting, In addition, brownfield land can have significant biodiversity value.
ISA10: Landscape & Townscape	+/-	H	D	L	I	P	LT	There is potential for development to result in alteration of the local landscape and townscape through redevelopment at higher densities and heights.
ISA11: Historic Environment	0							N/A
ISA12: Flood Risk	0							N/A
ISA13: Water Quality	0							N/A
ISA14: Air Quality	0							N/A
ISA15: Climate Change	0							N/A

Spatial Option	MAKING AS MUCH USE AS POSSIBLE OF SUITABLE BROWNFIELD SITES AND UNDERUTILISED LAND							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA16: GHGs & Energy Efficiency	0							N/A
ISA17: Waste	0							N/A
ISA18: Efficient use of Land	++	H	D	L	I	P	LT	Use of brownfield land provides additional housing capacity although the range and type of provision can be limited in comparison to larger greenfield sites.
Potential Cumulative/ Synergistic Effects	**ISA9:** Potential for the protection of biodiversity resources on greenfield sites. **ISA10:** Potential for adverse cumulative effects arising from high density housing and higher building heights, affecting views and local landscape and townscape settings. **ISA18:** Potential positive cumulative effects upon efficient use of land, utilising the Borough's brownfield sites and protecting Green Belt. **ISA5:** Potential positive cumulative effects from increasing housing provision in the Borough.							
Mitigation and Enhancement Measures	**ISA10:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **ISA1:** Housing should ensure a range of types and tenures are provided to contribute to meeting community needs.							

OPTION C: ASSESSMENT OF USE OF PUBLIC OPEN SPACES, PLAYING PITCHES AND NATURE CONSERVATION SITES FOR HOUSING DEVELOPMENT

Spatial Option	The use of public open spaces, playing pitches and nature conservation sites for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA1: Equality & Inclusion	?	H	D	L	I	P	LT	Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs. However, it is uncertain if new sites for development will be located in close proximity to community facilities and services. This is likely to be determined by individual sites and developments that may arise.
ISA2: Health	--	M	I	L	R	P	LT	Housing provision is a key component of health. Removing public open spaces and playing pitches may result in negative effects upon health. These spaces provide areas for recreation and socialisation, therefore removing these spaces is likely to result in reductions to local physical activity and mental wellbeing.
ISA3: Economy	-	M	I	L	I	P	LT	Access to economic and employment opportunities is less likely to be able to be tailored to the needs of new residents.
ISA4: Employment	-	M	I	L	I	P	LT	Access to economic and employment opportunities is less likely to be able to be tailored to the needs of new residents.
ISA5: Housing	++	H	D	L	I	P	LT	This spatial option will contribute to allowing more housing units within SMBC, contributing towards the Borough meeting their housing target. Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs.
ISA6: Crime	0							N/A

Spatial Option	The use of public open spaces, playing pitches and nature conservation sites for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA7: Transport	?	M	I	L	R	P	LT	It is uncertain if new sites for development will be well-connected to the public and active travel network. This is likely to be determined by individual sites and developments that may arise.
ISA8: Accessibility	+/-	M	I	L	R	P	LT	Whilst potential sites are likely to be in vicinity of public services, it does not follow that these will be appropriate to the needs of new residents.
ISA9: Biodiversity & Natural Capital	--	H	D/I	L	I	P	LT	Utilising public open spaces, playing pitches and nature conservation sites) for housing development is anticipated to result in a significant loss of local biodiversity. In particular, nature conservation sites are likely to be home to numerous habitats and species, therefore any housing development in these areas will result in a loss of these local populations of species and habitats.
ISA10: Landscape & Townscape	--	H	D/I	L	I	P	LT	Significant negative effects on landscape are anticipated as a result of the loss of open spaces and nature conservation sites within the Borough. These spaces contribute positively to the landscape of the Borough, and any reduction in green space is likely to result in significant loss of local landscapes and alter the setting of the Borough.
ISA11: Historic Environment	?	M	I	L	R	P	LT	The effects of development on as yet unrecorded historic assets is uncertain and would need to be considered on a site-by-site basis.
ISA12: Flood Risk	-	M	I	L	I	P	LT	There is potential that utilising public open spaces, playing pitches and nature conservation sites for housing development may result in increased flood risk. Increasing hard standing in these areas is likely to result in increased surface runoff and reduced natural drainage in these areas. There is therefore potential for increased flooding, particularly due to climate exacerbations to rainfall.

Spatial Option	The use of public open spaces, playing pitches and nature conservation sites for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA13: Water Quality	0							N/A
ISA14: Air Quality	+/-	H	D/I	L	I	P	LT	Whilst the effects are likely to be dispersed, the loss of open space reduces the capacity of the Borough's natural assets to help improve air quality.
ISA15: Climate Change	0							N/A
ISA16: GHGs & Energy Efficiency	0							N/A
ISA17: Waste	0							N/A
ISA18: Efficient use of Land	--	H	D	R	I	P	LT	Utilising public open spaces, playing pitches and nature conservation sites for housing development will result in a loss of greenfield land within the Borough. This is likely to result in significant negative effects upon efficient use of land.
Potential Cumulative/ Synergistic Effects	**ISA9:** Potential for adverse cumulative effects arising from loss of open spaces, playing pitches and nature conservation sites, leading to loss of local biodiversity. **ISA12:** Potential for adverse cumulative effects arising from increased hard standing, surface runoff and reduced natural drainage, increasing flood risk. **ISA10:** Potential for adverse cumulative effects upon the setting of local heritage assets due to loss of open spaces. **ISA9:** Potential for adverse cumulative effects arising from loss of open spaces and nature conservation sites, affecting views, local landscape value and settings.							

Spatial Option	The use of public open spaces, playing pitches and nature conservation sites for housing development							
ISA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
	ISA18: Potential for adverse cumulative effects upon efficient use of land as a result of use of greenfield land. **ISA5:** Potential positive cumulative effects upon health and wellbeing from providing homes. **ISA2:** Potential for adverse cumulative effects due to loss of open and recreation spaces, reducing areas for physical activity and socialisation.							
Mitigation and Enhancement Measures	**ISA12:** Any development that may arise from this spatial option should include drainage measures such as SuDS. **ISA11:** Developments should consider sensitive design as to minimise negative impacts upon the setting of local heritage assets. **ISA10:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **ISA8:** Development should be well located close to community services or provide provision for community spaces within developments. **ISA2:** Developments should consider implementing public spaces to provide areas for socialisation and physical activity. **ISA7:** Developments that may arise within this spatial option should ensure good sustainable transport connectivity and connectivity to local employment.							

Option D: Assessment of partial release of Industrial Locations for housing

Spatial Option	The partial release of Industrial Locations for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA1: Equality & Inclusion	0	M	D	L	I	P	LT	Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs. However, it is uncertain if locally significant industrial sites and strategic industrial locations for housing development will be located in close proximity to community facilities and services. This is likely to be determined by individual sites and developments that may arise.
ISA2: Health	+/-	M	D	L	R	P	LT	Housing provision is a key component of health. Providing housing units will contribute to improving health. However, it is currently unclear if sites within industrial areas will be suitably located close to local open spaces, or provide open space. If this is not provided there is potential for negative effects on human health. This is likely to be determined by individual sites and developments that may come forward.
ISA3: Economy	--	H	D	R	I	P	LT	Significant negative effects have been identified for economy and employment reflecting the loss of employment capacity and opportunities.
ISA4: Employment	--	H	D	R	I	P	LT	Significant negative effects have been identified for economy and employment reflecting the loss of employment capacity and opportunities.
ISA5: Housing	++	H	D	L	R	P	LT	The provision of a range of additional housing sites within existing urban areas could provide significant additional capacity.
ISA6: Crime	0							NA

Spatial Option	The partial release of Industrial Locations for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA7: Transport	?	H	D	L	I	P	LT	It is uncertain if new sites for development will be well-connected to the public and active travel network. This is likely to be determined by individual sites and developments that may arise.
ISA8: Accessibility	+/-	M	D	L	R	P	LT	Whilst access to services is likely to be relatively good, there could be a disconnection between the services required by new residents.
ISA9: Biodiversity & Natural Capital	0							N/A
ISA10: Landscape & Townscape	-	M	D	L	R	P	LT	Housing development on industrial sites could alter the local character of lownscapes and cumulatively the area's overall character.
ISA11: Historic Environment	?	M	D	L	R	P	LT	Utilising brownfield sites for development will efficiently utilise existing land within the Borough and prevent the use of greenfield sites. Therefore, significant positive effects have been identified.
ISA12: Flood Risk	-	M	D	L	R	P	LT	Housing development which is more vulnerable to flood risk could be guided to inappropriate locations.
ISA13: Water Quality	0							N/A
ISA14: Air Quality	0							N/A

Spatial Option	The partial release of Industrial Locations for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
ISA15: Climate Change	-	M	D	L	I	P	LT	Opportunities to influence climate change such as through building design and site layout could be limited by the size and location of available sites,
ISA16: GHGs & Energy Efficiency	0							N/A
ISA17: Waste	0							N/A
ISA18: Efficient use of Land	?	M	D	L	I	P	LT	Whilst industrial sites will be classified as brownfield, their redevelopment could place pressure on greenfield sites,
Potential Cumulative/ Synergistic Effects	**ISA10:** Potential for cumulative effects to local landscape and townscape value, views and settings. **ISA15:** Potential for positive cumulative effects from reducing industrial emissions. **ISA18:** Potential cumulative effects upon efficient use of land, utilising the Borough's brownfield sites and protecting Green Belt **ISA8:** Potential for adverse cumulative effects from increased pressures on local community facilities. **ISA2:** Potential positive cumulative effects upon health and wellbeing from providing homes. **ISA3 & 4:** Potential for adverse cumulative effects through loss of local industrial land providing economic use. **ISA5:** Potential positive cumulative effects from increasing housing provision in the Borough and providing a variety of housing types and tenure.							

Spatial Option	The partial release of Industrial Locations for housing development							
ISA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
Mitigation and Enhancement Measures	**ISA11:** Developments should consider sensitive design as to minimise negative impacts upon the setting of local heritage assets. **ISA8:** Development should be well located close to community services or provide provision for community spaces within developments. **ISA7:** Developments that may arise within this spatial option should ensure good sustainable transport connectivity and connectivity to local employment.							

Option E: Assessment of partial release of Green Belt for housing

Spatial Option	The partial release of Green Belt for housing development							
ISA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
ISA1: Equality & Inclusion	**0**	M	D	L	R	P	LT	This spatial option will contribute to allowing more housing units within RBKT, contributing towards the Borough meeting their housing target. Due to the larger areas available for development, it is

Spatial Option	The partial release of Green Belt for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								anticipated that this option will be able to deliver a variety of housing types and tenure.
ISA2: Health	**+/-**	M	D	L	R	P	LT	Housing provision is a key component of health. Providing housing units will contribute to improving health. However, access to formal open space, providing areas for recreation and socialisation could be limited.
ISA3: Economy	**0**							NA
ISA4: Employment	**0**							NA
ISA5: Housing	**++**	M	D	L	I	P	LT	Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs. However, it is uncertain if new sites for development will be located in close proximity to community facilities and services. This is likely to be determined by individual sites and developments that may arise.
ISA6: Crime	**0**							NA
ISA7: Transport	**?**	H	D	R	I	P	LT	It is uncertain if new sites for development will be well-connected to the public and active travel

Spatial Option	The partial release of Green Belt for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								network. This is likely to be determined by individual sites and developments that may arise.
ISA8: Accessibility	**+/-**	M	I	L	I	P	LT	Whilst larger developments are likely to include service provision or the enhancement of adjacent facilities, there could be additional stress on existing services to the detriment of existing residents.
ISA9: Biodiversity & Natural Capital	**--**	H	D	L	I	P	LT	Releasing Green Belt for housing development is anticipated to result in a significant loss of local biodiversity, including habitats and species.
ISA10: Landscape & Townscape	**--**	H	D/I	L	I	P	LT	Significant negative effects on landscape are anticipated as a result of the loss of Green Belt within the Borough. Development in this area would result in loss of open spaces, alterations to views and degradation to the setting of the local landscape value.
ISA11: Historic Environment	**?**	M	D/I	L	I	P	LT	Whilst local historic assets will be surveyed before development, there could be wider effects on the settings of buildings and areas.
ISA12: Flood Risk	**-**	M	I	L	I	P	LT	There is potential that utilising Green Belt for housing development may result in increased flood risk. Increasing hard standing in these areas is likely to result in increased surface runoff and reduced natural drainage in these areas. There is therefore

Spatial Option	The partial release of Green Belt for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								potential for increased flooding, particularly due to climate exacerbations to rainfall.
ISA13: Water Quality	**?**	H	D	L	I	P	LT	It is uncertain if development within the Green Belt will result in reductions to water quality. This is likely to be based on individual developments and sites that may arise.
ISA14: Air Quality	**-**	M	I	L	R/I	P	LT	It is anticipated that increased development within the Green Belt will result in increased vehicle movements accessing housing developments and local area. This is likely to result in reductions to local air quality. Additionally, developing these sites will temporarily result in air quality reductions during construction.
ISA15: Climate Change	**+/-**	H	D	L	I	P	LT	Whilst larger greenfield sites provide the potential for large-scale responses to climate change (e.g. through Green Infrastructure, SUDS and heating systems), their peripheral location will generate significant additional trip volumes.
ISA16: GHGs & Energy Efficiency	**0**							N/A
ISA17: Waste	**0**							N/A
ISA18: Efficient use of Land	**--**	H	D	R	I	P	LT	Utilising Green Belt for housing development will result in a loss of greenfield land within the Borough.

Spatial Option	The partial release of Green Belt for housing development							
ISA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								This is likely to result in significant negative effects upon efficient use of land.
Potential Cumulative/ Synergistic Effects	**ISA9:** Potential for adverse cumulative effects arising from loss of Green Belt, leading to loss of local biodiversity. **ISA12:** Potential for adverse cumulative effects arising from increased hard standing, surface runoff and reduced natural drainage, increasing flood risk. **ISA10:** Potential for adverse cumulative effects arising from loss of Green Belt affecting views, local landscape value and settings. **ISA18:** Potential for adverse cumulative effects upon efficient use of land as a result of use of greenfield land. **ISA8:** Potential for adverse cumulative effects from increased pressures on local community facilities. **ISA2:** Potential positive cumulative effects upon health and wellbeing from providing homes. **ISA5:** Potential positive cumulative effects from increasing housing provision in the Borough and providing a variety of housing types and tenure.							
Mitigation and Enhancement Measures	**ISA15:** Any development that may arise from this spatial option should include drainage measures such as SuDS. **ISA11:** Developments should consider sensitive design as to minimise negative impacts upon the setting of local heritage assets. **ISA10:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **ISA14:** Development should consider minimising car usage to prevent worsening local air quality. **ISA8:** Development should be well located close to community services or provide provision for community spaces within developments. **ISA7:** Developments that may arise within this spatial option should ensure good sustainable transport connectivity.							

Appendix F

SITES ASSESSMENT

Summary Assessments of Sites

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

Proposed Sites Summary Assessment Results

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.1 John Street, Hazel Grove	109	+	-	+	0	++	+	+	++	0	0	0	++	0	+/-	?	?	-	++
HOM 2.3 Land off Station Rd, Reddish	180	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
HOM 2.6 Former Cheadle Brickworks	300	+	+	+	0	++	+	+	+	+	++	0	++	?	+/-	?	?	-	++
HOM 2.7 Land off Midland Road, Bramhall	350	+	+	+	0	++	+	+	+	--	--	0	--	0	+/-	?	?	-	--
HOM 2.8 Land off Adswood Road	168	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
HOM 2.9 Cheadle Hulme Station	125	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
HOM 2.10 Romiley Board Mill	200	+	+	+	+	++	+	+	+	-	-	-	++	0	+/-	?	?	-	--
HOM 2.12 Compstall Mills[111]	130	+	-	+	0	++	+	+	-	?	+	0	--	?	+/-	?	?	-	++
HOM 2.13 Former Offerton High School	185	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	++/-
HOM 2.14 Woodford Garden Village Extension	540	+	-	+	0	++	+	-	-	--	--	0	--	0	+/-	?	?	-	--
HOM 2.15 Hall Moss Lane	275	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.16 High Lane	1,000	+	-	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.17 Hyde Bank Meadows	250	+	+	+	0	++	+	+	+	--	--	+/-	++	0	+/-	?	?	-	--
HOM 2.18 Sandown Road	250	+	+	+	0	++	+	+	+	--	--	+/-	--	0	+/-	?	?	-	--

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.19 Jacksons Lane West	160	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
HOM 2.20 Jacksons Lane East	270	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--/?
HOM 2.21 Offerton Sand and Gravel	200	+	+	+	0	++	+	+	+	++	++	+	++	-	+/-	?	?	-	++
HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)	385	+	+	+	0	++	+	+	+	--	--	0	--	-	+/-	?	?	-	--
HOM 2.23 Brindale Road	100	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.24 Gravel Bank Road and Unity Mill	295	+	+	+	0	++	+	++	++	--	--	?	--	?	+/-	?	?	-	--
HOM 2.25 Land at Cheadle Hulme School	250	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
HOM 2.26 Dairyground Farm, High Lane	500	+	-	+	0	++	+	+/-	+/?	--	--	0	++	-	+/-	?	?	-	--
HOM 2.27 Jenny Lane, Woodford	190	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.28a and b Mill Lane (Hazel Grove)	80	+	-	+	0	+	+	+	-	-	-	0	++	0	+/-	?	?	-	-
HOM 2.29 High Lane Farm (Woodley)	185	+	+	+	0	++	+	++	+	--	--	?	++	?	+/-	?	?	-	--
HOM 2.30 Sanderling Road	69	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.31 Compstall Road North	250	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.32 Compstall Road South	200	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
HOM 2.33 Heald Green West	750	+	+	+	0	++	+	++	+	--	--	0	++	-	+/-	?	?	-	--
HOM 2.34 Shakespeare Road	150	+	+	+	0	++	+	-	+	-	-	0	+	0	+/-	?	?	-	--

Site Name	Minimum number of dwellings	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
HOM 2.35 Bolshaw Road, Heald Green	64	+	-	+	+	++	+	-	-	-	-	0	++	0	+/-	?	?	-	-
HOM 2.39 Land off Buxton Road, Hazel Grove	75	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
HOM 2.40 Land off Occupiers Lane	120	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
HOM 2.41 Daisy Bank, Heald Green	132	+	0	+	+	++	+	+	+	0	0	0	+	0	+/-	?	?	-	--
HOM 2.36 Heald Green East (part grey belt)	790	+	+/-	+	0	++	+	+/-	+	--	--	0	--	-	+/-	?	?	-	--
HOM 2.37a Land off Chester Road (Hazel Grove)	134	+	-	+	0	++	+	+	+	-	-	0	++	?	+/-	?	?	-	--
HOM 2.37b Norbury Hall	160	+	-	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
HOM 2.38 Chester Road (Woodford) (part grey belt)	550	+	-	+	0	++	+	-	-	--	--	-	++	-	+/-	?	?	-	--
Employment Green Belt Sites																			
Bredbury	(50,000 sqm)	+	0	++	++	0	+	+	0	--	--	0	++	0	+/-	?	?	-	--
Heathside Park Road	(32,000 sqm)	+	0	++	++	0	+	+	?	--	--	0	++	0	+/-	?	?	-	++/- -

Reasonable Alternative Sites Summary Assessment Results

Site Name	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Alternative Sites																		
Gravel Bank Road (175 Units)	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
Further Other Sites																		
Land at Bramhall High School (500 Units)	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
Bridle Road, Woodford (25 Units)	+	-	+	0	+	+	-	-	-	-	0	++	0	+/-	?	?	-	--
Reddish Vale High School (50 Units)	+	+	+	0	+	+	++	+	-	-	0	++	0	+/-	?	?	-	-
Non-Green Belt Residential Sites																		
Broadstone Mill, Reddish (90 Units)	+	+	+	0	+	+	++	+	+	+	?	++	0	+/-	?	?	-	++
Metropolitan House, Cheadle Hulme (80 Units)	+	+	+	0	+	+	++	+	+	+	0	++	0	+/-	?	?	-	++
Land off Finney Lane, Heald Green Station (56 Units)	+	+	+	0	+	+	++	+/-	+	+	0	++	0	+/-	?	?	-	++
Land behind Meadow Mill, Stockport (100 Units)	+	+	+	0	++	+	+	++	+	+	?	--	0	+/-	?	?	-	++
Land at Etchells Road, Cheadle (94 Units)	+	++	+	0	+	+	+	++	--	-	0	--	0	+/-	?	?	-	--
Woodbank Works, Turncroft Lane (70 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Land and buildings at Blackford Road (60 Units)	+	+	+	0	+	+	+	+	+	+	0	--	0	+/-	?	?	-	++

Site Name	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Ford Garage, Wellington Road (60 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Hurstfield Industrial Estate, Reddish (55 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Demmings Industrial Estate, Brookfield Road (164 Units)	+	+	+	0	++	+	+	+	+	+	0	--	0	+/-	?	?	-	++
Oakwood Mills Oakwood Road (120 Units)	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
Hallam Mill, Davenport (70 Units)	+	+	+	0	+	+	+	++	+	+	0	++	0	+/-	?	?	-	++
Crosland Industrial Estate, Bredbury (60 Units)	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++

Residential Green Belt Sites

Site: Woodford Extension (600 units)

Location/Description: Located to the east of Old Hall Lane and Avro Golf Club.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	-	-	--	--	0	--	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in close proximity to an existing health facility. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 600 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified for ISA6: Crime. Minor negative effects are identified for ISA7: Transport as the site is rural in nature and lacking in public transportation options, though it is acknowledged that following the development of the site, bus services could serve the site. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents struggling to access a range of schools, community facilities and other facilities, given the sites rural nature. It is acknowledged that the site is located reasonably close to Woodford Primary School and play spaces within Woodford. The site is of such a size (600 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	-	-	--	--	0	--	0	+/-	?	?	-	--
	The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes, though such effects would fade over time. The site is not located adjacent to heritage assets but there are a number of listed buildings in close proximity to it. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is located within Food Zone 2 and Flood Zone 3 land. Whilst the site would likely be designed to mitigate its flood risks, a significant negative effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure its development is water efficient to meet building standards and best practices and there are no identifiable waterbodies on site. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HALL MOSS LANE (400 UNITS)

Location/Description: Located adjacent to the A555 and south of Eskdale Avenue

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Bramhall. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 400 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Bramhall. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located reasonably close to Moss Hey Primary School and Woodford Recreation Ground. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
	as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is not located adjacent to or in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, minor negative effects are identified as the site contains a number of existing waterbodies. The site would seek to ensure its development is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HIGH LANE (500 UNITS)

Location/Description: Located adjacent to Buxton Road and west of Middlewood Road and Windlehurst Road

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities, though there are some medical services available within High Lane, these are small in scale. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 500 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout High Lane. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located reasonably close to High Lane Primary School																	

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

and High Lane Park. The site is of such a size (500 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur.

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of High Lane's existing built environment.

The site is located in close proximity to several heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment.

The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks.

For ISA13: Water Quality, minor negative effects are identified as the site contains existing waterbodies (small watercourse and stream), though the site would also seek to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
	The site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land. The site contains an existing small farm and other small built elements, though this is not sufficient brownfield land to award the site a mixed scoring.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HYDE BANK MEADOWS (250 UNITS)

Location/Description: North of Hyde Bank Farm and railway line

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	+/-	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Romiley. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 250 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Romiley and are within reasonable walking distance of Romiley Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located reasonably close to Romiley Primary School and Tangshutt Fields. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	+/-	++	0	+/-	?	?	-	--
	as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is within 200m of Tangshutts LNR. The site is located adjacent, and is in close proximity, to several heritage assets (especially a cluster of heritage assets at Hyde Bank Farm). The site would be designed to conform to the character and setting of heritage assets through being well-designed. A mixture of minor positive and minor negative effects is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: SANDOWN ROAD (300 UNITS)

Location/Description: South of Torkington Road and north west of Hazel Grove Golf Club

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	+/-	--	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Hazel Grove and Torkington. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 300 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Hazel Grove and Torkington and are within reasonable walking distance of Hazel Grove Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

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

Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to Torkington Primary School, though there is no public open space located close to the site (private golf course to the south).

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.

The site is located adjacent, and is in close proximity, to several heritage assets (especially a cluster of heritage assets at Hyde Bank Farm). The site would be designed to conform to the character and setting of heritage assets through being well-designed. A mixture of minor positive and minor negative effects is identified for ISA11: Historic Environment.

The site is located within Flood Zone 2 and Flood Zone 3 land and therefore a significant negative effect is identified for ISA12: Flood Risks.

For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	+/-	--	0	+/-	?	?	-	--
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HEALD GREEN EAST (900 UNITS)

Location/Description: North of Stanley Green Retail Park and west of the Wilmslow- Handforth Bypass

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+/-	+	0	++	+	+/-	+	--	--	0	--	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects and minor negative effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Cheadle Hulme, Handforth and Heald Green, though it is acknowledged that the infrastructure that borders much of the site (Wilmslow – Handforth Bypass and A555) present barriers to accessing these facilities. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 900 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive and minor negative effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and Stanley Green Retail Park. It is also acknowledged that the site could expand these bus services through providing bus stops within it, though the Wilmslow – Handforth Bypass and A555 prevent wider public transport barriers.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+/-	+	0	++	+	+/-	+	--	--	0	--	-	+/-	?	?	-	--
	Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to the Seashell Royal School with there being a significant range of primary schools to secondary schools located nearby. The Bradshaw Hall Playing Fields are located nearby to the north of the site. The Wilmslow – Handforth Bypass and A555 present barriers to accessing educational facilities to the east and south, alongside presenting wider safety issues for children. The site is of such a size (900 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is not located adjacent to heritage assets although there is one listed building located close to the site to the south. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is located within Flood Zone 2 and Flood Zone 3 land and therefore a significant negative effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, minor negative effects are identified as the site contains many small waterbodies within it, though it would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+/-	+	0	++	+	+/-	+	--	--	0	--	-	+/-	?	?	-	--
	long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: JACKSONS LANE (550 UNITS) (2 SITES)

Location/Description: The western site is south of Hazel Grove High School and west of the Richmond Rovers Junior Football Club and Norbury Farm. The eastern site lies east of the Richmond Rovers Junior Football Club and Norbury Farm and comprises the existing Happy Valley Camping site.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Hazel Grove, which includes Stepping Hill Hospital. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The site is of such a size (550 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 550 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime.																	

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

Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Hazel Grove and can access Hazel Grove Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it.

Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to the south of Hazel Grove High School and Hazel Grove Sports Centre. Future residents would also have reasonably easy access to the Happy Valley Nature Reserve.

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is also in close proximity to an area of Ancient Woodland (part of the Great Reddish Wood) and a Local Nature Reserve (Happy Valley Nature Reserve). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment.

The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment.

The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks. It has been identified that the southern border of the site is close to identified Flood Zone 2 and 3 land due to its proximity to the Norbury Brook and Lady Brook.

For ISA13: Water Quality, uncertain effects are identified as the site does contain a number of small waterbodies and lies adjacent to several streams and Norbury Brook, but it would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
	Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: FORMER OFFERTON HIGH SCHOOL (185 UNITS)

Location/Description: East of Woodlands Drive and west of Castle Hill High School and Lisburne School.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	++/--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Little Moor. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 185 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Little Moor. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located close to Castle Hill High School, Lisburne School, Woodlands Park, St John's Wood Playing Field and Poise Brook Local Nature Reserve. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is adjacent to Poise Brook NLR and an area of Ancient Woodland. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	++/--
	The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, uncertain effects are identified as the site does contain a number of small waterbodies and lies adjacent to several streams and Norbury Brook, but it would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. However, part of the site is comprised of unused buildings and parking, which would be redeveloped as part of the site. Therefore, a significant positive and significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: COMPSTALL MILL (130 UNITS)

Location/Description: North of Compstall Bridge and adjacent to Compstall Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	?	+	0	--	?	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site being located a considerable distance from medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 130 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Compstall and Compstall Road currently has bus stops on it adjacent to the site. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to easily access a range of schools, community facilities and other facilities. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). However, the site seems to primarily be comprised of existing development in the form of small industrial/retail development and abandoned/derelict buildings. This means that																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	?	+	0	--	?	+/-	?	?	-	++
	the biodiversity value of the site is likely low, given the scale of development currently present on the site. The site is located within 200m of Etherow Country Park LNR and AW. Therefore, an uncertain effect is identified for ISA9: Biodiversity and Natural Capital. Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would help to create a new, high quality built environment that helps to enhance the existing built environment and improve local landscapes, which already view the site as being developed. The site is located close to existing heritage assets (especially Compston Bridge and St Paul's Church). The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is located within a Flood Zone 2 and Flood Zone 3 land, and therefore a significant negative effect is identified for ISA12: Flood Risks. It has been identified that the site is adjacent to land at risk of flooding due to the River Etherow, which lies adjacent to the sites eastern and southern boundary. For ISA13: Water Quality, uncertain effects are identified as the site does contain Gigg Brook, but it is not known to what extent the site would actually interact with it given the site already contains development. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	?	+	0	--	?	+/-	?	?	-	++
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HEALD GREEN WEST (750 UNITS)

Location/Description: East of Outwood farm and west of Heald Green Railway Station.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	++	+	--	--	0	++	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Heald Green and wider Manchester South area. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 750 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Heald Green and is adjacent to the Heald Green Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to Bolshaw Primary School and the site																	

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

contains an existing playing field. The site is of such a size (750 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur.

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of Heald Green's existing built environment.

The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment.

The site is located within a Flood Zone 2 and Flood Zone 3 land, and therefore a significant negative effect is identified for ISA12: Flood Risks.

For ISA13: Water Quality, minor negative effects are identified as the site does contain a number of small waterbodies and watercourses, but it would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	++	+	--	--	0	++	-	+/-	?	?	-	--
	As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND TO THE REAR OF SAINSBURYS (500 UNITS)

Location/Description: North of London Road Sainsbury's and south of Dial Park Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	--	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Stepping Hill and is in close proximity to Stepping Hill Hospital. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 500 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Stepping Hill. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is not located adjacent to such services and facilities,																	

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

besides Bean Leach Playground. The site is of such a size (500 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur.

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment.

The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment.

The site is located within a Flood Zone 2 and Flood Zone 3 land, and therefore a significant negative effect is identified for ISA12: Flood Risks.

For ISA13: Water Quality, minor negative effects are identified as the site does contain a number of small waterbodies and watercourses, but it would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	--	-	+/-	?	?	-	--
	As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF CHESTER ROAD, WOODFORD (550 UNITS)

Location/Description: Site is located adjacent to Chester Road and Old Hall Lane and is north west of Richard Street.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	-	-	--	--	-	++	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in close proximity to an existing health facility. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 550 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified for ISA6: Crime. Minor negative effects are identified for ISA7: Transport as the site is rural in nature and lacking in public transportation options, though it is acknowledged that following the development of the site, bus services could frequent the site. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents struggling to access a range of schools, community facilities and other facilities, given the sites rural nature. It is acknowledged that the site is located reasonably close to Woodford Primary School and play spaces within Woodford. The site is of such a size (550 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	-	-	--	--	-	++	-	+/-	?	?	-	--
	The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes, though such effects would fade over time. The site is located adjacent to heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A minor negative effect is identified for ISA11: Historic Environment. The site is not located within Food Zone 2 and Flood Zone 3 land; therefore, a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, a minor negative effect is identified as the site does contain many small waterbodies within it, though the site would be carefully designed to ensure its development is water efficient to meet building standards and best practices and there are no identifiable waterbodies on site. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: OFFERTON SAND AND GRAVEL (150 UNITS)

Location/Description: The site is located on the former Offerton Sand and Gravel Quarry, north of Marple Road and south of the River Goyt.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	++	++	+	++	-	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Bosden Moor and the wider area. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 150 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding area and especially the bus stops on Marple Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is within close proximity of schools, such as Warren Wood																	

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

Primary School, Dial Park Primary School and St Philip's Catholic Primary School. The site would also benefit from being adjacent to Poise Brook Local Nature Reserve.

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is also located adjacent to the Poise Brook Local Nature Reserve and an area of Ancient Woodland. The site itself is a disused quarry. Its development could help to revitalise biodiversity in the area and the surrounding woodland. Therefore, a significant positive effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of a quarry into housing development would improve local landscapes.

The site is located close to existing heritage assets, though is well screened by existing woodland and the site would result in the development of a quarry. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the transformation of a quarry into a residential estate would likely improve local heritage assets character and setting. A minor positive effect is identified for ISA11: Historic Environment.

The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks.

For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	++	++	+	++	-	+/-	?	?	-	++
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is comprised of Offerton Sand and Gravel Quary, which has been heavily developed. The site is therefore entirely comprised of brownfield land. Its development would have significant positive effects on ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: GRAVEL BANK ROAD (175 UNITS)

Location/Description: Site contains Gravel Bank Farm and is north of Gravel Bank Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Woodley, which includes Woodley Village Surgery. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 175 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Woodley and can access Woodley Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located close to Woodley Primary School, local parks and Haughton Dale Nature Reserve.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
	The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is also adjacent to an area of Ancient Woodland and a Local Nature Reserve (Haughton Dale Local Nature Reserve). It appears that the site would develop an existing farm that comprises a small portion of the site Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks. It has been identified that the northern border of the site is identified as being Flood Zone 2 and 3 land due to its proximity to the Peak Forest Canal. For ISA13: Water Quality, uncertain effects are identified as the site does not contain any waterbodies but is located adjacent to Peak Forest Canal. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land. It is acknowledged that the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
	site could result in the redevelopment of some brownfield land through the redevelopment of an existing farm on site. The farm on site comprises a sufficient portion of the overall site that minor positive effects are also identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: NORBURY HALL (300 UNITS)

Location/Description: Located north of the A555, west of Macclesfield Road and south of Longnor Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 100 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Hazel Grove. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	+/--
	as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity, to designated nature conservation assets. The site is not located in close proximity to heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, uncertain effects are identified as the site contains a number of waterbodies within it. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a mixed positive/significant negative effect is identified against ISA18: Efficient use of Land, reflecting that the site could result in the redevelopment of some brownfield land through the redevelopment of an existing farm on site. The farm on site comprises a sufficient portion of the overall site that minor positive effects are also identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: JOHN STREET, HAZEL GROVE (109 UNITS)

Location/Description: Located South West of the A6 London Road, Hazel Grove

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	++	0	0	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a full range of existing health facilities (e.g. parks and open spaces). The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 109 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services along the A6 towards Stockport and train services from Hazel Grove Station. A major positive effect is identified against ISA8: Accessibility reflecting access to a range of community facilities.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	++	0	0	0	++	0	+/-	?	?	-	++
	The site is not located in close proximity to any biodiversity or heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site whilst being in a relatively central location future residents using their private cars to travel would also produce emissions. The site is well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is previously developed and as such development would result in significant positive effects against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: STATION ROAD, REDDISH (180 UNITS)

Location/Description: Located North of Station Road, West of Reddish North Station, Reddish

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a full range of existing health facilities (e.g. parks and open spaces). The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 109 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services along Gorton Road and train services from Reddish North, approx..750m to the east. A minor positive effect is identified against ISA8: Accessibility reflecting overall moderate access to a range of community facilities.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
	The site is not located in close proximity to any biodiversity or heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site whilst being in a relatively central location future residents using their private cars to travel would also produce emissions. The site is well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is previously developed and as such development would result in significant positive effects against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND AT CHEADLE HULME STATION, CHEADLE HULME (125 UNITS)

Location/Description: Located Adjacent (south east) to Cheadle Hulme Station, Cheadle Hulme

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a full range of existing health facilities (e.g. parks and open spaces). The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 125 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services along Station Road and train services from Cheadle Hulme Station immediately adjacent to the site. A minor positive effect is identified against ISA8: Accessibility reflecting overall moderate access to a range of community facilities.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	0	0	0	++	0	+/-	?	?	-	++
	The site is not located in close proximity to any biodiversity or heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site whilst being in a relatively central location future residents using their private cars to travel would also produce emissions. The site is well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is previously developed and as such development would result in significant positive effects against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: BRINDALE ROAD (100 UNITS)

Location/Description: Located east of Brindale Road and Highfields College and north and west of the M60.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Brinnington, especially Brinnington Health Centre. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 100 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Brinnington. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to Highfields College and there are playing fields located to the south of the site. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	-	+/-	?	?	-	--
	as the development of Green Belt land would result in a significant change to local landscapes through the expansion of Brinnington's existing built environment. The site is not adjacent, or in proximity, to designated nature conservation assets. The site is not located in close proximity to heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, minor negative effects are identified as the site contains a number of streams within it and other waterbodies. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: ROMILEY BOARD MILL, ROMILEY (200 UNITS)

Location/Description: Located south east of Romiley, off Oakwood Road

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	+	++	+	+	+	-	-	-	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 200 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Romiley Station some 500m to the north west and local bus services towards Stockport to the west. Minor positive effects are identified against ISA8: Accessibility reflecting the location of the site likely resulting in future residents able to access a range of schools, community facilities and other facilities. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site lies adjacent to Ancient Woodland hence a negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	+	++	+	+	+	-	-	-	++	0	+/-	?	?	-	--
	The site is located in close proximity to heritage assets (Listed Building and Conservation Area). The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects.. A minor negative effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders open land associated with the River Goyt, A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF SHAKESPEARE ROAD, BREDBURY (150 UNITS)

Location/Description: Located South of Shakespeare Road, Bredbury

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	-	+	-	-	0	+	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 150 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Bredbury Station approx. 750m to the north and local bus services towards Stockport to the west. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	-	+	-	-	0	+	0	+/-	?	?	-	--
	The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is in proximity to a Local Wildlife Site. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located in close proximity to any heritage assets and a neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF BOLSHAW ROAD, HEALD GREEN (64 UNITS)

Location/Description: Located South of Bolshaw Road, Heald Green

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	+	++	+	-	-	-	-	0	++	0	+/-	?	?	-	-
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 64 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Heald Green Station approx..1km to the north and local bus services towards Stockport to the north west. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to access a range of schools, community facilities and other facilities. The site currently does not have easy access to a school but does have easy access to a public open space.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	+	++	+	-	-	-	-	0	++	0	+/-	?	?	-	-
	Localised effects on a Priority Habitat Inventory Site, which is important for local biodiversity and is moderate in scale (64 units). Therefore, a minor negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located in close proximity to any heritage assets. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is moderate in scale (64 units), meaning it would result in the loss of undeveloped land. Therefore, a minor negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF BUXTON ROAD, HAZEL GROVE (75 UNITS)

Location/Description: Located South West of Buxton Road, North of the A555 Airport Eastern Link Road, Hazel Grove

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 75 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Hazel Grove Station approx..1km to the north and local bus services towards Hazel Grove and Stockport to the north. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to access a range of schools, community facilities and other facilities. The site currently does not have easy access to a school but does have easy access to a public open space.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
	The site is located within the Green Belt, which is important for local biodiversity and is moderate in scale (75 units). No effects on ISA9: Biodiversity and Natural Capital or ISA10: Landscape and Townscape are identified. The site is not located in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is moderate in scale (75 units), meaning it would result in the loss of undeveloped land. Therefore, a moderate negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF OCCUPIERS LANE, HAZEL GROVE (120 UNITS)

Location/Description: Located East of Occupiers Lane, North of Buxton Road, Hazel Grove

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 75 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Hazel Grove Station approx..1km to the north and local bus services towards Hazel Grove and Stockport to the north. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to access a range of schools, community facilities and other facilities. The site currently does not have easy access to a school but does have easy access to a public open space.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	+	++	+	+	-	0	0	0	+	0	+/-	?	?	-	-
	The site is located within the Green Belt, which is important for local biodiversity and is moderate in scale (110 units). No effects on ISA9: Biodiversity and Natural Capital or ISA10: Landscape and Townscape are identified. The site is not located in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is moderate in scale (75 units), meaning it would result in the loss of undeveloped land. Therefore, a moderate negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF DAISY BANK LAND, OFF STYAL ROAD, HEALD GREEN (132 UNITS)

Location/Description: Located to the East of Daisy Bank Lane, Heald Green

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	+	+	++	+	+	+	0	0	0	+	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Neutral effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 132 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Gatley Station approx..2km to the north or Cheadle Hulme Station approx..3 km to the east and local bus services towards Gatley and Cheadle to the north. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	+	+	++	+	+	+	0	0	0	+	0	+/-	?	?	-	--
	Neutral effects are identified for ISA9: Biodiversity and Natural Capital, ISA10: Landscape and Townscape, despite the relatively large scale of the development. The site is not located in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	+	+	++	+	+	+	0	0	0	+	0	+/-	?	?	-	--
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF CHESTER ROAD, HAZEL GROVE (134 UNITS)

Location/Description: Located West of Chester Road, Hazel Grove

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	-	-	0	++	?	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site has such potential at 134 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access train services from Hazel Grove Station approx..1.5km to the north and a local bus route (391 Stockport – Macclesfield).																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	-	-	0	++	?	+/-	?	?	-	--
	Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to access a range of schools, community facilities and other facilities. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a minor negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. MillHill Farm Wood AWI and Happy Valley LNR approx..0.75km to the west. The site is not located in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	+	-	-	0	++	?	+/-	?	?	-	--
	As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

Employment Green Belt Sites

SITE: BREDBURY (50,000SQM)

Location/Description: The site lies adjacent to the north west boundary of the Bredbury Park Industrial Estate.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	++	++	0	+	+	0	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Neutral effects are identified against ISA2: Health due to the site being used for employment development that is less likely to place a strain on/require local health facility. The site is identified as being focused on employment development and therefore would provide employment opportunities that helps to directly stimulate the local economy through generating employment. This would also help to support the local economy alongside the economic benefits development brings. A significant minor positive effect is identified for ISA3: Economy and ISA4: Employment. Neutral effects are identified on ISA5: Housing as the site would not be used for residential development. The site would be designed to ensure the employment development it creates are safe places to traverse and feel safe. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future users would be able to access the bus services currently in operation throughout the Bredbury Park Industrial Estate. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	++	++	0	+	+	0	--	--	0	++	0	+/-	?	?	-	--
	A neutral effect is identified for ISA8: Accessibility as the site would likely be designed to be accessible, but its use for employment does not require access to other services and facilities. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (50,000sqm of employment development). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment and the site would be an extension to an existing industrial estate. The site is within 200m of Lower Haughton Meadows LNR. The site is not located in close proximity to heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effect is identified as the site contains one tiny water body within it. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future workers/customers using their private cars to travel to the site would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	++	++	0	+	+	0	--	--	0	++	0	+/-	?	?	-	--
	The site would develop Green Belt land and is large in scale (50,000sqm of employment development), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HEATHSIDE PARK ROAD (32,000SQM)

Location/Description: Located south of the M60 and west of Heathside Park Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	++	++	0	+	+	?	--	--	0	++	0	+/-	?	?	-	++/--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Neutral effects are identified against ISA2: Health due to the site being used for employment development that is less likely to place a strain on/require local health facility. The site is identified as being focused on employment development and therefore would provide employment opportunities that helps to directly stimulate the local economy through generating employment. This would also help to support the local economy alongside the economic benefits development brings. A significant minor positive effect is identified for ISA3: Economy and ISA4: Employment. Neutral effects are identified on ISA5: Housing as the site would not be used for residential development. The site would be designed to ensure the employment development it creates are safe places to traverse and feel safe. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future users would be able to access the bus services currently in operation throughout the A560. It is also acknowledged that the site could expand these bus services through providing bus stops within it. An uncertain effect is identified for ISA8: Accessibility as the site would likely be designed to be accessible, but its use for employment does not require access to other services and facilities. The development of the site could compromise a current community use (allotments), though it is not known if the site would retain these allotments. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (32,000sqm of employment development). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital It is identified that the site currently has allotments and a car show room/dealership (including significant parking) on it. It is assumed that the allotments would not be lost from the development of the site. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment although the site does have some development within																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	0	++	++	0	+	+	?	--	--	0	++	0	+/-	?	?	-	++/--
	it already. The site is located adjacent to Abney Hall LNR. The site is not located in close proximity to heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, neutral effect is identified as the site contains no waterbodies within it. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future workers/customers using their private cars to travel and access the site would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site would develop Green Belt land and is large in scale (32,000sqm of employment development), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land. The site would also develop a significant amount of brownfield land (a car showroom/dealership), generating significant positive effects, but it has also been assumed that the allotments on site would be retained.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

FURTHER OTHER SITES

SITE: LAND AT CHEADLE HULME SCHOOL (350 UNITS)

Location/Description: South of Cheadle Hulme School.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 350 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Cheadle Hulme and are within reasonable walking distance of Cheadle Hulme Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
	Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to Cheadle Hulme School and is close to Cheadle Hulme High School alongside other educational facilities. The site is located close to Heathbank Park and Highfield Road Recreation Park. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is located adjacent to the Listed Building of Cheadle Hulme School. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. An uncertain effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND AT BRAMHALL HIGH SCHOOL (500 UNITS)

Location/Description: Located adjacent to Bramhall High School and north east of Seal Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 500 units. A significant positive effect is identified for ISA5: Housing. The site is of such a size (550 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the built environment and Woodford Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

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

Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to Bramhall High School and is close to Ladybrook Primary School alongside other educational facilities. The site is located adjacent to Happy Valley Nature Reserve.

The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units) and is adjacent to the Happy Valley Nature Reserve. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.

The site is located adjacent to the Listed Building of Cheadle Hulme School. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. An uncertain effect is identified for ISA11: Historic Environment.

The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks.

For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	?	++	0	+/-	?	?	-	--
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: JENNY LANE, WOODFORD (190 UNITS)

Location/Description: Adjacent to Jenny Lane, Moor Lane and Woodford Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site being located some distance from a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 190 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Bramhall and is near to Bramhall Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located close to Queensgate Primary School to the north, though the site is separated from this school by some distance and the busy A555. Wider educational facilities are similarly difficult to access. Woodford Recreation Ground is located close to the site but is also difficult to access due to the A555. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
	as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is located close to the Listed Building of Moor Farm. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: BRIDLE ROAD, WOODFORD (25 UNITS)

Location/Description: Located on a sliver of land between Bridle Road

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	+	+	-	-	-	-	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site being located some distance from a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a number of housing units at 25 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor negative effects are identified for ISA7: Transport as the site's future residents would struggle to access the bus services currently in operation throughout Woodford. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents struggling to access a range of schools, community facilities and other facilities. It is acknowledged that the site is some distance from a play area and Woodford Primary School. The site is located within the Green Belt, which is important for local biodiversity but is small in scale (25 units). Therefore, a minor negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a change to local landscapes through the expansion of the existing built environment although the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	+	+	-	-	-	-	0	++	0	+/-	?	?	-	--
	small scale nature of the site means such effects are likely considerably easier to mitigate. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is not located close to heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: JACKSONS LANE - TW (170 UNITS)

Location/Description: South of Jacksons Lane (West) and south of Hazel Grove High School and west of the Richmond Rovers Junior Football Club and Norbury Farm.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Hazel Grove, which includes Stepping Hill Hospital. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 170 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Hazel Grove and can access Hazel Grove Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
	Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to the south of Hazel Grove High School and Hazel Grove Sports Centre. Future residents would also have reasonably easy access to the Happy Valley Nature Reserve. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is also in close proximity to an area of Ancient Woodland (part of the Great Reddish Wood) and a Local Nature Reserve (Happy Valley Nature Reserve). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks. It has been identified that the southern border of the site is also identified as being in close proximity to Flood Zone 2 and 3 land due to its proximity to the Lady Brook. For ISA13: Water Quality, uncertain effects are identified as the site does contain a number of small waterbodies and lies adjacent to several streams and is in close proximity to the Lady Brook. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--
	long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: JACKSONS LANE - BELLWAY (270 UNITS)

Location/Description: South of Jacksons Lane (East) and east of the Richmond Rovers Junior Football Club and Norbury Farm and comprises the existing Happy Valley Camping site.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--/?
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities within Hazel Grove, which includes Stepping Hill Hospital. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 270 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Hazel Grove and can access Hazel Grove Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--/?
	Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to the south east of Hazel Grove High School and Hazel Grove Sports Centre. Future residents would also have reasonably easy access to the Happy Valley Nature Reserve. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site is also in close proximity to an area of Ancient Woodland (part of the Great Reddish Wood) and a Local Nature Reserve (Happy Valley Nature Reserve), though is further east from these elements than that Jackson Lane – TW site. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located close to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks. It has been identified that the southern border of the site is also identified as being in close proximity to Flood Zone 2 and 3 land due to its proximity to the Norbury Brook. For ISA13: Water Quality, uncertain effects are identified as the site does contain a number of small waterbodies and lies adjacent to several streams and is close to Norbury Brook. However, the quality of these small waterbodies is not known given the site is currently used as a campsite. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is also not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	?	+/-	?	?	-	--/?
	long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land. It is acknowledged that the site is currently used as a campsite, meaning the site is sometimes active and the land comprising it is not untouched greenfield land, creating uncertain effects as the land value of the site could be lower than what has been assumed.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: MILL LANE (40 UNITS)

Location/Description: South of Mill Lane and west of Old Mill Lane

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	+	+	+	-	-	-	0	++	0	+/-	?	?	-	-
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site being located some distance from a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a number of housing units at 40 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Hazel Grove and the bus stops on Mill Lane. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located some distance from Norbury Hall Primary School, which appears to be the closest school. The site is located within the Green Belt, which is important for local biodiversity, though the site is small in scale. Therefore, a minor negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	+	+	+	-	-	-	0	++	0	+/-	?	?	-	-
	development of Green Belt land would result in a change to local landscapes through the expansion of the existing built environment. The site is in proximity (within 200m), to Ancient Woodland. The site is not located close to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land though is small in scale. Therefore, a minor negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HIGH LANE ADDITION/EXTENSION (500 UNITS)

Location/Description: Located west of Windlehurst Road and north of Buxton Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+/-	+/?	--	--	0	++	-	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities, though there are some medical services available within High Lane, these are small in scale. It is not known if the site would develop new health facilities, though it is of a size that it might be able to. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 500 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive and minor negative effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout High Lane, though the site is currently contingent upon the development of the High Lane site in order to interconnect to the wider built environment. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects with uncertainties are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities but such access potentially being contingent upon the development																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+/-	+/?	--	--	0	++	-	+/-	?	?	-	--
	of the High Lane site. It is acknowledged that the site is located reasonably close to High Lane Primary School and High Lane Park. The site is of such a size (500 units) that it could potentially provide some element of educational/community facility within it, though it is not known to what extent this would occur. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The northern border of the site lies adjacent to Moult Wood. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of High Lane's existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is located some distance from several heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, minor negative effects are identified as the site contains existing waterbodies (small watercourses and streams), though the site would also seek to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+/-	+/?	--	--	0	++	-	+/-	?	?	-	--
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: REDDISH VALE HIGH SCHOOL (50 UNITS)

Location/Description: Adjacent to Reddish Vale High School, north of Reddish Vale Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+	-	-	0	++	0	+/-	?	?	-	-
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a number of housing units at 40 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Reddish and has easy access to the Reddish South Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located adjacent to the Reddish Vale High School and close to Abington Primary School, alongside many other educational facilities. The site does border a sports centre, but future residents could struggle to access public open spaces depending on if nearby school fields are open to the public or not, though the Reddish Vale Nature Reserve is located to the east of the site.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+	-	-	0	++	0	+/-	?	?	-	-
	The site is located within the Green Belt, which is important for local biodiversity, though the site is small in scale. Therefore, a minor negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a change to local landscapes through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is not located close to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land though is small in scale. Therefore, a minor negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: GRAVEL BANK ROAD/UNITY MILL (400 UNITS)

Location/Description: Located on the site of the disused Unity Mill, Woodford.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	++	++	--	--	?	--	?	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 400 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Woodley and can easily access Woodley Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Significant positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located close to Woodley Primary School and the site is adjacent to Apethorn Wood and the Haughton Dale Nature Reserve. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site also borders Apethorn Wood and the Haughton Dale Local Nature Reserve. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	++	++	--	--	?	--	?	+/-	?	?	-	--
	The site contains the Unity Mill disused building, which is identified as a Historic Landmark. The building is in a state of significant disrepair and decay. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this building. There is potential for the site to redevelop the Unity Mill building and bring it back into use, though the likelihood of this is not known. An uncertain effect is identified for ISA11: Historic Environment. The site is located within Flood Zone 2 and Flood Zone 3 land and therefore a significant negative effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, uncertain effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. Furthermore, the site could potentially contain several small streams and/or watercourses and lies adjacent to the River Tame, though it is not known to what extent the site would have any effect on these water assets. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HIGH LANE FARM (185 UNITS)

Location/Description: Land off High lane and west of Healdwood Road, Woodley

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	++	+	--	--	?	++	?	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 185 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Woodley and are within reasonable walking distance of Woodley Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located close to Woodley Primary School and Greave Primary School and is adjacent to Woodley Cricket Club. The site borders Heald Wood, but it is not known what public and easily accessible open space the site could access, besides the surrounding wildland that is likely used for farming or private use. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site also borders Heald Wood. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	++	+	--	--	?	++	?	+/-	?	?	-	--
	through the expansion of the existing built environment. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is located adjacent to the Listed Building of Barker Cottage. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. An uncertain effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, uncertain effects are identified as the site contains at least one small watercourse, but it is not known if the site would compromise these waterbodies. The site would also be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: COMPSTALL ROAD, ROMILEY (NORTH) (250 UNITS)

Location/Description: Located north of Compstall Road and south west of the Werneth Memorial Park.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 250 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Romiley. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to access a range of schools, community facilities and other facilities. The site currently does not have easy access to a school but does have easy access to a public open space. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site lies adjacent to the Romiley Golf Course and there is a large patch of ancient woodland in close proximity to the site to the east. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
	Townscape for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: COMPSTALL ROAD, ROMILEY (SOUTH) (200 UNITS)

Location/Description: Located South of Compstall Road, south of Werneth Memorial Park and east of Springwood Lane.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located in proximity to a range of existing health facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 200 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Romiley. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being unable to access a range of schools, community facilities and other facilities. The site currently does not have easy access to a school but does have easy access to a public open space. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). The site lies adjacent to Redbrow Wood, which is Ancient Woodland and there is another large patch of Ancient Woodland in close proximity to the site to the North. Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
	for similar reasons as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. The site is not located in close proximity to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: SANDERLING ROAD (120 UNITS)

Location/Description: South of Sanderling Road and West of Peregrine Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor negative effects are identified against ISA2: Health due to the site not being located within a range of existing health facilities as it seems only Bosden Moor Surgery would be accessible by the sites future residents unless they travelled some distance. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 120 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Bosden Farm and the bus stops on Sanderling Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor negative effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents not being able to access a range of schools, community facilities and other facilities. The site is located within the Green Belt, which is important for local biodiversity and is large in scale (100+ units). Therefore, a significant negative effect is identified for ISA9: Biodiversity and Natural Capital. Similar effects are identified on ISA10: Landscape and Townscape for similar reasons																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	-	+	0	++	+	+	-	--	--	0	++	0	+/-	?	?	-	--
	as the development of Green Belt land would result in a significant change to local landscapes through the expansion of the existing built environment. It is also acknowledged that the development of the site would somewhat form a natural extension to the built environment of Bosden Farm. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The site is not located close to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed, potentially reducing potential effects on this Listed Building. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. The site borders a small watercourse/stream. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. As stated previously, the site would develop Green Belt land and is large in scale (100+ units), meaning it would result in the loss of a considerable amount of undeveloped land. Therefore, a significant negative effect is identified against ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

NON-GREEN BELT RESIDENTIAL SITES

SITE: LAND AT MIDLAND ROAD, BRAMHALL (206 UNITS)

Location/Description: East of Midland Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	--	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located a reasonable distance from medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 206 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Cheadle Hulme and can access the bus stops on the nearby Adswood Road and Zurich Gardens. It is also acknowledged that the site could expand these bus services through providing bus stops within it. It is also identified that whilst the site is not located close to Cheadle Hulme Railway Station and Davenport Railway Station, it is likely that future residents could access them.																	

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

Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able easily access a range of schools, community facilities and other facilities. The site is located close to Nevil Road Infant School and Nevil Road Junior School and is also located close to Rocket Park Playground and Davenport Playing Fields.

The site is located on greenfield land, that is currently comprised of trees, bushes, hedgerows. The site therefore has considerable biodiversity within it, which the development of the site would compromise. Significant negative effects are identified against ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The development of the site would change the character of the site considerably and result in the expansion of the built environment, resulting in significant negative effects on ISA10: Landscape and Townscape.

Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would help to create a new, high quality built environment that helps to enhance the existing built environment and improve local landscapes, which already view the site as being developed.

The site is not located close to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment.

The site is located within a Flood Zone 2 and Flood Zone 3 land, and therefore a significant negative effect is identified for ISA12: Flood Risks. It has been identified that the site is adjacent to land at risk of flooding due to the River Etherow, which lies adjacent to the sites eastern and southern boundary.

For ISA13: Water Quality, neutral effects are identified as the site only contain one small waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	--	0	+/-	?	?	-	--
	Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of greenfield land, which would be lost from the development of the site. Significant negative effects are identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: BROADSTONE MILL, REDDISH (90 UNITS)

Location/Description: Adjacent to the Grey Horse pub and the B5169.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+	+	+	?	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 90 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Reddish and on the adjacent B5169 and has easy access to Reddish South Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located close to Jones Gerry Secondary School and Broadstone Hall Primary School. The site is also located close to Houldsworth Park and Marbury Road Park. The site is located within the existing built environment and comprises some greenfield land but is primarily comprising existing buildings/hardstanding. The biodiversity value of the site is therefore low, and its development would have minor positive effects on ISA9: Biodiversity and Natural Capital due to it potentially resulting in a redeveloped site that has the potential to have better biodiversity within it. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+	+	+	?	++	0	+/-	?	?	-	++
	Minor positive effects are identified for ISA10: Landscape and Townscape as the redevelopment of the site would be infill development that would likely help to improve the character of the surrounding built environment. Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would help to create a new, high quality built environment that helps to enhance the existing built environment and improve local landscapes, which already view the site as being developed. The site is located adjacent to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the site is not of significant size. An uncertain effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain any waterbodies. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land, with the amount of greenfield land located within the site not being substantial. Therefore, a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: METROPOLITAN HOUSE, CHEADLE HULME (80 UNITS)

Location/Description: Located on Metropolitan House, adjacent to Station Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 80 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Cheadle Hulme, with access to the bus stops on Station Road and has easy access to Cheadle Hulme Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. The site is located within the existing built environment and comprises only brownfield land. The biodiversity value of the site is therefore low and its development would have minor positive effects on ISA9: Biodiversity and Natural Capital due to it potentially resulting in a redeveloped site that has the potential to have better biodiversity within it. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+	+	+	0	++	0	+/-	?	?	-	++
	Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would help to create a new, high quality built environment that helps to enhance the existing built environment and improve local landscapes, which already view the site as being developed. The site is not located in close proximity to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the site is not of significant size. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain any waterbodies. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF FINNEY LANE, HEALD GREEN STATION (56 UNITS)

Location/Description: Located around Heald Green Station.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+/-	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 56 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Heald Green, with access to the bus stops on Finney Lane and has easy access to Heald Green Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. It has been assumed that the development of the site would not result in the loss of Heald Green Railway Station.																	

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

Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities and that accessing a range of parks/open spaces would be difficult for future residents.

The site is located within the existing built environment and comprises only brownfield land. The biodiversity value of the site is therefore low and its development would have minor positive effects on ISA9: Biodiversity and Natural Capital due to it potentially resulting in a redeveloped site that has the potential to have better biodiversity within it. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.

Minor positive effects are identified for ISA10: Landscape and Townscape as the redevelopment of the site would be infill development that would likely help to improve the character of the surrounding built environment.

The site is not located in close proximity to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the site is not of significant size. A neutral effect is identified for ISA11: Historic Environment.

The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk.

For ISA13: Water Quality, neutral effects are identified as the site does not contain any waterbodies. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known.

A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport).

Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	++	+/-	+	+	0	++	0	+/-	?	?	-	++
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: FORMER CHEADLE BRICKWORKS (300 UNITS)

Location/Description: Located on the site of the former Cheadle Brickworks, south of Adswood Road and adjacent to Adswood Road Household Waste and Recycling Centre.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	+	++	0	++	?	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 300 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Cheadle Hulme, including the bus stops located on nearby Adswood Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	+	++	0	++	?	+/-	?	?	-	++
	Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located within proximity of Adswood Primary School and Davenport Playing Fields. The site is located within a derelict site, with the former Cheadle Brickworks complex removed. The site is therefore of low biodiversity value, with its redevelopment potentially allowing for a site that is more supportive of local biodiversity. Minor positive effects are identified against ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. Significant positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would help to create a new, high quality built environment that helps to enhance local landscapes, especially given the exposed and large scale nature of the site. The site is not located in close proximity to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the site is not of significant size. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, uncertain effects are identified as the site does contain one large waterbody, though given the past history of the site its quality is unknown. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	+	++	0	++	?	+/-	?	?	-	++
	long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land. The small amount of greenfield land on the site is not considered significant and its quality is not known given the sites former uses.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND OFF ADSWOOD ROAD, CHEADLE HULME (108 UNITS)

Location/Description: East of Former Cheadle Brickworks and south west of Adswood Road and a trainline.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 108 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Cheadle Hulme, including the bus stops located on nearby Adswood Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located within proximity of Adswood Primary School and Davenport Playing Fields. The site is located on open, greenfield land that is important to the biodiversity of the surrounding area. The development of the site would result in the loss of this greenfield land. A significant negative effect is therefore identified again ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
	Significant negative effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the loss of this greenfield land, with it being transformed into a housing development that does not naturally build off the nearby built environment. Should the sites of Former Cheadle Brickworks and Land at Midland Road, Bramhall be developed, this would help to make this site stand out less. The site is not located in close proximity to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the site is not of significant size. A neutral effect is identified for ISA11: Historic Environment. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of greenfield land and therefore a significant negative effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND BEHIND MEADOW MILL, STOCKPORT (100 UNITS)

Location/Description: Located on the Meadow Industrial Estate, north of Water Street.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	++	+	+	?	--	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 100 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and on Lancashire Hill and A560. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Significant positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located within proximity of St Mary's RC																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	++	+	+	?	--	0	+/-	?	?	-	++
	Primary School, Vernon Park Primary School and St Paul's Church of England Primary School. The site is also directly adjacent to a large Tesco. The site's residents would also have access to the large Harrisons Weir Reddish Vale Country Park, alongside several smaller parks. The site is located on the current Meadow Industrial Estate, with the River Tame bordering the site to the north. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is located within 200m of Reddish Vale LNR. Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site contains the Meadow Mill building, which is a Listed Building. It has been assumed that the site would be developed in a manner that does not result in the loss of this Listed Building. Uncertain effects are identified for ISA11: Historic Environment as the site could focus its design to compliment this Listed Building or could potentially harm its character and setting or even result in its loss. The site is located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant negative effect on ISA12: Flood Risk. The River Tame borders the north of the site and presents further historic flooding issues. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	++	+	+	?	--	0	+/-	?	?	-	++
	Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of greenfield land and therefore a significant negative effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND AT ETCHELLS ROAD, CHEADLE (94 UNITS)

Location/Description: Adjacent to Wilmslow Road and north of Etchells Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	++	+	0	+	+	+	++	--	-	0	--	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Significant positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities, especially Astell Day Hospital. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 94 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and on Wilmslow Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Significant positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is located within proximity of North West Priory School, Etchells Primary School and Bradshaw Hall Primary School. The site is also located in close proximity to a large Sainsbury's. The site also has easy access to Bruntwood Park.																

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	++	+	0	+	+	+	++	--	-	0	--	0	+/-	?	?	-	--
	The site is located on greenfield land, that is currently comprised of trees, bushes, hedgerows. The site therefore has considerable biodiversity within it, which the development of the site would compromise. Significant negative effects are identified against ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. The development of the site would change the character of the site considerably and result in the expansion of the built environment, though the surroundings of the site are highly developed, reducing potential adverse landscape effects. A minor negative effect is identified for ISA10: Landscape and Townscape. The site is not located in close proximity to existing heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed and the site is not of significant size. A neutral effect is identified for ISA11: Historic Environment. The site is located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant negative effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site only contains a small waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of greenfield land and therefore a significant negative effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: WOODBANK WORKS, TURNCROFT LANE (70 UNITS)

Location/Description: Located adjacent to New Zealand Road and Turncroft Lane.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 70 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and on Turncroft Lane. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site has access to Vernon Park Primary School and St Jospeh's Roman Catholic Primary School. The site is also located in close proximity of Vernon Park and Woodbank Park. The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
	Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is in close proximity to the Stockport Museum Listed Building. Neutral effects are identified for ISA11: Historic Environment as the site is unlikely to potentially harm its character and setting. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: LAND AND BUILDINGS AT BLACKFORD ROAD (60 UNITS)

Location/Description: Adjacent to Wellington Road North and Blackford Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	--	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 60 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and Wellington Road North. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site has access to St Thomas' Church of England Primary School. The site has good access to several parks, including Cringle Park, Meadows Field and Highfield Country Park. The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is located within 200m of Ancient Woodland.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	--	0	+/-	?	?	-	++
	Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is not in close proximity to any heritage assets. Neutral effects are identified for ISA11: Historic Environment and the site would be built to a high standard of design. The site is located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant negative effect on ISA12: Flood Risk. The site also borders the Black Brook to the north. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: FORD GARAGE, WELLINGTON ROAD (60 UNITS)

Location/Description: Located upon the current Ford Garage on Wellington Road

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 60 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and Wellington Road North, with access to Heaton Chapel Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site has access to All Saints Church of England Primary School and St Anne's RC Voluntary Academy. The site does not have easy access to a park/open space, with the nearby Heaton Norris Park being small and separated from the site by a trainline, making accessing it difficult.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
	The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is not in close proximity to any heritage assets. Neutral effects are identified for ISA11: Historic Environment and the site would be built to a high standard of design. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HURSTFIELD INDUSTRIAL ESTATE, REDDISH (55 UNITS)

Location/Description: Located upon Hurstfield Industrial Estate south of Hurst Street.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 55 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Reddish and on the adjacent B5169 and has easy access to Reddish South Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
	Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is not in close proximity to any heritage assets. Neutral effects are identified for ISA11: Historic Environment and the site would be built to a high standard of design. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	▪ A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: DEMMINGS INDUSTRIAL ESTATE, BROOKFIELD ROAD (164 UNITS)

Location/Description: Located on Demmings Industrial Estate off Brookfield Road.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	+	+	0	--	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located a reasonable distance from medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 164 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Cheadle and can access the bus stops on the nearby Demmings Road and Queen's Road. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able easily access a range of schools, community facilities and other facilities. The site is located close to Meadowbank Primary School and Cheadle Nature Wood and Brookfields Park. The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	+	+	0	--	0	+/-	?	?	-	++
	Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is not located close to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is located within a Flood Zone 2 and Flood Zone 3 land, and therefore a significant negative effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site only contain one small waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land. Significant positive effects are identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: OAKWOOD MILLS, OAKWOOD ROAD (120 UNITS)

Location/Description: Located east of Oakwood Mills and north west of Hyde Bank Farm.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located a reasonable distance from medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a significant number of housing units at 120 units. A significant positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout Romiley, though the nearest bus stop is some distance from the site. This is balanced somewhat by the site having access to Romiley Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it and this would be particularly helpful for this site and its surroundings. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able easily access a range of schools, community facilities and other facilities. The site is located close to Romiley Primary School and has some access to Chadkirk Estate Country Park, Romiley Park and Tangshutt Fields. The site is located on greenfield land. The biodiversity value of the site is therefore could be considerable, with the development of the site resulting in the loss of this greenfield land. A significant negative effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is located within 200m of Tangshutts Local Nature Reserve.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	++	+	+	+	--	--	0	++	0	+/-	?	?	-	--
	Significant negative effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in a significant change in the surrounding landscape, though it is acknowledged that the site is well positioned for the natural expansion of the Romiley built environment. The site is not located close to any heritage assets. The site would be designed to conform to the character and setting of heritage assets through being well-designed. A neutral effect is identified for ISA11: Historic Environment. The site is not located within a Flood Zone 2 and Flood Zone 3 land, and therefore a significant positive effect is identified for ISA12: Flood Risks. For ISA13: Water Quality, neutral effects are identified as the site only contain one small waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of greenfield land. Significant negative effects are identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: HALLAM MILL, DAVENPORT (70 UNITS)

Location/Description: East of Bramhall Lane and west of the A6.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	++	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 70 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Minor positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and Wellington Road North, with access to Heaton Chapel Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Significant positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is close to St George's Church of England Primary School, Hulme Hall Grammar school and Aquinas College, alongside many other educational facilities. The site is adjacent to Hallam Park and is close to Bell's Paddock Park, with there being further other parks in close proximity to the site. It is the sites close proximity to so many educational facilities, which includes a college, and open spaces that elevates it to generating significant positive effects.																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	++	+	+	0	++	0	+/-	?	?	-	++
	The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is not in close proximity to any heritage assets. Neutral effects are identified for ISA11: Historic Environment and the site would be built to a high standard of design. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk. For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

SITE: CROSLAND INDUSTRIAL ESTATE, BREDBURY (60 UNITS)

Location/Description: Crosland Industrial Estate located on Lime Street and the A560.

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
Commentary	For ISA1: Equality and Inclusion a minor positive effect is identified as the site would be designed to be inclusive and accessible to everyone. Minor positive effects are identified against ISA2: Health due to the site being located within reasonable range of a number of medical services and facilities. The site is identified as being focused on housing development and therefore is unlikely to provide employment development that helps to directly stimulate the local economy through generating employment. However, new residents to the area can help to support the local economy alongside the economic benefits development brings. A minor positive effect is identified for ISA3: Economy and a neutral effect with regard to ISA4: Employment. The extent to which the site would provide affordable housing is not known, but it is known that the site would provide a considerable number of housing units at 60 units. A minor positive effect is identified for ISA5: Housing. The site would be designed to ensure the housing development it creates are safe places and well-designed that ensures users of the site feel secure. A minor positive effect is identified on ISA6: Crime. Significant positive effects are identified for ISA7: Transport as the site's future residents would be able to access the bus services currently in operation throughout the surrounding built environment and easy access to Bredbury Railway Station. It is also acknowledged that the site could expand these bus services through providing bus stops within it. Minor positive effects are identified against ISA8: Accessibility due to the location of the site likely resulting in future residents being able to access a range of schools, community facilities and other facilities. It is acknowledged that the site is close to a wide range of primary schools but also has access to special education schools and a secondary school (Highfield's College). The site would also have access to Crookilley Woods																	

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10:Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Significance	+	+	+	0	+	+	+	+	+	+	0	++	0	+/-	?	?	-	++
	The site is located on existing development. The biodiversity value of the site is therefore low to non-existent, with its redevelopment likely resulting in a more biodiversity conscious development. A minor positive effect is therefore identified for ISA9: Biodiversity and Natural Capital. The site is not adjacent, or in proximity (within 200m), to designated nature conservation assets. Minor positive effects are identified on ISA10: Landscape and Townscape for similar reasons as the development of the site would result in the redevelopment of the site and likely resulting in development that is better able to enhance its surrounding built environment. The site is not in close proximity to any heritage assets. Neutral effects are identified for ISA11: Historic Environment and the site would be built to a high standard of design. The site is not located within Flood Zone 2 and Flood Zone 3 land and is therefore scored as having a significant positive effect on ISA12: Flood Risk.For ISA13: Water Quality, neutral effects are identified as the site does not contain a waterbody. The site would be carefully designed to ensure it is water efficient to meet building standards and best practices, though the extent to which this can be achieved is not known. A mixture of minor positive and minor negative effects is identified against ISA14: Air Quality to reflect that the development of the site would result in the creation of emissions and future residents using their private cars to travel would also produce emissions. The site would be well connected to its surroundings to help encourage other forms of travel (including public transport). Uncertain effects have been identified for ISA15: Climate Change and ISA16: GHGs and Energy Efficiency as it is currently unclear if the new site will include energy efficiency measures and to what extent it can minimise its contributions to climate change and ensure the site is resilient to the long-term current and emerging effects of climate change. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Development inherently produces waste in some form, though it is acknowledged that building standard practices and best construction practices can help minimise the amount of waste produced. A minor negative effect is identified for ISA17: Waste. The site is primarily comprised of brownfield land and therefore a significant positive effect is identified for ISA18: Efficient use of Land.																	
Mitigation	A detailed list of mitigation measures which could be considered as part of site development is set out in **Table 11-1** of the main document.																	

Appendix G

EMPLOYMENT APPROACHES ASSESSMENT

INTRODUCTION TO EMPLOYMENT APPROACHES

The Employment Land Review (ELR) has been undertaken to assess the existing employment space and land in the borough and to assess future needs. Overall, it has found that there is not a need for a large amount of new employment land in relative terms. More specifically, in terms of office space, future requirements of around 18 hectares should be able to be met within the existing urban area, particularly in the town centre, which will be a key focus for office development, and within Employment Areas.

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

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

Green Belt sites identified have also been chosen due to their location, in particular where they are located on the edge of the existing urban area, to make best use of access to existing facilities, infrastructure and transport, and to offer benefits for existing communities through their development.

PROPOSED EMPLOYMENT APPROACH

ASSESSMENT OVERVIEW

This approach involves the use of employment land within the urban area, either on existing allocated employment areas or in the town and district centres, as with the 'Proposed Approach'. It also requires the release of land from the Green Belt.

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

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

In terms of floorspace, these two sites combined could provide a total of up to around 82,000m2 of space for industrial or logistics space. This approach would meet the identified additional employment land requirement for logistics use during the plan period.

Table G-1– Proposed Employment Approach Floorspace

Site	Possible floorspace (m^2)
Heathside Park Road	**32,000**
Bredbury (a)	**50,000**
Total	**82,000**

ASSESSMENT OVERVIEW

Table G-2 below provides an overview of the assessment of the Proposed Employment Approach

Table G-2 – Proposed Employment Approach Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	+	L	I	L	R	T	MT	Providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities most vulnerable.
ISA2: Health	+	L	I	L	R	T	MT	Employment is a key determinant of health, so provision of more employment spaces in accessible locations will help to provide new opportunities and help to provide economic stability and reduce inequalities.
ISA3: Economy	++	H	D	R	I	P	LT	In terms of floorspace, these two sites combined could provide a total of up to around 107,000m2 of space for industrial or logistics space. In total, at 25.16 hectares this approach would meet the identified additional employment land requirement for logistics use during the plan period.
ISA4: Employment	++	H	D	R	I	P	LT	This approach will provide employment opportunities; however, these are not considered to be significant.
ISA5: Housing	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA6: Crime	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA7: Transport	+	M	D	L	R	T	MT	All sites are well located in relation to existing residential areas, providing both ready access for potential employees and also meaning that travelling to the sites is likely to be minimise. The Heathfield site is located near to the proposed new train station at Cheadle and there is the potential to improve cycle and walking links to the station via recent improvements at Abney Park and Roscoes Roundabout.
ISA8: Accessibility	+	M	D	L	R	T	MT	

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								Road infrastructure constraints would need careful consideration. Local transport issues, including suitable access along Heathside Park Road and at the junction with Stockport Road, would need to be addressed.
ISA9: Biodiversity & Natural Capital	--/?	M	D	L	I	P	LT	The Heathfield site has a number of areas of deciduous woodland priority habitat, which has potential to be lost to development. There is also a presence of great crested newts at the Heathfield site, which will need to be protected. The Heathside site is located adjacent to Abney Hall LNR and Site of Biological Importance (SBI). This site has potential to be disturbed during construction and given the nature of the businesses being targeted (industrial and logistics) there's potential that both LNRs will continue to be disturbed during operation. However, there are potential opportunities including improving grassland to link in with the Site of Biological Interest at Abney Hall, utilising plant species to reduce localised air pollution and enhancing hedgerow coverage. The site already forms part of the core ecological network due to location within the Mersey River Valley.
ISA10: Landscape & Townscape	--/?	H	D/I	R	R/I	P/T	ST/ LT	The development of some Green Belt land works against this objective by encouraging urban sprawl and loss of valuable green space. In addition, there is potential impact on River Mersey Landscape Character Area, which is assessed as having low to medium sensitivity to commercial development

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA11: Historic Environment	0	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the design that may come forward as a result of this approach. There is potential for new development to detract from the historic environment if designed insensitively, conversely good design may improve the setting of historic assets.
ISA12: Flood Risk	++	M	I	L	I	P	LT	The periphery of the Heathfield site is located within Flood Zone 2, which is land that has between 0.1-1% probability of fluvial flooding annually. The introduction of more hardstanding surfaces associated with the development of these sites, may also increase the potential for surface water flooding.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on water quality are very much dependent upon the design of employment sites that may come forward and their proximity to water courses as a result of this approach.
ISA14: Air Quality	+/-	N/A	N/A	N/A	N/A	N/A	N/A	Both sites are well located in relation to existing residential areas and public transport, providing both ready access for potential employees and also meaning that travelling to the sites is likely to be minimised. The Heathside site is located within the Stockport AQMA (No.2) so provision of sustainable transport modes is imperative. The introduction of new freight and logistics could also exacerbate existing air quality issues. Further modelling would be required to determine to operational effects.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Scheme specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	There are likely to be significant GHG emissions associated with the construction phase from embedded carbon within building materials as well as carbon emissions from construction traffic and construction plant. At this stage, it is not clear whether the development will utilise renewable energy sources or low carbon heat networks once operational. Further design details from sites arising from this approach are required.
ISA17: Waste	-	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site are likely to result in the generation of a significant amount of waste. At this stage it is not clear if it is not clear if the existing buildings and structures at the site will be re-used or recycled and whether recycled materials will be supported as part of construction. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	--	H	D	R	I	P	LT	The release of Green Belt land to support new employment developments, works directly against this objective.
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA2:** A scheme level health impact assessment should be undertaken which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species.							

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

Alternative Employment Approach

APPROACH OVERVIEW

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

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

ASSESSMENT OVERVIEW

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

Table E-15– Employment Approach 1 Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	+	L	I	L	R	T	MT	Providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities most vulnerable.
ISA2: Health	+	L	I	L	R	T	MT	Employment is a key determinant of health, so provision of more employment spaces in accessible locations will help to provide new opportunities and help to provide economic stability and reduce inequalities.
ISA3: Economy	+	M	D	R	I	P	LT	Most of the employment need identified in the ELR will be able to be met by this approach, however, there will be a key shortfall will be in the delivery of land to support logistics and warehousing development at the scale identified. This is due to the lack of suitable sites in the urban area.
ISA4: Employment	+	M	D	R	I	P	LT	This approach will provide employment opportunities; however, these are not considered to be significant.
ISA5: Housing	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA6: Crime	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA7: Transport	+	M	D	L	R	T	MT	Whilst no specific transport measures are planned as part of this approach, providing development within town centres will give greater accessibility to public transport.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA8: Accessibility	++	M	D	L	R	T	MT	These are the best located areas for employment development with benefits of conglomeration with existing employers and ready access to the potential workforce as well as many of these being in the more accessible locations in the borough.
ISA9: Biodiversity & Natural Capital	+/-	H	D/I	R	R/I	P/T	ST/ LT	Preference of employment development within town centres and urban areas and avoidance of Green Belt, will help to preserve habitats and species, however, there is still potential for some smaller scale habitat loss. Construction may also disturb nearby habitats. At this stage site specific design is not yet known, but there is potential for incorporation of green spaces, planting and green infrastructure.
ISA10: Landscape & Townscape	+/-	H	D/I	R	R/I	P/T	ST/ LT	The avoidance of Green Belt will help to preserve the borough's landscape setting and prevent urban sprawl. However, some elements of design in town centres are not yet known and these could detract from the townscape setting, particularly during construction. Both positive and negative effects have been identified.
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the employment sites that may come forward as a result of this approach. There is potential for new development to detract from the historic environment if designed insensitively, conversely good design may improve the setting of historic assets.
ISA12: Flood Risk	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on flood risk are very much dependent upon the employment sites that may come forward as a result of this approach. Further urbanisation may reduce the ability of land to absorb rainfall through the introduction of hard, impermeable surfaces. This results in an increase in the volume and rate of surface run-off as less water infiltrates into the

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								ground. However, there may be incorporation of green infrastructure and sustainable urban draining solutions.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on water quality are very much dependent upon the employment sites that may come forward and their proximity to water courses as a result of this approach.
ISA14: Air Quality	+/-	M	D/I	R	R/I	P/T	ST/ LT	Employment developments in town centres will help to ensure good access to local public transport and community facilities and could allow residents to live their lives more locally and reduce the need for private car usage. However, there will be temporary negative effects on air quality due to dust generation and emissions from construction.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Sites and development specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect.
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	There are likely to be significant GHG emissions associated with the construction phase from embedded carbon within building materials as well as carbon emissions from construction traffic and construction plant. At this stage, it is not clear whether the development will utilise renewable energy sources or low carbon heat networks once operational. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site are likely to result in the generation of a significant amount of waste. At this stage it is not clear if it is not clear if the existing buildings and structures at the site will be re-used or recycled and whether recycled materials will be supported as part

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								of construction. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	+	L	D	L	I	P	LT	Under this approach the focus will be on supporting growth in sectors that require premises and facilities that can be accommodated in the urban area without the need for releasing greenbelt. It is not clear if brownfield land will be preferred.
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA2:** A scheme level health impact assessment should be undertaken which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species. **ISA10/11:** As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality. **ISA14:** A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality.							

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

Appendix H

EQUALITIES IMPACT ASSESSMENT (EQIA)

Public

INTRODUCTION

OVERVIEW

Stockport is a metropolitan borough making up part of Greater Manchester in North West England. It is located south-east of central Manchester and includes the towns of Stockport, Bredbury and Marple, as well as the outlying areas of Hazel Grove, Bramhall, Cheadle, Cheadle Hulme Gatley, Reddish, Woodley and Romiley.

Stockport Metropolitan Borough Council (herein referred to as SMBC) is currently preparing a new Local Plan, which will replace the existing Core Strategy[112] which was adopted in 2011.

It will be used to assess planning applications for new developments in Stockport over the next 15 years, through to 2042. It will help to deliver the vision that partners, stakeholders and residents set out in the One Stockport Borough Plan.

INTEGRATED SUSTAINABILITY APPRAISAL

An Integrated Sustainability Appraisal (ISA) has been undertaken to ensure that sustainability aspects are incorporated into the SLP. The ISA enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments and seeks to reduce any duplication of assessment work. This process also helps to simplify outcomes and recommendations for policymakers.

As part of the ISA, an Equalities Impact Assessment (EqIA) has been undertaken to assess from an equality perspective the impacts and likely effects of policies in the SLP on different groups protected by equalities legislation, notably the Equalities Act 2010. It will also seek to identify whether such policy categories might have an adverse impact on equality of opportunity.

The outcomes of the EqIA have informed the ISA.

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

LEGISLATION

The Equality Act 2010[113] came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity. In addition, the Act states that, when making decisions, an authority must consider methods to reduce any inequalities which may arise for those from a disadvantaged socio-economic background.

Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in Error! Reference source not found.. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Protected groups listed under the Equality Act 2010

Protected Characteristic	People and Aspects Included
Sex and gender	Men, women, married and single people; parenting, caring, flexible working and equal pay concerns.
Religion or belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment, including long term (>12 month) diseases (e.g. cancer).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender reassignment (transgender/transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).
Marriage and civil partnership	People who are married or are civil partners

[113] The Stationary Office, Equality Act 2010. Available at: http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf (Accessed: 5th July 2024)

Protected Characteristic	People and Aspects Included
Deprivation*	People at risk of socio-economic disadvantage.

* Although it is not included as a protected characteristic within the Equality Act 2010, deprivation has been included in the assessment as the Act also requires due regard to reducing the inequalities of outcome which result from socio-economic disadvantage.

EQUALITY IMPACT ASSESSMENT

WHAT IS AN EQIA?

An EqIA considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010.

An EqIA guides decision makers and designers to:

- Consider the effects of existing and proposed policy or practice on people who share a “protected characteristic”; and
- Identify opportunities to improve equality of opportunity and eliminate discrimination.

An EqIA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.

SOCIAL PROFILE

INTRODUCTION

A social profile for Stockport Metropolitan Borough (SMB) has been compiled from publicly available data to provide context for the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Sensitive receptors, local community facilities and public transport.

LOCAL COMMUNITY AND FACILITIES

SMB is a borough situated South-East of Manchester city centre consisting of Cheadle, Cheadle Hulme, Bramhall, Hazel Grove, Heaton Moor, Heaton Mersey, Marple, Bredbury, Reddish, Woodley and Romiley. Stockport was made famous in the 19th Century as the home of the nation's hatting industry, which history is celebrated in the Hat Works, the UK's only dedicated hatting museum. SMB's architecture is enriched with history, with one of the most iconic viaducts in the UK.

There is a variety of cultural places to located in SMB such as medieval and Tudor halls and heritage centres such as Staircase House which showcases historic moments in history from the 14th to the 20th century. Outside the city centre, there are scenic landscapes, with 14 local nature reserves, including one of England's first country parks.

Stockport town has a variety of places to shop including Merseyway Shopping Centre and The Peel Hall centre, as well as independent products at the Stockport Market Place, which offers goods from over 50 businesses. Cheadle Makers Market also hosts an assortment of local food, drink, art and craft products.

All new developments should drive up the quality of design, constructed to the highest safety standards and improve the Borough's built environment and liveability.

Further information on the Borough and sensitive receptors:

- Homes:
  - The median house price in SMB is more than 8.5 times the median income level in the local authority[114]. The average house price in Stockport in June 2025 was £300,007 and an average first-time buyer price of £256,000[115]. This exceeds the average house prices in Greater Manchester (£233,014) and the UK (£268,652).
- Businesses:
  - Over 13,200 businesses operate in SMB, 18% of which are involved in professional, scientific and technical activities[116].
- Social infrastructure:

[114] Office for National Statistics (ONS) [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian
[115] UK House Price Index – House Price Statistics. Available at: https://landregistry.data.gov.uk/app/ukhpi
[116] Stockport Metropolitan Borough Council Economic Plan Evidence Base Available at: PowerPoint Presentation

- SMB has three NHS hospitals; and
- There are four sixth form colleges, 14 secondary schools, 85 primary schools.

PROTECTED CHARACTERISTICS PROFILE

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- Sex and gender;
- Religion;
- Population and age;
- Disability;
- Race;
- Sexual orientation;
- Pregnancy and maternity;
- Unemployment and deprivation;
- Marriage and civil partnership; and
- Gender reassignment.

Previously data on deprivation was not a protected characteristic under the Equality Act 2010, however it is now covered in Part 1 of the Act. The social profile includes data on deprivation as it provides a measure of a combination of social-economic metrics.

POPULATION AND AGE

The total population in SMB was recorded in 2021 as 294,773 people[117]. According to the 2021 Census, SMB has a predominantly middle-aged population, with 60.9% of the population aged between 16-64 years[134]. This is slightly lower than the North West average of 62.4%, however it is higher than the England average of 63.0%.

The 2021 Census data on population age shows SMB has a similar age structure to England and the North West across all age categories (**Table 1**). The age category with the greatest difference is 16 to 24 years old, which is still only 2.3% lower than the average for England.

Table 1 – Age Profile[134]

Age	SMB (%)	North West (%)	England (%)
Under 4	5.6	5.5	5.4
5 to 15 years old	13.3	13.3	13.1
16 to 24 years old	8.4	10.7	10.6
25 to 64 years old	52.5	51.7	52.4

[117] Office for National Statistics (2023) How life has changed in Stockport – Census 2021 [online] Available at: https://www.ons.gov.uk/visualisations/censusareachanges/E08000007/ (Accessed: 5th July 2024)

65+ years	20.1	18.7	18.3

PROJECTED POPULATION

The total population between 2018 and 2043[118] in SMB is set to increase by 8.7%, which is below the national projected population increase, of 9.3%, however it is 0.2% higher than the North West projected population increase, which is 8.5%. The greatest decrease in population projections is seen in the 20-24 and 5-9 age categories, whilst the greatest increase is seen in the over 75's, indicating an aging population.

Table 2 – Population Projections 2018-2043

Age Group	2018	2043	% Increase
0-4	17,631	18,269	3.6
5-9	18,484	18,019	-2.5
10-14	17,562	17,930	2.1
15-19	15,037	16,472	9.5
20-24	13,534	12,862	-5.0
25-29	16,992	17,145	0.9
30-34	18,295	19,838	8.4
35-39	19,360	20,378	5.3
40-44	18,134	20,102	10.9
45-49	20,618	21,569	4.6
50-54	21,375	22,160	3.7
55-59	19,776	20,319	2.7
60-64	16,913	18,621	10.1
65-69	15,535	15,605	0.5
70-74	15,142	16,548	9.3
75-79	10,843	15,757	45.3
80-84	8,387	12,443	48.4

[118] ONS. 2018. 2018-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2 (Accessed: 5th July 2024)

Age Group	2018	2043	% Increase
85-89	5,322	7,929	49.0
90+	2,835	5,223	84.2
All ages	291,775	317,189	8.7

SEX AND GENDER

Within the borough, approximately 48.6 % of the population were recorded as male and 51.4% as female, which is comparable with the male and female percentage for the North West at 49.1% and 50.9%. The percentage of the population who are male in the SMB area is slightly lower than the national average, and the percentage of the population who are female is slightly higher, as shown in **Table 3.**

Table 3 – Sex and Gender Profile

Sex	SMB	North West	England
All people (total no)	294,773	7,417,397	56,490,048
Male (%)	48.6%	49.1%	49.0 %
Female (%)	51.4%	50.9%	51.0%

RELIGION

As stated in the 2021 Census, of those in SMB who identify with a religion, the majority identify as Christian (47.5%), which is in line with the national trend. The second largest proportion of the population identify as having no religion (39.6%) as shown in **Table 4.**

Table 4 – Religion Profile[119]

Religion	SMB (%)	England (%)
Christian	47.5	46.3
Buddhist	0.3	0.5
Hindu	0.8	1.8
Jewish	0.4	0.5
Muslim	5.5	6.7
Sikh	0.2	0.9

[119] Office for National Statistics (2023) How life has changed in Stockport – Census 2021 [online] Available at: https://www.ons.gov.uk/visualisations/censusareachanges/E08000007/ (Accessed: 5th July 2024)

Religion	SMB (%)	England (%)
Other Religion	0.4	0.6
No religion	39.6	36.7
Religion not stated	5.2	6.0

DISABILITY

Disability can be assessed in terms of ability to undertake an activity. **Table 5** shows the proportion of the population whose day-to-day activities are limited by a long-term health problem or disability. As shown, SMB has a slightly higher percentage of the population than the national average who experience some form of limitation and subsequently have a lower percentage of the population without limitations.

Table 5 – Proportion of those living with limiting health problems or disability, 2021[134]

Day to Day activities	SMB (%)	England (%)
Limited a Lot	7.6	7.5
Limited a little	10.4	10.2
Not limited	81.9	82.3

In SMB, there is an estimated 10,400 (3.5%) people living with sight loss[120], including around 8,960 people living with partial sight and 1,390 people living with blindness. By 2030, people living with sight loss is expected to increase by 18%. These figures include people whose vision is better than the levels that qualify for registration, but that still has a significant impact on their daily life (for example, not being able to drive).

The estimated prevalence of sight loss is higher in SMB compared to the average for England, with 3.5% of the population living with sight loss, compared to 3.2% nationally[120]. The age profile of those living with sight loss in SMB is however in line with the national averages as shown in **Table 6** overleaf.

[120] Pezzullo et al (2017). The economic impact of sight loss and blindness in the UK adult population. RNIB and Deloitte Access Economics. Prevalences applied to subnational population projections.

Table 6 – Age profile of those living with sight loss (2021)[121]

Age	SMB		England %
	Number in 2021 living with sight loss	% of Total in 2021 living with sight loss	
Under 18	0	0	1.0
18 to 64 years old	1,880	18.3	19.2
65 to 74 years old	2,000	19.5	19.9
75 to 84 years old	2,920	28.5	27.8
85 years and over	3,460	33.7	32.1

It is estimated that 33,100 people (11.3%) in SMB have a moderate or severe hearing impairment, which is higher compared to the average for England of 10.5%. It is estimated that 740 people (0.3%) have a profound hearing impairment in SMB which is in line with the average for England of 0.2%[122].

In SMB, 1,990 people (0.7%) are estimated to be living with some degree of dual sensory loss, which is in line with the national average of 0.6%. Of the 10,400 people living with sight loss for the period 2019/2020 in SMB, 35 are registered with a vision impairment and deaf or hard of hearing. This is lower than average for England, where 1.4 % registered blind and partially sighted are also deaf or hard of hearing.

[121] RNIB Sight Loss Data Tool (2021) Available at: https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool (Accessed: 5th July 2024)
[122] POPPI (2013), Projecting Older People Population Information System. Institute of Public Care for the Department of Health; Davis A (Ed.), Hearing in Adults (1995), Whurr Publishers Limited; Davis A et al, Health Technology Assessments 11(42):1-294 (October 2007). Health Technology Assessments. Prevalences applied to subnational population projections.

RACE

The 2021 Census data indicates that the majority of the population in SMB identifies as white (87.4%). This is 7.4% higher than the national average. All other ethnicities are recorded as lower than the national average, as outlined in Error! Reference source not found.[134].

Table 7 – Ethnicity Profile, 2021

Ethnic Group	SMB (%)	England (%)
White	87.4	81.0
Mixed/multiple ethnic groups	2.6	3.0
Asian/Asian British	7.3	9.6
Black/African/Caribbean/Black British	1.2	4.2
Other ethnic group	1.6	2.2

SEXUAL ORIENTATION

In the North West the majority of the population aged 16 years and over identify as heterosexual or straight (90.12%). This is 0.9% higher than the national average, whilst the percentage of those who identify as gay or lesbian, bisexual and other are slightly lower than the national average. In addition, the number of people in the North West who identify with the 'Don't know or refuse' category is the same as the national average.

Table 8 – Sexual Orientation Profile of the North West and England, 2021[123].

Sexual Orientation	North West (%)	England (%)
Straight or heterosexual	90.12	89.37
Gay or lesbian	1.69	1.54
Bisexual	1.22	1.29
Pansexual	0.09	0.10
Asexual	0.05	0.06
Other	0.15	0.19

[123] ONS (2021) Sexual orientation, UK: 2019 Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2019#sexual-orientation-data (Accessed: 5th July 2024)

PREGNANCY AND MATERNITY

A maternity is a pregnancy resulting in the birth of one or more children, including stillbirths. In 2016 the maternity rate in SMB was 65.1 (maternities per 1,000 women aged 15 to 44), which is higher than the maternity rates for North West and England, of 62.7 and 61.8 respectively[124]. Women aged between 30-34 had the highest number of live births in SMB, which is in line with the North West and England.

Live births for under 29's are slightly lower than the national average whereas live births for the over 40's are the same.

In the North West there is a slightly higher amount of live births outside of marriage or civil partnership than the national average by 0.4%, indicating that a similar amount of live births in SMB occur within marriage or civil partnership.

Table 9 – Average age of Mother's at Birth

Age of Mother at Birth	SMB		North West %	England %
	Number in 2016	% of Total live births in 2016		
Under 18	321	0.6	0.9	0.8
Under 20	91	2.7	3.7	3.2
20 to 24	402	11.7	16.4	14.6
25 to 29	891	26.0	30.2	28.0
30 to 34	1,207	35.2	30.4	31.8
35 to 39	686	20.0	15.8	18.1
40 to 44	138	4.0	3.2	4.0
45 and over	9	0.3	0.2	0.3
Total Live Births (Number in 2016)	3,424		86,069	663,157
Total Fertility Rate Total Live Births (Number in 2016)	1.93		1.85	1.81
Percentage outside marriage or civil partnership	47.5%		54.0%	47.1%

[124] ONS (2016) Live births in the UK by area of usual residence of mother. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsbyareaofusualresidenceofmotheruk (Accessed: 5th July 2024)

MARRIAGE AND CIVIL PARTNERSHIP

The percentage of the population which is married or in a civil partnership in SMB is 1.7% higher than the national average, and the number of people never married is 1.9% lower than the national average (**Table 10**)[134]. All other marriage and civil partnership categories are similar to the national averages.

Table 10 – Marriage and Civil Partnership Profile

Marriage / Civil Partnership	SMB (%)	England (%)
Never married and never registered a civil partnership	36.0	37.9
Married or in a registered civil partnership	46.4	44.7
Separated, but still legally married or still legally in a civil partnership	2.0	2.2
Divorced or civil partnership dissolved	8.8	9.1
Widowed or surviving civil partnership partner	6.8	6.1

UNEMPLOYMENT AND DEPRIVATION

The proportion of unemployment in SMB is slightly lower higher than the national average for the UK and the average gross weekly pay is higher than the UK national average. This is shown in **Table 11** below[125].

Table 11 – Economic Profile (January 2023-December 2023)

Unemployment and Deprivation	Economically active: Unemployment (%)	Economically inactive (%)	Average Gross Weekly Pay of Full Time workers (£)
SMB	3.2	20.3	729.3
North West	3.8	23.3	649.0
Great Britain	3.7	21.2	682.6

The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England. IMD is used by local governments to focus programmes in the most deprived areas and develop strategies, such as the NLPR.

[125] Office for National Statistics (2024) Economic Activity Rates. Available at: Stockport's employment, unemployment and economic inactivity - ONS

In SMB, there are 190 Lower Super Output Areas (LSOAs). In 2019 of the 190 LSOAs[126]:

- 17 LSOAs are within the top 10% most deprived neighbourhoods;
- 30 LSOAs are within the 20-30% most deprived neighbourhoods;
- 40 LSOA's are within the 40-50% of most deprived neighbourhoods;
- 36 LSOA's are within the 40-50% least deprived neighbourhoods;
- 41 LSOA's are within the 30-20% least deprived neighbourhoods; and
- 26 LSOA's are within the 10% least deprived neighbourhoods.

The most deprived LSOAs in SMB are located in the centre and north of the borough, in the wards of Brinnington and Central, Offerton, Davenport and Cale Green, and Edgeley and Cheadle Heath.

The least deprived LSOAs in SMB are largely located within the wards of Cheadle Hulme South, Bramhall North, Marple North, and Bramhall South and Woodford.

GENDER REASSIGNMENT

Trans is a general term for people whose gender is different from the gender assigned to them at birth. The 2021 Census was able to provide the first official data on the size of the transgender population in England and Wales. The data showed that there is an estimated 0.20% (96,000 people) of the population identify as trans[127]. There were also 0.006% of the population that identified as non-binary and 0.04% that identified within a different gender identity.

BASELINE SUMMARY

The SMB proportions of gender split and age are similar to England overall; however, there is less diversity in race and religion. The proportion of the population who would state that their day-to-day activities are limited by a long-term health problem or disability is slightly higher than the national average; similarly, the prevalence of sight loss and hearing impairments is slightly higher.

Households within SMB have lower levels of income when compared to the national average England overall, and unemployment rates are slightly lower. There are pockets of deprivation concentrated in the central area and north of SMB, such as Brinnington and Central, Offerton, Davenport and Cale Green, and Edgeley and Cheadle Heath wards.

As detailed schemes and interventions come forward framed by the Local Plan, these should be assessed in more detail to understand the potential impacts on specific local populations and vulnerable groups.

[126] Indices of Deprivation (2019) Indices of Deprivation: 2015 and 2019- Open Data Blog [online] Available at: http://dclgapps.communities.gov.uk/imd/iod_index.html (Accessed 24/05/2022)
[127] Office for National Statistics (2023) Gender identity, England and Wales: Census 2021 [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/genderidentity/bulletins/genderidentityenglandandwales/census2021

IMPACT ASSESSMENT

INTRODUCTION

The Local Plan sets out the vision for future development in the Borough over a 15-year period. The SLP will deliver policies and site allocations for SMB that will strengthen SMBC's ability to be able to deliver new homes, new jobs and infrastructure in the right places. It allows this development to be planned in a coordinated way, whilst protecting what is valued most in the SMB in terms of the environment, and community and heritage assets.

VISION

The Local Plan is an important step forward in delivering the vision for Stockport set out in the borough plan and One Stockport: One Future[128]. It draws across all elements set out in the borough plan of One Heart, One Home and One Future, to ensure that Stockport has the right land, homes and infrastructure in the right places, for current and future generations.

One heart. At the heart of Stockport is its people and the communities in which they live.

- A caring and growing Stockport: Stockport is a great place to grow up where children have the best start in life
- A healthy and happy Stockport: People live the best lives they can - happy, healthy and independently
- A strong and supportive Stockport: Confident and empowered communities working together to make a difference

One home. Stockport is a great place to live, where no one is left behind.

- A fair and inclusive Stockport: A borough for everyone - diversity and inclusion is celebrated and everyone has equity of opportunity
- A flourishing and creative Stockport: Stockport is an exciting place to live, where people are active and celebrate the culture
- A climate-friendly Stockport: Stockport is a responsible and sustainable borough

One future. Growing, creating and delivering a thriving future for Stockport.

- An enterprising and thriving Stockport: A thriving economy which works for everyone
- A skilled and confident Stockport: Everyone has the opportunities and skills to successfully achieve their ambitions
- A radically digital Stockport: A digitally inclusive and dynamic borough

POLICIES

The following proposed policies have been assessed from an equality perspective.

Policies have been split by their themes under the following categories:

- Strategic Policies
- Providing for Our Communities

[128] www.onestockport.co.uk/one-future-plan/

- Our Environment
- Our Climate Resilient Stockport
- Our Homes
- Our Town Centre
- Supporting our Businesses and Centres
- Our Infrastructure

ASSESSMENT METHODOLOGY

The impact assessment will assess the proposed policies, based on their potential to directly or indirectly cause likely disproportionate impacts on people with the protected characteristics outlined previously. Deprivation has also been assessed as an indicator. Impacts on protected characteristic groups in particular will be identified as positive, neutral or negative. Mitigation or recommendations will be provided for each policy where this is applicable. Where the impact is deemed positive or neutral, any recommendations will outline how to ensure there is no negative impact or opportunities to further advance equality and inclusivity.

Table 12 below provides the assessment key to the assessment in **Table 13** below.

Table 12 – Assessment Key

Symbol	Impact
+	Positive
0	Neutral
-	Negative

ASSESSMENT SUMMARY

Overall, the policies will likely result in positive impacts on protected characteristic group members in the borough. The policies aim to address a wide range of issues, identified by the key themes above. An overall neutral impact has been given where positive impacts will affect the general public equally and not specifically those from protected characteristic groups.

The main protected characteristic groups that will particularly benefit include:

- Age – older people who have reduced mobility and require access to health and other services. Also, children who are likely to benefit from air quality improvements that numerous policies look to achieve;
- Disability – people with a variety of disabilities will benefit from a more accessible environment; and
- Deprivation – people from low-incomes who require access to employment, education and housing and people with underlying health issues.

The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups, assuming no unforeseen barriers emerge:

- Religion or belief;
- Sexual orientation; and
- Marriage and civil partnerships.

Table 13 – Summary of Policies and Equality Effects.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
Strategic policies												
SP1: Spatial strategy	0	0	0	+	0	0	0	0	0	+	This policy aims to benefit the whole community by aiding social engagement and community cohesion, prioritising walking and cycling as modes of travel and encouraging better connected communities. <u>Age</u> + Young children, older people or those with respiratory conditions will benefit from opportunities to reduce carbon dioxide emissions. <u>Deprivation</u> + People from low-income households may benefit from the policy as it will enable communities to become more resilient to challenges such as climate change. + A provision of affordable housing will benefit those facing barriers to owning property. + New employment opportunities with supporting infrastructure will benefit people who are struggling to find or retain employment.	Consideration should be given to the affordability to use community facilities and services so that they are inclusive. Consideration should be given to those from groups which have existing barriers to employment and education.
SP2: A strategy for our centres	+	0	0	+	0	0	0	0	0	+	<u>Age</u> + Older people and younger people will benefit from improvements to accessibility and higher density neighbourhoods. <u>Deprivation</u> + People from low-income households may benefit from the policy as it will enable improved accessibility to jobs, services and facilities. <u>Sex and gender</u> + Females may benefit from feel safer within SMB as a result of this policy making centres safe and welcoming for all.	Consideration should be given to the affordability to use community facilities and services so that they are inclusive. Consideration should be given to lighting and sightlines to improve safety.
SP3: Sustainable	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u>	None identified.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
development in Stockport											+ It is possible that additional jobs opportunities will arise to fulfil this objective.	
SP4: Equality, impact and opportunity	+	+	+	+	+	+	+	+	+	+	This policy aims to benefit all of the protected characteristics within the community.	Ensure that any developments take all protected characteristics into consideration.
Providing for our communities												
COM1: Healthy and active across all ages	0	0	0	+	0	+	0	0	0	+	This policy is likely to benefit most users, as long as the needs of protected characteristic users are considered. <u>Age / Deprivation / Disability</u> + This policy aims to reduce health inequalities and support healthy active communities. This could benefit people of all ages, particularly older people with complex needs and limited support. Young people and children could benefit from better access to health and care facilities, especially those from low-income households. Furthermore, increasing access to green spaces and green infrastructure could particularly benefit those with mental health or health conditions.	None identified.
COM2: Community and Social infrastructure	0	0	0	+	0	+	+	0	0	+	This policy is likely to benefit most users, as long as the needs of protected characteristic users are considered. <u>Age</u> + Children and younger people in particular will benefit from provision of schools, sports facilities, cultural facilities, youth facilities, play facilities. + Older people will particularly benefit from provision of health and social care facilities and pharmacies. <u>Disability</u> + People with a range of disabilities will benefit from accessible design of community facilities.	New and existing social infrastructure facilities should be improved where required to be accessible and inclusive.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											+ Accessible recreation and sports facilities will benefit people seeking to use these areas to manage mental health or health conditions. <u>Pregnancy/maternity</u> + Pregnant women or parents with younger children will particularly benefit from the support of health facilities and nurseries. <u>Deprivation</u> + Continued and increased access to social infrastructure will contribute to a favourable deprivation score for the borough.	
COM3: Educational facilities	0	0	0	+	0	+	0	0	0	+	<u>Age</u> + Children and younger people and those in further and higher education would benefit from improved education facilities which are accessible, offer sustainable travel options and meet flexible learning needs. <u>Disability</u> + Improvements to outdoor curriculum needs will benefit physical and mental health and wellbeing. <u>Deprivation</u> + Creating inclusive education facilities for all so that those from local low-income households are able to benefit from these services.	None identified.
COM4: Protection of open space and recreation facilities	0	0	0	+	0	+	+	0	+	+	<u>Age</u> + The maintenance and creation of parks will benefit younger people by providing quality recreational space. + Older people are likely to benefit disproportionately from the protection of allotments and community gardening. <u>Disability</u> + Open spaces provide particular benefits to people seeking to use these areas for management of mental health and/or stress.	New parks and open spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points. Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											+ Accessible recreation and sports facilities will benefit people seeking to use these areas to manage mental health or health conditions. <u>Pregnancy/maternity</u> + Quality green space is important for parents with push chairs. Play areas benefit this group by providing a safe recreational space for children. <u>Deprivation / Race</u> + High quality parks and open spaces will benefit people living in high density residential areas who may not have access to private gardens or outside space.	Accessible surfacing should be considered for mobility aid users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.
COM5: Local green space	0	0	0	+	0	0	+	0	0	+	<u>Age</u> + Preservation of local green space will benefit younger people by providing quality recreational space. + Older people may benefit from local green space as it will encourage social engagement, therefore reducing isolation. <u>Deprivation / Race</u> + Preserving local green space will benefit people living in high density residential areas who may not have access to private gardens or outside space. <u>Pregnancy/maternity</u> + Quality green space is important for parents with push chairs. Play areas benefit this group by providing a safe recreational space for children.	Green spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points. Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility. Accessible surfacing should be considered for mobility aid users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.
COM6: Sporting facilities.	0	0	0	+	0	+	+	0	0	+	<u>Age</u> + Children and younger people in particular will benefit from the protection and enhancement of sports facilities. + Older people may benefit from the provision of sports facilities as it will encourage social engagement, therefore reducing isolation.	Existing sporting facilities should be improved where required to be accessible and inclusive.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<u>Disability</u> + Accessible recreation and sports facilities will benefit people seeking to use these areas to manage mental health or health conditions	Sporting facilities should be fairly priced or offer concessions to ensure that all groups can benefit.
COM7: Health care facilities	0	0	0	+	0	+	+	0	0	+	<u>Age / Disability / Pregnancy/maternity / Deprivation</u> + These protected characteristics will benefit from nearby health care facilities which are easily accessible, especially considering the increase of an ageing population.	Ensure proposals that will increase demand for primary health care make appropriate provisions that are accessible and inclusive.
COM8: Cemeteries and crematoria	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
Our Environment												
ENV1: Protection of the natural environment	0	0	0	+	0	+	+	0	0	+	This policy aims to take a holistic approach to protect, enhance and manage the natural environment and green infrastructure, supporting wider public health benefits including promotion of active travel, food growing and recreational opportunities. This policy will have benefits for the climate, air quality, and promotion of active travel and recreational opportunities, which could be particularly beneficial to young children, older people, pregnant women, and those with respiratory and underlying health conditions who are particularly sensitive to changes in air quality and will benefit from improvements more than other groups.	None identified.
ENV2: Enhancing nature	0	0	0	+	0	+	0	0	0	0	This policy aims to provide benefits to all members of the public, especially benefits arising from developments that bridge the gaps within Stockport's ecological network in terms of its quantity, quality, accessibility, functionality and connectivity. This policy will have benefits for the climate, air quality, and green infrastructure, which could be particularly beneficial to young children, older people, pregnant women, and those with respiratory and underlying	None identified.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											health conditions who are particularly sensitive to changes in air quality and will benefit from improvements more than other groups.	
ENV3: Nature recovery	0	0	0	0	0	0	0	0	0	0	This policy aims to support and deliver on the priorities for nature recovery as set out in the Greater Manchester Local Nature Recovery Strategy. No protected groups are identified as specifically impacted.	None identified.
ENV4: Trees, woodlands and hedgerows	0	0	0	+	0	+	0	0	0	0	This policy aims to provide benefits to all members of the public, especially benefits arising from contributing to the character and appearance of the borough, and indirectly will have benefits for the climate and on air quality (which could be particularly beneficial to young children and those with respiratory conditions).	None identified.
ENV5: Landscape	0	0	0	0	0	+	0	0	0	+	<u>Disability</u> + A greener landscape and high ecological value can add to sense of place. A softened visual impact of the urban environment can particularly benefit people seeking to manage mental health and/or stress. Improved access to the countryside could allow people with a physical disability to access places easier. <u>Deprivation</u> + A greener urban landscape will benefit people living in high density residential areas who may not have access to private gardens or outside space. Improved access to the countryside could encourage more people to visit who may be unable to currently.	None identified.
ENV6: Soils	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
ENV7: Environmental protection	+	+	+	+	+	+	+	+	+	+	This policy aims to benefit the community by minimising risks of adverse impacts to air, land and water quality, as well as vibration, heat, dust, light and noise pollution caused by proposed development. Proposed development must demonstrate that there would be no detrimental impact on future residential amenity.	Ensure to consider the needs of protected groups during environmental assessments and when assigning thresholds for action, for example consideration of safety when designing

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											No protected groups are identified as specifically impacted, but all will benefit from this policy (particularly young children, those with respiratory conditions, those with autism or mental health conditions).	lighting schemes (for those vulnerable to hate crimes or other crime). Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions.
ENV8: Clean air	0	0	0	+	0	+	+	0	0	+	<u>Age / Disability / Pregnancy and maternity / Deprivation</u> + Young children, older people, pregnant women, and those with respiratory and underlying health conditions are particularly sensitive to changes in air quality and will benefit from improvements more than other groups.	Developments located within or adjacent to an Air Quality Management Areas (AQMA) or Clean Air Zones must ensure users are not significantly adversely affected by the air quality.
ENV9: Groundwater protection	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
ENV10: Land stability, contamination and storage of hazardous substances	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
ENV11: Safeguarding of Manchester Airport and air navigation facilities	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
ENV12: Aircraft noise	0	0	0	+	0	+	0	0	0	0	This policy aims to benefit the whole community by limiting and where possible, reducing significant impacts of aircraft noise.	None identified.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											No protected groups are identified as specifically impacted, but those with particular sensitivity to noise will benefit (such as young children and those with autism and sensory sensitivities).	
ENV13: Delivering design quality	0	0	0	+	0	+	0	0	0	0	This policy aims to benefit the whole community through improving design quality throughout developments. Improved design will positively contribute to the townscape setting and improve the overall accessibility of developments. This will benefit those who have trouble accessing spaces will benefit (such as the elderly and those with disabilities). <u>Disability</u> + Developments that are inclusive and accessible for all will benefit a range of protected groups, especially people with disabilities which limit their day-to-day activities. + Attractive design and a well-maintained environment are likely to benefit people's wellbeing and mental health. <u>Age</u> + Children and younger people will benefit from provision of play facilities infrastructure for recreation.	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone. Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions.
ENV14: Making effective use of land for residential development	0	0	0	-	0	-	-	-	0	+	+ Optimising density will help to provide more people with homes and often result in lower maintenance fees, which may benefit those lower income groups. However, increasing density can often reduce space for amenities such as parks and green spaces but can also lead to overcrowding and a lack of privacy which isn't suitable to all group, particularly those with disabilities, young children, elderly and new and expectant mothers.	Ensure that suitable amenities are provided at all high-density sites. Developments should be well designed to ensure privacy.
ENV15: Residential design	0	0	0	+	0	+	0	0	0	+	The policy aims to benefit the whole community through high quality, sustainable design, positively contributing to the townscape and streetscape. <u>Deprivation</u>	None identified.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											+ Improved accessibility to private open space for those in houses in multiple occupation will improve living standards and physical and mental health. Age / Disability + Improving residential design is likely to improve the space within dwellings, as well as implementing wheelchair adaptable standards in line with the Housing Needs Assessment (HNA). This will benefit the elderly and those with disabilities and long-term health conditions who may require use of a wheelchair or other equipment (such as walkers) within the home.	
ENV16: Taller buildings	0	0	0	-	0	-	-	0	0	0	Age/ Marriage and civil partnership/ Disability - High rise living can be a socially isolating experience, particularly for those living alone without a partner or family. Limited socialisation opportunities are presented by such living arrangements, with residents subsequently feeling a lack of social support and sense of belonging within the community. Pregnancy/maternity - There is a high perception of anti-social behaviour in association with communal areas of tall buildings. A low sense of control over the communal setting of one's residence can be linked to poor mental health outcomes. This is particularly significant for parents with young children who may feel the safety of their children is compromised by their residential location. - High rise living can promote barriers to suitable open space for parents with young children.	Accessibility must be considered at all stages of tall building design, construction and operation so as to not exclude groups such as wheelchair users. Potential for social isolation must be addressed through the provision of high quality private communal open space as well as shared ground floor facilities occupants of the building can use.
ENV17: Public realm	+	+	+	+	+	+	0	0	+	0	Sex and gender / Sexual orientation / Race / Religion / Disability / Gender reassignment + Improving lighting within dark areas and improving the public realm could contribute to minimise crime and anti-social behaviour, particularly benefitting those who are more likely to be a victim of crime, such as women, LGBTQ+ people, and ethnic minority groups.	None identified.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<u>Age / Disability</u> + Reducing street clutter and providing accessible open space is likely to benefit the elderly and those who are disabled, improving their ability to travel throughout the public realm. + Improving seating and shelter in the public realm will provide opportunities for elderly or disabled users to stop and rest.	
ENV18: Shop frontages	0	0	0	+	0	+	+	0	0	0	This policy aims to benefit the whole community by maintaining the character and promoting a positive visual impact of shopfronts on the street. <u>Disability / Age / Pregnancy and maternity</u> + Proposals will need to be designed to be accessible for all, will benefit a range of protected groups, especially people with disabilities and mobility issues which limit their day-to-day activities, and those using prams.	None identified.
ENV19: Development and the historic environment	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the community by maintaining the character of the borough's heritage assets and historic environment. No protected groups are identified as specifically impacted.	None identified.
Our Climate Resilient Stockport												
CR1: Climate resilience, mitigation and adaptation	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + It is possible that there will be additional job opportunities created to fulfil the net zero carbon objective.	Consideration should be given to those from groups which have existing barriers to employment and education. There is an opportunity for training and upskilling of people with low-incomes and low skills to better equip them for employment in the emerging green economy.

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	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
CR2: Energy efficiency, resources and carbon	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + It is possible that there will be additional job opportunities created to fulfil the net zero carbon objective.	Consideration should be given to those from groups which have existing barriers to employment and education. There is an opportunity for training and upskilling of people with low-incomes and low skills to better equip them for employment in the emerging green economy.
CR3: Renewable and low carbon energy development	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + It is possible that there will be additional job opportunities created to fulfil the net zero carbon objective.	Consideration should be given to those from groups which have existing barriers to employment and education. There is an opportunity for training and upskilling of people with low-incomes and low skills to better equip them for employment in the emerging green economy.
CR4: Heat networks and cooling	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + It is possible that community energy projects could offer reductions in electricity costs for community facilities and individuals. + It is possible that additional jobs opportunities will arise to fulfil this objective.	Supportive planning policies can help schemes seeking finance to make the projects successful.
CR5: Retrofit and re-use of buildings	0	0	0	+	0	0	0	0	0	+	<u>Deprivation / Age</u> + Retrofitting existing housing stock will contribute to more energy efficient homes and reduce expenditure on energy bills. This will benefit everyone, but especially those on low-incomes and older people who may struggle with living costs. + It is possible that additional jobs opportunities will arise to fulfil this objective.	Appropriate subsidies should be considered to ensure low-income groups can access sustainable retrofitting with no additional financial barriers.

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Our Homes												
HOM1: Delivering new homes	0	0	0	+	0	+	0	0	0	+	Disability + Ensuring good access to local facilities such as education, shops, leisure, health services and employment opportunities will be beneficial to those with a disability. + Accommodating new homes with facilities for remote working will ensure people with a physical disability will be able to access opportunities for work. + The community will benefit from open spaces for social activity as well as enhancing a sense of place, as outlined in this policy. Deprivation + This policy will help to improve deprivation in the area by ensuring that housing needs are met, with consideration to affordable and accessible housing and housing size and quality. Higher levels of housing stock will also benefit first time buyers, and those looking to move out of supported, familial or shared housing. Age + The Housing Needs Assessment provides evidence of housing needs and recognises the need for housing that supports the growing older population	New residential units should be affordable and available to the entirety of the housing market, including those on low incomes. Development by developers who work with government housing funding schemes should be encouraged if it will benefit lower income buyers. It may be beneficial to prioritise owner occupiers. Open spaces should be designed to be inclusive and accessible.
HOM2a: New residential communities	0	0	0	0	0	0	0	0	0	+	Deprivation + People from low-income groups will benefit from this policy which will provide affordable housing in line with policy HOM5.	New residential units should be affordable and available to the entirety of the housing market, including those on low incomes. They should be designed in accordance with industry accepted national guidance as a minimum, such as Technical housing standards – nationally described space standard.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
HOM2b: Site specific requirements	0	0	0	0	0	0	0	0	0	+	Deprivation + People from low-income groups will benefit from this policy which will provide affordable housing in line with policy HOM5.	New residential units should be affordable and available to the entirety of the housing market, including those on low incomes. They should be designed in accordance with industry accepted national guidance as a minimum, such as Technical housing standards – nationally described space standard.
HOM3: Protecting the future supply of housing	0	0	0	0	0	0	0	0	0	0	+ This policy aims to benefit the community by prioritising residential developments and supporting the delivery of new homes.	None identified.
HOM4: Housing mix	+	0	0	+	0	+	0	0	0	+	Deprivation, Age, Disability, Sex + People who are unemployed or from low-income backgrounds, single parent households, older people and people with disabilities will benefit from this policy as it will ensure that varying housing needs are met, with consideration to affordable and accessible housing and housing size and quality.	New residential units should be affordable and available to the entirety of the housing market, including those on low incomes, people who are retired or have a disability. They should be designed in accordance with industry accepted national guidance as a minimum, such as Technical housing standards – nationally described space standard.
HOM5: Affordable housing	0	0	0	+	0	+	0	0	0	+	Deprivation, Age, Disability, Sex + People who are unemployed or from low-income backgrounds, single parent households, older people and people with disabilities will benefit from this policy as it will ensure that varying housing needs are met, with consideration to affordable and accessible housing and housing size and quality	New residential units should be affordable and available to the entirety of the housing market, including those on low incomes. They should be designed in accordance with industry accepted national guidance as a minimum, such as Technical housing standards – nationally described space standard.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
HOM6: Build to rent	0	0	0	+	0	0	0	0	0	+	<u>Deprivation, Age</u> + People who are unemployed or from low-income backgrounds and younger people looking to enter the housing market will benefit from this policy as it will ensure that varying housing needs are met, with consideration to affordable and accessible housing and housing size and quality. Higher levels of housing stock will also benefit and those looking to move out of supported, familial or shared housing.	Ensure that a mix of unit sizes are provided to reflect the councils most recent assessment of housing needs.
HOM7: Housing for older people and specialist accommodation	0	0	0	+	0	+	0	0	0	+	<u>Age, Disability, Deprivation</u> + There will be support for housing provision for older people and specialist accommodation, including new extra care, sheltered housing and care homes to meet local needs + Housing will be well-integrated into the wider neighbourhood, creating and encouraging inclusion within wider housing developments, creating sustainable mixed communities + Affordable housing options differ between older people and those who are seeking to purchase their first home. This policy will help meet the specific needs of those who are otherwise unable to afford open market homes.	Ensure housing that is delivered meets the optional standard in Building Regulations Part M4(3) for wheelchair user housing Follow best practice guidance for design principles provided in the Housing our Ageing Population Panel for Innovation (HAPPI) Report[129] Follow the method of delivery as set out in a Supplementary Planning Document.
HOM8: Provision and enhancement of outdoor recreational space in new residential development	0	0	0	+	0	+	0	0	0	0	+ This policy aims to support healthy lifestyles while addressing local health and well-being needs. Developments should provide safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling. <u>Age</u> + Children and younger people will benefit from the enhancement of recreational facilities, such as playing pitches and leisure facilities. <u>Disability</u>	New and existing recreational facilities and green infrastructure should be well-designed, accessible and inclusive.

[129] Homes and Communities Agency, Housing our Ageing Population: Panel for Innovation. [online] available at: https://www.housinglin.org.uk/_assets/Resources/Housing/Support_materials/Other_reports_and_guidance/Happi_Final_Report.pdf

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	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											+ Accessible recreation and sports facilities will benefit people seeking to use these areas to manage mental health or health conditions	
HOM9: Gypsies, travellers and travelling showpeople	0	0	0	0	0	0	0	0	+	0	<u>Race</u> + This policy will bring benefits to gypsy and traveller groups by including measures to improve the safety and well-being of the occupiers and look to foster good relations. + It seeks to ensure accessibility to local facilities such as shops, schools, health facilities and employment opportunities, as well as water, power and sewerage services + The policy also sets out criteria to assess when searching for suitable permanent sites.	None identified.
HOM10: Children's residential care and semi-independent supported living for young people	+	0	0	+	0	+	+	0	0	+	<u>Age</u> + Children and younger people will particularly benefit from development of residential care and supported accommodation <u>Disability, Deprivation, Sex and gender</u> + This policy acknowledges the need for supported housing for a wide range of community needs, including a range of disabilities, domestic abuse, homelessness or other complex issues	None identified.
HOM11: Houses in multiple occupation	0	0	0	0	0	0	0	0	0	+	+ This policy aims to mitigate negative impact of houses in multiple occupancy (HMOs) by retaining community stability and cohesion and to ensure a high standard of amenity for residents, neighbouring properties, and the local area <u>Deprivation</u> + HMOs can offer affordable accommodation and can help to meet the housing need of local residents. This will particularly benefit people from unemployed and low-income groups.	HMOs should be affordable in realistic terms. Additional barriers to housing for people in low-income groups should be prevented. Housing stock should be of good quality, and sufficient checks (both at the time of conversion and periodically) should be undertaken to ensure housing is provided in line with the council's Houses in Multiple Occupation Recommended Standards to avoid causing or

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												exacerbating existing health conditions associated with poor housing conditions.
HOM12: Self-build and custom build homes	0	0	0	0	0	0	0	0	0	0	This policy aims to ensure that self-build applications are reflective of local housing need, as well as ensuring that developments comply with all other relevant policies in this plan, which will benefit all social groups	None identified
HOM13: Protection of existing housing	0	0	0	0	0	+	0	0	0	+	This policy aims to protect existing homes for residents of the borough, which will prioritise the housing need of local residents and benefit the whole community. Disability + The policy will protect existing specialist accommodation which contributes to meeting local need. Protecting accessible living accommodation such as bungalows or level-access buildings will benefit those who have a disability Deprivation + This policy seeks to protect residential properties from the negative impacts that can arise from short-term letting such as increasing rent prices, which will benefit those who are unemployed or on low incomes	Properties should be protected and made available for local residents in the first instance
HOM14: Homes for agricultural workers in the Green Belt	0	0	0	0	0	0	0	0	0	0	This policy will prevent development on the Green Belt unless there is no alternative, which provide minor benefits by maintaining the landscape and visual character of the area	Ensure legal agreements are attached to any permission in order for new homes permitted through this policy meet the local housing need
HOM15: Residential infill development in the Green Belt	0	0	0	0	0	0	0	0	0	0	This policy will prevent residential infill development on the Green Belt in specific circumstances, which provide minor benefits by maintaining the landscape and visual character of the area.	None identified.
Our town centre												

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
STC1: Stockport town centre principles	0	0	0	+	0	+	+	0	0	+	<u>Disability, Age & Pregnancy/maternity</u> + A new hospital in the town centre will increase healthcare provision to the area making it more accessible, benefitting all residents, especially those with disabilities. + The addition of a walkable neighbourhood in the Town Centre West area would particularly benefit those who have reduced mobility due to old age, pregnancy, or disability. <u>Deprivation</u> + Flexibility in the use of town centre units provides opportunities for businesses to adapt. + Provision of walkways and cycleways will be beneficial to those who are unemployed or on low incomes, creating opportunity for living and accessing employment in the town centre. <u>Age</u> +Providing dedicated care facilities for older people will be beneficial for this age group.	None identified.
STC2: Town centre policy areas	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + A new residential and mixed-use development will offer affordable town centre living, employment opportunities and enhanced leisure facilities which will benefit the whole community, particularly those who are unemployed or on low incomes.	None identified.
STC3: A hub for culture and lifestyle	0	0	0	+/-	0	+/-	0	0	0	0	<u>Improvements to cultural and social activities within town centres such as enhanced leisure facilities, outdoor events and markets will benefit all groups due to contributing to social cohesion.</u> - Potential issues for residents due to town centre living in conjunction with a vibrant evening economy can arise, such as increased noise. People can be especially sensitive to noise disturbance due their age or having disabilities, such as autism.	The planning process and enforcement of conditions should consider sensitive receptors in the area on a case-by-case basis. The planning system should ensure measures are imposed on developers to mitigate noise impacts of a vibrant evening economy, using such methods as zoning, good siting or

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
												orientation of development and adequate insulation / building material selection.
STC4: Town centre living	0	0	0	-/+	0	-/+	0	0	0	0	<u>Age/Disability</u> + Aspirations for the town centre to become a community hub, planning for a new residence for older people and events programmes for families and young people will be beneficial and inclusive of all ages. + Improved public transport connectivity will benefit all residents of SMBC, especially those with addition accessibility needs. - Potential issues for residents due to town centre living in conjunction with a vibrant evening economy can arise, such as increased noise. People can be especially sensitive to noise disturbance due their age or having disabilities, such as autism.	The planning process and enforcement of conditions should consider sensitive receptors in the area on a case-by-case basis. The planning system should ensure measures are imposed on developers to mitigate noise impacts of a vibrant evening economy, using such methods as zoning, good siting or orientation of development and adequate insulation / building material selection.
STC5: Public realm and design in the Town Centre	0	0	0	+	0	+	+	0	0	+	<u>Deprivation</u> + Overcoming barriers to pedestrians and cyclists will encourage accessibility and active travel. This will bring benefits that add to the general health and wellbeing of the community. <u>Age, Disability, Pregnancy/maternity</u> + Improvements to the public realm will make Stockport town centre more attractive and enjoyable, therefore promoting and encouraging more sustainable and active lifestyles. This will benefit the community, especially people with reduced mobility. This may include older people, those with disabilities, or pregnant women.	Active travel infrastructure should be accessible and inclusive. Design of public realm spaces should be considerate of other needs (for example sensory and disability), where guidance may encourage design features that are at odds. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions.
STC6: Movement to and through the town centre	0	0	0	0	0	0	0	0	0	0	<u>Disability/Deprivation</u> + Ensuring that existing road and rail infrastructure will be capable of responding to changing travel patterns and behaviours to deliver	Road and rail infrastructure should be accessible and inclusive.

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	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											adequate services for all residents, especially those with mobility issues or who are unemployed or on low incomes.	
STC7: Main town centre uses and retail development	0	0	0	+/-	0	+/-	0	0	0	0	<u>Improvements to retail development within town centres such as leisure, entertainment and sport facilities will benefit all groups due to contributing to social cohesion.</u> - Potential issues for residents due to town centre living in conjunction with a vibrant evening economy can arise, such as increased noise. People can be especially sensitive to noise disturbance due their age or having disabilities, such as autism.	The planning process and enforcement of conditions should consider sensitive receptors in the area on a case-by-case basis. The planning system should ensure measures are imposed on developers to mitigate noise impacts of a vibrant evening economy, using such methods as zoning, good siting or orientation of development and adequate insulation / building material selection.
Supporting our businesses and centres												
BUS1: Economy and employment principles	0	0	0	0	0	0	0	0	0	+	This policy aims to benefit the community by encouraging sustainable growth for a productive economy. <u>Deprivation</u> + Supporting measures to improve local skills and provide employment opportunities, including well-paid employment will be beneficial to those from low-income households who may lack opportunities.	Employment should be focused on local residents in the first instance. The policy should aim to increase employment for protected groups where barriers to employment and education exist (low-income, younger people, disabled). Businesses should look to add value through education and upskilling to reduce barriers for employment.
BUS2: Key employment locations	0	0	0	0	0	0	0	0	0	+	+ New employment areas will encourage outside investment and increase the number of jobs available in the borough, boosting the local economy. This policy will benefit the entire borough community, but will have particular benefits for those from low income groups who may be unemployed.	Key employment areas should be accessible by means other than private vehicle (for example active travel means and public transport) to enable accessibility for all. New employment spaces should be a diverse and equal mix of office space

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
												and spaces for small businesses to thrive.
BUS3a: Employment areas	0	0	0	+	0	0	0	0	0	+	+ Renewal of employment areas will encourage outside investment and increase the number of jobs available in the borough, boosting the local economy. This policy will benefit the entire borough community. <u>Age, Deprivation</u> + Providing training opportunities will particularly benefit young people and those who may be unemployed, giving them the opportunity to upskill and access new employment opportunities.	Renewed employment spaces should be a diverse and equal mix of office space and spaces for small businesses to thrive.
BUS3b: New employment locations	0	0	0	+	0	0	0	0	0	+	+ New employment areas will encourage outside investment and increase the number of jobs available in the borough, boosting the local economy. This policy will benefit the entire borough community. <u>Age, Deprivation</u> + Providing training opportunities will particularly benefit young people and those who may be unemployed, giving them the opportunity to upskill and access new employment opportunities.	New employment spaces should be a diverse and equal mix of office space and spaces for small businesses to thrive.
BUS4: Employment uses outside of designated employment areas	0	0	0	0	0	0	0	0	0	0	+ New employment areas will encourage outside investment and increase the number of jobs available in the borough, boosting the local economy. This policy will benefit the entire borough community. <u>Age, Deprivation</u> + New employment with good accessibility is particularly beneficial to young and low income groups who likely will not have access to private vehicles to access employment.	New employment spaces should be a diverse and equal mix of office space and spaces for small businesses to thrive.
BUS5: Flexible workspace	0	0	0	+	0	0	0	0	0	+	<u>Age / Deprivation</u> + This policy aims to make office spaces more affordable. This will particularly benefit people from low-income households or younger people in creative or smaller businesses looking to set up for the first time.	Affordable workspace in key employment areas should be accessible by means other than private vehicle (for example active travel means and public transport) to enable accessibility for all.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
BUS6: Local employment and training	0	0	0	+	0	0	0	0	0	+	Age + This policy aims to benefit younger people by offering more opportunities for education, sills development and work locally. Deprivation + This policy will benefit groups that are disadvantaged in the labour market by encouraging partnerships between employers and local training providers.	Training opportunities should be inclusive to those who may currently face barriers to education such as those with disabilities and/or additional educational needs.
CEN1: Development principles for vibrant centres	+	0	+	+	+	+	0	0	+	+	Disability / Age / Pregnancy/maternity + This policy aims to establish the town centre as an accessible location, ensuring core services and facilities are close to homes and workspaces. This would particularly benefit those who have reduced mobility due to old age, pregnancy, or disability. Deprivation / Sex and gender / Age + The support for pop ups could bring new employment opportunities (particularly for women and young people who are more highly represented in retail jobs) and contribute to the economy of the local area. Gender reassignment / Sexual orientation / Race + The policy also aims to ensure that all centres are safe, welcoming and inclusive in order to appeal to diverse groups of people.	Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions.
CEN2: Network and hierarchy of designated centres	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
CEN3: District centres	0	0	0	-	0	-/+	-	0	0	0	Disability, Age, Pregnancy/ Maternity - Housing will be encouraged above active ground floor uses, which may put people with a disability at a disadvantage if difficult to access	Ensure accessible housing options are considered and made available. On street parking should be carefully considered in Bramhall to avoid adverse

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											- The additional provision of short-stay on-street parking in Bramhall may add additional obstacles for pavement users. This may also make crossing challenging for wheelchair users, mothers and pushchairs, those who are visually impaired or those with limited mobility. + New accessible health and fitness facilities will encourage improved mental and physical health and wellbeing.	effects on pavement users. Clear crossings should be provided to ensure safety.
CEN4: Development involving main town centre uses	0	0	0	0	0	+	0	0	0	0	<u>Disability</u> + This policy aims to help maximise the accessibility of facilities for more people, which would be beneficial to those considered to have a disability.	None identified.
CEN5: Hot food takeaways	0	0	0	+	0	0	0	0	0	+	<u>Age / Deprivation</u> + The policy aims to address childhood obesity and health inequality by limiting hot food takeaways.	Provision of hot food takeaway premises should be balanced between economic need and the potential for adverse health impacts on the community. Positioning of this type of business away from schools and transport hubs would help mitigate the potential health impact on children.
CEN6: Evening economy	+	0	+	+	+	+	0	0	+	+	<u>Age / Disability</u> + People can be especially sensitive to noise disturbance due to their age or having disabilities, such as autism. This policy will allow the planning system to mitigate noise impacts of a vibrant evening economy. <u>Sex and gender / Sexual orientation / Race</u> + A vibrant evening economy requires additional safety measures to be put in place. This could help to protect people vulnerable to crime at night such as women, LGBTQ+ people and people with different ethnicities. <u>Deprivation</u> + Facilitating the evening economy will bring economic benefits to the borough in terms of employment and income.	The planning process and enforcement of conditions should consider sensitive receptors in the area on a case-by-case basis. Operation of the evening economy should be considered in tandem with safety measures to protect groups who could be more likely to be a victim of hate crimes. This includes women, LGBTQ+ people, and people of different ethnicities.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
CEN7: Out of centre locations for retail	0	0	0	+	0	+	+	0	0	+	Disability / Age / Pregnancy/maternity / Deprivation + This policy aims to offer protection of local community shops, which will benefit people who rely on local facilities that are easily accessible. This can benefit people with a disability, older people, pregnant people and those in low-income households who struggle to use other means of transport.	None identified.
Our Infrastructure												
INF1: Infrastructure provision and developer contributions	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the community by planning for a range of types of infrastructure, with proposals required to demonstrate that infrastructure, facilities and services can be provided to support the needs expected to arise or mitigate any adverse effects.	None identified.
INF2: Digital and telecommunications infrastructure	0	0	0	0	0	0	0	0	0	+	This policy aims to benefit the community by improving digital and telecommunications infrastructure and ensuring it is inclusive and accessible for all. Deprivation + Improving digital and telecommunications infrastructure should be inclusive for all, especially those who may struggle to access services otherwise. Improving digital connectivity coverage will help to eliminate inequalities in access to technology.	Ensure that all protected characteristics can benefit from the improved infrastructure.
INF3: Flood Risk	0	0	0	0	0	0	0	0	0	0	This policy focuses on managing flood risk and protecting the quantity and quality of waterbodies. As a result, there will be a positive impact in terms of safety for the whole community. No protected groups are identified as specifically impacted.	Consideration could be made to expand flood resilience measures to existing self-contained basement dwellings. It is possible that more people from low incomes reside in this type of property at risk.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
INF4: Drainage	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
INF5: Sustainable drainage systems (SuDS)	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted by the policy itself.	None identified.
INF6: Fresh water and wastewater infrastructure	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted by the policy itself.	None identified.
INF7: Integrated transport network	+	+	+	+	+	+	+	0	+	+	This policy aims to benefit the community by delivering an accessible, low carbon and well-connected transport network, to provide sustainable travel options for all. Where implemented, this policy should help to eliminate deprivation by providing better accessibility to employment opportunities, increase opportunities for active travel (beneficial for health, wellbeing and deprivation) and better integrated alternative to private vehicles, and reduce opportunity for crime.	Additional consideration must be taken for those with different mobility needs, including those experiencing disability, older people, and families with younger children. Pricing of public transport should be considered and concessions put in place for those who are unemployed or from low income groups.
INF8: Sustainable streets	0	0	0	+	0	+	+	0	0	+	<u>Disability</u> + Inclusive of people of all mobilities to enjoy. <u>Pregnancy / Age / Disability / Deprivation</u> + This policy will encourage mitigation of impacts from air and noise pollution which could have a positive impact on health. <u>Age / Disability</u> + Lower speed schemes to improve road safety may positively benefit older and younger people and those with sensory impairments.	Follow Greater Manchester's 'Streets for All' approach to ensure safe and enjoyable usage of the streets.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
INF9: Walking, wheeling and cycling	+	0	0	+	+	0	0	0	+	+	This policy is likely to benefit most users, as long as the needs of protected characteristic users are considered. <u>Deprivation</u> + Could encourage and provide a more accessible and cost-effect mode of transport than private vehicles, especially for low-income families. <u>Age/ Disability</u> + Segregating pedestrian and cycle lanes will improve the safety of users, particularly those who may be hard of hearing or may not be able to see other users. This will improve safety for these users, particularly elderly and disabled users and parents with pushchairs. <u>Deprivation</u> + Active travel brings benefits that add to the general health and wellbeing of the community. <u>Sex and gender, Race</u> + Improvements to the safety and accessibility of active transport modes such as cycling will encourage uptake by less frequent users such as women and ethnic groups.	Ensure that the Stockport Walking and Cycling Plan and Stockport Active Communities Strategy are inclusive and accessible to all abilities. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. Consideration should be made for removing other barriers towards active travel for disabled people, such as affordability. The council should work with charities and other representative groups to help lower the cost of adapted cycles. It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users.
INF10: Public transport	0	0	0	+	0	+	+	0	+	+	<u>Age / Disability / Pregnancy/maternity</u> + Increasing connectivity between services will benefit people from reduced mobility groups as well as older and younger people who rely on the network. + Could provide health benefits due to reduced carbon impact of travel. + Inclusion of appropriate seating will be beneficial to these groups when implemented. <u>Deprivation / Age / Race</u> + Affordable travel will make public transport more accessible to those form low-income families and provide them with better connectivity to local areas for work or leisure.	Younger and older people tend to rely on public transport as their means of travel, therefore, a comprehensive network with a variety of services should be provided considering these groups. Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions. Pricing of public transport should be considered and concessions put in place for those who are unemployed or from low income groups.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											+Aspirations of a 24/7 service provision will provide more opportunity to those accessing employment outside of normal working hours.	
INF11: Freight and logistics	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
INF12: Public Rights of Way and Strategic Recreation Routes	+	0	0	+	0	+	0	0	+	+	<u>Deprivation</u> + Could encourage and provide a more accessible and cost-effect mode of transport than private vehicles, especially for low-income families. <u>Age/ Disability</u> + Segregating pedestrian and cycle lanes will improve the safety of users, particularly those who may be hard of hearing or may not be able to see other users. This will improve safety for these users, particularly elderly and disabled users and parents with pushchairs. <u>Deprivation</u> + Active travel brings benefits that add to the general health and wellbeing of the community. <u>Sex and gender, Race</u> + Improvements to the safety and accessibility of active transport modes such as cycling will encourage uptake by less frequent users such as women and ethnic groups.	Ensure that the Stockport Walking and Cycling Plan and Stockport Active Communities Strategy are inclusive and accessible to all abilities. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. Consideration should be made for removing other barriers towards active travel for disabled people, such as affordability. The council should work with charities and other representative groups to help lower the cost of adapted cycles. It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users.
INF13: The highway network	0	0	0	+	0	+	0	0	0	0	This policy aims to ensure safe and efficient movement on the highway network. <u>Age / Disability</u> + Improved road safety may positively benefit older and younger people, as well as those who are physically disabled or have impaired mobility.	None identified.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
NFI14: Access and servicing	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None identified.
INF15: Vehicle parking and infrastructure	0	0	0	+	0	+	0	0	0	+	Deprivation / Age + This policy encourages inclusive and varied parking provision, which is beneficial to those less able to afford a private vehicle, and who would prefer to use alternative means of travel. Disability / Age + New parking standards will aim to provide adequate parking provision for disabled car drivers and passengers and assess the implications of loss of parking. + Encouraging provision of electrical vehicle charging facilities will enable future development to facilitate use of electric vehicles, which will contribute to lower emissions to air.	None identified.
INF16: Safeguarding future transport routes	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the community by protecting new and existing sustainable transport infrastructure from future development. No protected groups are identified as specifically impacted.	None identified.
INF17: Metrolink	0	0	0	+	0	+	+	0	0	+	Deprivation + Could encourage and provide a more accessible and cost-effect mode of transport than private vehicles, especially for low-income families. + Affordable travel will make public transport more accessible to those form low-income families and provide them with better connectivity to local areas for work or leisure. Disability / Age / Pregnancy/maternity + Increasing connectivity between services will benefit people from reduced mobility groups as well as older and younger people who rely on the network. + Could provide health benefits due to reduced carbon impact of travel.	Younger and older people tend to rely on public transport as their means of travel, therefore, a comprehensive network with a variety of services should be provided considering these groups. Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions. Pricing of public transport should be considered and concessions put in place for those who are unemployed or from low income groups.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											+ Inclusion of appropriate seating will be beneficial to these groups when implemented.	

Appendix I

HEALTH IMPACT ASSESSMENT

Public

INTRODUCTION

OVERVIEW

Stockport is a metropolitan borough making up part of Greater Manchester in North West England. It is located south-east of central Manchester and includes the towns of Stockport, Bredbury and Marple, as well as the outlying areas of Hazel Grove, Bramhall, Cheadle and Gatley, Cheadle Hulme, Reddish, Woodley and Romiley.

Stockport Metropolitan Borough Council (herein referred to as SMBC) is currently preparing a new Local Plan, which will replace the existing Core Strategy[130] which was adopted in 2011.

The new Local Plan will be used to assess planning applications for new developments in Stockport for the period up to 2041. It will help to deliver the vision that partners, stakeholders and residents set out in the One Stockport Borough Plan.

INTEGRATED SUSTAINABILITY APPRAISAL

An Integrated Sustainability Appraisal (ISA) has been undertaken to ensure that sustainability aspects are incorporated into the SLP. The ISA enables synergies and cross-cutting impacts to be identified, avoids the need to undertake and report on separate assessments, and seeks to reduce any duplication of assessment work. This process also helps to simplify outcomes and recommendations for policymakers.

As part of the ISA, a Health Impact Assessment (HIA) has been undertaken to assess the impacts of the SLP on human health in Stockport and the likely effects on health outcomes in the local population.

The outcomes of the HIA have informed the ISA.

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

SCOPE AND METHODOLOGY

INTRODUCTION

The key tasks for this HIA are as follows:

- Develop a summary health and wellbeing baseline and profile of the population situated within the geographical area of SMBC's jurisdiction;
- Identify relevant evidence from literature; and
- Assess the potential health and wellbeing impacts of the SLP, and the nature and likelihood of such impacts.

SCOPE

STUDY AREA

This is a desk-based assessment of the direct and indirect health effects on local communities anticipated to result from the implementation of the 7 themes and 60 proposed policies of the SLP. The geographic study area of this HIA is therefore Stockport.

STUDY POPULATION

The population scope of this HIA includes the Stockport Metropolitan Borough's (SMB) resident population.

The main vulnerable groups within the population that have been considered are listed below. These have been determined based on professional judgement and experience of undertaking similar assessments.

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

DETERMINANTS OF HEALTH

The key determinants of health and wellbeing that have been considered are listed below. These have been determined based on professional judgement and experience of undertaking similar assessments:

- Air Quality;
- Noise;
- Housing and Homelessness;
- Economy and employment;
- Skills and education;
- Social cohesion and community safety;
- Access to services;
- Physical activity;
- Green Infrastructure; and

- Climate change resilience.

BASELINE AND HEALTH PROFILE

The baseline and health profile of the SMBC area have been compiled using existing, publicly available data, including:

- Office for Health Improvement & Disparities (OHID) Local Authority Health Profiles;
- Office for National Statistics Labour Market Profiles (Nomis);
- Stockport Joint Strategic Needs Assessment data; and
- OHID “Local Health” datasets.

APPRAISAL

The proposed 7 key policy themes were considered and assessed against each of the identified determinants of health, looking first at the baseline conditions of the study area population, evidence of how each determinant impacts human health, and the effect that the general principles and policies are likely to have on the health of the study area population, as presented in **Section 5.**

HEALTH IMPACT ASSESSMENT

HEALTH IMPACT ASSESSMENT DESCRIPTION

HIA is a systematic approach to identifying the differential health and wellbeing impacts, both positive and negative, of policies, projects, plans or strategies.

FUNCTION OF A HEALTH IMPACT ASSESSMENT

HIA can use both qualitative and quantitative evidence, including public and other stakeholders' perceptions and experiences, as well as public health knowledge. It is particularly concerned with the distribution of effects within a population, as different groups are likely to be affected in different ways, and therefore looks at how health and social inequalities might be reduced or increased by a proposed policy, project or plan.

OBJECTIVE OF A HEALTH IMPACT ASSESSMENT

The objective of a HIA is to support and add value to the decision-making process by providing a systematic analysis of the potential impacts, as well as recommending opportunities, where appropriate, to enhance positive impacts, mitigate negative impacts and reduce health inequalities.

HIA has been defined as:

"…a combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population"[131].

In this context, 'health' is defined by the World Health Organisation as:

"…a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity"[132].

Health determinants are the personal, social, cultural, economic and environmental factors that influence the health of individuals or populations. These include a range of factors such as income, employment, education and social support.

Health inequality can be defined as the difference in either health status, or the distribution of health determinants, between different population groups. Some health inequalities are unavoidable, others are not so and may well be unjust and unfair.

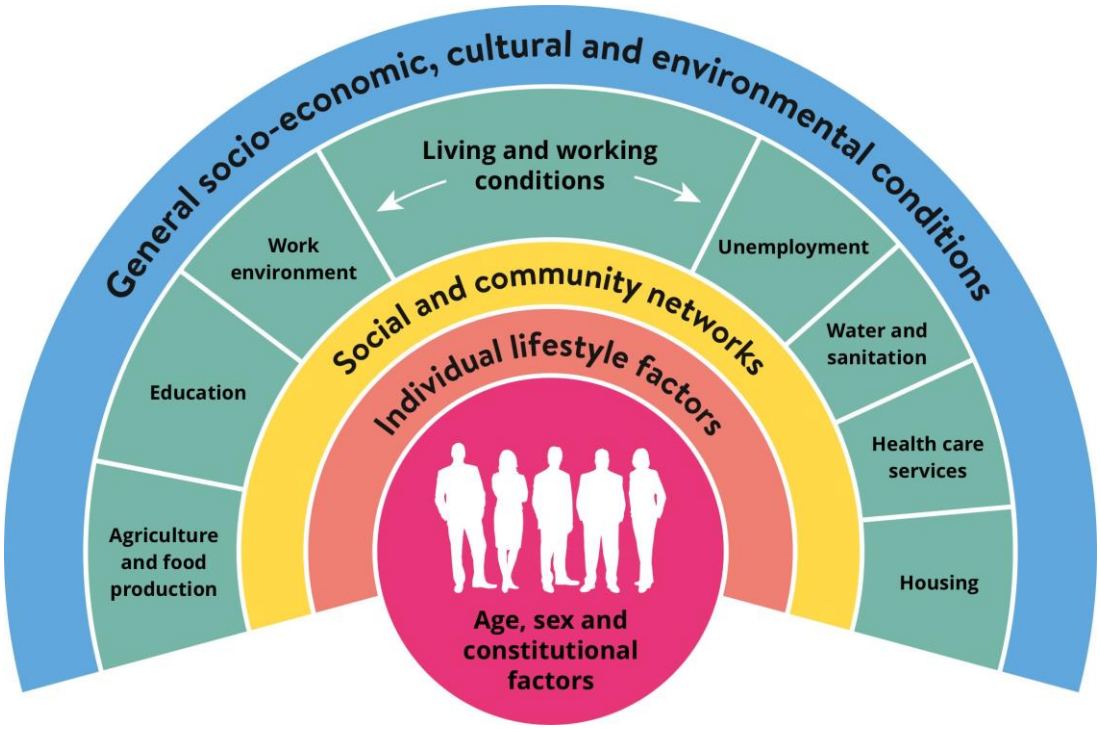
SOCIO-ENVIRONMENTAL MODEL OF WELLBEING

HIAs typically apply the below model of health and wellbeing (**Figure 1**). The Socio-Environmental Model of Wellbeing considers that health and wellbeing are a result of external influences, where an individual or population experiences a combination of adverse external factors which could result in health inequality.

[131] World Health Organisation, (n/a). Definition of health assessment (HIA). Available online at: http://www.euro.who.int/en/health-topics/environment-and-health/health-impact-assessment/definition-of-health-impact-assessment-hia

[132] World Health Organisation (n/a). Constitution. Available online at: https://www.who.int/about/who-we-are/constitution

Figure 1 - Socio-Environmental Model of Health and Wellbeing[133]



OVERALL AIM OF THIS HIA

The overall aim of this HIA will be to identify the aspects of the SLP which have the potential to affect people's health, both directly and indirectly. Some effects may be positive, others could be negative.

[133] Dahlgren, G. and Whitehead, M. (1991) Policies and Strategies to Promote Social Equity in Health. Stockholm, Sweden: Institute for Futures Studies

COMMUNITY PROFILE AND BASELINE

INTRODUCTION

Amongst the communities living in, and directly affected by, any changes brought about by the key themes or policies of the SLP, the proportion and profile of vulnerable groups have been outlined below using publicly available data.

Community profile data has been used to express the status of vulnerable groups with respect to their vulnerable health status and / or deprivation. In some cases, Health Profile Indicators are implicit rather than explicit, where direct Health Profile Indicators were not available.

BASELINE

This section summarises the socio-economic and community baseline conditions for the spatial scope of the HIA. The most recent publicly available information has been used to create these profiles.

POPULATION

The total population in Stockport was recorded in 2021 as 294,773 people[134]. Of this population, approximately 48.6 % of the population were recorded as male and 51.4% as female, which is comparable with the male and female percentage for the North West at 49.1% and 50.9%. Stockport is among the top 30% most densely populated local authorities in England and the fifth most densely populated in the North West, with around 17 people living within a football pitch-sized area of land[135].

The 2021 Census data indicates that the majority of SMB's population is composed of groups which are defined as ethnically White (87.4%), which is 7.4% higher than the national average. The proportion of SMB's population which is composed of non-white ethnic groups is 12.7%, lower than the national average of 19.0%. This is outlined in **Table 2**.

Table 2 - Ethnicity of SMB Population, 2021[134]

Ethnicity	Stockport (%)	England (%)
White	87.4	81.0
Mixed / multiple ethnic groups	2.6	3.0
Asian / Asian British	7.3	9.6
Black / African / Caribbean / Black British	1.2	4.2

[134] Office for National Statistics (2023) How life has changed in Stockport – Census 2021 [online] Available at: https://www.ons.gov.uk/visualisations/censusareachanges/E08000007/
[135] Office for National Statistics (2022) How the population changed in Stockport: Census 2021 [online] Available at: https://www.ons.gov.uk/visualisations/censuspopulationchange/E08000007/

Other Ethnic Groups	1.6	2.2

Table 3 uses 2021 Census data to present the principal religious groups reflected in the population of SMB, and how their proportions compare amongst the borough's residents. The population of SMB is principally Christian (63.2%), with the second largest group identifying as of no religion (25.1%), which both reflect the trend in England.

Table 3 - Principal Religious Groups Across Population of SMB in Comparison with England[7]

Religion	Stockport (%)	England (%)
Christian	47.5	46.3
Buddhist	0.3	0.5
Hindu	0.8	1.8
Jewish	0.4	0.5
Muslim	5.5	6.7
Sikh	0.2	0.9
Other Religion	0.4	0.6
No Religion	39.6	36.7
Religion not stated	5.2	6.0

AGE

The age profile of residents within SMB indicates that the population is predominantly middle aged, with 60.9% of the population aged between 16-64 years134. The 2021 Census data on population age shows Stockport has a similar age structure to England and the North West across all age categories[5].The age category with the greatest difference is 16 to 24 years old, which is still only 2.3% lower than the average for England.

Table 4 – Age Profile[134]

Age	Stockport (%)	North West (%)	England (%)
Under 4	5.6	5.5	5.4
5 to 15 years old	13.3	13.3	13.1

16 to 24 years old	8.4	10.7	10.6
25 to 64 years old	52.5	51.7	52.4
65+ years	20.1	18.7	18.3

LIFE EXPECTANCY

Life expectancy is the measure of the average number of years a person would expect to live in good health based on contemporary mortality rates and prevalence of self-reported good health. The prevalence of good health is derived from responses to a survey question on general health.

Life expectancy in SMB is about the same as the national average. For males in SMB, life expectancy is 79.4 years, higher than the North West region average of 77.9 years and the same as the England average of 79.4 years. For females in SMB, life expectancy is 83.2 years, higher than the North West region average of 81.7 years and similar to the England average of 83.1 years[136].

However, despite an average life expectancy aligned with the national average, within SMB there is significant variation between life expectancy in different wards for both males and females. **Table 5** details average life expectancy at birth for specific wards in the borough, from 2015 - 2019.

Table 5 - Life Expectancy by ward in SMB (years)[137]

Ward	Life Expectancy (Males)	Life Expectancy (Female)
Bramhall North	82.1	85.3
Bramhall South and Woodford	83.9	87.9
Bredbury Green and Romiley	80.1	82.5
Bredbury and Woodley	79.4	81.4
Brinnington and Central	72.0	76.1
Cheadle and Gatley	81.1	83.9
Cheadle Hulme North	81.2	84.0
Cheadle Hulme South	82.9	86.6
Davenport and Cale Green	76.0	79.3

[136] Office for Health Improvement & Disparities (2020 - 2022) Local Authority Health Profile for Stockport [online] Available at https://fingertips.phe.org.uk/profile/health-profiles/data#page/0/gid/1938132696/pat/6/par/E12000002/ati/202/are/E08000007/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1

[137] Office for Health Improvement and Disparities (2021) Local Health [online] Available at: Office for Health Improvement and Disparities - GOV.UK

Ward	Life Expectancy (Males)	Life Expectancy (Female)
Edgeley and Cheadle Heath	77.7	81.0
Hazel Grove	81.0	84.6
Heald Green	81.0	85.1
Heatons North	81.2	83.7
Heatons South	81.4	83.7
Manor	79.4	84.3
Marple North	79.7	84.1
Marple South and High Lane	79.2	83.9
Offerton	79.7	83.0
Stepping Hill	79.5	84.2
Reddish North	79.1	82.7
Reddish South	78.1	82.3

The variation in life expectancy for both males and females within SMB is indicative of significant variations in health and wellbeing between wards. For males in SMB, the variation in life expectancy between wards is 11.9 years (with the lowest expectancy in Brinnington and Central and the highest in Bramhall South and Woodford). Similarly, for females, the variation in life expectancy between wards is 11.8 years (with the lowest expectancy again in Brinnington and Central and the highest in Bramhall South and Woodford).

Life expectancy is 11.2 years lower for men and 9.8 years lower for women in the most deprived areas of Stockport than in the least deprived areas[136].

WEIGHT AND PHYSICAL ACTIVITY

The proportion of adults (aged 18+) in SMB who are categorised as overweight or obese is 62.5%. This is lower than the North West region and national averages at 66.5% and 64.0%, respectively[136].

The proportion of the adult population describing themselves as physically active within SMB is 68.6%[136]. This is in line with North West region (63.9%), and national averages (66.4%).

Obesity amongst children is measured through the National Child Measurement Programme (NCMP), which measures the weight and obesity level of both reception children (aged 4-5 years) and year 6 children (aged 10-11 years). The prevalence of overweight children among year 6 children in SMB was 20.0%, which is significantly lower than North West and national averages at 23.8% and 22.7%, respectively.

LIFESTYLE

Smoking is a major risk factor for many diseases, such as lung cancer, chronic obstructive pulmonary disease (COPD) and heart disease, as well as being linked to cancers in other organs, including lip, mouth, throat, bladder, kidney, stomach, liver and cervix.

Smoking prevalence among adults in SMB in 2022 was marginally lower than both the North West and England averages[136]. The prevalence of current smokers in SMB was 11.8%, compared to 13.4% in the North West region and 12.7% in England.

The number of COPD emergency hospital admissions in SMB in 2019 varied significantly by ward. **Table 6** shows the number of emergency hospital admission for the condition, with 12 out of 21 wards a having higher hospitalisation rates than the England average of 100 Standardised Admission Ratio (SAR).

Table 6 - Emergency hospital admissions due to COPD in SMB[138]

Ward	SMB Hospital Admissions (SAR)
Bramhall North	59.6
Bramhall South and Woodford	33.0
Bredbury and Woodley	118.2
Bredbury Green and Romiley	110.7
Brinnington and Central	428.9
Cheadle and Gatley	83.7
Cheadle Hulme North	105.0
Cheadle Hulme South	84.7
Davenport and Cale Green	249.9
Edgeley and Cheadle Heath	232.5
Hazel Grove	113.2
Heald Green	79.8
Heatons North	85.3
Heatons South	78.3
Manor	156.3

[138] Office for Health Improvement & Disparities (2019) Local Authority Health Profile for Stockport, Available at: https://www.localhealth.org.uk/#bbox=377144,397696,30016,18870&c=indicator&i=t3.em_adm_copd&selcodgeo=E05000784&view=map8

Ward	SMB Hospital Admissions (SAR)
Marple North	79.4
Marple South and High Lane	76.4
Offerton	170.9
Stepping Hill	112.2
Reddish North	188.1
Reddish South	150.6

Alcohol misuse can be directly attributed to deaths from certain types of disease such as alcoholic liver disease, certain types of cancer and cirrhosis and remains a challenge for many Local Authorities in England.

In SMB, hospital admissions for alcohol-related conditions were 460 per 100,000 population[136]. This is lower than the North West and the national averages of 475 per 100,000.

UNEMPLOYMENT / ECONOMY

The proportion of unemployment in Stockport is slightly lower higher than the national average for the UK and the average gross weekly pay is higher than the UK national average. This is shown in **Table 7** below.

Table 7 - Economic Profile (April 2024-March 2025)[139]

Unemployment and Deprivation	Economically active: Unemployment (%)	Economically inactive (%)	Average Gross Weekly Pay of Full Time workers (£)
Stockport	3.0	21.9	764.0
North West	3.7	23.3	696.0
Great Britain	3.9	21.5	729.8

Of those considered economically inactive in SMB, 15.6% are students, 16.6% are looking after family / home, 36.9% are long-term sick, and 17.5% are retired.

SMB has a higher than average proportion of workers in high value occupations when compared to the North West and Great Britain. **Table 8** outlines the percentage of people employed in SMB, within 2021, according to occupation compared to both the North West and Great Britain averages. The data is collated according to the Standard Occupation Classification 2020 descriptions used by the Office for National Statistics.

Table 8 - Employment by occupation in SMB[139]

Employment Group	SMB (%)	North West Region (%)	Great Britain (%)
1 Managers, Directors and Senior Officials	13.9	10.0	11.1
2 Professional Occupations	35.5	25.8	26.6
3 Associate Professional and Technical	10.6	14.3	15.1
4 Administrative and Secretarial	11.2	9.4	9.2
5 Skilled Trades Occupations	8.7	8.2	8.5
6 Caring, Leisure and Other Service Occupations	7.0	9.3	8.6
7 Sales and Customer Service Occupations	4.0	6.5	5.8

[139] Office for National Statistics (2023) Labour Market Profile – Stockport [online] Available online at: https://www.nomisweb.co.uk/reports/lmp/la/1946157087/report.aspx?town=stockport (

Employment Group	SMB (%)	North West Region (%)	Great Britain (%)
8 Process Plant and Machine Operatives	Sample size too small	6.2	5.6
9 Elementary Occupations	6.4	9.8	9.1

EDUCATION

The proportion of the population of SMB who have gained formal qualifications is higher at all RQF levels, compared to both the North West and Great Britain. **Table 9** shows the percentages of the population in SMB with qualifications compared to the North West and Great Britain averages.

Table 9 - Qualification levels in SMB in 2024[139]

Qualification Level	SMB (%)	North West (%)	Great Britain (%)
RQF 4 and above	52.2	42.3	47.2
RQF 3 and above	71.0	63.6	67.6
RQF 2 and above	90.5	85.0	86.5
RQF 1 and above	91.4	87.4	88.9
Other Qualifications	3.1	4.4	4.3
No Qualifications	5.4	8.2	6.8

HEALTH

The average percentage of the population in England with a long term illness or health condition is 17.6%. The proportion of residents within SMB living with a long-term illness or health condition varies significantly between wards. There are 12 wards in the borough that have a greater proportion of people with a long-term illness or health condition. Of these, Brinnington and Central has the highest percentage, with over a quarter (25.7%) of the population living with a long-term illness or health condition.

The remaining nine wards have a lower proportion of people living with a long-term illness or health condition compared with the national average, however every ward in the borough has over 15% of the population living with a long-term illness or health condition[140].

Suicide rates within areas can provide an indication of the current state of mental health of residents. The suicide rate within SMB is 8.8 per 100,000 people. This rate is lower than the North

[140] Office for Health Improvement & Disparities (2019) Local Authority Health Profile for Stockport, Available at https://www.localhealth.org.uk/#bbox=378050,397127,28205,17731&c=indicator&i=t3.l_term_ill&selcodgeo=E05000797&view=map8

West region rate of 10.7 per 100,000, and it is lower than the England average of 10.4 per 100,000[141].

Self-assessed health from the 2021 Census within SMB indicates that the resident population consider themselves to be a healthy population. In SMB, 82.2% of the population rated their health as 'very good' or 'good', with 12.5% stating they have 'fair' health. Additionally, 4.0% of the population stated they had 'bad' health, and 1.2% as 'very bad'[134].

INCOME

In SMB, the proportion of children (under 16 years) in low-income families was 13.5%, which was lower than both the North West average, at 18.0%, and the England average of 17%. This shows that SMB has a significantly lower than average number of children living in low-income families[142].

Table 10 below presents the average gross hourly and weekly wages of residents in full-time employment within SMB, compared to both North West and Great Britain averages. Average wages of SMB residents in full-time employment are significantly higher both per hour and per week compared to both the North West average, and are slightly higher than the average for Great Britain. This may be linked to the type of employment available in the borough.

Table 10 - Average Gross and Weekly Earnings of Residents in SMB[139]

	SMB (£)	North West (£)	Great Britain (£)
Gross Weekly Pay	764.0	696.0	729.8
Hourly Pay (Excluding Overtime)	20.21	17.95	18.73

DEPRIVATION

The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England[143]. IMD is used by local governments to focus programmes in the most deprived areas and develop strategies, such as the SLP in SMB.

Of the 190 Lower Super Output Areas (LSOAs) across SMB, in 2019, 30 were ranked within the 20 - 30% most deprived neighbourhoods, with 17 in the top 10% most deprived neighbourhoods[144].

[141] Public Health England (2020) Suicide rate, 2018 - 2020 [online] Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/3/gid/1938132701/pat/6/par/E12000002/ati/202/are/E08000007/iid/41001/age/285/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do-0
[142] Public Health England (2020) Children in low income families (under 16) 2016 data. Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/3/gid/3007000/pat/6/par/E12000002/ati/202/are/E08000007/yrr/1/cid/4/tbm/1/page-options/car-do-0
[143] Department for Communities and Local Government (2016) The English Index of Multiple Deprivation (IMD) 2015 – Guidance
[144] Indices of Deprivation (2019) Indices of Deprivation: 2019 and 2015 [online] Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html# (Accessed: 31/05/2022)

There were 40 LSOAs are within the 40-50% of most deprived neighbourhoods, 36 LSOAs are within the 40-50% least deprived neighbourhoods, with 41 LSOAs within the 30-20% least deprived neighbourhoods, and 26 LSOAs in SMB within the 10% least deprived neighbourhoods.

The most deprived LSOAs in SMB are located in the north and centre of the borough, largely located in the wards of Brinnington and Central, Davenport and Cale Green, and Offerton.

The least deprived LSOAs in SMB are largely located to the south and east of the borough, within the wards of Bramhall South and Woodford, Marple North, and Marple South and High Lane, amongst others.

ASSESSMENT OF POLICIES

INTRODUCTION

The policies of the Local Plan have been reviewed and assessed against the key determinants of health to identify potential effects within the study area population.

Policies have been split into the following themes for ease of assessing, as follows:

- Strategic Policies;
- Providing for Our Communities;
- Our Climate Resilient Stockport;
- Our Homes;
- Our Environment;
- Our Town Centres;
- Supporting Our Businesses and Centres; and
- Our Infrastructure.

STRATEGIC POLICIES

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by the Strategic Policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The Strategic Policies look at SMB's overarching aims in the SLP. For this reason, they do not include as much detail as the other policies and are unlikely to have direct impacts on air quality, noise, skills and education, physical activity and green infrastructure.

The policies state that SMBC aims to provide at least 15,761 homes by 2042 with a target of 50% of those being affordable and ensure that town district and local centres meet the needs of the growing population. Maintaining the public transport system and improving walking and cycling infrastructure would also improve access to services. Sustainable building design and incorporation of elements such as sustainable drainage systems would also ensure climate change resilience for the future.

STRATEGIC POLICIES

Table 11 presents the assessment of the Strategic Policies.

Table 11 - Assessment of Strategic Policies

Determinant of Health	Assessment
Air Quality	Strategic Policy 1 states that walking and cycling will be prioritised as the preferred modes of travel. Improving infrastructure will encourage more residents to walk or cycle around the borough and will help to reduce air pollution caused by other modes of transport. This will have a positive impact on air quality.
Noise	The Strategic Policies are unlikely to directly impact upon noise within SMB.
Housing and Homelessness	Strategic Policy 1, containing the Spatial Strategy, seeks to ensure that the borough will achieve its housing target, providing also accessible and affordable housing. Additionally, Strategic Policy 2 includes the encouragement of appropriate density residential developments. This means there is a positive impact on housing in the borough, although there is no specific reference to homelessness.
Economy and Employment	Strategic Policy 1 states that new and existing residents will be able to take advantage of new employment opportunities. With a diversity of sites allocated, this means that people with a variety of skills and experience will be able to find employment in the area, contributing to the local economy. Additionally, Strategic Policy 1 outlines the developments of additional office, industrial and warehouse floorspace in SMB. This provides increased opportunities for economic investment in SMB, as well as employment opportunities.
Skills and education	The Strategic Policies are unlikely to directly impact upon skills and education within SMB.
Social cohesion and community safety	Strategic Policy 4 refers to Equality, Impact and Opportunity. This seeks to ensure that new developments are accessible for all groups of society, do not discriminate against residents and provide opportunities for delivering inclusive wealth. SMBC would also commit to eliminating discrimination, advancing equality and fostering relations between different groups. This would help to increase interactions between people from different groups and have a positive impact on social cohesion. The Strategic Policies are unlikely to directly impact upon community safety within SMB.
Access to services	The Strategic Policies are likely to have a positive impact upon access to services within SMB. By ensuring new developments are located near town, district or local centres, there will be ease of access for local residents.

Determinant of Health	Assessment
	Maintaining public transport links would also allow those with limited mobility and disabilities to access services, whilst SMBC's commitment to equality would ensure that these services cater to a wide variety of social groups.
Physical activity	Strategic Policy 1 states that walking and cycling will be prioritised as the preferred modes of travel. Improving infrastructure will encourage more residents to walk or cycle around the borough and will help to increase physical activity among the population.
Green Infrastructure	The Strategic Policies will help to promote the provision and enhancement of green infrastructure within SMB.
Climate change resilience	The Strategic Policies (particularly Strategic Policy 1 and 3) will have a positive direct impact on climate change resilience. They seek to encourage active modes of transport and ensure that new developments are sustainable and resilient to climate change. Addressing Net Zero targets and delivering biodiversity net gain would also help with the adaptation to climate change and increase resilience.

PROVIDING FOR OUR COMMUNITIES

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by 'Providing for Our Communities' policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

Generally, Providing for Our Communities has a positive impact for health determinants. There are a number of resulting beneficial health effects, particularly upon older people, children and young people, and isolated groups.

This suite of policies aims to ensure access to community and social infrastructure, including healthcare facilities for the local population. This would have a positive impact upon access to services and social cohesion as loneliness would be reduced. This improvement of access to community and social infrastructure may also provide job opportunities to local residents and also reduce the need for long distance travel to other parts of the borough. This reduction in travel could reduce pollution and have a slight improvement on air quality. The encouragement of active forms of transport, as discussed in policy Communities 1 would also help to improve air quality in the borough.

Preservation and improvements to parks and open spaces will provide vital open space to the urban borough. The development of additional open spaces will result in positive effects for children and young people, older people, and socially isolated groups. Provision of open spaces in education settings is also secured through policy Communities 3, which would provide children and young adults with the opportunity to spend more time outdoors and improve their mental wellbeing.

PROVIDING FOR OUR COMMUNITIES

Table 12 presents the assessment for Providing for Our Communities policies.

Table 12 - Assessment of Providing for Our Communities Policies

Determinant of Health	Assessment
Air Quality	Policy COM1 aims to encourage the use of more active modes of transport. This would help to reduce air pollution from cars and buses and have slight positive impacts on air quality in the borough. In turn, this may help to reduce the impacts of pollution-related health conditions, such as respiratory illnesses. This is likely to benefit all groups but particularly older people, children and young people and those with existing illnesses.
Noise	The policies outlined within Providing for Our Communities are unlikely to directly impact upon noise within SMB.
Housing and Homelessness	Although the policies under the Providing for Our Communities theme do not have a direct impact on housing and homelessness, they are important for ensuring the provision of services, including healthcare and leisure facilities, in new developments.
Economy and Employment	The impact of policies under the Providing for Our Community theme on the economy and employment is varied. Policy COM1 highlights that SMBC, along with partners, would manage the location of hot-food takeaways. Although this might limit residents' intake of food that is unhealthy, this may reduce employment opportunities in some areas of the borough. However, improvements to energy efficient design and reducing fuel poverty may provide opportunities for employment. Despite this, policy COM2 would facilitate access to employment as new developments would be located near to community and social infrastructure. The creation of new healthcare centres would create more jobs in the local area within this field. This will help low income groups and those who are unemployed.
Skills and education	The policies included within the Providing for Our Community theme will have a positive impact on skills and education, particularly through policy COM3. Within this policy, there is an emphasis on provision of natural spaces on educational land, as well as provision for outdoor curriculum needs, including sport and recreation. This would provide opportunities for children and young adults to spend time outdoors, improving their physical and mental wellbeing.
Social cohesion and community safety	Social isolation can lead to loneliness which has the potential to undermine well-being, impacting negatively on people's quality of life. Loneliness can have a huge impact on the wellbeing of many people particularly older people,

Determinant of Health	Assessment
	those with disabilities and new and expectant mothers. It can often result in unhappiness, lowering of self-confidence and the ability to reach out for help. According to Age UK[145], 34 LSOAs in Stockport have a population over 65 that is at very high risk of loneliness. Most of these are located in Brinnington and Central ward. The proposed policies within the Providing for Our Communities theme are likely to have a positive impact on social cohesion and community safety. Policy COM1 proposes to create community hubs, where healthcare provision, educational facilities and other community facilities are located in close proximity to each other. This, coupled with the creation of greenspace would create areas where people of all ages can meet and socialise and participate in their community. Policy COM2 also supports the creation of a network of community and social infrastructure across the borough, promoting social interaction. These measures would help to reduce loneliness among the population. According to the IMD for crime deprivation[146], of SMB's 190 LSOAs, 25 are within the 10% most deprived, 34 are within the 20% most deprived, and 26 are within the 30% most deprived. These LSOAs are located in the north, north-west and centre of the borough. Policy COM1 is likely to improve community safety as it will support initiatives that would reduce anti-social behaviour. This would help to reduce anti-social crime in the borough and improve feelings of community safety in the area.
Access to services	The policies included in the Providing for Our Communities theme are likely to have a positive direct impact on access to services. Policies COM1 and COM7 aim to develop new healthcare facilities in accessible locations, and provide access to sports, leisure and cultural facilities. Meanwhile, policy COM2 would ensure that developers have to demonstrate that new developments are adequately served by community and social infrastructure through the use of an Infrastructure Phasing and Delivery Statement. This would not affect existing developments however, meaning that residents in these locations may not receive the same benefits. Policy COM6 highlights the need for sporting facilities to be protected and enhanced, which will provide local residents of the borough with access to leisure and sport services.

[145] Age UK n.d. Risk of Loneliness [online] Available at: http://data.ageuk.org.uk/loneliness-maps/england-2016/stockport/
[146] Indices of Multiple Deprivation (2019) Crime Domain [online] Available at: http://dclgapps.communities.gov.uk/imd/iod_index.html# (Last Accessed: 5th July 2024)

Determinant of Health	Assessment
Physical activity	The proportion of adults who are categorised as overweight or obese in SMB is lower than the average in England. However, it is important to continue to provide spaces for residents to participate in physical activity in order to facilitate a healthy lifestyle. The policies included in the Providing for Our Communities theme are likely to have a positive direct impact on physical activity. Policies COM1, COM4, COM5 and COM6 aim to provide access to open spaces, play, sports and leisure facilities. These will all provide opportunities for physical activity for residents of all ages within the borough.
Green Infrastructure	Through the maintenance of open spaces and green infrastructure, policies COM1, COM4, and COM5 will have a direct positive impact on this health determinant. The introduction of green infrastructure and protection of existing spaces will allow residents of the borough to use open spaces for leisure and sports activities. Policy COM1 also supports initiatives which enable access to healthy food, such as allotments or community gardens. These not only provide residents with healthy food, but these spaces would also contribute to green infrastructure provision in the borough.
Climate change resilience	The policies included in the Providing for Our Communities theme are likely to have a positive direct impact on climate change resilience. They aim to encourage active transport, create greenspaces and improve access to locally sourced healthy food. In addition to this, policy COM1 also supports energy efficient design and location of new development. This aims to reduce fuel poverty as less energy will be needed to be used to heat or cool buildings, improving climate change resilience. Policy COM4 also encourages the creation of greenspaces that demonstrate climate change adaptation benefits and ecological improvements. Not only will this contribute to improving climate change resilience in the local area, but it will provide local residents with places where they can connect with nature, improving mental wellbeing.

OUR ENVIRONMENT

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by Our Environment policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions; and
- Unemployed and low-income groups.

The policies within the Our Environment theme mostly relate to the environmental protections that would be implemented. For this reason, there is very little impact on some of the health determinants, such as the physical activity and housing and homelessness.

The policies are most directly linked to improving climate change resilience as they encourage preservation and enhancement of the environment and sustainable planning practices and building design. This would also have positive impacts on green infrastructure. By limiting development within the flight path for Manchester Airport, residents would not experience disruptive levels of noise. Policy ENV 8 also seeks to improve air quality in the borough, which would help to reduce respiratory health conditions caused by particulates. These policies are beneficial for both children and young people, older people as well as those with existing health conditions. People with disabilities may benefit from accessible shop fronts, and unemployed or low income groups could benefit from the skills and employments opportunities offered by these policies.

OUR ENVIRONMENT

Table 13 presents the assessment for Our Environment policies.

Table 13 - Assessment of Our Environment Policies

Determinant of Health	Assessment
Air Quality	The policies outlined within Our Environment will have a positive impact on air quality. Policy ENV7 seeks to limit development that would lead to adverse impacts on the environment, including minimising the risks of adverse impacts to air quality. These polices will likely benefit all groups but particularly older people, children and young people and those with existing illnesses. Policy ENV8 seeks to improve air quality in the borough, setting out the plans and strategies which new developments would have to comply with to be granted planning permission. This is particularly important as air pollution is linked to range of health conditions and can cause early deaths. In Greater Manchester, exposure to fine particulates is estimated to contribute to around 1,200 deaths per annum[147].
Noise	The policies outlined within Our Environment will have a positive impact on noise. ENV7 seeks to limit development that would lead to adverse impacts on the environment, including minimising the risks of adverse impacts due to noise pollution. Any developments which are likely to create adverse impacts on health and quality of life which cannot be mitigated will not be permitted. This would benefit local residents as there would be less disturbance which may impact their health. Policy ENV12 is related to aircraft noise. As Manchester Airport is directly west of the borough, residents can be affected by aircraft noise, particularly in Gatley and Cheadle Hulme[148]. Ensuring new developments in areas that could experience increased noise have suitable mitigation would help to limit health impacts such as sleep disorders.
Housing and Homelessness	ENV14 includes the development of high density housing, particularly within Stockport town centre and other urban areas. This is likely to provide increased housing opportunities throughout Stockport's urban areas, where high density housing will provide increased opportunities for homes.

[147] Derived from Public Health England (2020) Public Heath Outcome Framework Indicator - Health Protection [online] Available at: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/gid/1000043/pat/15/ati/401/are/E08000007/iid/30101/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1(Last Accessed: 5th July 2024)

[148] Manchester Airport (2020) Environmental Management - Noise Contours. Available at: https://www.manchesterairport.co.uk/community/environmental-management/

Determinant of Health	Assessment
Economy and Employment	ENV6 seeks to enhance and safeguard soil quality. This is important so that agricultural soils can be maintained and provide high yields in the long term, safeguarding the farming profession, and ensuring it can continue to contribute to the local economy. Policy ENV19 seeks to preserve the historic environment within the borough. This is important as conservation of heritage assets may help to bring economic benefits to the local community through tourism. Stockport has a strong industrial heritage, and has around 400 Listed Buildings, 37 Conservation areas and 6 Scheduled Monuments[149].
Skills and education	The policies outlined within Our Environment are unlikely to have large direct impacts on skills and education. However, Policy ENV19 could indirectly influence education in the local community as it seeks to preserve the historic environment within the borough. This may provide opportunities for local people to learn more about their community and where they live.
Social cohesion and community safety	ENV17 is likely to result in positive effects upon community safety. The policy includes improvements to the public realm, including provision of appropriate street lighting which avoids dark areas and creating active frontages and increasing natural surveillance. This will likely improve feelings of safety within the public realm and may reduce anti-social behaviour in dark areas.
Access to services	Policy ENV13 includes designing socially inclusive spaces for all users, while Policy ENV18 includes ensuring at shop frontages are accessible to all users. This is important for people who may have mobility issues in accessing local services, as they will be able to enter and leave shops or healthcare facilities independently. Additionally, ENV17 includes improvements to the accessibility of the public realm, contributing to improved access to services, facilities and shops.
Physical activity	The policies outlined within Our Environment are unlikely to directly impact upon physical activity within Stockport. Despite this, the policies will have a positive impact on green infrastructure (see below) which may encourage residents to spend time outside and provide spaces where residents can exercise.
Green Infrastructure	The policies in the Natural Environment sub theme (ENV1 to 6) would all have a positive impact on green infrastructure. They set out how the natural environment can be protected and enhanced through biodiversity net gain; the protection of trees, woodland and hedgerows; and limiting development on Green Belt land. These measures will help to enhance open spaces that already exist within the borough, and protect those that are home to important

[149] Stockport Metropolitan Borough Council (2021) Stockport Historic Environment Database. Available at: https://interactive.stockport.gov.uk/shed/

Determinant of Health	Assessment
	species. Policy ENV4 specifically sets out how new development proposals must include planting of trees or hedgerows, and for residential development, there should be a new tree planted for each additional bedroom created. This means that green space creation and enhancement will continue within the borough, which allows residents to use the space for exercise or to help improve their mental wellbeing.
Climate change resilience	The policies in the Our Environment theme would have a positive impact on climate change resilience. Policies ENV1 and 2 set out how the natural environment can be protected and enhanced through green infrastructure biodiversity net gain; the protection of trees, woodland and hedgerows; and limiting development on Green Belt land. These measures will help to enhance open spaces that already exist within the borough, and protect those that are home to important species. ENV9 aims to limit activities that would reduce the quality or quantity of groundwater resources. This would provide resilience to the supply of drinking water in the area. Policy ENV10 aims to manage the contamination and storage of hazardous substances, and remediation of brownfield sites. This is important as it would enable brownfield sites to be used, reducing environmental impacts on greenfield sites whilst limiting any potential impacts to health. Policy ENV13 seeks to ensure that building design is sustainable and is consistent with the National Design Guide. This means that developments are resilient to changes in climate as they use sustainable techniques such as Sustainable Drainage Systems to mitigate flood risk or low carbon building materials, for example. Additionally, ENV17 includes ensuring the public realm is resilient to the effects of climate change, including the urban heat island effect.

OUR CLIMATE RESILIENT STOCKPORT

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by the Our Climate Resilient Stockport theme policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies within the Our Climate Resilient Stockport theme mostly relate to how buildings and future development can contribute towards net zero goals. For this reason, there is little impact on some of the health determinants, such as the economy and employment, skills and education, and physical activity.

The policies are most directly linked to improving climate change resilience as they encourage sustainable building design. This includes improving energy efficiency within homes and providing evidence of building design standards used by developers. These measures would help improve energy usage and would reduce fuel poverty, which may benefit those on lower incomes and older people. Retrofitting existing homes would also extend these benefits to other residents within the borough. As some areas of the borough are prone to surface water flooding, the implementation of sustainable drainage systems would help to reduce flood risk and increase climate change resilience.

OUR CLIMATE RESILIENT STOCKPORT

Table 14 presents the assessment for the policies under the Our Climate Resilient Stockport theme.

Table 14 - Assessment of Our Climate Resilient Stockport Policies

Determinant of Health	Assessment
Air Quality	SMBC is committed to a 100% reduction (from 1990 levels) in total carbon emissions produced in the borough by 2038. As part of this commitment, sustainable building design and encouraging sustainable modes of transport (for example active travel) are emphasised in the policies under the Our Climate Resilient Stockport theme. These changes would reduce carbon emissions in the borough, which may lead to improvements in air quality. This effect would not only be present in the borough but may contribute to wider air quality improvements in neighbouring boroughs.
Noise	CR1 is anticipated to result in improvements in noise levels for residents of new homes. Referring to environmental and social design standards in applications will help to emphasise the sustainable design and construction benefits. In terms of noise, standards such as BREEAM/ BREEAM Infrastructure include criteria to reduce disturbance due to noise. CR3 is anticipated to result in improvements to noise from wind energy developments. Noise exposure can result in psychological stress and sleep disorders. Reducing noise in this way provides a quiet environment for residents to rest.
Housing and Homelessness	The policies outlined within Our Climate Resilient Stockport are unlikely to directly impact upon the provision of housing or tackling homelessness within SMB, though will result in an improvement in both the quality and fuel efficiency of housing. The beneficial effects within the existing housing stock of improving the energy efficiency performance are set out in policy CR5.
Economy and Employment	The policies outlined within Our Climate Resilient Stockport are unlikely to directly impact upon the economy and employment within SMB.
Skills and education	The policies outlined within Our Climate Resilient Stockport are unlikely to directly impact upon skills and education within SMB.
Social cohesion and community safety	Policy CR3 seeks to increase the number of community owned energy schemes. These initiatives not only provide an important role in reducing carbon emissions and increasing renewable energy capacity, but they may provide social benefits. Initiatives like these could foster social cohesion across different groups in the borough. This may also improve mental health and reduce isolation as people get involved in community projects. It is not anticipated that the policies outlined within the Our Climate Resilient Stockport theme will have an impact on community safety.

Determinant of Health	Assessment
Access to services	The policies outlined within Our Climate Resilient Stockport are unlikely to directly impact upon access to services within SMB.
Physical activity	The policies outlined within Our Climate Resilient Stockport are unlikely to directly impact upon physical activity within SMB.
Green Infrastructure	Policy CR1 may have a slight positive effect on green infrastructure as it encourages building design and quality developments to incorporate biodiversity net gain and adaptation to climate change through green infrastructure. CR3 also includes the requirement for 10% biodiversity net gain to be incorporated within energy developments. This would help to deliver Net Zero goals for the borough. From a health perspective, green infrastructure near homes and other developments may help to improve physical and mental wellbeing for nearby residents.
Climate change resilience	The policies listed under the Our Climate Resilient Stockport theme will have a positive impact on climate change resilience. They include provision for sustainable building design, incorporating flood water management, sustainable drainage, biodiversity net gain and sustainable transport. The majority of the borough is not currently within a flood zone, however there are some areas to the west of the borough, near Cheadle and Gatley, which are in Flood Zone 3[150]. In addition to this, there are pockets across the borough that are at high risk of surface water flooding[151]. By introducing flood water management and sustainable drainage systems, the risk of flooding will be mitigated. In turn this may reduce stress on local residents during a high rainfall event as fewer homes would be affected by flooding. Policy CR2 will ensure that developments adhere to energy targets and minimise carbon emissions. Policy CR3 outlines how all new development will be zero carbon from 2028. Additionally, Policy CR4 will ensure that consideration is given to how heat networks can contribute to reducing carbon emissions within developments. Policy CR5 details how existing homes can be retrofitted to improve their carbon footprint. These measures may have positive impacts on health and wellbeing as they allow residents to maintain a comfortable standard of living and heat their homes to a suitable level throughout the winter months.

[150] Environment Agency (2024) Flood Map for Planning - Stockport. Available at: https://flood-map-for-planning.service.gov.uk/flood-zone-results?easting=389530&northing=390146&location=Stockport&fullName=%20&recipientemail=%20
[151] Environment Agency (2024) Long term flood risk map. Available at: https://check-long-term-flood-risk.service.gov.uk/map

OUR HOMES

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by Our Homes policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

Within this theme, the policies seek to maintain and develop Stockport's housing provision and ensure that new developments have the required associated infrastructure. Across health determinants, these policies result in a long-term positive effect overall. However, the development and construction activities associated with new housing developments may result in negative effects in the short-term upon air quality and noise.

The policies would have positive impacts on the housing determinant of health in particular, as they develop Stockport's housing provision for the future, including new developments. The requirements of Our Homes Policies also result in positive impacts upon social cohesion, green infrastructure, and access to services in particular. These are most likely to positively impact upon **children and young people**, **older people**, **people with disabilities and mobility impairments**, **existing health conditions** and **socially isolated groups**. Additionally, the requirements for affordable housing results in positive impacts upon **unemployed** and **low-income groups**.

OUR HOMES

Table 15 presents the assessment of policies for the Our Homes theme.

Table 15 - Assessment of Our Homes Policies

Determinant of Health	Assessment
Air Quality	The policies within Our Homes are unlikely to have any direct long-term impact on air quality in Stockport. However, there is the potential for short term negative effects upon air quality as a result of construction related emissions from new housing developments. Without suitable mitigation measures, and the use of best construction practices, this is likely to negatively impact those in close proximity to construction works, particularly children, older people (aged 75+) and those with existing health conditions.
Noise	The policies within Our Homes are unlikely to have any direct long-term impact on noise. However, there is the potential for short term negative effects upon noise as a result of construction of new housing developments. Without suitable mitigation measures, and the use of best construction practices, this is likely to have negative effects on those in close proximity to construction works through increasing noise disturbance.
Housing and Homelessness	All policies within the Our Homes theme contribute to positive effects upon housing and homelessness in Stockport. Policies HOM1, HOM2a, HOM2b, HOM3, HOM5, HOM6, HOM13 and HOM14 all ensure that the housing provision required for Stockport is protected and also grows in the coming years. These policies, specifically Policy HOM5 and HOM6, also outline the need for affordable housing which is beneficial to unemployed and low income groups. Additionally, policy HOM11 contributes to positive effects upon low income groups and unemployed people through the support for HMO housing, providing an affordable housing option for many social groups such as young people. There are also likely to be positive effects upon older people, particularly as a result of policy HOM7. This policy outlines the requirements for specialist housing for older people, ensuring adequate provisions for this group. There are likely to be additional benefits for young people particularly care leavers and those from low income groups. Policy HOM10 specifically targets children's residential care and semi-independent supported living for young people. Supported housing for young people can also be for those who are at risk of homelessness, fleeing domestic violence, suffering from mental health or other potentially complex issues.
Economy and Employment	Our Homes polices are likely to result in positive effects on economy and employment within Stockport. Policy HOM1, in particular contributes to these positive effects as it identifies that new housing developments should

Determinant of Health	Assessment
	have good access to employment opportunities. This is beneficial to all social groups, especially unemployed and low income groups. Additionally, improving access to employment opportunities is likely to reduce stress associated with commuting and enable resident to spend more time at home or participating in social or recreational activities, and less time travelling to work, positively impacting on health.
Skills and education	Our Homes, specifically Policy HOM1 is likely to result in positive effects. The policy states that new developments should have good access to education services, this is most likely to have benefits on children and young people in Stockport.
Social cohesion and community safety	There are likely to be positive effects upon social cohesion and community safety as a result of the policies within Our Homes. Policy HOM1 outlines the need for green space within new housing developments. This is likely to result in social opportunities as communities have communal spaces to participate in social and/or recreational activities particularly for those who are socially isolated, as well as providing a space for all groups. Policy HOM5 includes fully integrated affordable housing within new housing developments, improving social cohesion within these developments, resulting in positive effects upon those on low incomes. Additionally, Policies HOM9 and HOM11 also contribute to positive effects upon perceived community safety. Policy HOM9 outlines specific requirements for accommodation for Gypsies, Travellers and Travelling Showpeople. The provision of designated sites for these groups is likely to reduce nuisance issues sometimes associated with unauthorised encampments, and increase perceived community safety within the resident population. Similarly, policy HOM11 outlines the requirements for Housing of Multiple Occupation (HMO) developments and prevents the over proliferation of HMOs. This is likely to improve perceived community safety and social cohesion amongst existing residents.
Access to services	Our Homes, specifically Policy HOM1 is likely to result in positive effects. Good access to facilities (such as education, shops, leisure, health services and employment opportunities) is a key element of this policy. This is most likely to have benefits across social groups but particularly older people, socially isolated groups, children and young people, those with disabilities or mobility impairments, long term health conditions, unemployed and low-income people. These social groups are likely to face barriers to access such as cost, location, or personal mobility. For example, those on a low income may not be able to afford a private car and are therefore reliant on local public transport or services provided locally to their home. Similarly older people or people with reduced mobility might struggle to travel longer distances to reach facilities.
Physical activity	Policy HOM1 also contributes to positive effects upon physical activity in Stockport as new developments should have access to open space. This is likely to contribute to positive effects on health due to the correlation

Determinant of Health	Assessment
	between proximity to open space and levels of physical activity. These positive effects on physical activity are likely to be felt by children and young people and adults in Stockport.
Green Infrastructure	There are anticipated positive effects upon green infrastructure as a result of Our Homes, specifically Policy HOM8. The development of green infrastructure will allow residents of the borough to use open spaces for leisure and sports activities. These improvements will also enhance open spaces that already exist within the borough and provide additional infrastructure to be used by a variety of species in the borough. This policy ensures that green space creation and enhancement will continue within the borough, alongside residents being able to use the space for recreation or to help improve their mental wellbeing. Policy HOM8 also provides opportunities for growing food in new housing developments and encourages local food production. This can contribute to increased physical activity, opportunities for socialising, encouraging healthier eating habits and improving health overall.
Climate change resilience	There are likely to be positive impacts upon climate change resilience, particularly attributed to Policy HOM8. This policy outlines sets out the need for green infrastructure to be included within new housing developments Which can contribute to improving the resilience of developments to the effects of climate change.

OUR TOWN CENTRE

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by Our Town Centre policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies within the Our Town Centre theme aim to improve provision of homes, local services and transport in the Stockport Town Centre area. Due to the nature of these policies, there is very little direct impact on some of the health determinants, such as skills and education and climate change resilience.

The policies seek to provide new residential development within the town centre for a wide range of social groups, including elderly people and families, although there is no specific mention of how to tackle homelessness in this regard. There is also no mention of community housing provision so there may be less housing available for low-income groups. The inclusion of retail and commercial provision as well as cultural and leisure facilities within the policies would positively impact the economy and employment health determinant as there will be more opportunities available in the local area. In terms of social cohesion, the creation of new community spaces will provide opportunities for social interaction, which will help to reduce loneliness within the community.

Access to services would be improved in two main ways. Firstly, ensuring that there is provision near new residential developments will ensure demand is satisfied, whilst improvements in public transport would enable those with mobility problems to access local services. Where existing developments lack access to services, the improved transport offering may make it easier to reach nearby services. The improvements to active transport provision, including improved connectivity and increased safety may help to encourage more physical activity among the population.

OUR TOWN CENTRE

Table 16 presents the assessment for Our Town Centre policies.

Table 16 - Assessment of Our Town Centre Policies

Determinant of Health	Assessment
Air Quality	The policies outlined within Our Town Centre are unlikely to have direct adverse impact upon air quality within Stockport. However, Policy STC6 encourages more active modes of transport and improvements to public transport, which may could potentially result in improvements to air quality, through vehicle emission reduction. This is likely to benefit all groups but particularly older people, children and young people and those with existing illnesses.
Noise	The policies outlined within Our Town Centre are unlikely to have direct adverse impact upon noise within Stockport, however an increase in active travel may reduce vehicle use, ad improve tranquillity within the town centre. There may also be potential issues of increase noise for residents due to town centre living in conjunction with a vibrant evening economy. People can be especially sensitive to noise disturbance due their age and/ or disability.
Housing and Homelessness	The policies included within Our Town Centre are likely to have positive impacts upon housing and homelessness in Stockport. Policies STC1 to STC2 aim to provide new homes in the town centre area. Although details are not defined at this stage, this would include affordable homes, and provision of homes for older people and families.
Economy and Employment	The policies included within Our Town Centre are likely to have positive impacts upon the economy and employment in Stockport. The policies seek to optimise the development of the town centre, creating new venues for cultural events, and develop high quality conference facilities that would encourage businesses into the area. Policy STC2 outlines different Town Centre Policy Areas and the potential for new developments, which include retail and commercial spaces. These would provide employment opportunities to local people.
Skills and education	The policies outlined within Our Town Centre are unlikely to directly impact upon skills and education within SMB.
Social cohesion and community safety	The policies included within Our Town Centre are likely to have positive impacts upon social cohesion in SMB. They aim to enhance and broaden community facilities and infrastructure, which would allow expansion of cultural and creative uses. An example of this is at Weir Mill, which would provide a mixed-use community facility and high quality public spaces. The policies seek to establish the town centre as a place to gather and spend leisure time, further promoting social interaction. As outlined in Policy STC2, new residential developments would be located near community facilities which would enable residents to use these facilities regularly. These policies would foster

Determinant of Health	Assessment
	community cohesion as they allow local residents to participate in their community, and meet others through a range of activities, which would help to reduce loneliness. Reductions in the number of vacant shops in town centres may improve community safety, through the presence of investment, active frontages, and greater footfall in the area. Policy STC5 states that there will be improvements to the public realm within Town Centres. This may have a positive impact on feelings of community safety and social cohesion.
Access to services	The policies included within Our Town Centre are likely to have positive impacts upon access to services in Stockport. Policy STC1 seeks to provide more community and cultural facilities in the town centre, which would be easily accessible to local people. Additionally, Policy STC1 outlines development of a new hospital to serve the community. As outlined in Policy STC2, new residential developments would be located near community facilities which would enable residents to use these facilities regularly. The short distance between residential developments and local facilities would enable easy access to such services. Policies STC5 and STC6 aim to improve active transport infrastructure and increase public transport provision. This would facilitate access to services within the town centre and help to reduce journey times. Residents in existing developments would benefit from improved transport infrastructure as it would be easier to access services in nearby areas.
Physical activity	Policy STC5 seeks to improve connectivity of the Town Centre Area. One way it aims to do this is by overcoming barriers to pedestrian and cycle routes, for example of the A6 corridor. By improving connectivity, residents may feel safer using more active forms of transport throughout their daily lives, therefore increasing their level of physical activity. Policy STC6 also contributes to encouraging physical activity through designing developments to encourage walking and cycling within the town centre.
Green Infrastructure	Policy STC5 stipulates that all developments within the town centres shall contribute to the public realm and enhance it for all groups inclusively. This includes the introduction of green infrastructure and play parks. These additions are likely to benefit all groups.
Climate change resilience	The policies outlined within Our Town Centre are unlikely to directly impact upon climate change resilience within Stockport. Policies from the Our Environment theme are cross-referred to within this theme, however their impact is not assessed here.

SUPPORTING OUR BUSINESSES AND CENTRES

ASSESSMENT SUMMARY

For ease of assessment, this theme has been split into two sub-themes:

- Businesses (Policy numbers BUS 1 - BUS 6); and
- Centres (Policy numbers CEN 1 to CEN 7).

The assessment identified the following social groups that could be affected by Supporting Our Businesses and Centres policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies within the Businesses sub-theme are related to skills and education and employment and the economy. They aim to safeguard Employment Areas and ensure that new workspace allows for flexible working patterns. This may benefit families with young children, for example as parents would be able to work in more flexible locations. Policy BUS 6 also seeks to provide skills and training to the local community which would benefit those who are unemployed or in low-income groups as it provides the opportunity to retrain and learn new skills.

The policies within the Centres sub-theme seek to ensure that district and local centres have a range of uses within them. For this reason, they have positive impacts on economy and employment, social cohesion and access to services. Ensuring that district and local centres provide a wide range of community services would help to reduce loneliness, particularly among older people, and could improve social cohesion. As services will be located more locally to residential areas, people with disabilities and mobility impairments may find it easier to access local services as they do not have to travel as far.

SUPPORTING OUR BUSINESSES AND CENTRES

Table 17 presents the assessment for the sub-theme of Businesses policies.

Table 17 - Assessment of Policies within the Businesses sub-theme

Determinant of Health	Assessment
Air Quality	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon air quality within SMB.
Noise	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon noise within SMB.
Housing and Homelessness	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon housing and homelessness within SMB.
Economy and Employment	The policies within the Business sub-theme are likely to have a positive direct impact on economy and employment. The policies aim to safeguard Employment Areas and maintain a strong and diverse supply of employment sites. There would be a creation of workspaces that allow for more flexible working patterns. This would benefit the local economy and provide opportunities to the local community.
Skills and education	Policy BUS6 seeks to increase access to a range of employment skills and opportunities across the borough. For developments that exceed the £1 million design and build cost threshold, Stockport will seek to enter into an Employment and Skills Agreement that would include an Employment and Skills Plan for training and recruitment. This would provide local people with the opportunity to gain new skills and remain employed after a development is complete.
Social cohesion and community safety	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon social cohesion and community safety within SMB.
Access to services	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon access to services within SMB.
Physical activity	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon physical activity within SMB.
Green Infrastructure	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon green infrastructure within SMB.

Determinant of Health	Assessment
Climate change resilience	The policies outlined within the Businesses sub-theme are unlikely to directly impact upon climate change resilience within SMB.

Table 18 presents the assessment for the sub-theme of Centres policies.

Table 18 - Assessment of Policies within the Centres sub-theme

Determinant of Health	Assessment
Air Quality	The policies outlined within the Centres sub-theme are unlikely to directly impact upon air quality within SMB.
Noise	Policy CEN5 includes the requirement for hot food takeaways to utilise appropriate extraction systems to disperse and prevent odours. As part of this, systems much be acoustically attenuated and not have unacceptable vibration impacts. This will improve the wellbeing of residents living and working close to hot food takeaways. However, increased development in town centres may increase overall levels of noise.
Housing and Homelessness	The policies outlined within the Centres sub-theme are unlikely to directly impact upon housing and homelessness within SMB, however it is stated that centres have potential for residential growth, and housing will be encouraged above active ground floor uses.
Economy and Employment	The policies in the Centres sub-theme are likely to have a positive impact on the economy and employment as they seek to provide sustainable growth in district and neighbourhood centres around the borough, providing employment to local people. Locating core services and facilities near homes and workspaces would increase convenience for local people and benefit the local economy. Policy CEN6 aims to encourage applications which would support evening economy uses which are welcoming and inclusive for a range of users, including families. Despite this, CEN5 could potentially result in an adverse impact on the economy and employment as these policies plan to limit the approval of planning permissions for hot-food takeaways which could restrict the availability of low-skilled employment opportunities and discourage investment from certain businesses in the area.
Skills and education	The policies outlined within the Centres sub-theme are unlikely to directly impact upon skills and education within SMB.

Determinant of Health	Assessment
Social cohesion and community safety	The policies outlined within the Centres sub-theme are likely to have a positive impact on social cohesion within SMB. By diversifying district and local centres and ensuring they are the focal point for communities, there will be increased opportunities for social interaction. In turn, this could help reduce loneliness and improve social cohesion in the local community. Reductions in the number of vacant shops in town centres may improve community safety, through the presence of investment, active frontages, and greater footfall in the area.
Access to services	The policies in the Centres sub-theme are likely to have a positive impact on access to services as they seek to provide sustainable growth in district and neighbourhood centres around the borough. This will mean that core services and facilities, for a variety of users, are within easy reach of homes and workspaces, improving access to services. Policy CEN3 sets out the goals for each district centre, and these aim to improve access to retail, improved sustainable transport provision, and new leisure services. Policy CEN7 seeks to ensure that out-of-centre locations do not detract from main town centres, and that services in out-of-centre locations are complementary to those in defined centres. This ensures that those who cannot travel to out-of-centre locations still have access to services.
Physical activity	The policies outlined within the Centres sub-theme are unlikely to directly impact upon physical activity within SMB.
Green Infrastructure	The policies outlined within the Centres sub-theme are unlikely to directly impact upon green infrastructure within SMB.
Climate change resilience	The policies outlined within the Centres sub-theme are unlikely to directly impact upon climate change resilience within SMB.

OUR INFRASTRUCTURE

ASSESSMENT SUMMARY

The assessment identified the following social groups that could be affected by Our Infrastructure policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

Within this theme, the policies seek to maintain and enhance infrastructure and ensure that new developments have sufficient infrastructure to meet future needs. Despite this, there may not be the same provision for existing developments, meaning the benefits may not be experienced the same across the borough. There is unlikely to be a direct impact on housing and homelessness, skills and education, and social cohesion and community safety.

The policies would have positive impacts on air quality and noise as they seek to improve access to active methods of transport and mitigate impacts from pollution and nuisance. This would be particularly beneficial for those who live near main roads and experience health issues related to air pollution or noise. The improvements to transport infrastructure outlined in the policies would also improve access to services. This is particularly important for groups who have mobility issues as they may be able to reach local centres more easily. Improving walking and cycling infrastructure and Public Rights of Way would also facilitate increased physical activity as local residents may feel safer using more active forms of transport.

OUR INFRASTRUCTURE

Table presents the assessment of policies for the Our Infrastructure theme.

Table 19 - Assessment of Our Infrastructure Policies

Determinant of Health	Assessment
Air Quality	The policies outlined within the Our Infrastructure theme are likely to have a direct positive impact upon air quality within SMB. The development of a low carbon transport network would mean that there is less reliance on more polluting methods, such as private car use. Policy INF8 also aims to ensure that the effects of air pollution from road transport are mitigated. In turn, this would improve air quality and could lead to improvements in symptoms of those with respiratory conditions.
Noise	Policy INF8 seeks to mitigate the effects of noise pollution from road transport. There are few details on how this could be achieved however mitigating noise pollution would ensure that residents and other sensitive receptors that are located near busy roads would experience lower noise levels. This could help to reduce stress and sleep disorders caused by excessive noise.
Housing and Homelessness	The policies outlined within the Our Infrastructure theme are unlikely to directly impact upon housing and homelessness within SMB.
Economy and Employment	Policy INF11 would have a positive impact on the economy and employment. The policy seeks to ensure more efficient and sustainable movement of freight, which would provide jobs in the local area and contribute to the stability of local supply chains. Similarly, Policy INF17, which aims to extend the metrolink system, would also support economy and employment within Stockport by improving connectivity across the city-region.
Skills and education	The policies outlined within the Our Infrastructure theme are unlikely to directly impact upon skills and education within SMB.
Social cohesion and community safety	Policy INF8 aims to improve road safety in the borough. It will ensure that streets and road layouts are safe for all users and help people feel safe enough to choose walking, cycling or public transport. Lower speed schemes such as 20mph zones and quiet lanes will be used to improve road safety. Between 2016 and 2018 there were 21.8 per

Determinant of Health	Assessment
	100,000 population killed or seriously injured in SMB. This is significantly better than the England average of 42.6 per 100,000[152]. However, improving road safety would improve the sense of community safety in the borough. The policies outlined within the Our Infrastructure theme are unlikely to directly impact upon social cohesion within SMB.
Access to services	The policies outlined within the Our Infrastructure theme are likely to have a positive direct impact upon access to services within SMB. The policies seek to ensure that proposals demonstrate that infrastructure, facilities and services can be provided to support the needs of new development. Policy INF2 ensures that digital infrastructure is enhanced, allowing residents more reliable access to online services. Policy INF10 aims to improve public transport services and ensure new developments have sufficient provision. As set out in Policy INF15, parking within new developments would facilitate a range of users, including disabled badge holders and car club vehicles. This would ensure that residents are able to access local services and could help those with mobility problems to reach services more easily. These routes would be safeguarded for the future (Policy INF16) so there would be long term positive impacts on access to services. Additionally, Policy INF17 aims to extend the metrolink system, which will improve connectivity to employment and other opportunities within Stockport.
Physical activity	The policies outlined within the Our Infrastructure theme are likely to have a positive direct impact upon physical activity within SMB. Policy INF9 seeks to prioritise walking, wheeling and cycling infrastructure within new developments. This would include increasing safety and creating spaces for mobility scooters, prams and buggies and age-friendly seating, and infrastructure to support blind and partially sighted people. With these measures, a wide variety of social groups would be able to take advantage of enhanced infrastructure for active transport, improving opportunities for physical activity. Policy INF12 also seeks to maintain Public Rights of Way (PRoWs) and Strategic Recreation Routes. By ensuring these routes are safe and fit for purpose this may encourage their use and help facilitate opportunities for physical activity within the borough.
Green Infrastructure	The policies outlined within the Our Infrastructure theme are unlikely to directly impact upon green infrastructure within SMB, although sustainable water management Policies INF3 (Flood Risk), INF4 (Drainage), INF5 (Sustainable

[152] Public Health England (2022) Local Authority Health Profiles - Injuries and Ill Health. Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132695/pat/6/par/E12000002/ati/202/are/E08000007/yrr/3/cid/4/tbm/1

Determinant of Health	Assessment
	drainage systems (SuDS)) and INF8 (Sustainable streets) may have an indirect positive impact on green infrastructure in the borough.
Climate change resilience	The policies outlined within the Our Infrastructure theme are likely to have a positive direct impact upon climate change resilience within SMB. Policies INF3, 4 and 5 are concerned with flood risk, drainage and SuDs. These policies aim to work with natural processes to manage surface runoff and flood risk. This would increase resilience to flooding events. Policy INF6 aims to increase resilience in water usage, by ensuring that rainwater harvesting and grey water recycling are used to reduce pressure on the sewer network.

Appendix J

PROPOSED SITES – RAG ASSESSMENT

RAG Assessment Criteria

ISA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
ISA1: Equality & Inclusion	Population density (Ward)	> 160/ha	120-160/ha	<120/ha	
	IMD Overall deprivation (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	
ISA2: Human Health	IMD Health (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
	Life Expectancy (Ward)	Worse than the national average	Similar to the national average	Lower than the national average	Professional judgement
	Healthcare (GPs, dentists, pharmacies, hospitals)	>800m		<800m	CIHT - Planning for Walking, 2015
	Allotments		>800m	<800m	
	Leisure services	>800m		<800m	CIHT - Planning for Walking, 2015
	Social services	>800m		<800m	CIHT - Planning for Walking, 2015
	Parks and Gardens	>800m		<800m	CIHT - Planning for Walking, 2015
	Sports facilities	>800m		<800m	CIHT - Planning for Walking, 2015
ISA3: Economy	IMD Employment (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
	IMD Income (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
ISA4: Employment	Locally significant industrial site	>800m		<800m	CIHT - Planning for Walking, 2015
	Strategic Industrial locations	>800m		<800m	CIHT - Planning for Walking, 2015
	Employment sites	>800m		<800m	CIHT - Planning for Walking, 2015
ISA5: Housing	IMD Housing Domain (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
ISA6: Crime and Safety	IMD Crime (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
	Crime Rate (Ward)	Worse than the national average	Similar to the national average	Lower than the national average	Professional judgement

ISA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
ISA7: Transport	Bus Stops	>400m	200-400m	<200m	CIHT - Planning for Walking, 2015
	Train Station	>800m		<800m	CIHT - Planning for Walking, 2015
	Borough strategic walking network	Site is not connected to strategic walking network		Site is connected to strategic walking network	Professional judgement
	Borough strategic cycle network	Site is not connected to strategic cycling network		Site is connected to strategic cycling network	Professional judgement
	EV Charge Point		>200m	<200m	Professional judgement
ISA8: Accessibility	Primary Schools	>3.2km	<3.2km	<1km	Home to School Transport and Travel Guidance, 2014
	Secondary Schools	>4.8km	<4.8km	<1 km	Home to School Transport and Travel Guidance, 2014
	Higher Education	>4.8km	<4.8km	<1 km	Home to School Transport and Travel Guidance, 2014
	Local Centres	> 800m		<800m	CIHT - Planning for Walking, 2015
	Shopping frontages	> 800m		<800m	CIHT - Planning for Walking, 2015
	Primary Shopping frontage	> 800m		<800m	CIHT - Planning for Walking, 2015
	Secondary shopping frontage	> 800m		<800m	CIHT - Planning for Walking, 2015
ISA9: Biodiversity & Natural Capital	Local Nature Reserve	<0.01 km	< 0.8km	>0.8km	Professional judgement
	National Nature Reserve	<0.01 km	< 0.8km	>0.8km	Professional judgement
	Priority Habitat Inventory	<0.01 km	< 0.8km	>0.8km	Professional judgement
	Sites of Importance for Nature Conservation (LWS)	<0.01 km	< 0.8km	>0.8km	Professional judgement

ISA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
	SAC	<0.01 km	< 0.8km	>0.8km	Professional judgement
	SSSI	<0.01 km	< 0.8km	>0.8km	Professional judgement
	SPA	<0.01 km	< 0.8km	>0.8km	Professional judgement
ISA10: Landscape & Townscape	Strategic Area of Special Character	Within/adjacent		Outside	Professional judgement
	Key Views	Within/adjacent		Outside	Professional judgement
	Local Area of Special Character	Within/adjacent		Outside	Professional judgement
	Green Belt	Within/adjacent		Outside	Professional judgement
	Local Open Space	Within/adjacent		Outside	Professional judgement
	Green Corridor/Green Chain	Within/adjacent		Outside	Professional judgement
ISA11: Historic Environment	Listed Buildings	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
	Registered Parks and Gardens	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
	Scheduled Monuments	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
	Heritage at risk	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans

ISA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
	Conservation areas	Within/adjacent		Outside	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
	Area of Archaeological Significance	Within/adjacent		Outside	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
ISA12: Flood Risk	Flood Zones	Flood Zone 3	Flood Zone 2	Flood Zone 1	Based on EA guidance. Housing sites are classed as 'more vulnerable'.
	surface water flood risk		Yes	No	Based on EA guidance. Housing sites are classed as 'more vulnerable'.
ISA13: Water Quality	Statutory Main River	<16m	<50m	>50m	
	Pond	<16m	<50m	>50m	
ISA14: Air Quality	NO2	>43µ/m3	>28-43µ/m3	<16 - 28µ/m3	Professional judgement
	PM10	>43µ/m3	>28-43µ/m3	<16 - 28µ/m3	Professional judgement
	Motor Vehicle restricted area		Outside	Within	
ISA15: Climate Change	Overall Climate Risk	High	Medium	Low	Based on GLA's Climate Risk Mapping Methodology
	Overall Heat Risk	High	Medium	Low	
ISA16: GHGs & Energy Efficiency	Local level dataset available?				
ISA17: Waste	Local level dataset available?				
ISA18: Efficient use of Land	Brownfield	No	Part	Yes (Fully contained)	
	Historic landfill	Within	adjacent (Not measurable)	Outside	
	Assessment of objective will also look a loss of Green Belt and local open space which is covered under the landscape and townscape objective.				

PROPOSED SITES

ISA Objectives 1 (Equality & Inclusion) & 2 (Health)

ID	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
BUS3.1	Bredbury Gateway	17.08	0	50000	Green	Red	Red	Amber	Green	Green	Green	Red	Red
BUS3.2	Heathside Park Road	8.16	0	32000	Green	Amber	Amber	Red	Green	Green	Red	Red	Green
HOM2.1	John Street, Hazel Grove	0.47	109	0	Green	Amber	Amber	Green	Green	Green	Red	Red	Red
HOM2.3	Land off Station Rd, Reddish	5.64	180	0	Green	Amber	Red	Amber	Green	Green	Red	Red	Green
HOM2.6	Former Cheadle Brickworks	7.95	300	0	Green	Amber	Red	Green	Green	Amber	Red	Red	Red
HOM2.7	Land off Midland Road	14.32	350	0	Green	Amber	Red	Green	Green	Green	Red	Red	Red
HOM2.8	Land off Adswood Road	6.22	168	0	Green	Amber	Red	Green	Green	Green	Red	Red	Red
HOM2.9	Cheadle Hulme Station	0.5	125	0	Green	Green	Amber	Green	Green	Green	Red	Red	Red
HOM2.10	Romiley Board Mill	6.01	200	0	Green	Amber	Red	Amber	Green	Green	Green	Red	Green
HOM2.12	Compstall Mills	1.56	130	0	Green	Amber	Amber	Amber	Red	Green	Red	Red	Red

ID	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
HOM2.13	Former Offerton High School	6.81	185	0	Green	Amber	Amber	Amber	Green	Green	Green	Red	Red
HOM2.14	Woodford Garden Village Extension	29	540	0	Green	Green	Amber	Green	Red	Amber	Red	Green	Red
HOM2.15	Hall Moss Lane	12.31	275	0	Green	Green	Amber	Green	Green	Amber	Red	Red	Red
HOM2.16	High Lane	47.57	1000	0	Green	Green	Amber	Amber	Green	Green	Red	Red	Red
HOM2.17	Hyde Bank Meadows	5.99	250	0	Green	Amber	Red	Amber	Green	Green	Red	Red	Red
HOM2.18	Sandown Road	14.92	250	0	Green	Green	Amber	Green	Red	Green	Red	Red	Red
HOM2.19	Jacksons Lane West	5.47	160	0	Green	Green	Amber	Green	Green	Amber	Green	Red	Green
HOM2.20	Jacksons Lane East	8.64	270	0	Green	Green	Amber	Green	Green	Amber	Green	Red	Red
HOM2.21	Offerton Sand and Gravel	5.43	200	0	Green	Green	Amber	Amber	Green	Green	Red	Red	Red
HOM2.22	Cow Lane (to rear of Sainsburys, Hazel Grove)	20.7	385	0	Green	Amber	Red	Green	Green	Green	Red	Red	Red
HOM2.24	Gravel Bank Road and Unity Mill	11.14	295	0	Green	Amber	Amber	Amber	Green	Green	Green	Red	Red
HOM2.25	Land at Cheadle Hulme School	19.57	250	0	Green	Green	Amber	Green	Green	Green	Green	Red	Green

ID	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
HOM2.26	Dairyground Farm	26.84	500	0	Green	Green	Amber	Green	Red	Amber	Green	Red	Green
HOM2.27	Jenny Lane, Woodford	9.54	190	0	Green	Green	Amber	Green	Red	Amber	Red	Red	Red
HOM2.28a+b	Mill Lane (Hazel Grove)	2.33	80	0	Green	Green	Amber	Green	Green	Amber	Red	Red	Red
HOM2.29	High Lane Farm (Woodley)	4.53	185	0	Green	Green	Amber	Amber	Green	Green	Red	Red	Red
HOM2.30	Sanderling Road	3.02	69	0	Green	Green	Amber	Amber	Green	Amber	Red	Red	Red
HOM2.31	Compstall Road North	8.52	250	0	Green	Amber	Red	Amber	Green	Green	Red	Red	Red
HOM2.32	Compstall Road South	4.16	200	0	Green	Amber	Amber	Amber	Red	Green	Red	Red	Red
HOM2.33	Heald Green West	31.62	750	0	Green	Green	Amber	Green	Green	Amber	Red	Green	Red
HOM2.34	Shakespeare Road, Bredbury	4.88	150	0	Green	Red	Red	Amber	Green	Amber	Green	Red	Red
HOM2.35	Bolshaw Road, Heald Green	1.78	64	0	Green	Amber	Amber	Green	Red	Amber	Green	Red	Red
HOM2.36	Heald Green East	42.61	790	0	Green	Green	Amber	Green	Green	Amber	Green	Green	Green
HOM2.37b	Norbury Hall	5.04	160	0	Green	Green	Amber	Green	Green	Amber	Red	Red	Red
HOM2.38	Chester Road (Woodford)	30.79	550	0	Green	Green	Amber	Green	Red	Amber	Red	Red	Red

ID	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
HOM2.37a	Land off Chester Road (Hazel Grove)	5.22	134	0	Green	Green	Amber	Green	Green	Amber	Red	Red	Red
HOM 2.39	Land off Buxton Road, Hazel Grove	2.42	75	0	Green	Green	Amber	Green	Green	Amber	Red	Red	Red
HOM2.40	Land off Occupiers Lane	3.38	120	0	Green	Green	Amber	Green	Green	Green	Red	Red	Red
HOM2.41	Daisy Bank, Heald Green	2.83	132	0	Green	Amber	Amber	Green	Green	Amber	Red	Green	Red

ISA Objectives 3 (Economy), 4 (Employment), 5 (Housing) & 6 (Crime)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
BUS3.1	Bredbury Gateway	17.08	0	50000	Red	Amber	Green	Amber	Amber
BUS3.2	Heathside Park Road	8.16	0	32000	Amber	Amber	Green	Green	Red
HOM2.1	John Street, Hazel Grove	0.47	109	0	Amber	Red	Green	Green	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
HOM2.3	Land off Station Rd, Reddish	5.64	180	0	Red	Red	Red	Red	Red
HOM2.6	Former Cheadle Brickworks	7.95	300	0	Amber	Amber	Green	Green	Amber
HOM2.7	Land off Midland Road	14.32	350	0	Amber	Amber	Green	Green	Amber
HOM2.8	Land off Adswood Road	6.22	168	0	Amber	Amber	Green	Green	Amber
HOM2.9	Cheadle Hulme Station	0.5	125	0	Green	Green	Red	Green	Amber
HOM2.10	Romiley Board Mill	6.01	200	0	Amber	Amber	Red	Green	Amber
HOM2.12	Compstall Mills	1.56	130	0	Amber	Amber	Red	Amber	Amber
HOM2.13	Former Offerton High School	6.81	185	0	Amber	Amber	Red	Green	Amber
HOM2.14	Woodford Garden Village Extension	29	540	0	Green	Green	Red	Red	Green
HOM2.15	Hall Moss Lane	12.31	275	0	Green	Green	Red	Green	Green
HOM2.16	High Lane	47.57	1000	0	Amber	Red	Red	Green	Green
HOM2.17	Hyde Bank Meadows	5.99	250	0	Amber	Amber	Red	Amber	Amber
HOM2.18	Sandown Road	14.92	250	0	Amber	Green	Green	Amber	Green
HOM2.19	Jacksons Lane West	5.47	160	0	Amber	Green	Green	Green	Amber
HOM2.20	Jacksons Lane East	8.64	270	0	Amber	Green	Red	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
HOM2.21	Offerton Sand and Gravel	5.43	200	0	Amber	Green	Red	Green	Amber
HOM2.22	Cow Lane (to rear of Sainsburys, Hazel Grove)	20.7	385	0	Red	Red	Green	Green	Red
HOM2.24	Gravel Bank Road and Unity Mill	11.14	295	0	Amber	Amber	Green	Amber	Red
HOM2.25	Land at Cheadle Hulme School	19.57	250	0	Amber	Amber	Green	Green	Amber
HOM2.26	Dairyground Farm	26.84	500	0	Amber	Amber	Red	Amber	Amber
HOM2.27	Jenny Lane, Woodford	9.54	190	0	Green	Amber	Red	Red	Green
HOM2.28a+b	Mill Lane (Hazel Grove)	2.33	80	0	Amber	Amber	Green	Amber	Amber
HOM2.29	High Lane Farm (Woodley)	4.53	185	0	Amber	Amber	Red	Green	Amber
HOM2.30	Sanderling Road	3.02	69	0	Amber	Amber	Red	Green	Amber
HOM2.31	Compstall Road North	8.52	250	0	Amber	Amber	Red	Amber	Amber
HOM2.32	Compstall Road South	4.16	200	0	Amber	Amber	Red	Amber	Amber
HOM2.33	Heald Green West	31.62	750	0	Amber	Amber	Red	Red	Amber
HOM2.34	Shakespeare Road, Bredbury	4.88	150	0	Red	Amber	Green	Amber	Red
HOM2.35	Bolshaw Road, Heald Green	1.78	64	0	Amber	Amber	Red	Amber	Amber
HOM2.36	Heald Green East	42.61	790	0	Amber	Amber	Green	Green	Amber

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
HOM2.37b	Norbury Hall	5.04	160	0	Green	Green	Green	Green	Green
HOM2.38	Chester Road (Woodford)	30.79	550	0	Green	Green	Red	Red	Green
HOM2.37a	Land off Chester Road (Hazel Grove)	5.22	134	0	Green	Green	Red	Green	Green
HOM 2.39	Land off Buxton Road, Hazel Grove	2.42	75	0	Amber	Green	Green	Amber	Amber
HOM2.40	Land off Occupiers Lane	3.38	120	0	Amber	Green	Green	Amber	Amber
HOM2.41	Daisy Bank, Heald Green	2.83	132	0	Amber	Amber	Green	Green	Amber

ISA Objectives 7 (Transport) & 8 (Accessibility)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
BUS3.1	Bredbury Gateway	17.08	0	50000	Red	Green	Red	Green	Amber	Green	Green	Amber	Green	Green	Red
BUS3.2	Heathside Park Road	8.16	0	32000	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Green
HOM2.1	John Street, Hazel Grove	0.47	109	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
HOM2.3	Land off Station Rd, Reddish	5.64	180	0	Red	Green	Red	Red	Amber	Green	Green	Amber	Green	Green	Green
HOM2.6	Former Cheadle Brickworks	7.95	300	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.7	Land off Midland Road	14.32	350	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.8	Land off Adswood Road	6.22	168	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.9	Cheadle Hulme Station	0.5	125	0	Red	Green	Red	Red	Amber	Green	Green	Amber	Red	Green	Green
HOM2.10	Romiley Board Mill	6.01	200	0	Red	Green	Red	Green	Green	Green	Amber	Amber	Red	Green	Green
HOM2.12	Compstall Mills	1.56	130	0	Red	Red	Red	Green	Amber	Amber	Amber	Red	Red	Red	Red
HOM2.13	Former Offerton High School	6.81	185	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
HOM2.14	Woodford Garden Village Extension	29	540	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Red	Red	Red
HOM2.15	Hall Moss Lane	12.31	275	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Red	Green	Green
HOM2.16	High Lane	47.57	1000	0	Red	Green	Red	Red	Amber	Green	Amber	Red	Green	Green	Red
HOM2.17	Hyde Bank Meadows	5.99	250	0	Red	Green	Red	Green	Amber	Green	Amber	Red	Red	Green	Green
HOM2.18	Sandown Road	14.92	250	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Red	Red	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
HOM2.19	Jacksons Lane West	5.47	160	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Red	Red	Red
HOM2.20	Jacksons Lane East	8.64	270	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
HOM2.21	Offerton Sand and Gravel	5.43	200	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
HOM2.22	Cow Lane (to rear of Sainsburys, Hazel Grove)	20.7	385	0	Red	Green	Red	Green	Amber	Green	Green	Amber	Green	Green	Green
HOM2.24	Gravel Bank Road and Unity Mill	11.14	295	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.25	Land at Cheadle Hulme School	19.57	250	0	Red	Red	Red	Green	Green	Green	Green	Amber	Green	Green	Red
HOM2.26	Dairyground Farm	26.84	500	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Red	Red	Red
HOM2.27	Jenny Lane, Woodford	9.54	190	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Red	Red	Red
HOM2.28a+b	Mill Lane (Hazel Grove)	2.33	80	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Green	Green	Red
HOM2.29	High Lane Farm (Woodley)	4.53	185	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.30	Sanderling Road	3.02	69	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.31	Compstall Road North	8.52	250	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Red	Red	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
HOM2.32	Compstall Road South	4.16	200	0	Red	Red	Red	Green	Amber	Amber	Amber	Red	Red	Red	Red
HOM2.33	Heald Green West	31.62	750	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Green
HOM2.34	Shakespeare Road, Bredbury	4.88	150	0	Red	Red	Red	Green	Amber	Green	Green	Amber	Green	Green	Red
HOM2.35	Bolshaw Road, Heald Green	1.78	64	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Red	Red	Red
HOM2.36	Heald Green East	42.61	790	0	Red	Red	Green	Green	Amber	Green	Green	Amber	Green	Green	Red
HOM2.37b	Norbury Hall	5.04	160	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
HOM2.38	Chester Road (Woodford)	30.79	550	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Red	Red	Red
HOM2.37a	Land off Chester Road (Hazel Grove)	5.22	134	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
HOM 2.39	Land off Buxton Road, Hazel Grove	2.42	75	0	Red	Red	Red	Red	Amber	Green	Amber	Red	Green	Green	Red
HOM2.40	Land off Occupiers Lane	3.38	120	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
HOM2.41	Daisy Bank, Heald Green	2.83	132	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Green

ISA Objectives 9 (Biodiversity and Natural Capital) & 10 (Landscape and Townscape)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
BUS3.1	Bredbury Gateway	17.08	0	50000	Amber	Green	Amber	Amber	Green	Green	Green	Red
BUS3.2	Heathside Park Road	8.16	0	32000	Red	Green	Red	Red	Green	Green	Green	Red
HOM2.1	John Street, Hazel Grove	0.47	109	0	Green	Green	Amber	Green	Green	Green	Green	Green
HOM2.3	Land off Station Rd, Reddish	5.64	180	0	Green	Green	Amber	Green	Green	Green	Green	Green
HOM2.6	Former Cheadle Brickworks	7.95	300	0	Amber	Green	Amber	Amber	Green	Green	Green	Green
HOM2.7	Land off Midland Road	14.32	350	0	Amber	Green	Red	Amber	Green	Green	Green	Green
HOM2.8	Land off Adswood Road	6.22	168	0	Amber	Green	Red	Amber	Green	Green	Green	Green
HOM2.9	Cheadle Hulme Station	0.5	125	0	Green	Green	Amber	Amber	Green	Green	Green	Green
HOM2.10	Romiley Board Mill	6.01	200	0	Red	Green	Red	Red	Green	Green	Green	Red
HOM2.12	Compstall Mills	1.56	130	0	Red	Green	Red	Red	Green	Amber	Green	Red
HOM2.13	Former Offerton High School	6.81	185	0	Red	Green	Red	Red	Green	Green	Green	Red
HOM2.14	Woodford Garden Village Extension	29	540	0	Green	Green	Red	Green	Green	Green	Green	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
HOM2.15	Hall Moss Lane	12.31	275	0	Green	Green	Red	Green	Green	Green	Green	Red
HOM2.16	High Lane	47.57	1000	0	Amber	Green	Red	Red	Green	Green	Green	Red
HOM2.17	Hyde Bank Meadows	5.99	250	0	Red	Green	Red	Red	Green	Green	Green	Red
HOM2.18	Sandown Road	14.92	250	0	Green	Green	Red	Red	Green	Green	Green	Red
HOM2.19	Jacksons Lane West	5.47	160	0	Amber	Green	Red	Red	Green	Green	Green	Red
HOM2.20	Jacksons Lane East	8.64	270	0	Amber	Green	Red	Red	Green	Green	Green	Red
HOM2.21	Offerton Sand and Gravel	5.43	200	0	Red	Green	Red	Red	Green	Green	Green	Red
HOM2.22	Cow Lane (to rear of Sainsburys, Hazel Grove)	20.7	385	0	Green	Green	Amber	Amber	Green	Green	Green	Red
HOM2.24	Gravel Bank Road and Unity Mill	11.14	295	0	Amber	Green	Red	Red	Green	Green	Green	Red
HOM2.25	Land at Cheadle Hulme School	19.57	250	0	Green	Green	Amber	Green	Green	Green	Green	Red
HOM2.26	Dairyground Farm	26.84	500	0	Red	Green	Red	Red	Green	Green	Green	Red
HOM2.27	Jenny Lane, Woodford	9.54	190	0	Green	Green	Red	Green	Green	Green	Green	Red
HOM2.28a+b	Mill Lane (Hazel Grove)	2.33	80	0	Green	Green	Red	Red	Green	Green	Green	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
HOM2.29	High Lane Farm (Woodley)	4.53	185	0	Green	Green	Red	Amber	Green	Green	Green	Red
HOM2.30	Sanderling Road	3.02	69	0	Green	Green	Amber	Amber	Green	Green	Green	Red
HOM2.31	Compstall Road North	8.52	250	0	Amber	Green	Red	Amber	Green	Green	Green	Red
HOM2.32	Compstall Road South	4.16	200	0	Amber	Green	Red	Red	Green	Green	Green	Red
HOM2.33	Heald Green West	31.62	750	0	Green	Green	Red	Green	Green	Green	Green	Red
HOM2.34	Shakespeare Road, Bredbury	4.88	150	0	Amber	Green	Red	Red	Green	Green	Green	Red
HOM2.35	Bolshaw Road, Heald Green	1.78	64	0	Green	Green	Red	Green	Green	Green	Green	Red
HOM2.36	Heald Green East	42.61	790	0	Green	Green	Red	Amber	Green	Green	Green	Red
HOM2.37b	Norbury Hall	5.04	160	0	Green	Green	Red	Amber	Green	Green	Green	Red
HOM2.38	Chester Road (Woodford)	30.79	550	0	Green	Green	Red	Green	Green	Green	Green	Red
HOM2.37a	Land off Chester Road (Hazel Grove)	5.22	134	0	Green	Green	Red	Amber	Green	Green	Green	Red
HOM 2.39	Land off Buxton Road, Hazel Grove	2.42	75	0	Green	Green	Amber	Amber	Green	Green	Green	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
HOM2.40	Land off Occupiers Lane	3.38	120	0	Green	Green	Red	Red	Green	Green	Green	Red
HOM2.41	Daisy Bank, Heald Green	2.83	132	0	Green	Green	Amber	Amber	Green	Green	Green	Red

ISA Objectives 11 (Historic Environment), 12 (Flood Risk), 13 (Water Quality) & 18 (Efficient Use of Land)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
BUS3.1	Bredbury Gateway	17.08	0	50000	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Red
BUS3.2	Heathside Park Road	8.16	0	32000	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Red
HOM2.1	John Street, Hazel Grove	0.47	109	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Green
HOM2.3	Land off Station Rd, Reddish	5.64	180	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
HOM2.6	Former Cheadle Brickworks	7.95	300	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Red
HOM2.7	Land off Midland Road	14.32	350	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Red
HOM2.8	Land off Adswood Road	6.22	168	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Red
HOM2.9	Cheadle Hulme Station	0.5	125	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.10	Romiley Board Mill	6.01	200	0	Red	Green	Green	Green	Red	Green	Amber	Green	Green	Red	Green
HOM2.12	Compstall Mills	1.56	130	0	Amber	Green	Green	Green	Red	Red	Amber	Red	Green	Amber	Green
HOM2.13	Former Offerton High School	6.81	185	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.14	Woodford Garden Village Extension	29	540	0	Red	Green	Green	Green	Red	Red	Amber	Red	Green	Amber	Green
HOM2.15	Hall Moss Lane	12.31	275	0	Green	Green	Green	Green	Green	Green	Amber	Red	Green	Red	Green
HOM2.16	High Lane	47.57	1000	0	Red	Green	Green	Green	Green	Green	Amber	Red	Green	Red	Red
HOM2.17	Hyde Bank Meadows	5.99	250	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.18	Sandown Road	14.92	250	0	Green	Green	Green	Green	Green	Red	Amber	Red	Green	Red	Green
HOM2.19	Jacksons Lane West	5.47	160	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.20	Jacksons Lane East	8.64	270	0	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Red	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
HOM2.21	Offerton Sand and Gravel	5.43	200	0	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Red	Green
HOM2.22	Cow Lane (to rear of Sainsburys, Hazel Grove)	20.7	385	0	Green	Green	Green	Green	Green	Red	Amber	Green	Green	Red	Green
HOM2.24	Gravel Bank Road and Unity Mill	11.14	295	0	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Red	Red
HOM2.25	Land at Cheadle Hulme School	19.57	250	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.26	Dairyground Farm	26.84	500	0	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Red	Green
HOM2.27	Jenny Lane, Woodford	9.54	190	0	Green	Green	Green	Green	Green	Green	Amber	Red	Green	Red	Green
HOM2.28a+b	Mill Lane (Hazel Grove)	2.33	80	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.29	High Lane Farm (Woodley)	4.53	185	0	Red	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.30	Sanderling Road	3.02	69	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.31	Compstall Road North	8.52	250	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.32	Compstall Road South	4.16	200	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.33	Heald Green West	31.62	750	0	Green	Green	Green	Green	Red	Green	Amber	Green	Red	Red	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
HOM2.34	Shakespeare Road, Bredbury	4.88	150	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.35	Bolshaw Road, Heald Green	1.78	64	0	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Red	Green
HOM2.36	Heald Green East	42.61	790	0	Green	Green	Green	Green	Green	Red	Amber	Red	Green	Red	Green
HOM2.37b	Norbury Hall	5.04	160	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.38	Chester Road (Woodford)	30.79	550	0	Amber	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Green
HOM2.37a	Land off Chester Road (Hazel Grove)	5.22	134	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM 2.39	Land off Buxton Road, Hazel Grove	2.42	75	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
HOM2.40	Land off Occupiers Lane	3.38	120	0	Green	Green	Green	Green	Green	Green	Amber	Red	Green	Red	Green
HOM2.41	Daisy Bank, Heald Green	2.83	132	0	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Red	Green

REASONABLE ALTERNATIVES

ISA Objectives 1 (Equality & Inclusion) & 2 (Health)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
GBE01	Bredbury	16.9	0	75000	Green	Red	Red	Amber	Green	Green	Green	Red	Red
GBE02	Heathside Park Road	8.26	0	32000	Green	Amber	Amber	Red	Green	Green	Red	Red	Green
GBR15	Brindale Road	1.93	100	0	Green	Red	Red	Red	Green	Green	Green	Red	Green
GBR16	Gravel Bank Road	4.82	175	0	Green	Amber	Amber	Amber	Green	Green	Green	Red	Red
GBR19	Land at Bramhall High School	27.99	500	0	Green	Green	Amber	Green	Red	Amber	Green	Red	Green
URR02	Land off Finney Lane, Heald Green Station	0.9	56	0	Green	Green	Red	Green	Green	Amber	Red	Green	Red
URR03	Avery & Aqueduct Trading estate, Kenwood Road	9.64	215	0	Green	Amber	Red	Amber	Green	Green	Red	Red	Green
URR11	Metropolitan House, Cheadle Hulme	0.4	80	0	Green	Green	Amber	Green	Green	Green	Red	Red	Red
URR12	Woodbank Works, Turncroft Lane	1.9	71	0	Green	Amber	Red	Amber	Green	Green	Green	Green	Red
URR13	Hallam Mill, Davenport	1.11	70	0	Green	Amber	Red	Red	Green	Amber	Green	Red	Red
URR14	Former Cheadle Nurses Home	2.56	60	0	Green	Amber	Amber	Green	Green	Green	Green	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
URR07	Land off Adswood Road, Cheadle Hulme	5.18	108	0	Green	Amber	Red	Green	Green	Green	Red	Red	Red
URR08	Land behind Meadow Mill, Stockport	1.62	100	0	Green	Red	Red	Red	Green	Green	Green	Red	Red
URR09	Land at Etchells Road, Cheadle	3.14	94	0	Green	Amber	Amber	Green	Green	Amber	Green	Green	Green
URR10	Broadstone Mill, Reddish	0.61	90	0	Green	Amber	Red	Amber	Green	Green	Green	Red	Red
URR19	Land at former Bruntwood Primary School	1.59	56	0	Green	Amber	Amber	Green	Green	Green	Green	Green	Green
URR20	Land at Bramhall Rail Station	1.08		0	Green	Green	Amber	Green	Green	Amber	Red	Red	Red
URR22	Land at Hazel Grove Rail Station	1.36		0	Green	Amber	Amber	Green	Green	Green	Red	Red	Red
URR15	Land and buildings at Blackford Road	1.21	60	0	Green	Amber	Amber	Amber	Green	Green	Red	Red	Red
URR16	Crosland Industrial Estate, Bredbury	1.42	60	0	Green	Amber	Red	Amber	Green	Amber	Red	Red	Red
URR17	Ford Garage, Wellington Road	0.94	60	0	Green	Amber	Amber	Green	Green	Green	Green	Red	Red
URR18	Hurstfield Industrial Estate, Reddish	1.22	55	0	Green	Amber	Red	Amber	Green	Green	Green	Red	Red
URR23	Land at Rose Hill Marple Station	0.61		0	Green	Green	Amber	Amber	Green	Green	Green	Red	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA1.1: Population Density	ISA1.2: IMD Overall Deprivation	ISA2.1: IMD Health	ISA2.2: Life Expectancy	ISA2.3: Healthcare facilities	ISA2.4: Allotments	ISA2.5: Leisure Services	ISA2.7: Parks and open spaces	ISA2.8: Sports facilities
URR04	Demmings Industrial Estate, Brookfield Rd	5.46	164	0	Green	Amber	Red	Green	Green	Green	Green	Red	Green
URR06	Oakwood Mills, Oakwood Road	3.98	120	0	Green	Amber	Red	Amber	Green	Green	Green	Red	Green
URR01	Land at Midland Road, Bramhall	4.86	206	0	Green	Amber	Red	Green	Green	Green	Red	Red	Red

ISA Objectives 3 (Economy), 4 (Employment), 5 (Housing) & 6 (Crime)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
GBE01	Bredbury	16.9	0	75000	Red	Amber	Green	Amber	Amber
GBE02	Heathside Park Road	8.26	0	32000	Amber	Amber	Green	Green	Red
GBR15	Brindale Road	1.93	100	0	Red	Amber	Green	Amber	Red
GBR16	Gravel Bank Road	4.82	175	0	Amber	Amber	Green	Amber	Red
GBR19	Land at Bramhall High School	27.99	500	0	Amber	Amber	Red	Red	Green
URR02	Land off Finney Lane, Heald Green Station	0.9	56	0	Red	Amber	Red	Red	Amber

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
URR03	Avery & Aqueduct Trading estate, Kenwood Road	9.64	215	0	Red	Red	Red	Red	Red
URR11	Metropolitan House, Cheadle Hulme	0.4	80	0	Green	Green	Red	Green	Amber
URR12	Woodbank Works, Turncroft Lane	1.9	71	0	Red	Red	Green	Green	Red
URR13	Hallam Mill, Davenport	1.11	70	0	Amber	Red	Red	Green	Red
URR14	Former Cheadle Nurses Home	2.56	60	0	Amber	Amber	Green	Green	Amber
URR07	Land off Adswood Road, Cheadle Hulme	5.18	108	0	Amber	Amber	Green	Green	Amber
URR08	Land behind Meadow Mill, Stockport	1.62	100	0	Red	Amber	Green	Amber	Red
URR09	Land at Etchells Road, Cheadle	3.14	94	0	Amber	Amber	Green	Green	Amber
URR10	Broadstone Mill, Reddish	0.61	90	0	Amber	Red	Green	Green	Red
URR19	Land at former Bruntwood Primary School	1.59	56	0	Amber	Amber	Green	Amber	Amber
URR20	Land at Bramhall Rail Station	1.08		0	Green	Amber	Red	Green	Green
URR22	Land at Hazel Grove Rail Station	1.36		0	Amber	Red	Green	Green	Red
URR15	Land and buildings at Blackford Road	1.21	60	0	Amber	Amber	Green	Green	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA3.1: IMD Employment	ISA3.2: IMD Income	ISA4.1: Employment sites	ISA5.1: IMD Barriers to Housing	ISA6.1: IMD Crime
URR16	Crosland Industrial Estate, Bredbury	1.42	60	0	Red	Red	Green	Amber	Amber
URR17	Ford Garage, Wellington Road	0.94	60	0	Amber	Red	Green	Green	Red
URR18	Hurstfield Industrial Estate, Reddish	1.22	55	0	Amber	Red	Green	Green	Red
URR23	Land at Rose Hill Marple Station	0.61		0	Green	Green	Red	Amber	Amber
URR04	Demmings Industrial Estate, Brookfield Rd	5.46	164	0	Red	Red	Green	Green	Red
URR06	Oakwood Mills, Oakwood Road	3.98	120	0	Amber	Amber	Red	Green	Amber
URR01	Land at Midland Road, Bramhall	4.86	206	0	Amber	Amber	Red	Green	Amber

ISA Objectives 7 (Transport) & 8 (Accessibility)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
GBE01	Bredbury	16.9	0	75000	Red	Green	Red	Green	Amber	Green	Green	Amber	Green	Green	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
GBE02	Heathside Park Road	8.26	0	32000	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Green
GBR15	Brindale Road	1.93	100	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
GBR16	Gravel Bank Road	4.82	175	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
GBR19	Land at Bramhall High School	27.99	500	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Red	Red	Red
URR02	Land off Finney Lane, Heald Green Station	0.9	56	0	Red	Green	Red	Red	Amber	Green	Amber	Amber	Green	Green	Green
URR03	Avery & Aqueduct Trading estate, Kenwood Road	9.64	215	0	Red	Green	Red	Red	Amber	Green	Green	Amber	Green	Green	Green
URR11	Metropolitan House, Cheadle Hulme	0.4	80	0	Red	Green	Red	Red	Green	Green	Green	Amber	Red	Green	Green
URR12	Woodbank Works, Turncroft Lane	1.9	71	0	Red	Red	Red	Green	Amber	Green	Amber	Amber	Green	Green	Green
URR13	Hallam Mill, Davenport	1.11	70	0	Red	Green	Red	Red	Amber	Green	Green	Green	Green	Green	Green
URR14	Former Cheadle Nurses Home	2.56	60	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Green
URR07	Land off Adswood Road, Cheadle Hulme	5.18	108	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red
URR08	Land behind Meadow Mill, Stockport	1.62	100	0	Red	Red	Red	Red	Green	Green	Amber	Green	Red	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
URR09	Land at Etchells Road, Cheadle	3.14	94	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
URR10	Broadstone Mill, Reddish	0.61	90	0	Red	Green	Red	Red	Amber	Green	Green	Amber	Red	Green	Green
URR19	Land at former Bruntwood Primary School	1.59	56	0	Red	Red	Green	Green	Amber	Green	Green	Amber	Green	Green	Red
URR20	Land at Bramhall Rail Station	1.08		0	Red	Green	Red	Red	Amber	Green	Green	Amber	Red	Green	Green
URR22	Land at Hazel Grove Rail Station	1.36		0	Red	Green	Red	Green	Amber	Green	Amber	Amber	Red	Green	Green
URR15	Land and buildings at Blackford Road	1.21	60	0	Red	Red	Red	Red	Amber	Green	Green	Amber	Green	Green	Green
URR16	Crosland Industrial Estate, Bredbury	1.42	60	0	Red	Green	Red	Red	Amber	Green	Green	Amber	Green	Green	Red
URR17	Ford Garage, Wellington Road	0.94	60	0	Red	Green	Red	Red	Amber	Green	Green	Green	Green	Green	Red
URR18	Hurstfield Industrial Estate, Reddish	1.22	55	0	Red	Green	Red	Red	Amber	Green	Green	Amber	Red	Green	Green
URR23	Land at Rose Hill Marple Station	0.61		0	Red	Green	Red	Red	Amber	Green	Green	Red	Red	Red	Green
URR04	Demmings Industrial Estate, Brookfield Rd	5.46	164	0	Red	Red	Red	Green	Amber	Green	Green	Amber	Green	Green	Green
URR06	Oakwood Mills, Oakwood Road	3.98	120	0	Red	Green	Red	Green	Green	Green	Amber	Red	Red	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA7.1: Bus stops	ISA7.2: Train station	ISA7.3: Borough strategic walking network	ISA7.4: Borough strategic cycling network	ISA7.5: EV Charging Points	ISA8.1: Primary Schools	ISA8.2: Secondary Schools	ISA8.3: Higher Education	ISA8.4: Local Centres	ISA8.6: Primary Shopping Frontage	ISA8.7: Secondary Shopping Frontage
URR01	Land at Midland Road, Bramhall	4.86	206	0	Red	Red	Red	Red	Amber	Green	Amber	Amber	Green	Green	Red

ISA Objectives 9 (Biodiversity and Natural Capital) & 10 (Landscape and Townscape)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
GBE01	Bredbury	16.9	0	75000	Amber	Green	Amber	Amber	Green	Green	Green	Red
GBE02	Heathside Park Road	8.26	0	32000	Red	Green	Red	Red	Green	Green	Green	Red
GBR15	Brindale Road	1.93	100	0	Amber	Green	Red	Amber	Green	Green	Green	Red
GBR16	Gravel Bank Road	4.82	175	0	Amber	Green	Red	Red	Green	Green	Green	Red
GBR19	Land at Bramhall High School	27.99	500	0	Red	Green	Red	Red	Green	Green	Green	Red
URR02	Land off Finney Lane, Heald Green Station	0.9	56	0	Green	Green	Amber	Green	Green	Green	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
URR03	Avery & Aqueduct Trading estate, Kenwood Road	9.64	215	0	Green	Green	Amber	Green	Green	Green	Green	Green
URR11	Metropolitan House, Cheadle Hulme	0.4	80	0	Green	Green	Amber	Amber	Green	Green	Green	Green
URR12	Woodbank Works, Turncroft Lane	1.9	71	0	Amber	Green	Red	Amber	Green	Green	Green	Green
URR13	Hallam Mill, Davenport	1.11	70	0	Green	Green	Amber	Amber	Green	Green	Green	Green
URR14	Former Cheadle Nurses Home	2.56	60	0	Green	Green	Red	Amber	Green	Green	Green	Green
URR07	Land off Adswood Road, Cheadle Hulme	5.18	108	0	Amber	Green	Red	Amber	Green	Green	Green	Green
URR08	Land behind Meadow Mill, Stockport	1.62	100	0	Red	Green	Red	Amber	Green	Green	Green	Green
URR09	Land at Etchells Road, Cheadle	3.14	94	0	Green	Green	Red	Amber	Green	Green	Green	Green
URR10	Broadstone Mill, Reddish	0.61	90	0	Amber	Green	Amber	Green	Green	Green	Green	Green
URR19	Land at former Bruntwood Primary School	1.59	56	0	Green	Green	Red	Red	Green	Green	Green	Green
URR20	Land at Bramhall Rail Station	1.08		0	Green	Green	Red	Amber	Green	Green	Green	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA9.1: Local Nature Reserve	ISA9.2: National Nature Reserve	ISA9.3: Priority Habitat Inventory	ISA9.4: Sites of Importance for Nature Conservation (LWS)	ISA9.5: SACs	ISA9.6: SSSIs	ISA9.7: SPA	ISA10.1: Greenbelt
URR21	Land at Cheadle Hulme Rail Station	0.98		0	Green	Green	Amber	Amber	Green	Green	Green	Green
URR22	Land at Hazel Grove Rail Station	1.36		0	Green	Green	Amber	Green	Green	Green	Green	Green
URR15	Land and buildings at Blackford Road	1.21	60	0	Amber	Green	Amber	Green	Green	Green	Green	Green
URR16	Crosland Industrial Estate, Bredbury	1.42	60	0	Amber	Green	Amber	Amber	Green	Green	Green	Green
URR17	Ford Garage, Wellington Road	0.94	60	0	Green	Green	Amber	Green	Green	Green	Green	Green
URR18	Hurstfield Industrial Estate, Reddish	1.22	55	0	Amber	Green	Amber	Green	Green	Green	Green	Green
URR23	Land at Rose Hill Marple Station	0.61		0	Green	Green	Red	Red	Green	Green	Green	Green
URR04	Demmings Industrial Estate, Brookfield Rd	5.46	164	0	Amber	Green	Red	Amber	Green	Green	Green	Green
URR06	Oakwood Mills, Oakwood Road	3.98	120	0	Red	Green	Red	Red	Green	Green	Green	Red
URR01	Land at Midland Road, Bramhall	4.86	206	0	Green	Green	Red	Amber	Green	Green	Green	Green

ISA Objectives 11 (Historic Environment), 12 (Flood Risk), 13 (Water Quality) & 18 (Efficient Use of Land)

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
GBE01	Bredbury	16.9	0	75000	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Red
GBE02	Heathside Park Road	8.26	0	32000	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Red
GBR15	Brindale Road	1.93	100	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
GBR16	Gravel Bank Road	4.82	175	0	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Red	Red
GBR19	Land at Bramhall High School	27.99	500	0	Green	Green	Green	Green	Red	Green	Amber	Amber	Green	Red	Green
URR02	Land off Finney Lane, Heald Green Station	0.9	56	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Green
URR03	Avery & Aqueduct Trading estate, Kenwood Road	9.64	215	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
URR11	Metropolitan House, Cheadle Hulme	0.4	80	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
URR12	Woodbank Works, Turncroft Lane	1.9	71	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Green
URR13	Hallam Mill, Davenport	1.11	70	0	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Red	Green
URR14	Former Cheadle Nurses Home	2.56	60	0	Green	Red	Green	Green	Red	Green	Amber	Green	Green	Amber	Green

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
URR07	Land off Adswood Road, Cheadle Hulme	5.18	108	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Red
URR08	Land behind Meadow Mill, Stockport	1.62	100	0	Green	Green	Green	Green	Green	Red	Amber	Red	Green	Amber	Green
URR09	Land at Etchells Road, Cheadle	3.14	94	0	Green	Amber	Green	Green	Green	Red	Amber	Red	Green	Red	Green
URR10	Broadstone Mill, Reddish	0.61	90	0	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Amber	Red
URR19	Land at former Bruntwood Primary School	1.59	56	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
URR20	Land at Bramhall Rail Station	1.08		0	Amber	Green	Green	Green	Red	Amber	Amber	Green	Green	Red	Green
URR22	Land at Hazel Grove Rail Station	1.36		0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
URR15	Land and buildings at Blackford Road	1.21	60	0	Green	Green	Green	Green	Green	Red	Amber	Red	Green	Red	Green
URR16	Crosland Industrial Estate, Bredbury	1.42	60	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
URR17	Ford Garage, Wellington Road	0.94	60	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
URR18	Hurstfield Industrial Estate, Reddish	1.22	55	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Red

id	site_name	area_ha	dwellings_no	floorspace_sqm	ISA11.1: Listed Buildings	ISA11.2: Registered Parks & Gardens	ISA11.3: Scheduled Monuments	ISA11.4: Heritage at risk	ISA11.5: Conservation areas	ISA12.1: Flood Zones	ISA12.2: Surface Water Flood Risk	ISA13.1: Statutory Main River	ISA13.2: Pond	ISA18.1: Brownfield	ISA18.2: Historic Landfill
URR23	Land at Rose Hill Marple Station	0.61		0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green
URR04	Demmings Industrial Estate, Brookfield Rd	5.46	164	0	Green	Green	Green	Green	Green	Red	Amber	Red	Green	Red	Green
URR06	Oakwood Mills, Oakwood Road	3.98	120	0	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Red	Green
URR01	Land at Midland Road, Bramhall	4.86	206	0	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Red

Appendix K

CONSULTATION COMMENTS – REGULATION 18 ISA REPORT

Public

Table K1 below sets out the consultation comments received on the Regulation 18 Draft ISA and HRA Screening Report.

Table K-1 – Regulation 18 Consultation Comments

<table>
<tr><th>Reference</th><th>Consultee</th><th>Summary Representation</th><th>ISA Response</th></tr>
<tr><td>SLP-6532</td><td>Natural England</td><td>p.5
ENV 8: Clear air
We would expect the plan to address the impacts of air quality on the natural environment. In particular, it should address the traffic impacts associated with new development, particularly where this impacts on European sites and Sites of Special Scientific Interest (SSSIs). The environmental assessment of the plan (ISA and HRA) should consider any detrimental impacts on the natural environment and suggest appropriate avoidance or mitigation measures where applicable.</td><td>The ISA draws on GIS data to determine proximity of potential sites to SSSIs and other biodiversity assets. The full results are presented in Appendix J, with site-by-site commentary set out in Appendix F.
<table>
<tr><th></th><th>RED</th><th>AMBER</th><th>GREEN</th></tr>
<tr><td>Local Nature Reserve</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
<tr><td>National Nature Reserve</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
<tr><td>Priority Habitat Inventory</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
<tr><td>Sites of Importance for Nature Conservation (LWS)</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
<tr><td>SAC</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
<tr><td>SSSI</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
<tr><td>SPA</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
</table>
Where negative effects on protected sites are identified, detailed site proposals will need to take into account mitigation measures over and above statutory requirements associated with BNG, for example. These could include off-site contributions and are included in Mitigation/ Enhancement recommendations at Table 11-1.
Mitigation in respect of air quality impacts have been added to Table 11-1.</td></tr>
</table>

<table>
<tr><th>Reference</th><th>Consultee</th><th>Summary Representation</th><th>ISA Response</th></tr>
<tr><td>SLP-6532</td><td>Natural England</td><td>p.6

HOM 2b: Site specific requirements

We would expect site specific requirements to include environmental considerations, for example proximity to SSSIs and the presence of biodiversity assets such as priority habitats, ancient woodland, and peat. We expect these to be considered in more detail in the Integrated Sustainability Appraisal (ISA), and any requirements to protect assets at specific allocations to be included in this policy.

Additionally, any mitigation requirements brought forward as a result of the Habitats Regulations Assessment (HRA) should also be added to this policy.</td><td>The ISA draws on GIS data to determine proximity of potential sites to SSSIs and other biodiversity assets.

<table><tr><th></th><th>RED</th><th>AMBER</th><th>GREEN</th></tr><tr><td>Local Nature Reserve</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr><tr><td>National Nature Reserve</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr><tr><td>Priority Habitat Inventory</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr><tr><td>Sites of Importance for Nature Conservation (LWS)</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr><tr><td>SAC</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr><tr><td>SSSI</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr><tr><td>SPA</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr></table>
The full results are presented in Appendix J, with site-by-site commentary set out in Appendix F which notes biodiversity and air quality issues to be addressed.

Where relevant, site-specific references have been included in the site analysis narrative.</td></tr>
<tr><td>SLP-6532</td><td>Natural England</td><td>p.7

Chapter 5. Monitoring framework

As set out in Planning Practice Guidance, the monitoring framework should be monitoring the significant environmental effects of implementing the current local plan. This should include indicators for monitoring the</td><td>The suite of biodiversity monitoring indicators has been revised and the suggested indicators have been taken into account, and added to:

SA2: To improve physical and mental health and wellbeing, for all of Stockport’s residents</td></tr>
</table>

Reference	Consultee	Summary Representation	ISA Response
		effects of the plan on biodiversity (NPPF para 117). Monitoring indicators can be linked to those in the ISA report, and we would hope to see ISA indicators which monitor the impact of the Plan on the natural environment reflected here. Bespoke indicators should be chosen relating to the outcomes of development management decisions. Whilst it is not Natural England's role to prescribe what indicators should be adopted, the following indicators may be appropriate. Objective 4: To conserve and enhance our landscapes and natural environment, and improve the quality of and access to our open spaces. • Number of schemes that generate any adverse impacts on sites of acknowledged biodiversity importance • Percentage of schemes generating overall 10% biodiversity enhancement • Hectares of biodiversity habitat delivered • Number of schemes which align to LNRS • Percentage of the Stockport's population having access to a natural greenspace within 400 metres of their home • Hectares of accessible open space per 1000 population	**SA9:** To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Stockport, contributing to biodiversity net gain.
SLP-6532	Natural England	p.8 Integrated Sustainability Appraisal 4.2 Sustainability Issues and Opportunities Within Table 4-2 under 'Biodiversity and Natural Capital', a key sustainability issue should be the need to avoid impacts on nationally and internationally designated sites, as well as protect biodiversity assets such as	Suggestion noted and incorporated within Table 4-2.

Reference	Consultee	Summary Representation	ISA Response
		irreplaceable habitats and priority habitats/species. An opportunity lies in the enhancement of these elements.	
SLP-6532	Natural England	p.8 4.3 ISA Appraisal Framework Within Table 4-3, Natural England consider the ISA questions could be strengthened by including reference to: • Under Biodiversity and Natural Capital, international designated sites within the question regarding damage to designated sites. • Under Biodiversity and Natural Capital, whether the policy/proposal aligns with the GM LNRS. • Under Landscape and Townscape, light pollution and protecting areas of tranquillity. • Under Water Environment, SuDS, and separately water impacts to sensitive designated sites.	Suggested amendments noted and incorporated.
SLP-6532	Natural England	p.9 7.2 ISA Assessment of Draft SMBC Policies Within this section, Natural England would expect to see reflections of the biodiversity constraints present at housing allocations within detailed explanatory text for the findings in Table 7-2. Each housing allocation should undergo an assessment to identify potential natural environment impacts. This includes the SSSI IRZ at allocation HOM 2.12 Compstall Mills (mentioned above under policy HOM2a), any priority or irreplaceable habitats found either on-site or adjacent to allocations, or peat presence, amongst other relevant biodiversity assets and designations. This has	**Table 7-2** is a summary table of the Policy Assessment, supported by detailed narrative in **Appendix D**. **Table 6-3** is a summary of site assessment scores. The commentary associated with individual site assessments (**Appendix F)** notes biodiversity and air quality issues to be addressed. Where relevant, site-specific references have been included in the site analysis narrative. The ISA draws on GIS data to determine proximity of potential sites to SSSIs and other biodiversity assets, according to the criteria below.

<table>
<tr><th>Reference</th><th>Consultee</th><th>Summary Representation</th><th>ISA Response</th></tr>
<tr><td></td><td></td><td>been adequately presented for employment allocations in Table 6-8 so we would encourage the same approach here.</td><td>
<table>
<tr><th></th><th>RED</th><th>AMBER</th><th>GREEN</th></tr>
<tr><td>Local Nature Reserve</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
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<tr><td>SPA</td><td><0.01 km</td><td>< 0.8km</td><td>>0.8km</td></tr>
</table>

See response below.</td></tr>
<tr><td>SLP-6532</td><td>Natural England</td><td>p.9
11.1 Mitigation and Enhancement and Measures
We would expect to see much more detailed measures on a site-by-site basis as identified in the more thorough assessment referenced in the above comments. We expect the ISA to assess impacts to issues not covered in the HRA like standalone SSSIs, peat, irreplaceable habitat and priority habitats/species.</td><td>Where applicable, site assessments reference potential interactions with biodiversity assets, specifically LNRs, NNRs, SSSIs and AW. The following sites are adjacent to or within 200m of the afore-mentioned biodiversity assets:
Bredbury Park Industrial Estate (50,000 sqm) – within 200m of Lower Haughton Meadows LNR
Meadow Mill (100 units) – within 200m of Reddish Vale LNR
Hyde Bank Meadows (250 units) – within 200m of Tangshutts LNR
Former Offerton High School (185 units) – within 200m of Poise Brook LNR and adjacent to AW</td></tr>
</table>

Reference	Consultee	Summary Representation	ISA Response
			• Heathside Park Road (32,000 sqm) – adjacent to Abney Hall LNR • Jacksons Lane (550 units) – adjacent to Happy Valley LNR and AW • Blackford Road (60 units) – within 200m of AW • Gravel Bank Road (175 units) – within 200m of Haughton Dale LNR • Gravel Bank Road & Unity Mill (400 units) – within 200m of Haughton Dale LNR • Land behind Meadow Mill (100 units) – within 200m of Reddish Vale LNR • Mill Lane Fiveways (40 units) – within 200m of AW • Offerton Sand & Gravel (150 units) – within 200m of Poise Brook LNR and AW • Compstall Road North (250 units) – adjacent to AW • Compstall Road South (200 units) – adjacent to AW • Oakwood Mills (120 units) – within 200m of Tangshutts LNR • Land at Rose Hill, Marple – within 200m of AW The nearest proposed allocation to a Peaty Soils resource is Compstall Mill (130 units), some 2km to the east. Site-specific biodiversity mitigation and enhancement measures are identified as part of site assessments, as required. More detailed biodiversity-related assessments are set out in site-specific and development management policies.
SLP-6532	Natural England	p.9 11.2 Monitoring Measures Natural England would welcome additional monitoring measures related to the natural environment, for example regarding designated sites, LNRS, air quality, and	The suite of monitoring indicators has been revised to include reference to: • Number of schemes that generate any adverse impacts on sites of acknowledged biodiversity importance

Reference	Consultee	Summary Representation	ISA Response
		landscapes, in line with key findings of the more detailed assessment.	• Percentage of schemes generating overall 10% biodiversity enhancement • Hectares of biodiversity habitat delivered • Number of schemes which align to LNRS
SLP-6532	Natural England	p.9 12 Recommendations Natural England would welcome a recommendation in the table for Policy HOM 2a/b around specific requirements for those allocations with natural environment constraints. We reference our comments under section 7.2 regarding the assessment we expect and biodiversity assets that should be reflected. This could also apply to the priority habitat and species present for Policy BUS 3b.	Amendments to recommendations in respect of HOM 2a/b and BUS 3b make to reference the conservation and enhancement of biodiversity interests adjacent and in proximity to new development.
SLP-6532	Natural England	p.9 Appendix A Natural England welcomes the actions taken to embed our previous consultation comments. However, we would expect to see reference to the GM LNRS within the body of the ISA rather than solely within an appendix. Under planning practice guidance on the natural environment public authorities must “have regard” to the LNRS so we would expect this to feed into the assessment and therefore be adequately monitored.	References to the Local Plan and proposed development helping to secure the aims and objectives of the GM LNRS inserted throughout, including within mitigation and monitoring measures.
SLP-6532	Natural England	ENV 8: Clear air We would expect the plan to address the impacts of air quality on the natural environment. In particular, it should address the traffic impacts associated with new development, particularly where this impacts on European sites and Sites of Special Scientific Interest (SSSIs). The	Section 3.2 of the HRA Screening Report sets out the approach to determining the likely air quality effects in respect of sensitive sites.

Reference	Consultee	Summary Representation	ISA Response
		environmental assessment of the plan (ISA and HRA) should consider any detrimental impacts on the natural environment and suggest appropriate avoidance or mitigation measures where applicable.	
SLP-6532	Natural England	HOM 2b: Site specific requirements We would expect site specific requirements to include environmental considerations, for example proximity to SSSIs and the presence of biodiversity assets such as priority habitats, ancient woodland, and peat. We expect these to be considered in more detail in the Integrated Sustainability Appraisal (ISA), and any requirements to protect assets at specific allocations to be included in this policy. Additionally, any mitigation requirements brought forward as a result of the Habitats Regulations Assessment (HRA) should also be added to this policy.	Identification of mitigation requirements in respect of the likely effects is noted and will be incorporated into Policy HOM 2b as appropriate.
SLP-6532	Natural England	**Habitats Regulations Assessment** Natural England notes that the Habitats Regulations Assessment (HRA) has not been produced by your authority, but by WSP. As competent authority, it is your responsibility to produce the HRA and be accountable for its conclusions. We provide the advice enclosed on the assumption that your authority intends to adopt this HRA to fulfil your duty as competent authority. 6.5 Recreational Pressure Effects on functional habitats or species away from international sites Within table 6-4, for Rostherne Mere Ramsar and Midland Meres & Mosses – Phase 1 Ramsar, it would be useful to summarise what the site is designated for to support the conclusion, as has been done for the above sites. 7.1 Summary	Comments noted.

Reference	Consultee	Summary Representation	ISA Response
		Natural England welcomes the approach to air quality within the HRA, with the intention to review conclusions once appropriate transport model data is available. We also agree with the HRA's approach to recreational disturbance and screening in the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA) for Appropriate Assessment. However, Natural England directs you to the South Pennine Moors Supplementary Planning Document (SPD) for further guidance on the necessary approach. As described in the SPD, our current organisational policy around the instigation of Strategic Solutions for recreational disturbance requires robust evidence of impact upon the conservation status of the site due to recreation pressure in order to support a new strategic solution. In this instance, there is no piece of ecological evidence showing this for the SPA, so there is no need to provide mitigation towards the site under the requirements of the Habitats Regulations.	
SLP-7173	Individual	HOM 2a (List 2) allocates 8,965 dwellings on greenfield/Green Belt sites representing approximately 35% of the total 25,371 housing target. This directly contradicts the "brownfield first" principle. Of these 8,965 homes on greenspaces, 2,190 are on greenspaces near me: ○ HOM 2.15: Hall Moss Lane - 400 homes ○ HOM 2.16: High Lane - 1,000 homes - the largest single allocation ○ HOM 2.27: Jenny Lane - 190 homes ○ HOM 2.28: Mill Lane (Hazel Grove) - 50 homes ○ HOM 2.38: Chester Road (Woodford) - 550 homes Drawing on my direct lived experience of the area, I am concerned that the plan does not adequately deliver	The Integrated Sustainability Appraisal was published alongside the Local Plan and complements the Local Plan through a 'check and challenge' approach, using a range of sustainability measures established through legislation, guidance and best practice. These include resource loss, air and water quality, impacts on biodiversity, flood risk, climate change and socio-economic effects. No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
		sustainable development or positively seek opportunities to meet the social, environmental and economic objectives of the NPPF, particularly in relation to the unjustified loss of greenfield land, insufficient infrastructure provision, increased traffic congestion and air pollution, failure to deliver genuinely affordable housing, harm to biodiversity, increased flood risk, and a lack of robustness in addressing climate change mitigation and adaptation. In addition, this is a strategically important document that will shape Stockport for decades, yet it is overly long and complex, inconsistent with its own key principles and with other key strategies including One Stockport – One Future and the Borough Plan, raising significant concerns about its coherence and effectiveness. There are also shortcomings in the supporting evidence base, unavailability of evidence to review (e.g. the Integrated Appraisal), and the Monitoring Framework in Section 5 is incomplete; even if detailed indicators are intended for the Regulation 19 stage, the absence of a clear monitoring strategy undermines confidence that the plan will be effective and deliverable in practice. While I recognise the significant pressures facing SMBC, these deficiencies call into question whether the plan can be considered positively prepared, justified, effective, and consistent with national policy, as required by the NPPF.	
SLP-5844	Individual	In particular, I am objecting to the downgrading of the following: site Offerton high school site 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation

Reference	Consultee	Summary Representation	ISA Response
		replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6014	Individual	4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6022	Individual	In particular I am objecting to the downgrading of the following: site(s) Hom 2.30 Sanderling Rd, Offerton 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance.

Reference	Consultee	Summary Representation	ISA Response
		Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6436	Individual	In particular I am objecting to the downgrading of the following: site(s) • Sanderling Rd, Offerton, HOM2.30; • High Lane HOM2.16; • Cow Lane HOM2.22; • Sandown Rd HOM2.18; • Offerton Sand and Gravel Site HOM2.21. 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
		The sites listed in my objection fall within these high harm parcels. Loss of recreational green space is central to community wellbeing, it is essential that we do not lose it.	
SLP-6542	Individual	In particular I am objecting to the downgrading of the following: site(s) • HOM 2.13 Former Offerton High School • HOM 2.21 Offerton Sand and Gravel • HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove) • HOM 2.30 Sanderling Road • HOM 2.16 High Lane • HOM 2.18 Sandown Road • HOM 2.19 Jacksons Lane West • HOM 2.20 Jacksons Lane East 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6673	Individual	I am writing to register my strong and unequivocal objection to any proposal within the emerging Local Plan that seeks to downgrade or release Green Belt land for housing development in Stockport., specifically the following potential developments:	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance.

Reference	Consultee	Summary Representation	ISA Response
		• HOM2.30 • HOM2.21 • HOM 2.22 • HOM 2.13 These proposals are unsound, unjustified, and contrary to both national policy and statutory obligations for sustainable development. 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6675	Individual	I am objecting to the downgrading of the following sites: • HOM2.30 Sanderling Road, Offerton • HOM2.16 High Lane • HOM2.22 Cow Lane • HOM2.18 Sandown Road • HOM2.21 Offerton Sand and Gravel 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate

Reference	Consultee	Summary Representation	ISA Response
		replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6679	Individual	I am objecting to the downgrading of the following: site(s) • Sanderling Rd Offerton HOM2.30 • Offerton Sand and Gravel Site HOM2.21 • Sandown Rd HOM2.18 • High Lane HOM2.16 • Cow Lane HOM2.22 • Former High School HOM2.13 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6685	Individual	I am objecting to the downgrading of the following: site(s) • Sanderling Rd Offerton HOM2.30 • Offerton Sand and Gravel Site HOM2.21 • Sandown Rd HOM2.18 • High Lane HOM2.16 • Cow Lane HOM2.22	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and

Reference	Consultee	Summary Representation	ISA Response
		• Former High School HOM2.13 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review. The sites listed in my objection fall within these high harm parcels. Loss of recreational green space is central to community wellbeing; it is essential that we do not lose it.	Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6685	Individual	I am particularly objecting to the downgrading of the following: site(s) - • HOM 2.30 Sanderling Road, Offerton • HOM 2.16 High Lane • HOM 2.22 Cow Lane, to rear of Sainsbury's Hazel Grove • HOM 2.18 Sandown Road • HOM 2.21 Offerton sand & gravel 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain.

Reference	Consultee	Summary Representation	ISA Response
		landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	No change to the ISA.
SLP-6686	Individual	Objecting to the downgrading of the following: site(s) - • HOM 2.30 Sanderling Road, Offerton • HOM 2.16 High Lane • HOM 2.22 Cow Lane, to rear of Sainsbury's Hazel Grove • HOM 2.18 Sandown Road • HOM 2.21 Offerton sand & gravel 7. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6711	Individual	Objecting to the downgrading of the following sites: • HOM 2.30 Sanderling Rd • HOM 2.20 Offerton Sand and Gravel • HOM 2.22 Cow Lane 4/Irreversible Environmental and Ecological Harm	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation

Reference	Consultee	Summary Representation	ISA Response
		Green belt parcels identified for release are rated “High Harm” in Stockport own Green Belt Assessment. Development would result in the destruction of wildlife corridors and habitats protected by the Wildlife and Countryside Act 1981 and Habitats Regulations 2017. It would increase flood risk by replacing permeable land with hard surfaces. Parts of Bosden Farm already flood during high rainfall and evacuations have occasionally been needed. The combined effects of the 3 developments can only make the situation worse. Development would degrade landscape character and recreational green space essential for community wellbeing. Bosden Farm has less that the required amount of open space for the housing in the area. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6803	Individual	Objecting to the downgrading of the following: site(s): Sanderling Rd Offerton HOM2.30 High Lane HOM2.16 Cow Lane HOM2.22 Sandown Rd HOM2.18 Offerton Sand and Gravel Site HOM2.21 4. Irreversible Environmental and Ecological Harm. Green Belt parcels identified for release are rated ‘High Harm’ in Stockport’s own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain.

Reference	Consultee	Summary Representation	ISA Response
		The sites listed in my objection fall within these high harm parcels. Loss of recreational green space is central to community wellbeing, it is essential that we do not lose it.	No change to the ISA.
SLP-6932	Individual	Objecting to the downgrading of the following: site(s): Sanderling Road 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6979	Individual	Objecting to the downgrading of the following: site Offerton high school site 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority

Reference	Consultee	Summary Representation	ISA Response
		Environmental Assessment (SEA) duties, creating grounds for judicial review.	in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-6980	Individual	Objecting to the downgrading of the following: site Offerton high school site 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-7054	Individual	Objecting to the downgrading of the following: site(s) HOM2.22 Cow Lane, HOM2.30 Sanderling Road, HOM2.18 Sandown Road 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation

Reference	Consultee	Summary Representation	ISA Response
		replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-7214	Individual	Objecting to the downgrading of the following: site(s) • HOM 2.13 Former Offerton High School • HOM 2.21 Offerton Sand and Gravel • HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove) • HOM 2.30 Sanderling Road • HOM 2.16 High Lane • HOM 2.18 Sandown Road • HOM 2.19 Jacksons Lane West • HOM 2.20 Jacksons Lane East 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
SLP-6900	Individual	Objection to the allocation of Green Belt land within the emerging Local Plan, specifically HOM 2.18 (Sandown Road) • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP25-4257	Individual	Objection to the allocation of Green Belt land within the emerging Local Plan, specifically HOM 2.18 (Sandown Road) • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP25-4259	Individual	Objection to the allocation of Green Belt land within the emerging Local Plan, specifically HOM 2.18 (Sandown Road) • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.

Reference	Consultee	Summary Representation	ISA Response
SLP25-4530	Individual	• The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-6225	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-6894	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.

Reference	Consultee	Summary Representation	ISA Response
SLP-6929	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-6968	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-6969	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.

Reference	Consultee	Summary Representation	ISA Response
SLP-6970	Individual	Objection to Proposed Local Plan Allocations — Green Belt Loss & Unsoundness (HOM 2.4 & others) - HOM 2.12 Compstall Mills (130 dwellings) - HOM 2.13 Former Offerton High School (185 dwellings) - HOM 2.16 High Lane (1,000 dwellings) - HOM 2.17 Hyde Bank Meadows (250 dwellings) - HOM 2.21 Offerton Sand and Gravel (150 dwellings) - HOM 2.30 Sanderling Road (120 dwellings) - HOM 2.4 Chadwick Street Marple (174 dwellings) • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-6973	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-6974	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans.	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space.

Reference	Consultee	Summary Representation	ISA Response
		• The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7009	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7049	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road) In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7052	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane,	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting

Reference	Consultee	Summary Representation	ISA Response
		Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7115	Individual	Objection to the allocation of Green Belt land within the emerging Local Plan, specifically residential developments in Woodford and Bramhall and any associated reclassification of Green Belt to “safeguarded” or development land. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7131	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7172	Individual	This proposal is unsound, unjustified, incompetent and inconsistent with national planning policy, and fails	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting

Reference	Consultee	Summary Representation	ISA Response
		multiple legal and sustainability tests required of a Local Plan. The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA). The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations. These omissions leave the Plan vulnerable to legal challenge or failure at Examination.	potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7201	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road) • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7203	Individual	Objection to the allocation of Green Belt land within the emerging Local Plan, specifically HOM 2.18 (Sandown Road) and any associated reclassification of Green Belt to “safeguarded” or development land. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.

Reference	Consultee	Summary Representation	ISA Response
SLP-7216	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.18 (Sandown Road). In addition comments relating to DC/097683 (Jacksons Lane, Bellway) DC/093768 Stockport Rugby Club and Taylor Wimpey Plans. • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7485	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.37 (Norbury Hall/Land off Chester Road}; HOM 2.19 (Jacksons Lane West); HOM 2.20 (Jacksons Lane East}; HOM 2.26 (Dairyground Farm} • The proposed allocation has not been subject to an adequate Habitats Regulations Assessment (HRA) • The Strategic Environmental Assessment (SEA) lacks detailed cumulative modelling for neighbouring allocations	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-4271	Individual	HOM 2.35 Bolshaw Road in Heald Green does not have a land sustainability appraisal therefore the risk of flooding for this property is currently unknown. It is essential information is made available before any decision on its allocation is made. There is a lack of due diligence within HOM 2.35; on asking planning officers where I could locate the land sustainability appraisal information they said there wasn't one as this land had been added at a different date. This land, environment, flood risk, drainage and infrastructure information should be provided	The ISA has been updated with this additional proposed allocation (HOM 2.35 Bolshaw Road).

Reference	Consultee	Summary Representation	ISA Response
		immediately. Unacceptable to propose land without the required evidence.	
SLP25-3603	Individual	HOM 2.35 Bolshaw Road. This has been classified as grey belt land. It is Greenbelt land and should remain in the greenbelt as it meets the criteria for the NPPF golden rules (B)to prevent merging of two neighbouring towns, Heald Green in Stockport and Handforth in East Cheshire. It has also been noted HOM 2.35 Bolshaw Road does not have a land sustainability appraisal. When I asked the planning team during the consultation how to locate it, they said one hadn't been done as this allocation had been added at a different date. I am requesting a full land sustainability appraisal is published before this land can be considered for allocation.	The ISA has been updated with this additional proposed allocation (HOM 2.35 Bolshaw Road).
SLP-6458	Individual	Objection to the proposed housing development of 300 houses at HOM 2.37 Norbury Hall / Land off Chester Road (Hazel Grove) The farmland provides valuable ecological habitats and contributes to local biodiversity. Its loss would contradict the Integrated Sustainability Appraisal underpinning the Local Plan, which stresses the importance of protecting environmental assets. I live on Sheldon Road which borders the Norbury hall estate and regularly have foxes, badgers, hedgehogs and squirrels passing through our garden from the estate, all this wildlife would be killed or displaced if the development goes ahead.	Objection noted. No change to the ISA.
SLP-6978	Individual	Raise concern as to why land to the north of Compstall Road, Romiley has been allocated from Green Belt to Grey Belt and included in HOM 2.31. Romiley is a 'village' within the conurbation of Stockport. Like many districts within Stockport there are several	Reference noted. No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
		issues identified within the ISA objectives (GBR 25) in the Local Plan Integrated Sustainability Appraisal.	
SLP-5766	Individual	For the High Lane area, the following objections are relevant: Objection: The draft plan (and the Sustainability Appraisal) indicates positive intentions for green infrastructure, wildlife access, etc., but insufficient detail is given on how infrastructure will be funded/delivered and how increased traffic/infrastructure burden will be managed in villages like High Lane. In order to make the consultation lawful and the plan sound, the following should be requested: • Extended consultation period so that local representations (especially in High Lane area) can fully engage with the evidence base (Green Belt Assessment, Sustainability Appraisal, infrastructure delivery plan).	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP25-2560	Individual	HOM 2.37 (Norbury Hall / Chester Road) Outdated Sustainability Appraisal - The ISA appears to assess Norbury Hall for 135 homes, yet the Plan proposes 300 homes. No updated assessment is evident.	Error corrected in the ISA. Appraisal scores and commentary are not affected by the amendment.
SLP25-3037	Individual	HOM 2.37 (Norbury Hall / Chester Road) Outdated sustainability Appraisal. The ISA appears to assess Norbury Hall for 135 homes, yet the plan proposes 300 homes. No updated assessment is evident.	Error corrected in the ISA. Appraisal scores and commentary are not affected by the amendment.
SLP-6058	Individual	Land to the North of Compstall Road, Romiley - HOM 2.31	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their

Reference	Consultee	Summary Representation	ISA Response
		Significant items such as bus stops, supermarkets, pharmacy, schools, medical centre and local community centre to name a few do not meet the criteria. Several issues are all already identified in the ISA objectives in the Local Plan Integrated Sustainability Appraisal. It would appear from the Proposed Local Plan that many of these issues are to be "pushed" on to any potential developers to resolve.	mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-7000	Individual	Objection to Proposed Housing Development at Bosden Farm – Planning Application HOM 2.30 Sanderling Road 3. Environmental and Ecological Impact Bosden Farm and its surrounding green spaces provide valuable habitats for wildlife and contribute to local biodiversity. The loss of greenfield land would have a detrimental effect on the environment, including: • Reduction of natural habitats • Increased surface water runoff and flood risk • Loss of agricultural land and open countryside character The environmental assessments provided do not sufficiently mitigate these concerns.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
SLP-6596	Individual	Objection to Green Belt Downgrading in Stockport and Allocation of Site HOM 2.16 (High Lane – circa 1,000 dwellings) In addition, the Habitats Regulations Assessment is inadequate for a development of this scale, and the Strategic Environmental Assessment fails to model cumulative impacts alongside neighbouring allocations.	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.
SLP-7013	Individual	Nowhere in this Plan may I find any reference to significant road-building (the Stockport Travel Plan is, we are told, pending) but, tellingly, p210 commits to the "safeguarding land for future transport infrastructure" and the Integrated Sustainability Appraisal (WSP) states (p18): " Significant negative effects have been identified for our infrastructure (transport) due to the large-scale land take that is likely to be required and the potential for habitat fragmentation and disturbance - - ", without specifying the schemes implied here.	ISA updated with clarification on the likely implications of transport infrastructure development.
SLP-6935	Individual	HOM 2.35 is greenbelt land. Planning officer Steve , when I asked how to locate the Land Sustainability Appraisal, he told me one hadn't been done as this allocation was "added at a different time", it will be done for regulation 19 consultation. I find this unacceptable. How can I or anyone else comment on a proposed allocation where no evidence is provided. Regulation 19 is too late for comments and changes to make any effective change. Therefore this allocation for 70 homes is not sound.	The ISA has been updated with this additional proposed allocation (HOM 2.35 Bolshaw Road).

Reference	Consultee	Summary Representation	ISA Response
SLP25-4276	Individual	HOM 2.33 could be affected by all of the above causing catastrophic damage to the environment and causing flooding to residential properties alongside the development. NPPF (2024); footnote 60 says a site-specific flood risk assessment should be provided for all development in flood zones 2 and 3. The local plan integrated sustainability appraisal appendix F states HOM 2.33 is located within flood zone 2 and 3 land and therefore a significant negative effect is identified for ISA 12: flood risks within this allocation site.	Flood risk score noted. No change to the ISA.
SLP-6683	Individual	I wish to raise my concerns regarding the land north of Compstall Road, Romiley being changed from Green to Grey Belt within the latest plans and included in HOM2.31. Romiley is a Village within the Stockport conurbation. There are many issues identified within the ISA objectives, GBR2025, in the Local Plan Integrated Sustainability Appraisal. The area is not equipped to deal with a significant population increase. Schools, Doctors surgeries and local hospitals are all under severe strain already. Many of the local schools within the catchment area are at capacity and have restricted sites, preventing expansion without impacting on recreational space for children.	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-7252	Individual	In particular I am objecting to the downgrading of the following: site(s)	The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their

Reference	Consultee	Summary Representation	ISA Response
		• HOM 2.30 Sanderling Road • HOM 2.22 Cow Lane • HOM 2.21 Offerton Sand and gravel 4. Irreversible Environmental and Ecological Harm Green Belt parcels identified for release are rated 'High Harm' in Stockport's own Green Belt Assessment. Development would destroy wildlife corridors and habitats protected under the Wildlife & Countryside Act 1981 and Habitats Regulations 2017, increase flood risk by replacing permeable land with hard surfaces, and degrade landscape character and recreational green space essential for community wellbeing. These impacts have not been adequately assessed under Strategic Environmental Assessment (SEA) duties, creating grounds for judicial review.	mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse effects, in addition to statutory requirements such as Biodiversity Net Gain. No change to the ISA.
SLP-7259	Individual	Local Plan Integrated Sustainability Appraisal Table 6.4 2.17 The appraisal of options cannot be undertaken in a vacuum and whilst delivering 80% of the requirement would mean providing some new homes, the sustainability of this as an option is relative to what the evidence says is needed by way of additional housing growth. The baseline, against which options should be assessed through the IA, is therefore that of meeting the full requirement, not that of delivering less than this, as is the approach taken within the IA. 2.18 Taking this a step further, there should also be an appraisal of an option of meeting more than the base requirement, which there is not. The absence of such an option serves to overstate the benefit of meeting 80% of the requirement which, relative to two of the four options presented, will clearly generate a positive outcome against ISA5. This reflects that the IA is a comparison exercise but only useful as a means of identifying the	As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017] JPL 378) that: - Reasonable alternatives does not include all possible alternatives: the use of the word "reasonable" clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds.

Reference	Consultee	Summary Representation	ISA Response
		most sustainable outcome if it properly defines 'reasonable alternatives'. 2.19 The flaw essentially lies in the range of options considered with what should be presented as a base option (of meeting full housing need) being presented as the highest growth scenario. This artificially gives the impression that options which involve the development of less than the base requirement can still generate positive outcomes when considered against the other alternatives. In essence, for the purposes of an IA, these options (being Options 2b and 3 – meeting 70% and 50% of the requirement respectively) are not 'reasonable alternatives' and should not be included as such. 2.20 Evidently in the scenario of meeting only 80% there would remain a residual unmet need affecting the residents and communities of Stockport. This represents a negative outcome, not a lesser beneficial one, when properly considered against credible reasonable alternative alternatives which are fairly defined. 2.21 The manner in which the range of options have been defined appears to be designed to mask the negative effects of the selected option by pitching this as 'less bad' (framed as a positive) than alternatives which are not reasonable in their own right. The approach is unsound. 2.22 The negative effect of not meeting the full housing need is further reinforced when reference is made to prevailing evidence of housing need. The 2025 Housing Need Assessment3 notes that Stockport has an annual unmet affordable housing requirement of 1,305 dwellings. The strategy proposed is effectively to deliver a total amount of housing, across all types and tenures but predominantly not in the affordable sector, which is barely above the very pressing annual requirement for affordable housing.	- An option which does not achieve the objectives, even if it can properly be called an "alternative" to the preferred plan, is not a "reasonable alternative". The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process." No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
SLP-7395	Savills on behalf of David Wilson Homes	DWH has entered into an option agreement with the landowner with the aim of delivering new homes at land known as Upper Swineseye Farm, Woodford. 3.13 The only justification for not meeting the local housing need appears to be a lack of available sites. This is according to paragraphs 111 to 113 of the Addressing Our Development Needs Paper (October 2025). The Paper states that there are 8,965 homes that can be delivered on Green Belt Sites. 3.14 This figure directly contrasts the Integrated Sustainability Appraisal which states at Table 6-1 that there is capacity for 11,533 homes on Green Belt sites. These sites are shown in Figure 6.1 of the Integrated Sustainability Appraisal. It is important to note that the identified Green Belt sites do not include all available, developable, and deliverable options. For example Upper Swineseye Farm, Woodford is not listed. 3.15 Given this, it is clear that the 11,533 capacity identified within the Integrated Sustainability Appraisal should be viewed as a minimum and thus the justification set out in the Addressing Our Development Needs Paper for not meeting the local housing need is totally undermined. 3.53 It is also notable that the SHLAA Update 2025 explicitly excludes the assessment of Green Belt sites without planning permission. The SHLAA Update 2025 notes that “as part of the Integrated Appraisal of the Local Plan, a sites appraisal will be conducted to inform the allocation of housing sites”. 3.54 The Local Plan Integrated Sustainability Appraisal does set out an assessment of sites. However, as the excerpt below shows, it only considers sites that are proposed for allocation, and excludes all other sites	The mathematical errors identified in the reasonable alternatives for housing delivery tables (Table NTS-2 and Table 6-1) have been corrected. The assessed sites include reasonable alternatives, as detailed in **Table 6-3** and **Appendix F** (Site Performance Narrative) and **Appendix J** (GIS Analysis). As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017] JPL 378) that: - Reasonable alternatives does not include all possible alternatives: the use of the word “reasonable” clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds. - An option which does not achieve the objectives, even if it can properly be called an “alternative” to the preferred plan, is not a “reasonable alternative”. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process.” No change to the ISA.

Reference	Consultee	Summary Representation	ISA Response
		submitted for consideration via the Call for Sites process. This includes Upper Swineseye Farm, Woodford. 3.55 No explanation is offered for the exclusion of these sites. It is particularly odd given that parcels within the HOM 2.36 Heald Green East proposed allocation were considered to perform better against Green Belt purposes within the Green Belt Assessment 2025 than the Upper Swineseye Farm, Woodford Site, but were assessed and chosen for allocation. 3.56 As reasonable alternative sites do not appear to have been properly considered there is no evidential basis set out for the New Local Plan to err from meeting the local housing need in full based on a lack of capacity. Local Plan Integrated Sustainability Appraisal 4.27 The Local Plan Integrated Sustainability Appraisal is an important piece of work in terms of judging whether the policies within the New Local Plan can be demonstrated to be justified. This is because it sets out the proposed policy against the other reasonable alternatives. 4.28 As previously stated, this evidence is critical in terms of setting the housing requirement, and justifying a deviation from the use of the local housing need as a minimum. 4.29 However, in terms of the establishing of a housing requirement, the document has 2 major flaws. 4.30 The first is in relation to Table 6-1. This contains a mathematical error that vastly inflates the surplus of sites available. 4.31 This is because, the housing shortfall column has been added into the final column as additional housing. It should also be noted, that the housing shortfall column should read 9,465 and not 9,365.	

Reference	Consultee	Summary Representation	ISA Response
		4.32 The table should therefore read as follows in relation to Option 1- Meeting Housing Needs in Full 4.33 This shows that rather than being a surplus of 5,510 homes, there is actually a shortfall of 3,855 homes. 4.34 Secondly, the proposed alternative sites set out in Figure 6.1 only appears to assess those sites that have been allocated, and not other potential sites. No information has been provided as to why other sites have been excluded from this process. However, it is assumed that it relates to the assessment of the sites as part of the Green Belt Assessment 2025.	
SLP-7210	Cheshire East Council	It is not fully clear from the draft Plan, or it's supporting material, what specific harm may arise if Stockport were to meet its full development needs within the borough boundary. In the 'Addressing our Development Needs' topic paper it is stated that 'the harm which would be caused by the release of further sites would exceed the benefits of providing more homes on those sites' (para.112), however an explanation of this harm and how it specifically arises is not clearly set out. It also appears that there is no published site selection paper which describes the full range of factors considered relevant in determining which sites have been taken forward as proposed allocations, or describing what other pro-active efforts have been made across the full borough to identify development opportunities, including on sites that have not been actively promoted by landowners and developers. Without this information it is difficult to understand how the preferred approach of meeting 80% of the housing requirement is justified. Whilst this issue is partially addressed in the Sustainability Appraisal (SA), during testing of reasonable alternatives,	Approaches to site density are a matter for individual developments and cannot be anticipated by the ISA other than as a generalised comment relating to efficient use of land. Site-specific policies and development management policies determine site configurations according to site location. The assessed sites include reasonable alternatives, as detailed in **Table 6-3** and **Appendix F** (Site Performance Narrative) and **Appendix J** (GIS Analysis). The consideration of cumulative impacts is set out in Chapter 10 of the ISA. As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017] JPL 378) that: - Reasonable alternatives does not include all possible alternatives: the use of the word "reasonable" clearly and

Reference	Consultee	Summary Representation	ISA Response
		and the preferred sites, Cheshire East Council feel that further explanation is required to address and clarify the differences and different impacts arising from the growth options (particularly option 1 and option 2a). It is noted that whilst the assessment aligns to the SA Framework, the conclusion that the impact on efficient use of land would have 'potential for significant negative effects' does not seem to take account of how site-specific approaches to housing density can mitigate this impact on greenfield sites. This approach appears to have been carried through to the assessment of 'preferred site assessment results', and an individual assessment of the candidate 'reasonable alternative' sites does not appear to be available. Similarly, the evidence base does not appear to demonstrate the deliverability of the selected sites, taking into account viability and the cumulative impact on policy objectives / infrastructure requirements. The intention may be to explore this further ahead of the Regulation 19 stage. Cheshire East Council would welcome further explanation on how the conclusions of the SA have been reached, how the preferred development strategy is being justified in relation to the specific harms arising from meeting the full development needs of the borough, and on the deliverability of the preferred approach.	necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds. - An option which does not achieve the objectives, even if it can properly be called an "alternative" to the preferred plan, is not a "reasonable alternative". The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process." No change to the ISA.
SLP-7227	Environment Agency	p.3 The Integrated Appraisal (Table NTS-8 - Proposed Mitigation and Enhancement Measures) also notes that the mechanism with compliance with the strategic objective for flood risk, is based on applying the sequential test and site-specific flood risk assessments. It is unclear how the SFRA evidence has fed into this process and there should be clear reference to the use of this as part of the appraisal process.	SFRA evidence has been considered in the site assessment process summarised in **Table NTS-5** and **Table 6-**3, with full results presented in **Appendix J**, with site-by-site commentary set out in **Appendix F.** The ISA draws on GIS data to determine the flood risk (FZ1, 2 and 3) associated with proposed allocations and reasonable alternatives.

<table>
<tr><th>Reference</th><th>Consultee</th><th>Summary Representation</th><th>ISA Response</th></tr>
<tr><td></td><td></td><td>The National Planning Policy Framework (NPPF) requires the preparation of Local Plans to be underpinned by the most relevant and up to date evidence, as noted in Paragraph 32 of the NPPF:

‘The preparation and review of all policies should be underpinned by relevant and up to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.’

Furthermore, paragraph 10 of the supporting National Planning Practice Guidance (PPG) on Flood Risk and Coastal Change highlights that Strategic Flood Risk Assessments should be used to:

• inform the Sustainability Appraisal of the Local Plan, so that flood risk is fully taken into account when considering allocation options and in the preparation of plan policies</td><td><table><tr><td></td><td>Red</td><td>Amber</td><td>Green</td></tr><tr><td>Flood Zones</td><td>Flood Zone 3</td><td>Flood Zone 2</td><td>Flood Zone 1</td></tr><tr><td>Surface water flood risk</td><td></td><td>Yes</td><td>No</td></tr></table>
Table NTS-8 has been amended accordingly.

The approach used in the ISA matches that set out in the Addressing Development Needs Paper (2025):

85) The new National Flood Risk Assessment (NaFRA2) data published by the Environment Agency relating to flood zones 1, 2 and 3 has been incorporated into our ‘sites selection methodology’ which has been used to comprehensively review sites against a number of considerations, including flood risk, before being considered for allocation within the Local Plan. This has enabled us to make informed decisions relating to the risk of flooding on a site-by-site basis.

86) Although this approach does not replace the need to do a fully updated SFRA, it does go some way in demonstrating that the sequential approach to flood risk has been considered when proposing sites for residential and employment development in the current draft of the Local Plan (2025).

No change to the ISA.</td></tr>
<tr><td>SLP-7426</td><td>Historic England</td><td>As you will be aware, under the provisions of Article 5(1) of The SEA Directive there is a requirement to assess the likely significant effects which the policies and allocations of a Plan might have upon “cultural heritage including architectural and archaeological heritage”.

In terms of the historic environment, whilst we would endorse some aspects of the ISA, there are specific areas where we have concerns about the approach which has been used to evaluate the impact the plan might have upon the historic environment.</td><td>The ISA identifies potential issues associated with impacts on resources and assets, of which heritage assets are a central aspect. Detailed Heritage Impact Assessments are matters for planning applications, as required by site-specific and development management policies.

No change to the ISA.</td></tr>
</table>

Reference	Consultee	Summary Representation	ISA Response
		Some of the proposed site allocations require Heritage Impact Assessment as set out in Appendix A attached. Until these are received, we hold the right to disagree with the conclusions about likely significant effects upon the historic environment of the area. This opinion is based on the information which forms part of the Regulation 18 consultation, specifically the Integrated Sustainability Appraisal, one of the 'core' documents you are consulting on, dated October 2025.	
SLP-6530	National Highways	Our Homes Policy HOM1: Delivering New Homes National Highways supports the brownfield-first approach outlined in this policy and recommends early engagement where large-scale housing developments may impact the SRN. Collaborative planning will ensure that cumulative impacts are assessed and mitigated in line with Circular 01/2022 and NPPF requirements. Policy HOM2A: New Residential Communities We recommend early engagement to assess cumulative impacts from proposed housing allocations, particularly those near M60 Junction 25 and along the A555 corridor toward the M56. These sites, combined with adjacent developments in Tameside and Manchester, may require mitigation measures to maintain SRN safety and efficiency. Sites which may come forward in Cheshire East should also be considered for their cumulative impacts, in particular where their scale may be of national significance. Policy HOM2B: Site Specific Requirements National Highways supports the inclusion of active travel and public transport connectivity requirements for specific sites. We recommend continued collaboration to ensure	Chapter 10 of the ISA considers intra- and inter-project cumulative effects, summarised in Table 10-2, highlighting potential effects on service provision, biodiversity and open space. Separate Local Plan evidence studies considers topic-specific effects such as likely road traffic volumes and emissions, flood risk and open space provision, taking into account potential cumulative effects. Mitigation measures are identified against individual site allocations and for the Plan as a whole.

<table>
<tr><th>Reference</th><th>Consultee</th><th>Summary Representation</th><th>ISA Response</th></tr>
<tr><td></td><td></td><td>these measures reduce vehicular impact on the SRN and align with wider strategic mitigation plans.</td><td></td></tr>
<tr><td>SLP-6440</td><td>Peak District National Park Authority</td><td>5. Stockport Local Plan should demonstrate how it has regard to Paragraph 189 of the National Planning Policy Framework (December 2024) which states that development within the setting (of a national park) should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

6. In addition, Stockport Local Plan and the Integrated Sustainability Appraisal should demonstrate how national park purposes have been furthered, in line with the legal duty (section 245 of the Levelling-up and Regeneration Act (LURA) 2023). Guidance sets out that the duty applies to functions undertaken outside of the designation boundary if the Protected Landscape is affected. This includes preparation of development plans that may affect the setting of a national park. Guidance states that ‘natural beauty, special qualities, and key characteristics can be highly dependent on the contribution provided by the setting of a Protected Landscape. Aspects such as tranquillity, dark skies, a sense of remoteness, wildness, cultural heritage or long views from and into the Protected Landscape may draw upon the landscape character and quality of the setting. The duty is active, not passive which means a relevant authority should take appropriate, reasonable, and proportionate steps to explore measures which further the statutory purposes of Protected Landscapes.’

7. Stockport Local Plan should demonstrate how in relation to the Peak District National Park the findings of the Integrated Sustainability Appraisal have been taken into account, including findings that:

a. Light, air, and noise pollution from increasing urban development in Stockport may put strains on</td><td>ISA Table 4-2 identifies key issues and opportunities arising from the Scoping Review and includes in respect of Biodiversity:

<table><tr><td>Biodiversity and Natural Capital</td><td>▪ Light, air, and noise pollution from increasing urban development in Stockport may put strains on nearby protected areas, notably the Peak District National Park;
▪ Increasing population and associated developments may lead to fragmentation and urbanisation of natural habitats; and
▪ New legislation regarding biodiversity net gain will require developments to implement demonstratable increases in biodiversity.
▪ The need to avoid impacts on nationally and internationally designated sites, as well as protecting and enhancing biodiversity assets such as irreplaceable habitats and priority habitats/species.</td></tr><tr><td>Landscape and Townscape</td><td>▪ Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes;
▪ Future growth in some locations could risk compromising landscape and townscape character and features;
▪ The design of new infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations;
▪ There is potential to improve access to the countryside (particularly the Peak District), to promote sustainable tourism and to provide greater awareness for designated areas;</td></tr></table></td></tr>
</table>

<table>
<tr><th>Reference</th><th>Consultee</th><th>Summary Representation</th><th>ISA Response</th></tr>
<tr><td></td><td></td><td>nearby protected areas, notably the Peak District National Park.

b. There is potential to improve access to the countryside (particularly the Peak District), to promote sustainable tourism and to provide greater awareness for designated areas.

c. Developments in close proximity to the Peak District National Park may need particular attention to potential environmental impacts.

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

e. Designated landscapes may be impacted indirectly through changes to their setting and tranquillity due to increased traffic flows, change in land use, visitor pressure and light and noise pollution.

8. Stockport Local Plan should demonstrate how the findings of the interim HRA have been taken into account. This has concluded:

a. Likely significant effects from air quality impact pathways cannot be discounted.

b. Likely significant effects through recreational pressure impacts also cannot be ruled out.

9. The National Park Authority is concerned about the potential impact on the Peak District National Park of the proposed housing allocations. The resulting increase in population, the proximity of the allocated sites to the National Park boundary and the designated areas (SAC and SAC) and the ease and likelihood of car-born access may combine to create significant adverse impact on the National Park, its Special Qualities and the designated areas. These potential impacts should be fully explored in</td><td>Table C-12 – Issues and Opportunities for Landscape and Townscape
<table><tr><th>Key Risks/Opportunities</th><th>Implications for the SLP</th></tr><tr><td>▪ Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes;
▪ Future growth in some locations could risk compromising landscape and townscape character and features. However, a landscape-led design with green infrastructure principles in place could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people;
▪ The design of new developments requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. Landscape-led designs can help contribute to the climate</td><td>▪ The SLP must consider the setting of landscape and townscape assets such as the Peak District National Park, and tourist destinations, ensuring schemes enhance setting.
▪ The SLP may seek to enhance the setting of its landscape and townscape assets.
▪ The SLP may consider encouraging public use of countryside and urban assets and encourage preservation of assets.
▪ The SLP should encourage a landscape led design approach to new developments.</td></tr></table>
Table C-10 – Issues and Opportunities for Biodiversity and Natural Capital
<table><tr><th>Key Risks/Opportunities</th><th>Implications for the SLP</th></tr><tr><td>▪ Light, air, and noise pollution from increasing urban development in Stockport may put strains on nearby protected areas, notably the Peak District National Park;
▪ Increasing population and associated developments may lead to fragmentation and urbanisation of natural habitats; and
▪ New legislation regarding biodiversity net gain will require developments to implement demonstratable increases in biodiversity.</td><td>▪ Developments in close proximity to the Peak District National Park may need particular attention to potential environmental impacts.
▪ Development of the new SLP can include stringent standards for the protection of biodiversity and natural capital.
▪ The SLP will need to address plans for flood mitigation. Creation and use of nature-based solutions and ecosystems services for flooding can be included.
▪ The SLP should establish guidelines for biodiversity net gain to support developers.</td></tr></table>
The HRA Report will set out the likely effects of the Plan on Protected Sites.</td></tr>
</table>

Reference	Consultee	Summary Representation	ISA Response
		the next iterations of the HRA and SA and where necessary mitigated. The Authority would welcome an opportunity to discuss and agree any mitigation strategy if necessary, including through developer contributions. 10. We are generally supportive with regard to transport policies but wish to note concerns about proposed major road schemes and any direct or indirect impact on the National Park.	The recommendations set out in the ISA in respect of mitigation and enhancement will be considered as part of refinements to the Submission Local Plan
SLP-7357	NJL Consulting on behalf of Bloor	Integrated Sustainability Appraisal 4.1 The Integrated Sustainability Appraisal (ISA) appraises the proposed site allocations, including Heald Green East (HOM 2.36). 4.2 Bloor Homes does not object or raise concerns on the conclusions of the ISA, which note the site performs relatively well in transport and sustainability terms. While the provision of station infrastructure/ park & ride facility is noted as a site-specific requirement within the allocation policy, we agree with the approach taken in the Appraisal that this infrastructure provision does underpin the conclusions on the site's accessibility and sustainability credentials, nor is it identified as mitigation for future development of the site allocation. Opportunities to expand bus provision through the site are highlighted in this Appraisal. 4.3 The ISA is based on the site allocation at Heald Green delivering 650 residential units which is below the minimum 900 dwelling yield set out within the allocation policy. This evidence base will therefore need to be updated through the plan-making process to reflect the increased housing yield being proposed for the site allocation (and any other draft allocations).	Site yield updated to 900 units.

Reference	Consultee	Summary Representation	ISA Response
SLP-7401	Savills on behalf of Barratt	Land at Norbury Hall, Hazel Grove Draft Allocation: HOM2.37 4.11 The outcome of the standard method for Stockport based on the most up to date inputs is 1,870 per annum. Based on a 17 year plan period, this would equate to a local housing need of 31,790. 4.12 The stated minimum housing requirement of the New Local Plan is therefore 6,419 homes below the required level. As such, the requirement is only circa 80% of the minimum appropriate figure. 4.13 It is clear from the Integrated Sustainability Appraisal that meeting the housing need in full (Option 1) is the best performing option considered in terms of setting the housing requirement. This is set out in Table 6-4 of the Integrated Sustainability Appraisal at page 57 of that document. An excerpt of this table is below. 4.14 Using the scoring system set out above, Option 1 – Meeting Needs in Full, scores 0. This is the best of any of the options considered. Option 2a – Meeting 80% of Need, which is the approach taken in the New Local Plan, scores -1.	The performance of the Meeting Needs in Full option is noted. No change to the ISA.

Level 2
100 Wharfside Street
Birmingham
B1 1RT

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