

Core Strategy DPD Sustainability Appraisal Report

April 2010



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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Non-Technical Summary

What is the Core Strategy?

The Core Strategy is a planning policy document. It will deliver spatial planning policy for the Borough as part of the Local Development Framework (LDF), which is a series of documents which will determine where and how development will take place in the Borough up to 2026. This means that policies in the Core Strategy, which sets the overall vision and strategy for the LDF, will determine where housing, employment, essential services, retail and leisure development will be delivered. It will also protect the natural and historic environments, whilst ensuring provision of green and open space. There is a specific policy section which lays out how transport will be delivered across the Borough. The overarching principles of the Core Strategy will endeavour to ensure all of this delivers opportunities to achieve equity for more deprived areas of the Borough, whilst reducing carbon emissions from energy use across Stockport.

It should be remembered that spatial policies will not directly determine the quality or frequency of services, but the Core Strategy does ensure the infrastructure to enable those services to happen. For example the policies will not lay out how frequently bins will be emptied, but policies will make sure that buildings and the sites they occupy allow access for collection vehicles, as well as space for facilities to separate and store waste types. If you have any questions on what aspects of daily life might be covered by spatial policy then contact the Planning Policy Team on Stockport Council's website⁽¹⁾. The Core Strategy does have to take account of other Council and partner agency policies that deliver services.

Why appraisal is done

There are many legislative drivers which require planning authorities to undertake the various mandatory forms of appraisal, including Sustainability Appraisal, Strategic Environment Assessment, Habitats Regulations Assessment and Equalities Impact Assessment. Other forms of appraisal are not mandatory under legislation but do help to ensure that the other appraisal systems are as comprehensive and informed as they can be. These include Health Impact Assessment, Rural Proofing and Age Proofing.

One of the purposes of appraisal is to ensure that plans and policies are 'sound'. This is a test required by planning legislation to check whether or not Planning Strategy and Policy has been prepared according to various guidance, whether it is consistent with national and regional policies and if it has been subjected to sustainability appraisal. The Test of Soundness also establishes if policies within the document are consistent with each other, as well as other local policies such as the Community Strategy; it also checks if policies are consistent with neighbouring plans and policies. It asks the question as to whether all potential options for spatial policy approach have been considered. It checks if the evidence base is robust and credible. The Soundness Test also establishes if the plan can be implemented (i.e. are policies deliverable), as well as reviewing the proposed monitoring structure. Most of these requirements are checked using the appraisal methods, which is why the sustainability appraisal and other appraisal processes are so crucial to developing the Core Strategy.

Another purpose is to establish if the strategy and policies will deliver sustainable development, achieving international and national aims on protecting the natural environment, enabling healthy

1 www.stockport.gov.uk/services/environment/planningpolicy/planningpolicyinfo/planningpolicyteam.

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communities to exist in open and interactive neighbourhoods, whilst ensuring their needs are met, including a viable local economy. Sustainable development is a term that is in more frequent use. The standard definition is to ensure development that 'meets the needs of the present without compromising the ability of future generations to meet their own needs'.

How appraisal is done

The main process of appraisal with regards to Stockport's Core Strategy has been to apply Stockport's Sustainability Wheel at various stages of development of the policies. The Wheel is a tool which was devised by the appraisal lead, with input from various colleagues and partners in the Borough, using their expertise across economic, social and environmental issues to inform the Sustainability Objectives the Wheel uses to assess documents. The Wheel findings are shown throughout the document to give a straightforward summary of appraisal findings. The results are simple - the bigger the Wheel Footprint, the less sustainable is the approach. This tool is used to identify potential significant effects that the plan could have. Significant effects is a term taken from the legislation that drives appraisal process, and it basically means appraisal should highlight areas where the plan may have a major impact (usually negative) on any aspects of the Borough (e.g. communities, the environment, equalities groups and the economy). The report is also required to outline mitigation options (things that will reduce significant impact) for the policies and identify potential risks if the plan were not developed and delivered. There is a section outlining how the policies will be monitored, building on existing planning policy monitoring processes used in the Annual Monitoring Reports, that have been produced for the last five years.

Other aspects of appraisal include the preparation of a baseline of evidence - this was also used to inform the Core Strategy's Spatial Portrait which outlines the current state of the Borough, prior to the plan's development and implementation. It also requires the consideration of potential significant effects of the plan in conjunction with other international, national, regional, local, neighbouring and transboundary (where a plan crosses local authority and/or regional boundaries) plans and strategies. For example Manchester Airport aims to grow its business and activities over the coming years, this will have implications for Stockport in terms of increased traffic, but also potential jobs.

Alongside policy development, the appraisal documentation was subjected to statutory public consultation, including organisations required to comment, such as English Heritage, Natural England and the Environment Agency. Consultation comments have informed policy as well as the appraisal process and findings. Consultation took place for six weeks during the Autumn of 2007 at early stages of discussions around the issues and options phase of policy development. This document laid out the issues unique to Stockport and highlighted potential spatial options for approach to planning policy for public comment. An initial appraisal document supported this process and sought comment on potential sustainability objectives to inform the appraisal process and the development of the Wheel. In Autumn 2009 consultation took place on the Preferred Options stage, which focused on the selected options for development to be located in existing centres, and targeting areas of regeneration. This six week process allowed comments on the preferred approach alongside early appraisal of that approach to assess the drafted policy directions. Finally the published documents will undergo consultation as to their soundness for a further period in the Spring of 2010.

What the Appraisal found

According to the Appraisal findings the Core Strategy should achieve its Objectives. These are to deliver new development in existing centres, especially the town centre. This will enable everyone to have a decent home, access work and be able to get to health and other service venues easily, including doctors, schools, shops and recreational facilities, using sustainable transport options (i.e. public transport, walking and cycling). In addition, to target regeneration areas to ensure that economically deprived areas in particular have access to their needs, to enable them to improve their lifestyles. All residents should be able to access these facilities using transport options that do not impact on the environment and help to maintain or improve their health. Communities should be places of trust and have facilities to allow everyone to achieve comfortable lifestyles. Stockport's natural and historic assets should be readily accessible to all and maintained / improved to a high standard. All of this should take place within a stable local economy, which takes advantage of the opportunities offered by low carbon innovation.

In terms of potential significant effects there were two areas of policy which raised concerns. The need for more housing is crucial in all parts of the country. For Stockport the housing targets are defined in regional policy and require the delivery of more than 7,000 new houses over the life of the Core Strategy. This delivery of housing, in tandem with other neighbouring areas, could have a major impact on surrounding environment, in terms of increased water demand, increased risk of flooding as well as impacts on species and their habitats. However if delivered to sustainable design standards, as is being promoted across the City Region, this impact will be mitigated. It should also be noted that Stockport has more than 8,000 families on the housing waiting list.

The delivery of new relief roads in the borough aim to bring relief from congestion and emissions to local communities. Delivery of new roads will always have an associated environmental impact during their construction and use. The appraisal had to question whether other approaches such as increased provision of facilities supporting public transport, cycling and walking would be of more benefit. However the delivery of the road is structured to bring with it associated benefits such as improved public transport, cycling routes and pedestrian facilities, whilst relieving congestion in certain areas of the Borough. The appraisal process recommends use of design standards such as CEEQUAL to ensure that the delivery of this project is as sustainable as it can be, and to provide an example of how such projects can and should be delivered, to the benefit of communities and the Borough's natural assets.

In addition to these two areas of concern other factors were highlighted which have been reflected in the finalised policies.

A low carbon economy offers Stockport an opportunity to secure a stable local economy, with work opportunities growing in relevant sectors such as design, building, insulation, low and zero carbon technologies, plumbing and heating provision, cycle retail/hire and maintenance, local and organic food provision, as well as the wealth of other professional areas which contribute to low carbon delivery. A low carbon economy is all about local facilities reducing the need to travel which means that local businesses such as restaurants and cafes, theatres and cinemas as well as local sports venues should benefit.

The promotion of sustainable design and construction standards such as Code for Sustainable Homes and BREEAM will not only reduce the carbon emissions in new buildings, but tackle sensitive landscaping and planting on sites to enhance local biodiversity. Other benefits include healthier indoor environments, travel plans for sites promoting sustainable transport options,

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reduced water usage and management of the built environment's impact on flooding, use of green building materials including recycled options and consideration of the management of sites to an environmentally and socially high standard, during occupancy.

Use of the above approach will enable mitigation of development on existing sites which are on the periphery of centres. This should happen through travel plans for such sites, which highlight the opportunities for users to access the site through transport options other than the private car. For example the M60 Gateway area is accessible from Stockport's main train station by bike.

Stockport is noted for its leafy greenness. Green Infrastructure is a term being used to cover all natural assets, such as parks, open space, nature reserves and water features, to reinforce the identification of the natural asset and resource in an area. GI can help to establish the areas of the borough which need preserving to ensure Stockport retains its attractiveness, that makes it a place that people want to live, work and play.

Stockport's heritage assets are a non-renewable fragile resource. In particular the Mill sites in the borough offer opportunities around employment, housing and services delivery. However some are not located in what is termed sustainable locations - this means they cannot be readily accessed by public transport. It is crucial that each site is considered for its potential to enhance local public transport provision, including improving cycle routes and pedestrian access. In some cases sites could deliver a heritage asset including a low carbon building opportunity, as well as other community benefits, which need to be weighed up against potential travel impacts.

A further consideration should be that whilst the appraisal process has assessed the potential performance of the policies in terms of delivering sustainable development, delivery of the policies will be key to actual achievement of this aim. The Monitoring process is crucial to ensuring that policy is accomplishing the Objectives of the Core Strategy and delivering truly sustainable development in Stockport.

The Report Layout

This final edition of the Sustainability Appraisal is laid out in the following format for ease of reference. The initial 40 or so pages of this report are a summary of the appraisal work over all the stages of the development of the Core Strategy. It includes in the Introduction a detailed outline of the legislative drivers for the various aspects of appraisal, and includes an outline of the benefits of each form. Section 2 summarises the methodologies and findings of earlier stages of appraisal as well as the detailed findings of the final appraisal of the 'Submission' version of the document. Section 3 summarises the potential significant effects of the Core Strategy, both alone and in tandem with other plans and strategies. Section 4 details the mitigation options to tackle the potential significant effects, as well as laying out the issues for development, if the Core Strategy were not developed. Section 5 outlines existing and proposed monitoring structures. Section 6 highlights some recommendations for consideration during delivery of the policies and to inform future planning policy development.

The four Appendices in the Report provide more detail for the following areas of appraisal. Appendix A shows the baseline data (including sources) informing the appraisal and the Spatial Portrait within the Core Strategy - the Core Strategy's Spatial Portrait is replicated for ease of reference. This Appendix also includes the detailed considerations of the Borough should the Core Strategy not exist, which informed Section 4 of the Report. Appendix B is a table of all the other plans and strategies which needed to be considered in terms of delivering the Core Strategy. This includes

assessment of their relevance to Core Strategy objectives, the implications of these documents for policies in the Core Strategy, as well as areas of synergy (alignment) and inconsistency. Appendix C lays out the structure of the Sustainability Appraisal Framework required by legislation - this is Stockport's Sustainability Wheel. Appendix D details the Rural and Age Proofing reports which informed the appraisal.

Subsequent to this document there are three Annexes of detailed data and reports which further inform the appraisal activity. Annex 1 is the full Health Impact Assessment Report, undertaken in 2009 (working with NHS Stockport) and reviewed and updated to inform final policies. Annex 2 is the mandatory Equalities Impact Assessment on the Core Strategy, which informed the Core Strategy development as well as the appraisal reporting structure and content. Annex 3 contains the Sustainability Wheel results for the final application of the Sustainability Appraisal Framework tool to the draft policies in the Submission version of the Core Strategy.

It should be noted that the two previous reports (Core Strategy Issues & Options Sustainability Appraisal Scoping Report and the Core Strategy Preferred Options Sustainability Appraisal Screening Report) and the wealth of detailed data that accompanied this work can be downloaded for reference⁽²⁾.

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1 Introduction

Sustainable Development

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

1.1 At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. This includes the need to meet international obligations in terms of biodiversity, climate change, waste management and restrictions on pollution, whilst improving health, delivering social equity and enhancing prosperity levels in society.

1.2 The guiding principles are outlined in Securing the Future, the UK Sustainable Development Strategy 2005⁽³⁾ and include: living within environmental limits; achieving a sustainable economy; ensuring a strong, healthy and just society; promoting good governance and using sound science responsibly. The objective is to promote outcomes in which economic, social and environmental objectives are achieved together over time.

1.3 The Shared Priorities for immediate action were identified in Securing the Future as:

- Sustainable Consumption and Production
- Climate Change and Energy
- Natural Resource Protection and Environmental Enhancement
- Sustainable Communities

The Local Development Framework

1.4 The Local Development Framework (LDF) for Stockport comprises several statutory documents setting out the Council's policies for the use and development of land. The LDF will include Development Plan Documents (DPD) and Supplementary Planning Documents (SPD). The LDF will play a major role in the determination of individual planning applications and in other decisions taken under the Town and Country Planning Acts.

1.5 The Core Strategy is the most important document in the LDF because it sets an overall strategy and vision, establishing the broad aims and objectives for the use of land in Stockport. The Core Strategy will outline how future strategic development needs including housing, employment, retail, education and healthcare will be met, providing the overall context for how policies and proposals will be used to promote positive change and guide planning and other policy decisions across the Borough.

1.6 The Spatial Portrait from the Core Strategy is replicated in Appendix A, as it was developed in tandem with the SA process to inform the issues for consideration. The spatial vision, objectives and policies are outlined in the Core Strategy document which is available to download. The six policy areas are:

- Overarching Principles: Sustainable Development - Addressing Inequalities & Climate Change
- Providing A Decent Home for Everyone
- Access to Services

3 [UK Sustainable Development Strategy 2005: www.defra.gov.uk/sustainable/government/publications/uk-strategy/](http://www.defra.gov.uk/sustainable/government/publications/uk-strategy/)

1 Introduction

- Accommodating Economic Development
- Safeguarding and Improving the Environment
- Transport

1.7 About the Authors

1.8 The Appraisal documentation has been drawn together by the Health & Environment Advisor (Planning) working with the policy writers and other colleagues and partners, detailed in the various reports.

1.9 Angie Jukes MSc, BSc, has been the Health and Environment Advisor (Planning) to the Planning departments at Stockport Council since April 2008. This is a non-planner role co-funded by NHS Stockport and the Council to facilitate appraisal and advice on health and environmental issues, delivering sustainability in planning policy. Based within the Planning Policy Team the Health & Environment Advisor assists with policy development through delivery of the various aspects of sustainability appraisal, alongside the emerging policy. Angie has both a BSc and an MSc in environmental subjects, with 10 years experience working across sustainable development sectors including energy, health, sustainability appraisal, sustainable design and construction as well as policy.

2 Appraising the Core Strategy

Delivering Sustainable Development

Planning Policy Statement 1 Delivering Sustainable Development states "Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to people's lives and helps to deliver homes, jobs, and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces that are vital resources for everyone. But poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing, crime and disorder, and the loss of our finest countryside to development."

Sustainability Appraisal and other associated forms of appraisal help to ensure that spatial policy delivers, as far as it is capable, in terms of ensuring sustainable development.

Test of Soundness

2.1 The Test of Soundness applied to the LDF will take into account the Sustainability Appraisal Report. Direct reference is also made in the Government Guidance on Soundness to Appropriate Assessment and Equalities Impact Assessment materials as evidence of soundness. The Test of Soundness will examine if the Core Strategy DPD and associated Sustainability Appraisal (SA) are justified, effective and consistent with National Policy.

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

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

Sustainability Appraisal, Strategic Environmental Assessment and the LDF

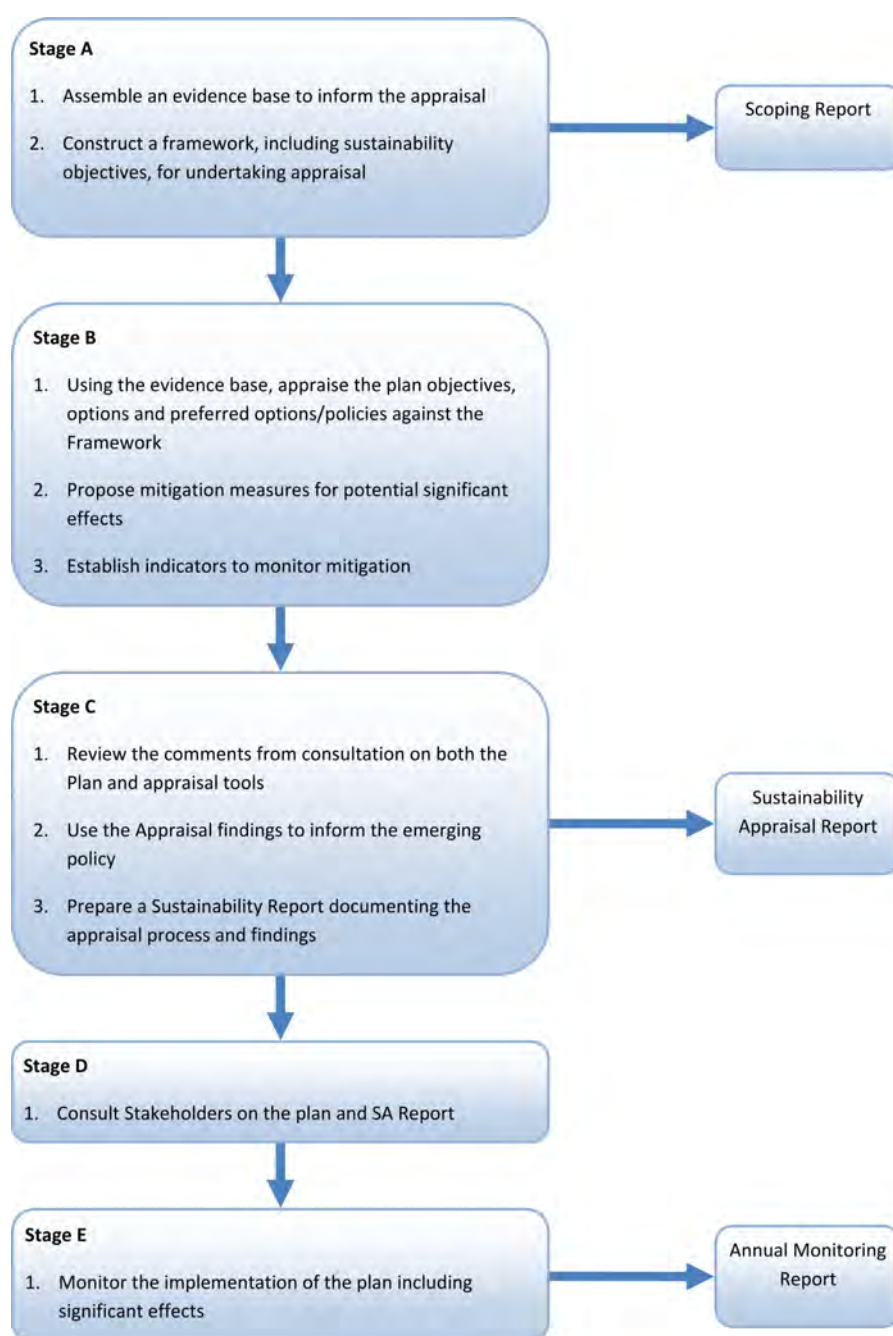
2.3 Mandatory under Section 39(2) of the Planning & Compulsory Purchase Act 2004, Sustainability Appraisal forms part of the LDF development process. Strategic Environmental Assessment is required by the SEA European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment". SEA has been transposed into UK legislation by the Environmental Assessment of Plans and Programmes Regulations 2004. The Council must determine for each document whether a SEA is required, in consultation with specified statutory consultees (the Environment Agency, English Heritage and Natural England)⁽⁴⁾.

4 [SEA Guidance: www.communities.gov.uk/publications/planningandbuilding/practicalguides/sea](http://www.communities.gov.uk/publications/planningandbuilding/practicalguides/sea)

2 Appraising the Core Strategy

2.4 The SA process has five stages according to Guidance, as outlined in the Figure below. This document revises and summarises previous Scoping and Screening reports which deliver Stages A and B, whilst achieving Stage C. Stage D has taken place at the Issues & Options as well as the Preferred Option Stages, with a final consultation session occurring at Submission. Stage E will evolve out of the current monitoring of the Unitary Development Plan, with revisions being made to the Annual Monitoring Report process to ensure appropriate monitoring of new policies takes place.

Figure 1 Five Stages of Appraisal



2.5 Whilst the requirement to carry out an SA and a SEA are distinct, it is possible to satisfy both through a single appraisal process. Government guidance⁽⁵⁾ has been produced to ensure

that SAs meet the requirements of the SEA Directive and to assist authorities in carrying out such appraisals.

Strategic Environmental Assessment

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

2.6 Work to deliver Stage A has been ongoing throughout development of the Core Strategy and the associated appraisals. The baseline data has been updated regularly to ensure a robust resource and the finalised baseline can be found in Appendix A. The baselines which informed the Issues & Options and the Preferred Options⁽⁶⁾ stages of appraisal can be found in those appraisal documents via the reference link.

SEA Compliance

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

Habitats Regulations Assessment (HRA) & Appropriate Assessment

2.7 European Directive 92/43/EEC (the Habitats Directive) on the Conservation of Natural Habitats and of Wild Fauna and Flora requires that any plan or project not directly connected with or necessary to the management of a designated habitats site, but likely to have a significant effect thereon, either individually or in combination with other plans or projects, is to be subject to an Appropriate Assessment (AA) of its implications for the site in view of the site's conservation objectives⁽⁷⁾. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects. Part IV of the *Conservation (Natural Habitats, &c) Regulations 1994* implements this for specified planning and other similar consents. In October 2005 the European Court of Justice ruled that this requirement extended to land use plans. This has now been set out in the *Conservation (Natural Habitats, &c) (Amendment) (England and Wales) Regulations 2007* which inserts a new Part IVA into the 1994 Regulations and came into force on 21 August 2007.

SEA Compliance

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

6 <http://stockport-consult.limehouse.co.uk/portal/pp/ldfcs>

7 www.communities.gov.uk/planningandbuilding/planning/planning/appropriateassessments/

2 Appraising the Core Strategy

Equalities Impact Assessment (EqIA)

2.8 An Equalities Impact Assessment (EqIA) is a systematic analysis of a proposed (or substantially amended) policy, whether it is written or unwritten and irrespective of its scope. EqIA methodology developed in response to the following legal duty in the Race Relations (Amendment) Act 2000 and the Disability Discrimination (Amendment) Act 2005: 'Assessing and consulting on the likely impact of proposed policies on the promotion of equality'.

2.9 The primary function of an EqIA is to determine the extent of a policy's different impacts on specific groups of people and in turn whether that impact is adverse. 'Specific groups of people' include those that are known to experience a range of social and economic inequalities. Whilst there is a wide range of such groups, Stockport Council EqIAs focus on those groups characterised by gender (including transgender), disability, race, sexual orientation, age, religion or belief, socio economics and carers.

Health Impact Assessment (HIA)

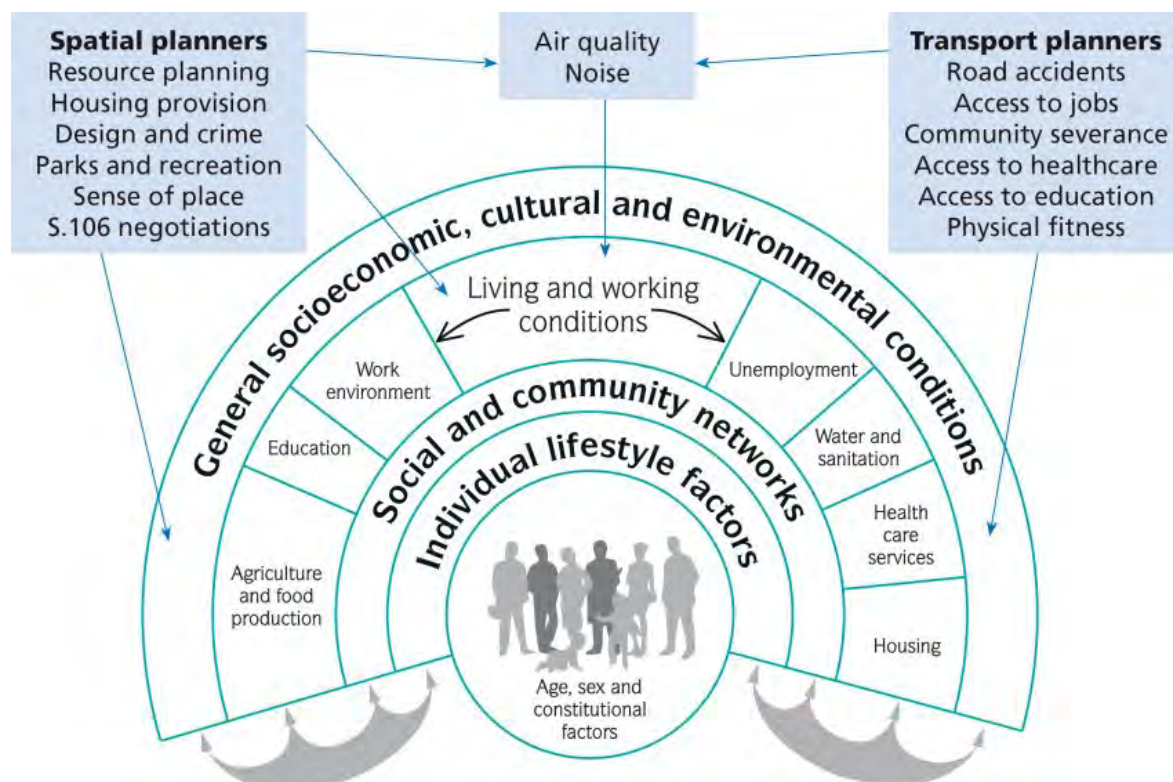
2.10 Health Impact Assessment, whilst not mandatory can help inform policy development by predicting the health consequences when a plan or policy is implemented⁽⁸⁾. In addition to assessing the health consequences it also produces recommendation as to how the good consequences for health could be enhanced and how the bad consequences could be avoided or minimised.

2.11 The principles and methods of HIA can be used to assess health consequences as part of another impact assessment such as SEA or SA. Whether the health consequences of a proposal are assessed with an HIA or as part of some other assessment is unimportant. The important thing is that they are thoroughly assessed⁽⁹⁾. HIA can be a valuable tool for helping to develop policy and take account of health determinants, outlined by health professionals, in terms of social, economic and environmental criteria (see Figure 2). HIA can help to ensure that the social implications are fully considered as part of the SA/SEA process.

8 [World Health Organisation HIA Information: www.who.int/hia/about/why/en/index.html](http://www.who.int/hia/about/why/en/index.html)

9 [Association of Public Health Observatories: www.apho.org.uk/resource/view.aspx?RID=44530](http://www.apho.org.uk/resource/view.aspx?RID=44530)

Figure 2 Health Determinants



Rural Proofing & Age Proofing

2.12 Neither Rural Proofing nor Age Proofing are mandatory appraisal requirements for spatial plans. However, both were determined as useful in terms of Stockport's Core Strategy since discussions had taken place both on whether Stockport has any classified rural areas or not, and the issue of an increasingly ageing population, as well as the associated needs of both of these elements in society. The issue of social deprivation inequalities in the borough touches on all policy areas, whether in terms of being part of a burgeoning older population or residing in a less densely populated area of the Borough.

2.13 Rural Proofing guidance is being developed by the Commission for Rural Communities⁽¹⁰⁾, established as an independent body after the Natural Environment and Rural Communities Act received Royal Assent in March 2006. Rural proofing reflects a commitment to ensure that all policies take account of rural circumstances and needs.

2.14 Age Proofing in the North West is being led by 50:50 Vision⁽¹¹⁾ who spearheaded the development of the Regional Framework for Ageing for the North West. The approach in terms of the Core Strategy was to review the Sustainability Appraisal Framework in light of the issues highlighted in this tool and an earlier tool developed for use on emerging Regional Policy led by Age Concern, entitled Regions for All Ages⁽¹²⁾. To ensure a robust consideration of age related issues the tools were also applied to the final drafts of emerging policy.

10 Commission for Rural Communities Rural Proofing: <http://www.ruralcommunities.gov.uk/themes/~rural-proofing>

11 North West Regional Framework for Ageing: www.5050vision.com/work_program/task_info.php?id=6

12 Regions for All Ages Toolkit: www.ageconcern.org.uk/AgeConcern/regionalforallagestoolkit.asp

2 Appraising the Core Strategy

Sustainability Appraisal Framework

2.15 It is a specific requirement of the SEA Directive and guidance that emerging plans and policies are appraised in terms of the likely significance of effects. A series of criteria are outlined for this process as shown below. These are reflected in Stockport's revised SAF guidance text (see Appendix C) and the appraisal processes have been undertaken with the following as part of the considerations.

SEA Compliance

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

2.16 The characteristics of plans and programmes that have regard to the following:

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

2.17 This also requires consideration of the following:

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

2.18 A Sustainability Appraisal Framework (SAF) is core to the Sustainability Appraisal process being the tool used to appraise emerging options and policies. In 2008 an Excel spreadsheet was developed allowing the retention of the Sustainability Wheel approach, which uses a 'footprint' approach, i.e. the bigger the area shown, the less sustainable the appraised item. The Wheel result is created using the results of a series of agreed 'Decision Making Criteria' within each objective, which have the response options of:

1. ++ Very Positive Impact - means the policy will deliver against this criteria

2. + Slightly Positive Impact - means the policy will mainly deliver against this criteria
3. \ Neutral Impact - policy implementation could have either a negative or positive impact
4. - Slightly Negative Impact - the policy implementation could potentially impact negatively
5. - - Very Negative Impact - direct negative impact of policy implementation
6. ? Unknown - its unclear what the impact might be, if any
7. NA - Not applicable - some policies are not relevant to a specific issue

2.19 The Unknown response is not an ideal final response and it was designed to identify areas where an appraiser would need to consult experts on a particular area to clarify a response.

2.20 The Excel spreadsheet version of the Sustainability Wheel includes guidance on how to use it and has informed the development of Council wide intentions to appraise a wide range of policies.

2.21 The Sustainability Objectives were revised reflecting comments from consultees on earlier phases, regarding the imbalance between social, environmental and economic objectives in early work. 18 revised objectives with associated decision making criteria were finally agreed upon. The tool is reproduced in Appendix C.

SEA Compliance

"early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying Environmental Report before the adoption of the plan or programme" (Article 6(2)).

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

2.1 Issues & Options

2007 Issues & Options Appraisal

2.22 The Scoping Report for the sustainability appraisal process for the Core Strategy was undertaken prior to the Issues and Options stage and was created in accordance with SA and SEA guidance. It informed this stage of the Core Strategy, including the selection of the Preferred Option. It formed part of the consultation papers at the Issues & Options Stage and informed subsequent emerging policy and appraisal.

2 Appraising the Core Strategy

SEA Compliance

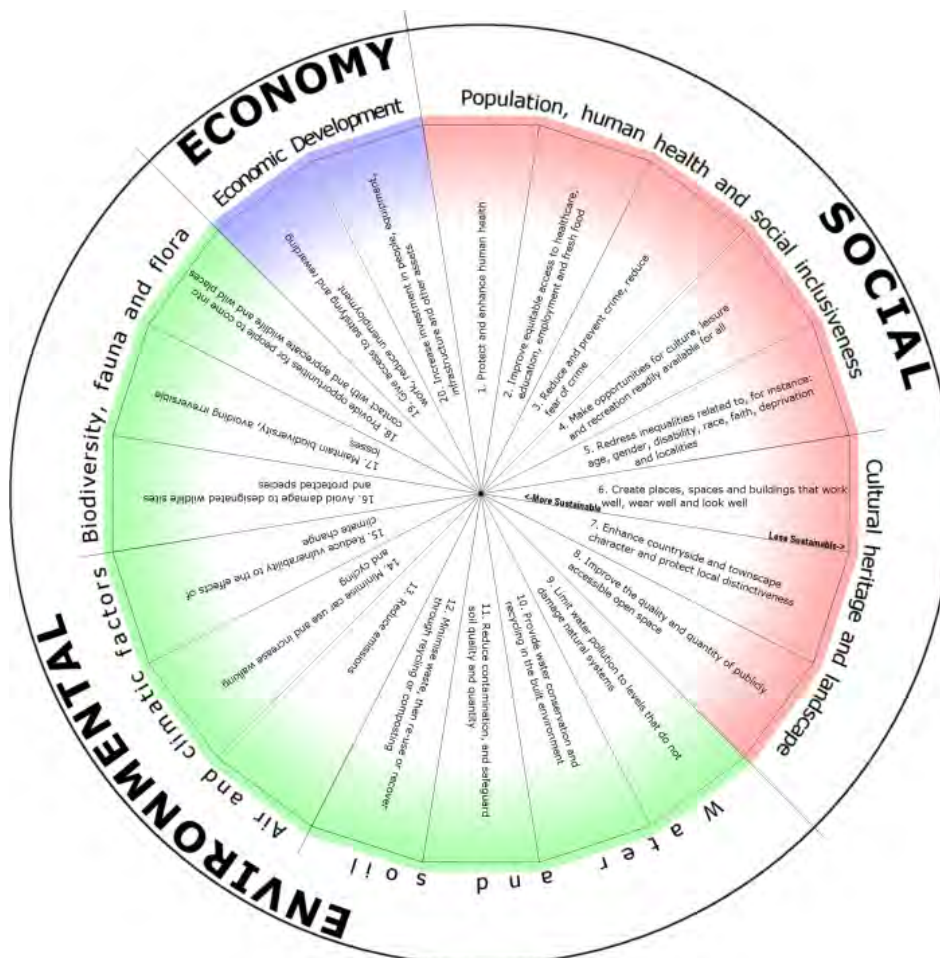
“... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated”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

The Environmental Report shall include information on [inter alia]: “the environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I (e))

Information to be provided in the Environmental Report includes “an outline of the reasons for selecting the alternatives dealt with” (Annex I (h)).

2.23 The original Sustainability Appraisal Framework (SAF) was designed in 2007, drawing together twenty sustainability objectives, highlighting social, environmental and economic issues, required for consideration to address sustainability, reflecting national and regional priorities, whilst also addressing local circumstances. Stakeholders were consulted on the structure and content and finalised approach was achieved. The tool was titled the Stockport Sustainability Wheel, and it is outlined in the Figure below:

Figure 3 Stockport Sustainability Wheel 2007



2.24 During the sustainability appraisal process, both emerging spatial objectives as well as each spatial option was assessed by the planning policy team (co-ordinated by the Health & Environment Advisor), against each of the twenty sustainability objectives. The results were an indication of whether the impact of the spatial option on each objective is likely to be positive, negative or neutral. The conclusions were recorded on the wheel showing positive findings on the points near the centre and the negative towards the outer edge. Comments from the team carrying out the appraisal were also recorded.

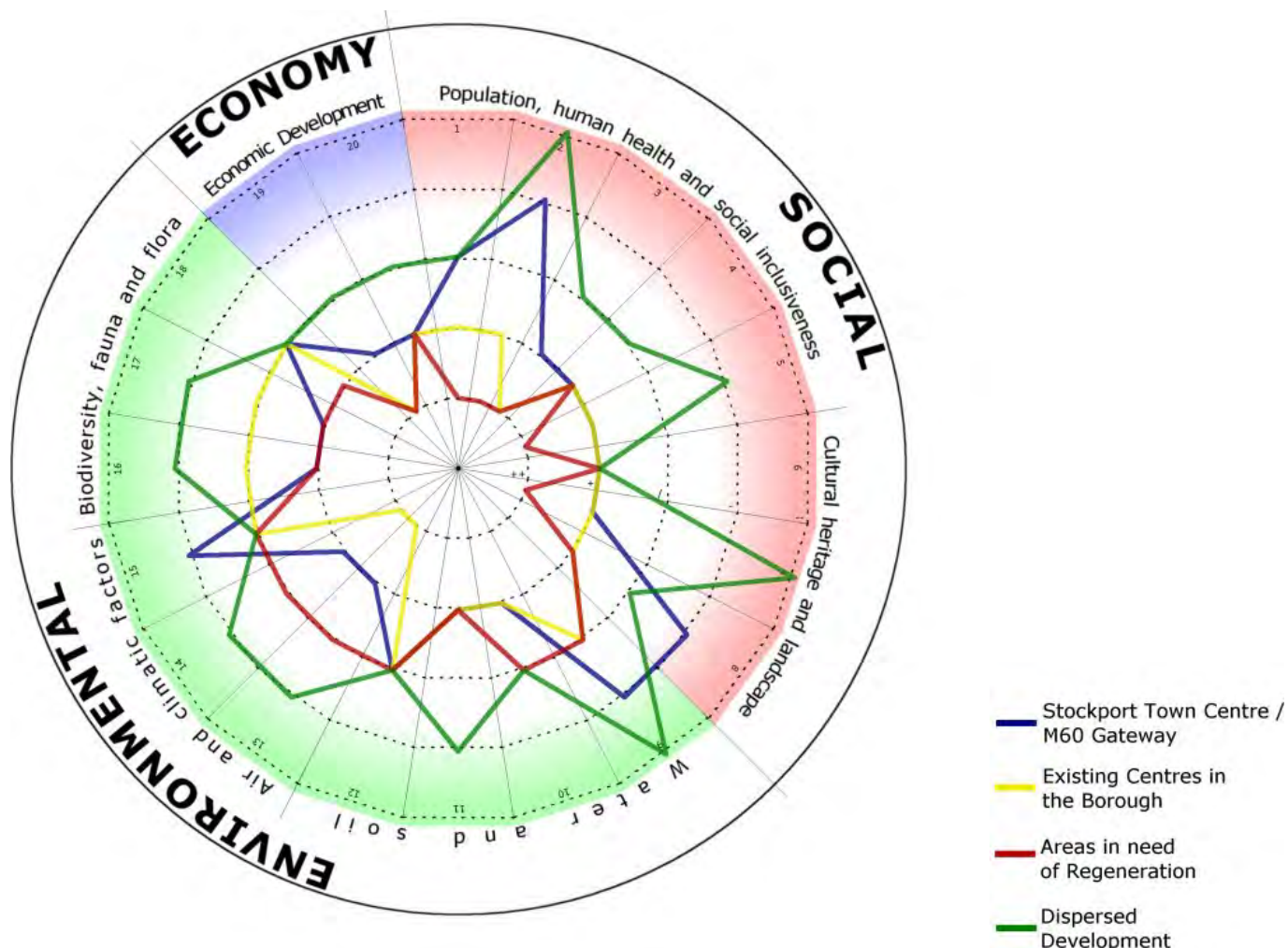
2.25 The four options considered are listed below. Detailed outputs and results are available in the original Issues & Options Sustainability Appraisal Scoping Report and summarised in the Preferred Options Sustainability Appraisal Screening Report⁽¹³⁾:

- Spatial Option 1 - Stockport Town Centre / M60 Gateway
- Spatial Option 2 - Existing 'Centres' in the Borough
- Spatial Option 3 - Areas in Need of Regeneration
- Spatial Option 4 - Dispersed Development

2.26 The Figure below summarises the findings at this earliest stage of appraisal - the bigger the footprint the less sustainable the option:

2 Appraising the Core Strategy

Figure 4 Spatial Options Sustainability Appraisal Framework Findings 2007



2.27 The conclusions from the Issues & Options Stage of consultation during Autumn 2007 highlighted a desire to continue to focus on a regeneration led approach, particularly on brownfield sites, with little enthusiasm for Green Belt release. A balance was desired between economic growth and environmental protection, with a more sustainable pattern of development. Reducing car use was seen as important as well as a recognition of Stockport's inequalities in terms of deprivation and health issues. Stakeholder preference was for SO3 Areas in Need of Regeneration followed closely by SO2 Existing Centres in the Borough. This was upheld by the findings of the sustainability appraisal which recognised these two options as the most sustainable. Further detail of the findings for each of the Spatial Options can be found summarised in the Preferred Options Sustainability Appraisal Screening Report⁽¹⁴⁾. During the consultation process no further options were put forward for consideration.

14 <http://stockport-consult.limehouse.co.uk/portal/pp/ldfcs>

SEA Compliance

"The authorities [with relevant environmental responsibilities] and the public... shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying Environmental Report before the adoption of the plan or programme" (Article 6(2)).

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

2008 Re-appraisal of Issues & Options

2.28 The Planning Policy Team undertook a re-appraisal of the Core Strategy Options originally presented in 2007 for the following reasons:

- Consultation comments stating areas for improvement in the original SAF
- Use of revised robust SAF to ascertain if re-appraisal confirmed the findings of the original appraisal
- Time elapsed since the original appraisal due to staff changes
- Ensure consideration of SEA criteria as outlined in earlier sections of this document

2.29 Reflecting the comments from statutory and other consultees, the original Sustainability Appraisal Framework was revised and consulted on, with several stakeholders, over the summer of 2008, resulting in a revised version (see Appendix C). Those stakeholders included Council colleagues as well as external agencies from across the Borough, in particular NHS Stockport, economic development colleagues, community representatives and experts in natural environmental protection. In September 2008 an agreed version was finalised.

2.30 The Health and Environment Advisor (Planning) role once again led the Planning Policy Team in this piece of work, discussing the responses in the Decision Making Criteria sections for each of the four spatial options.

SEA Compliance

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

"an outline of the reasons for selecting the alternatives dealt with" (Annex I (h))

2.31 The four re-appraisal scores are shown for each of the options:

2 Appraising the Core Strategy

Figure 5 Sustainability Appraisal Framework Findings 2008 - Option 1

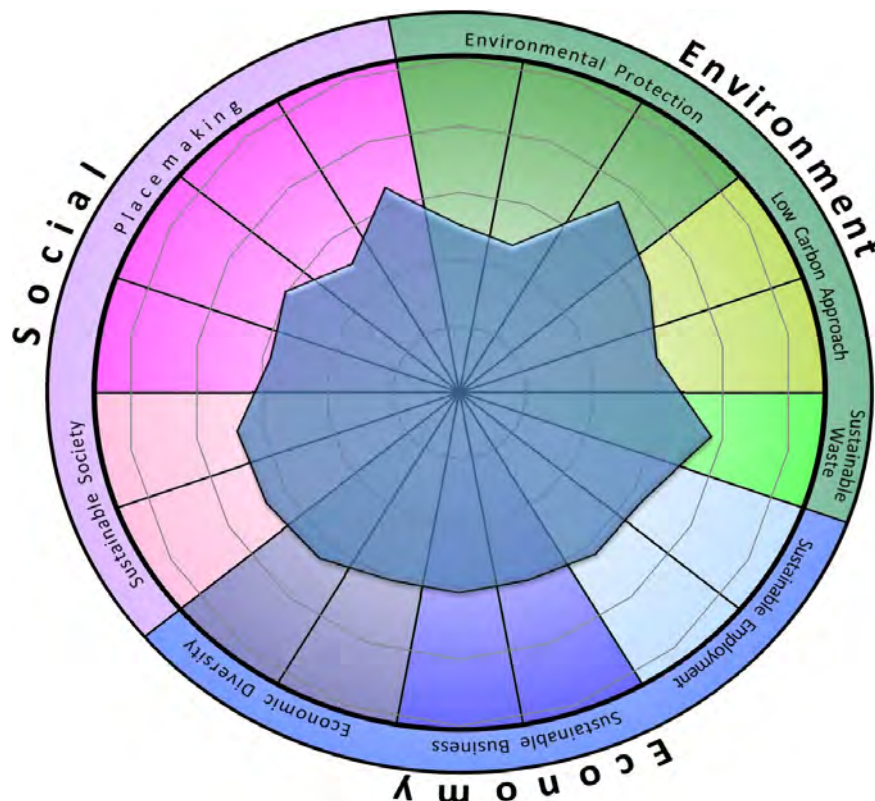


Figure 6 Sustainability Appraisal Framework Findings 2008 - Option 2

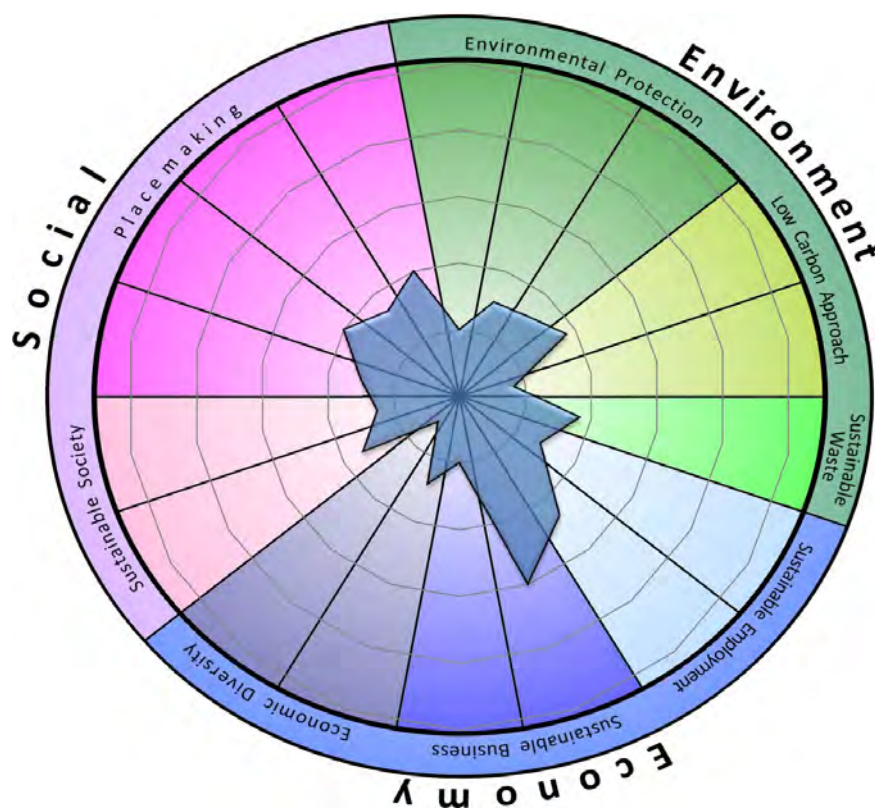


Figure 7 Sustainability Appraisal Framework Findings 2008 - Option 3

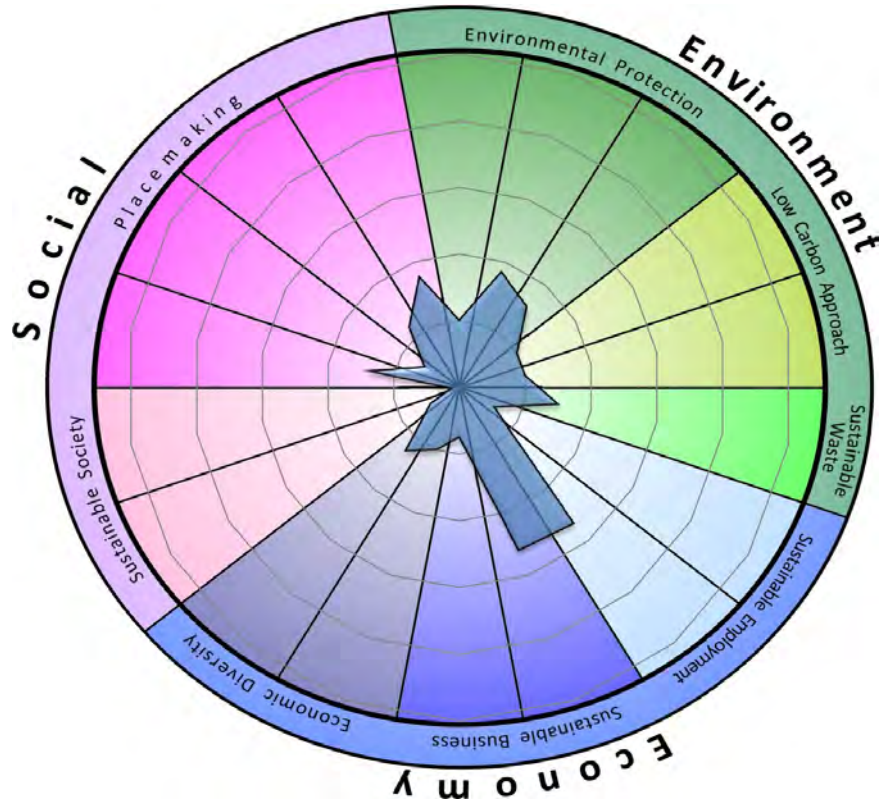
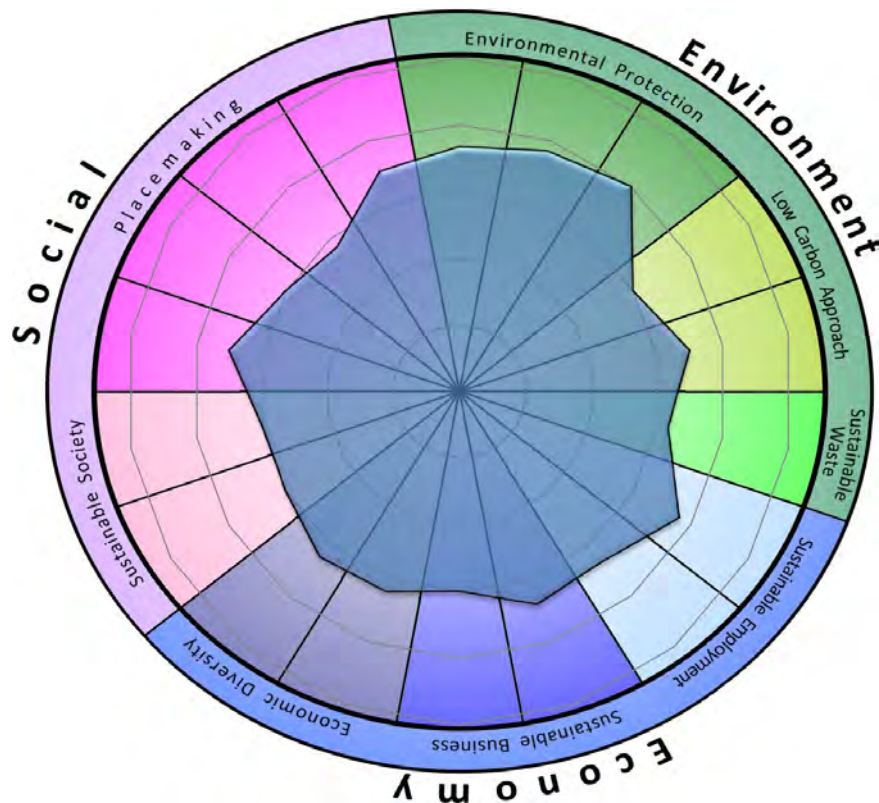


Figure 8 Sustainability Appraisal Framework Findings 2008 - Option 4



2.32 The scores reflected the original findings of the Sustainability Appraisal, confirming that the potential Preferred Options approach originally arrived at was still pertinent at this stage of the Core Strategy development.

2 Appraising the Core Strategy

2.2 Preferred Options

2.33 In terms of the requirement of SA/SEA concerning measuring the significance of effects, once again consideration of the impacts also took into account probability, duration, frequency and reversibility, as well as the cumulative nature and trans-boundary potential. The magnitude and spatial extent of the risks and effects were also considered.

SEA Compliance

“The report shall include information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, [and] its stage in the decision-making process” (Article 5.2).

Information to be provided in the Report includes:

“the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects” (Annex I (f) and footnote)

2.34 The process applied to the Preferred Options stage involved using the revised Sustainability Appraisal Framework (SAF) to appraise each of the policy topics, at the initial stage of development to inform emerging policy direction, and subsequently to appraise finalised drafts. The Health Impact Assessment, Equalities Impact Assessment, Habitats Regulations Assessment and Rural Proofing exercises also informed this work and findings are summarised towards the end of this section.

2.35 The following policy topics were individually appraised, bearing in mind the SEA requirements outlined above, and taking into account potential for synergy and inconsistencies between policy areas:

- Overarching Principles: Sustainable Development - Addressing Inequalities & Climate Change
- Providing A Decent Home for Everyone
- Access to Services
- Accommodating Economic Development
- Safeguarding and Improving the Environment
- Transport

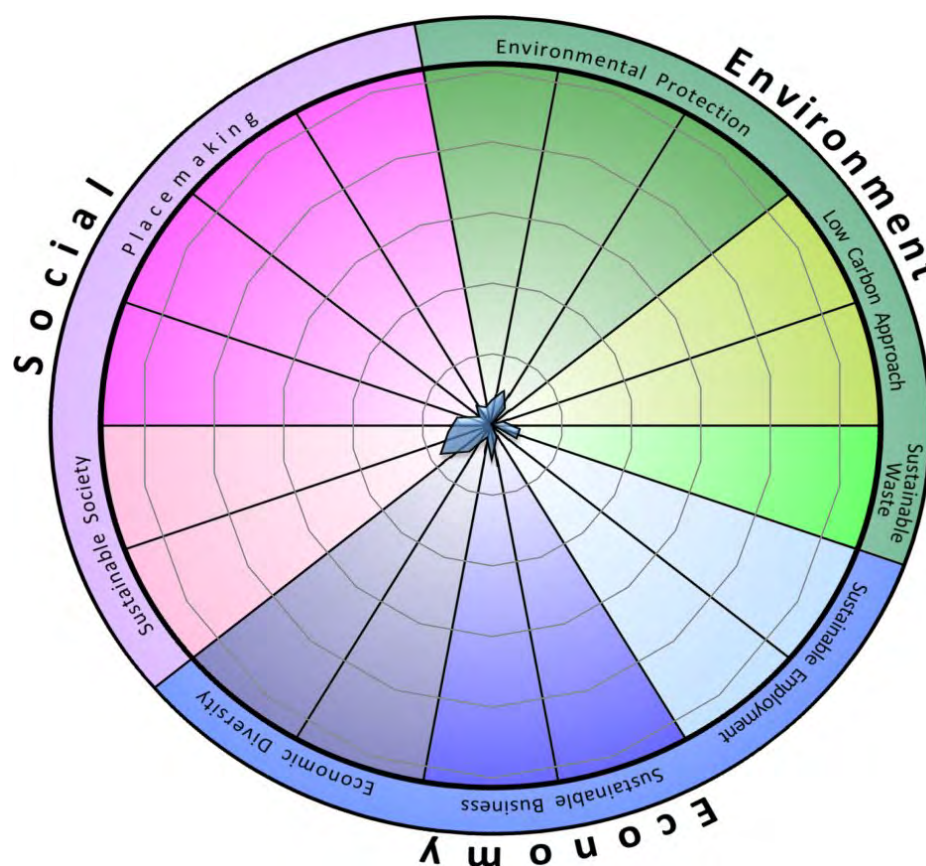
2.36 The Sustainability Appraisal Screening Report of the Preferred Options⁽¹⁵⁾ Stage lays out in detail the findings of all the appraisal sessions. Below are the final Stockport Sustainability Wheel results for each policy topic together with a short summary of the comments made during the process.

15 <http://stockport-consult.limehouse.co.uk/portal/pp/ldfcs>

It should be noted that many of the concerns highlighted during the Preferred Options stage have been addressed in subsequent iterations of the emerging policy, either through amendment or mitigation. Readers should note the final part of the Submission Section of this document which details how appraisal findings have influenced finalised policies.

Overarching Principles: Sustainable development - Addressing Inequalities & Climate Change

Figure 9 Sustainability Wheel results for inequalities and climate change policy direction 2009



2.37 As expected inequalities and climate change policies performed well in terms of overall sustainability footprinting.

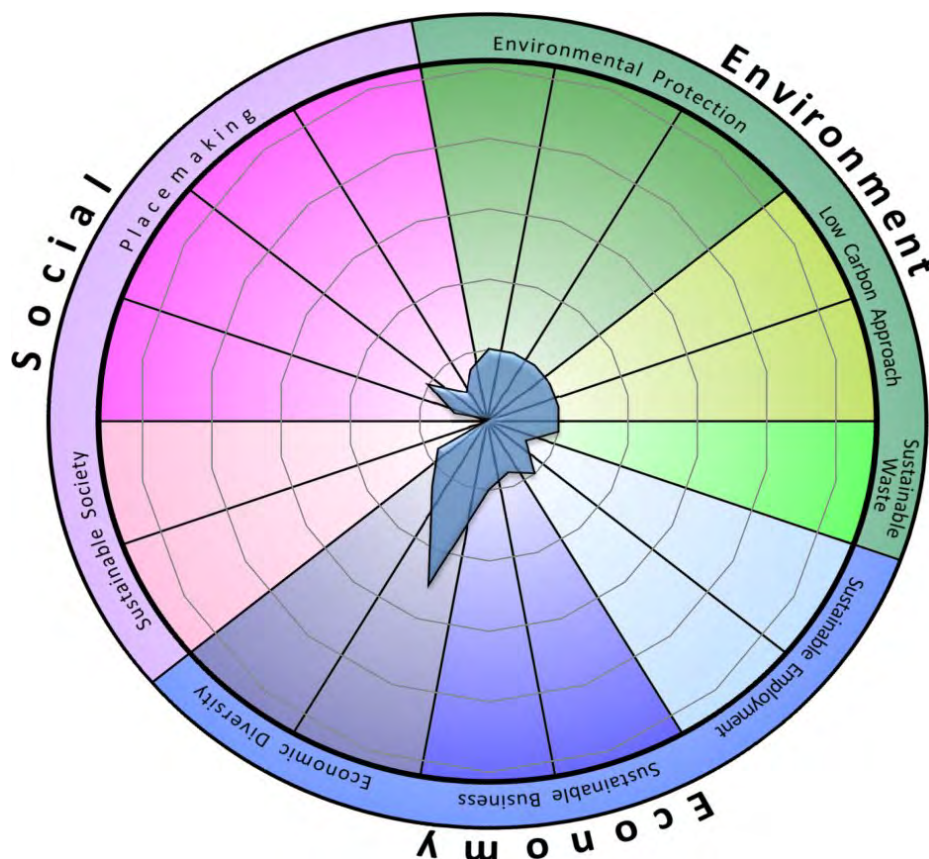
2.38 There were some concerns around the consideration of all minority groups within policies, and it was suggested that considerations of evidence on specific needs of social sectors would ensure policies address the needs of all. In particular considerations in terms of care providers and those within the Lesbian, Gay, Bisexual & Transgender communities would ensure policy authors had endeavoured to identify if there are different spatial needs within these social groups.

2.39 The opportunities for emerging policy to support a low carbon economy in the Borough were not reflected in text at this stage. This also highlighted the need to consider support mechanisms to enable delivery of low carbon policies.

2 Appraising the Core Strategy

Providing a Decent Home for Everyone

Figure 10 Sustainability Wheel results for housing policy direction 2009



2.40 In general the main aims of the housing policy direction was to deliver a decent mix of housing types, including high levels of affordable housing, where possible on previously developed land in sustainable locations. The town centre was the main area of focus and Lifetime Homes standards were included in emerging policy.

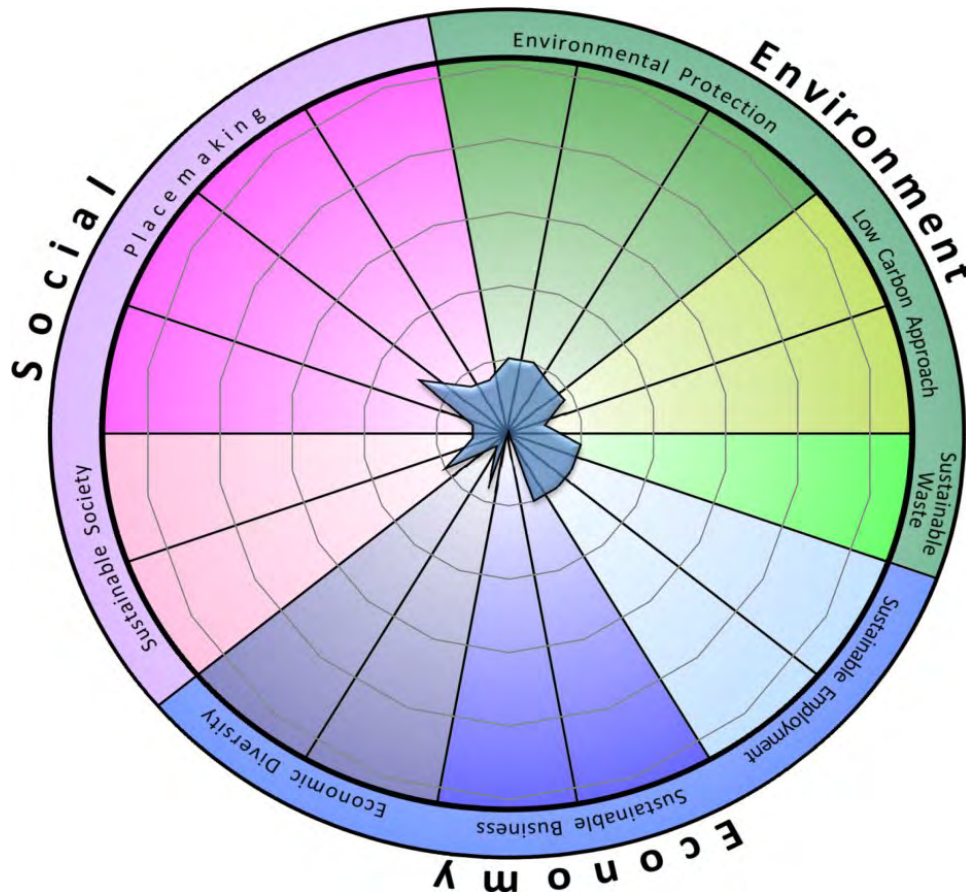
2.41 The initial housing result was immensely improved by reflection of a sustainable design approach to housing. A need was still identified to factor in low carbon housing delivery issues into the existing concerns over the potential for conflict between delivering affordable housing and open space. Also strategic considerations of the skills required to deliver low carbon housing were lacking.

2.42 Further concerns were stated around the lack of transboundary considerations in terms of housing delivery, in particular concerning the potential on the Woodford site. At this stage of assessment little account appeared to have been taken of what the neighbouring authority (Cheshire East) were planning to deliver in the area. It should be acknowledged that Cheshire East was a newly forming authority at the time, complicating attempts to engage with officers.

2.43 The Habitats Regulations Assessment document highlighted potential significant effects in terms of the environmental impacts of cumulative delivery of housing across Greater Manchester and other neighbouring authorities. Sustainable design approaches were cited as a major opportunity for mitigating this impact.

Access to Services

Figure 11 Sustainability Wheel results for access to services policy direction 2009



2.44 Accessibility is key to considerations of spatial policy, and access to key services crucial in ensuring comfortable lifestyles for residents, visitors and businesses in the Borough. Using the proposed approach of targeting accessible services particularly to areas of regeneration ensured this policy area scored well.

2.45 However the final score was only achieved once the policy direction reflected the need to deliver sustainably designed and built service facilities. In particular low carbon public buildings and realm are key to driving forward a low carbon economy and approach.

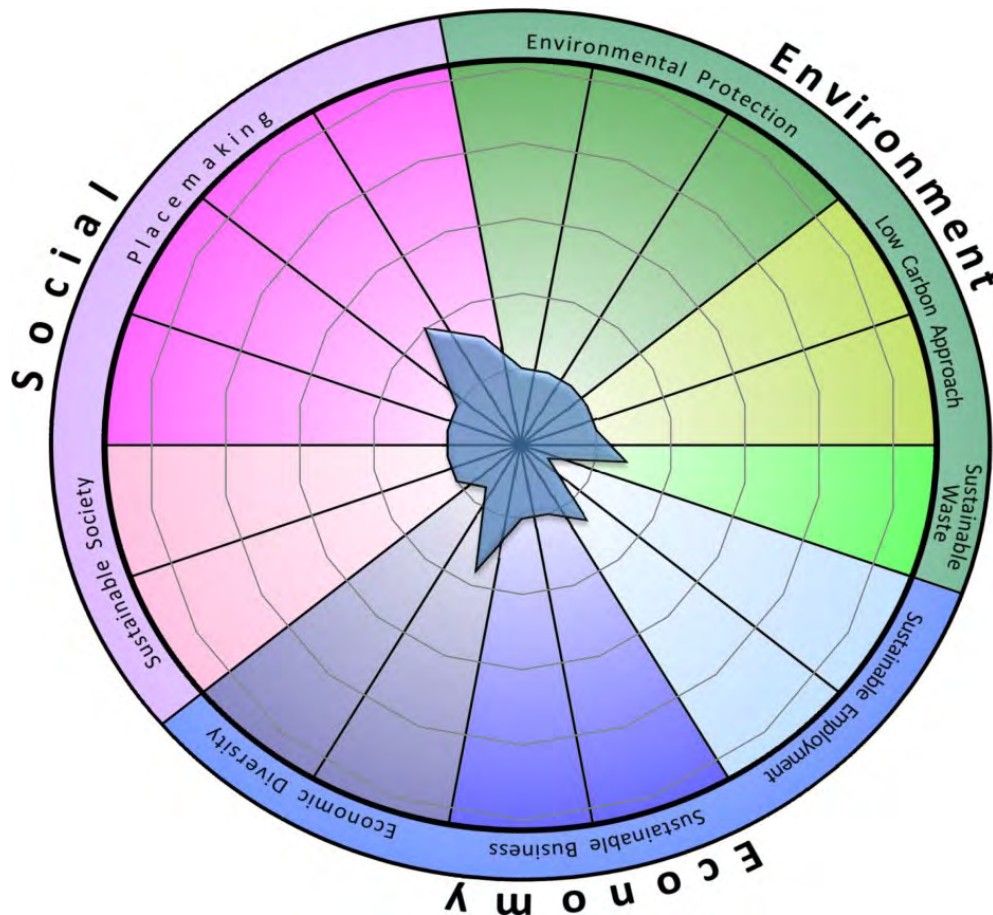
2.46 Peripheral sites to the town and other centres were included in policy direction. These are a cause of concern in terms of contradicting aims to reduce private car use mentioned in other sections of the Core Strategy. Sustainable transport options should be developed to ensure delivery of sustainable development, if these sites are to be used.

2.47 The SAF highlighted the need to consider allotment provision which was acted on by the policy author resulting in emerging policy on this issue in later iterations.

2 Appraising the Core Strategy

Accommodating Economic Development

Figure 12 Sustainability Wheel results for Accommodating Economic Development policy direction 2009



2.48 In general economic policies seek to deliver appropriate employment sites in areas of need at sustainably accessible locations. The policy direction acknowledged the skills gaps in Stockport as well as the predominance of office based industries.

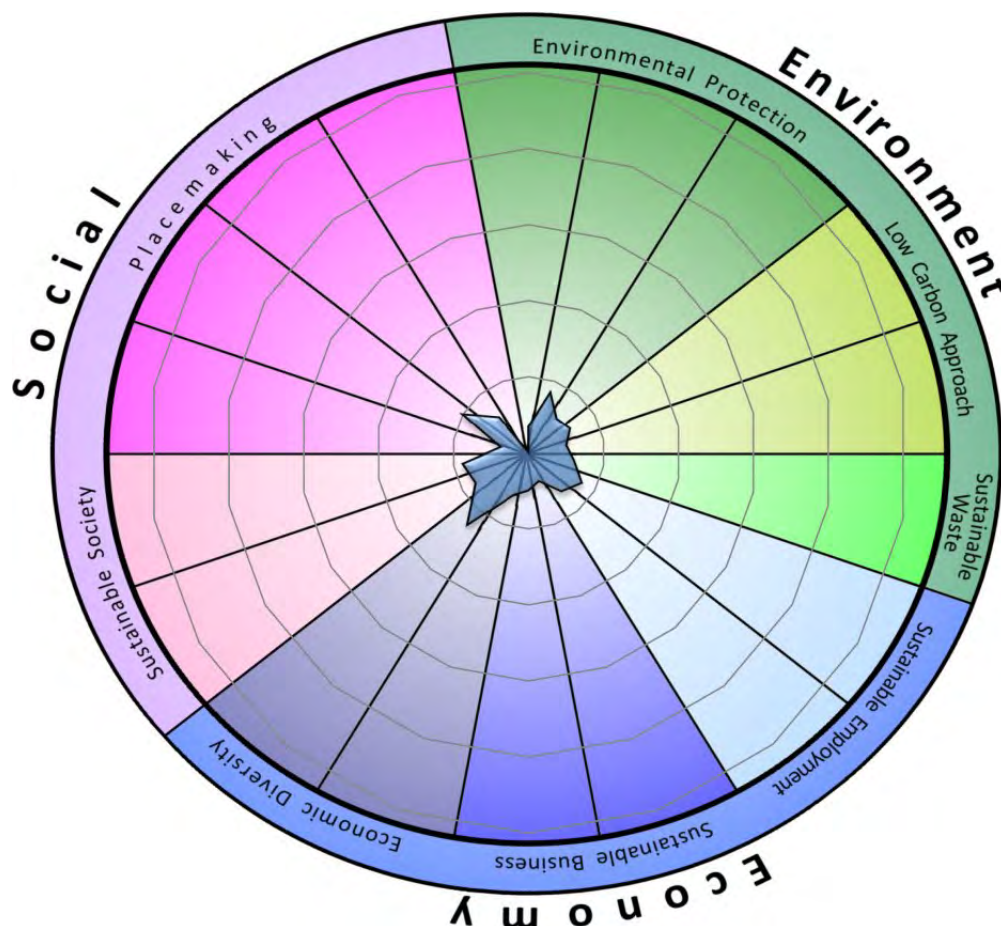
2.49 Sustainable design delivery was lacking in original policy direction text, which would address issues of supporting a local low carbon economy and all the opportunities that offers.

2.50 Inclusion of peripheral employment sites to the town centre and out of centre employment locations could be perceived as contradicting other policies which seek to discourage private car use, whilst promoting sustainable transport modes. Ensuring sustainable design of new employment sites would address this as design standards include consideration of sustainable travel options, shower and clothes storage provision as well as adequate cycle parking.

2.51 Home working was not deterred but was not specifically supported. This was cited in earlier consultation as an ideal for Stockport. Support for a sustainable design approach would assist with addressing this as housing delivery would be achieved which included space for work, and employment sites would be developed which address the ICT needs to facilitate home working. It was acknowledged that further evidence would be useful to inform any development of such policies.

Safeguard and Improve the Environment

Figure 13 Sustainability Wheel results for environment policy direction 2009



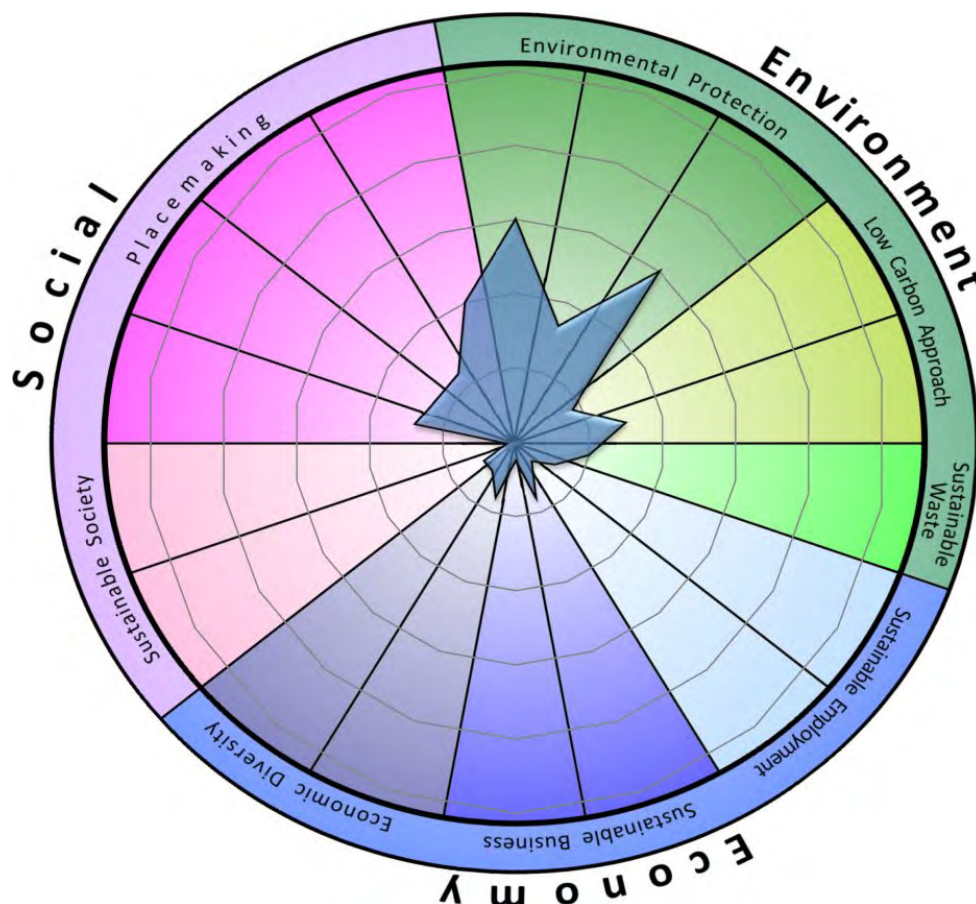
2.52 As expected the environmental policy direction performed well, however there were some areas of remaining concern.

2.53 Noise policies required consideration wider than air traffic noise, which is of issue in the borough. Green roof promotion was lacking, as was reinforcement of sustainable design approaches. The need was highlighted to include consideration of low carbon housing delivery as a further potential conflict in the affordable housing versus open space debate.

2 Appraising the Core Strategy

Transport

Figure 14 Sustainability Wheel results for transport policy direction 2009



2.54 The transport policy direction aimed to promote sustainable transport options as a priority and highlighted congestion and emissions as key issues within the Borough. Emerging policy text did not specifically give prominence to sustainable modes such as walking and cycling, which seemed to contradict earlier statements that sustainable modes are key. This was further impacted by the lack of support for sustainable design of sites which would encourage ancillary support infrastructure such as cycle parking, showers and clothing storage.

2.55 Results for this policy topic are impacted by the proposed relief road. Despite the obvious social relief it could deliver to communities currently impacted by congestion and emissions, delivery of the road has the potential to increase the number of trips in parts of the borough, which could be reflected in increased emissions Borough wide. It could be perceived to encourage private car use in contradiction of stated aims to reduce it.

2.56 The Habitats Regulations Assessment highlights delivery of the road as a potential significant effect on wildlife sites, in terms of direct and associated impacts through road building, vehicle emissions and pollutants as well as increased visitor levels causing disturbance to European sites.

Review of Baseline / 'Do nothing' Scenario

2.57 A review of the baseline data gathered to inform the initial appraisal was undertaken at this stage, both to update with more recent data and to make use of emerging data from National Indicator resources. This updated baseline, together with a 'Do nothing' section reflecting impacts

in light of the Core Strategy not being delivered, is detailed in the Preferred Options Sustainability Appraisal Report. Both have been further updated for the Submission stage and are detailed in Appendix A.

SEA Compliance

“The report shall include information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, [and] its stage in the decision-making process” (Article 5.2).

The Environmental Report shall include information on [inter alia]:

“relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” and “the environmental characteristics of areas likely to be significantly affected” (Annex I (b), (c))

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

“the environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I (e))

Synergy and/or Inconsistency with Other Plans/Strategies

2.58 As required by SEA compliance (see box above), potential areas of inconsistency with an updated list of other plans and strategies were highlighted for consideration and informed the final stage of policy development⁽¹⁶⁾. The subsequent Submission section details those remaining areas of potential concern.

Health Impact Assessment

2.59 The key health issue for Stockport is health inequalities reflecting the more deprived pockets of the borough. This circumstance exacerbates other areas of concern around increasingly ageing populations, obesity, relatively high smoking levels and alcohol use, as well as sexual health issues. Other factors are air quality issues in certain areas, as well as relatively high levels of unpaid carers, many over 55 years of age. There are concerns around availability of open space provision. Also disability and dependence exacerbates social exclusion. Climate change is acknowledged as being of concern in terms of its potential to impact on the most vulnerable in Stockport’s communities. A healthy life expectancy is an issue that needs to be considered, with regards to how spatial planning can contribute to achievement of this.

2.60 Recommendations made from the HIA report include considerations of accessibility, strategic interaction with other Council and partner strategies, alignment of planning and regeneration targets and understanding that sustainable design is the most suitable approach to delivering both

2 Appraising the Core Strategy

planning and health aims. To achieve all this, different evidence bases need to be considered to ensure optimised health enhancing potentials. Full details of the HIA report can be found in Annex 1.

Equalities Impact Assessment

2.61 EqlA requires the identification of potential differential impacts for equalities strands which include race, disability, gender including transgender, sexual orientation, age, belief, socio economic and others including carers. The only potential differential impact emerges for a social group that was initially identified specifically for the Core Strategy process (and since included in the Council's EqlA documentation), namely those experiencing economic deprivation.

2.62 The economically deprived are being positively discriminated towards in the Core Strategy through the approach of concentrating development in regeneration areas as well as existing centres. The aim is for this to be done not to the detriment of other groups within the Borough, and the overall aim of the policies is to ensure sustainable development for all residents whatever their status and wherever they are in the borough. Consequently it is considered that there are no adverse impacts in terms of this potential differential impact. See Annex 2 for the full EqlA Report.

Appropriate Assessment / Habitats Regulations Assessment

2.63 Drawn from the HRA Screening Report the following potentially significant effects were identified on four of the ten European Sites identified (see the separate HRA Screening Report document for detail⁽¹⁷⁾).

- Potential disturbance of the Sites through increased visitor and traffic levels, as well as associated traffic increases on local roads
- Potential emissions increases as a result of increased development delivery
- Potential impacts on water quality and levels as a result of increased development levels in the Borough, including increased potential for hard surfacing which could increase flow rates of run off
- Potential biodiversity impacts from invasive non-native species which could result from inappropriate planting and landscaping on new development.

2.64 In addition consideration was given to the potential for other plans and strategies to exacerbate the impacts in tandem with Stockport's Core Strategy. Two plans registered potential significant impacts. They are:

- Manchester Airport Masterplan to 2030 (incorporates Ground Transport, Environment, Land Use & Community Plans): the Airport seeks to encourage growth which has aspects of potentially significant impacts in terms of levels of traffic, emissions and pollution.
- South East Manchester Multi Modal Strategy - design and delivery implications for Stockport's Core Strategy, potential to increase congestion and emission levels in parts of the Borough. Water quality issues could arise and inappropriate planting could result in concerns around Biodiversity issues for the Sites closest to the route.

2.65 Mitigation of these potential significant impacts is acknowledged later in the SA Report regarding aims of policies within our own and other strategies, in terms of sustainable development approaches. The HRA document is available to download⁽¹⁸⁾.

Rural Proofing

2.66 As endorsed by Government guidance and reflecting discussions between officers regarding the existence and extent of rural areas in the Borough, a Rural Proofing exercise was undertaken. The full report is replicated in Appendix D and the main issues of consideration, reflected in finalised policies, are summarised below:

- Accessibility implications
- Congestion from commuting out of the areas into surrounding urban environments
- Employment land availability within these areas
- Renewable energy potential and approaches
- Boundary issues including proximity to the Peak District National Park

Consultation

SEA Compliance

"The authorities [with relevant environmental responsibilities] and the public... shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying Environmental Report before the adoption of the plan or programme" (Article 6(2)).

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

2.67 Consultation on the Core Strategy Preferred Options took place in Autumn 2009 and the following comments informed the next stage of policy evolution.

2.68 With regards to the Appraisal documentation, there was one comment on the clarity of the Appraisal document, which has been addressed within this report. Otherwise concerns were cited round the reality of achieving growth whilst delivering sustainable development. Natural England had no further comments to make on the Appraisal or the HRA at this stage. The Environment Agency and English Heritage commented on the main Core Strategy but not the SA. Both were offered a further opportunity to comment.

2.69 Comments on the Inequalities and Climate Change policies centered mainly on support for this proposed approach. There were some concerns regarding achievability in terms of additional costs to developers around low carbon design. However the finalised policies are informed by the Stockport Climate Change & Energy Evidence Base Study, including considerations of viability.

18 <http://stockport.limehouse.co.uk/portal/pp/ldfcs>

2 Appraising the Core Strategy

2.70 Affordable Housing targets were commented on in terms of viability, particularly with regard to potential flexibility on Previously Developed Land targets and Affordable Housing. The Affordable Housing Viability Study informs the final policies on this policy which is a major tool to tackling inequalities in Stockport. There was also some question of the need to concentrate housing delivery in the town centre, but these comments came from interested parties with sites for development in the Green Belt. Town centre housing is still the most sustainable location in the Borough in terms of accessibility, sustainable transport use, making services accessible, improving the town centre and community trust, as well as improving the local economy.

2.71 Comments on the need to improve the shopping and evening economy in the town centre support the policy approach around Services. Health inequalities are featured more definitively in final policy, reflecting comments. Targets for monitoring the provision and enhancement of retail and leisure use in the town centre are included in the Core Strategy, reflecting comments.

2.72 Economic development comments questioned the reality of the promotion of growth and the achievement of sustainable development. The need to acknowledge the role of the rural economy was mentioned, reflecting the findings of the Rural Proofing exercise. A policy on this specific area is included in the final Core Strategy.

2.73 Comments on environmental policies from Natural England suggested better reflection of Landscape issues, including recommending use of their emerging assessment data. Existing Landscape Assessment from the UDP informs policy currently and policies can take account of emerging regional assessments. NE also highlighted the need to consider the NERC Act Biodiversity Duty of Care for Local Authorities which is reflected in final policies. NE's Accessible Natural Greenspace Standards have been included in the Monitoring methodology for future use. General comments suggested that the National Playing Fields Association standards were welcomed as a measure and indeed, some considered, could be strengthened.

2.74 Transport policies were commented on especially by the Highways Agency who voiced concerns over the potential traffic impact of development in Stockport's Town Centre / M60 Gateway area, despite it being well served by public transport. However they consider there are still needs for improvement, most particularly around the Town Centre Interchange. More detail was suggested in terms of funding and delivery of this, as well as the Metrolink and other fixed track schemes. In terms of general comments, the SEMMMS relief road was both supported and opposed, reflecting the potential ambiguity around what the SEMMMS may deliver.

Next Stages - Informing Policy

2.75 The following Submission Section of this Report outlines how the various issues raised at the Preferred Option Stage are addressed within policy.

2.3 Submission

2.76 Appraisal of the Submission stage of the Core Strategy basically built on earlier work to appraise emerging policies. The Age Proofing exercise was undertaken (see detail below) to double check appraisal work to date, in light of evidence on an ageing population in the Borough. A review of the earlier work on synergies and inconsistencies with other plans and strategies was also undertaken to allow an update of the list and consideration of emerging policies. Finally Stockport's Sustainability Wheel was applied in three stages to emerging policy text, including a review of the appraisal findings of the Preferred Options Stage.

SEA Compliance

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

2.77 Any potential **significant effects**, **mitigation** and **risk** considerations are dealt with in subsequent titled sections.

Age Proofing Exercise / Review of other Appraisal Activities

2.78 The Age Proofing exercise is detailed in Appendix D, following the Rural Proofing data. Two tools have been identified as available currently to age proof emerging policy. The first was developed in 2004 by Nottingham Trent University and entitled Regions for All Ages. It aimed to enhance the development of regional policies. Age Proofing in the North West is being led by 50:50 Vision who spearheaded the development of the Regional Framework for Ageing for the North West. Further detail on this approach and these tools can be found in Appendix D.

2.79 The tools used to undertake Age Proofing are predominantly designed for regional policies. However since Stockport, like other areas, has an ageing population, it was considered good practice to reflect age proofing techniques within the sustainability appraisal being undertaken on the emerging Core Strategy for the Borough.

2.80 Since the tools are regionally focused it was decided to review Stockport's Sustainability Wheel, which is the main tool used to appraise emerging planning policy, in light of the issues highlighted in the tools. To this end the Sustainability Appraisal Framework (Stockport's Sustainability Wheel) Decision Making Criteria were reviewed against the questions contained in both of the above tools. It was found that many questions within the Sustainability Appraisal Framework (SAF) aligned broadly with the issues raised in the tools, showing that age proofing issues are already embedded within the SAF approach.

2.81 However as this was the initial effort at age proofing, in addition, the Submission draft text of the emerging Core Strategy was rapidly assessed using both of the above tools – the results are summarised below and detailed in Appendix D:

2.82 The following findings emerged from the age proofing exercise for consideration in emerging policy:

- There are limitations on spatial policy in terms of the regional age proofing tools' requirements to consider quality of services – spatial policy is about accessibility of venues delivering services, not the quality or type delivered. There are some exceptions around healthy food availability but the aim of Core Strategy policies is to encourage this.
- Housing and employment policies aim to deliver accessible and appropriate resources for all residents in the Borough.

2.83 A review of existing Habitats Regulations Assessment, Health Impact Assessment findings as well as Rural Proofing and a revision of the Equalities Impact Assessment resulted in changes

2 Appraising the Core Strategy

to policy as outlined in the final part of this section. The HRA Screening Report⁽¹⁹⁾ forms an additional document to this, the HIA full report can be found in Annex 1 to this report which can be downloaded from the same link as the HRA. The Equalities Impact Assessment final report is in Annex 2 - again available from the same link. The Rural Proofing report is in Appendix D of this Report.

Review of Baseline, Other Plans & Strategies

2.84 Once again the baseline data informing appraisal was reviewed and updated to inform the process - see Appendix A for the updated baseline and a copy of the Core Strategy Spatial Portrait which was informed by the baseline. The baseline table includes a section on 'Do nothing' which delivers the SEA requirement to assess the likely evolution of the environment without the implementation of the plan. This is discussed in further detail in the Mitigation & Risks section of this document.

SEA Compliance

The Environmental Report shall include “relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” and “the environmental characteristics of areas likely to be significantly affected” (Annex I (b), (c)); “any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” (Annex I (d)).

2.85 As part of the initial work on Appraisal a list of other plans and strategies was compiled to inform, as required by SEA, the potential impacts of the Core Strategy in tandem with other plans and strategies. It also allows the identification of any synergies or inconsistencies of the Core Strategy with those other documents. This list and findings was updated to inform the Preferred Options Stage. For the final submission text the list was revised in light of any additional plans and strategies as well as revised consideration of potential significant effects, synergy and/or inconsistency with the Core Strategy. The updated list and detailed findings can be found in Appendix B.

SEA Compliance

The Report shall include information on the “relationship [of the plan or programme] with other relevant plans and programmes” (Annex I(a)).

2.86 The following areas were highlighted of note - see the subsequent mitigation section of this document for approaches to mitigating these issues:

- The Local Strategic Partnership should take account of the Core Strategy and other Planning Policy as part of any review of the Sustainable Community Strategy

19 <http://stockport-consult.limehouse.co.uk/portal/pp/ldfcs>

- The Strategic Opportunity site at Woodford should be considered for its potential in terms of PPS1 Supplement on Ecotowns
- Policies are in conformity with PPS 4 Planning for Prosperous Economies, however out of town sites and other major employment sites promoted in the Regional Economic Strategy, such as the Airport and Manchester City, could encourage private car use.
- PPG 8 Telecommunications: Transport policies could acknowledge the opportunities to reduce travel offered by ICT options
- The North West Draft Regional Strategy promotes continued growth, aspects of which could impact on Stockport's ability to deliver sustainable development.
- Greater Manchester's Strategic Housing Market Availability Assessment did not ascertain if there were any differing housing needs for all Equalities Strands, especially Lesbian, Gay, Bisexual & Transgender (LGBT)
- South East Manchester Modal Strategy (SEMMMS) has to be considered in light of its potential environment impacts on delivery, including the relocation of congestion
- Manchester Airport Masterplan to 2030 promotes growth which could impact on Stockport, particularly in terms of commuter impacts and through traffic
- Stockport Annual Public Health Survey reiterates concerns around SEMMMS delivery impacts on health in terms of promoting car use, emissions and relocated congestion
- Stockport Housing Strategy tackles BME sector but does not clarify if there are any differing needs for housing for Equalities Strands such as the LGBT community
- Future Stockport: an interim review of the Regeneration Plan for the Town Centre & M60 Gateway, raises concerns regarding peripheral sites and accessibility via sustainable transport modes
- Stockport Draft Mills Strategy - accessibility of certain mills sites could make them appear 'inappropriate' for development, however opportunities to improve public transport and options supporting other sustainable transport modes should be examined, particularly if sites are within a few kilometres of rail facilities. This would enable enhancement of a non-renewable heritage resource.
- East Midlands Regional Plan 2009 and the Manchester Way Community Strategy highlight the need to consider out-commuting levels.
- Neighbouring core strategies highlight the need to consider accumulative housing delivery impacts, congestion issues from impacts of other strategy delivery, emissions and associated air quality - reflected in emerging policies.

Application of Stockport's Sustainability Wheel

2.87 There were three stages of application of the Sustainability Appraisal Framework (SAF) - Stockport's Sustainability Wheel - to the emerging policies in the Core Strategy.

2.88 Stage 1 involved reviewing the Wheel results from the Preferred Option Stage, and re-application of the Wheel to emerging policies in each of the topic areas. The following issues were reported to Policy Authors and most have been addressed within subsequent iterations of the emerging text:

- Design standards promotion was reinforced for specific topic areas, taking account of appropriate evidence base findings: e.g. Code for Sustainable Homes in Housing Policies; BREEAM Retail in Access to Services
- Green Infrastructure approaches were reflected in emerging Environmental policies and a diagram developed indicating their location within the Borough

2 Appraising the Core Strategy

- Mills Sites were discussed for their appropriate place within strategic planning policy – their use and redevelopment are reflected in Housing and Heritage policies. It was acknowledged that some sites were not classed as sustainably accessible.
- Home working was cited in early commentary on the Issues & Options as important to policy development. Officers discussed this approach and any available data on current activity. It was felt that inclusion of design standards such as Code for Sustainable Homes and BREEAM which address design appropriate to facilitating home working, was achievable within the Spatial Planning Framework to support home working. Without more detailed evidence more specific policy on this area could not be achieved.

2.89 More specific suggestions to enhance policy were made as follows:

2.90 Overarching Principles: Use the information in the HIA to justify the policies on equalities – data on carers and an ageing population included in justification; reflect the development of a low carbon economy required to facilitate delivery of low carbon policies.

2.91 Housing Policies: reflect the need to deliver sustainably designed housing, including Lifetime Homes standard.

2.92 Access to Services: promote design of retail and service venues to sustainable design standards such as BREEAM and CEEQUAL.

2.93 Accommodating Economic Growth: reflect the Overarching Principles promotion of design standards; cycling is currently reflected as an option for travel in the Borough, but is not clearly highlighted as a serious contender for commuting. Cycle commuting is an opportunity to make the more peripheral and perceived inaccessible employment sites more sustainably accessible – e.g. Cheadle Royal is accessible for train commuters who could use bikes to access the site from surrounding rail stations; M60 Gateway sites are accessible locally for cyclists, particularly from Stockport's main train station.

2.94 Safeguarding & Improving the Environment: Green Infrastructure needs to be reflected in policies; ensure promotion of permeable surfaces in policies; reflect forthcoming PPS5 Planning for Heritage requirements in Heritage policies.

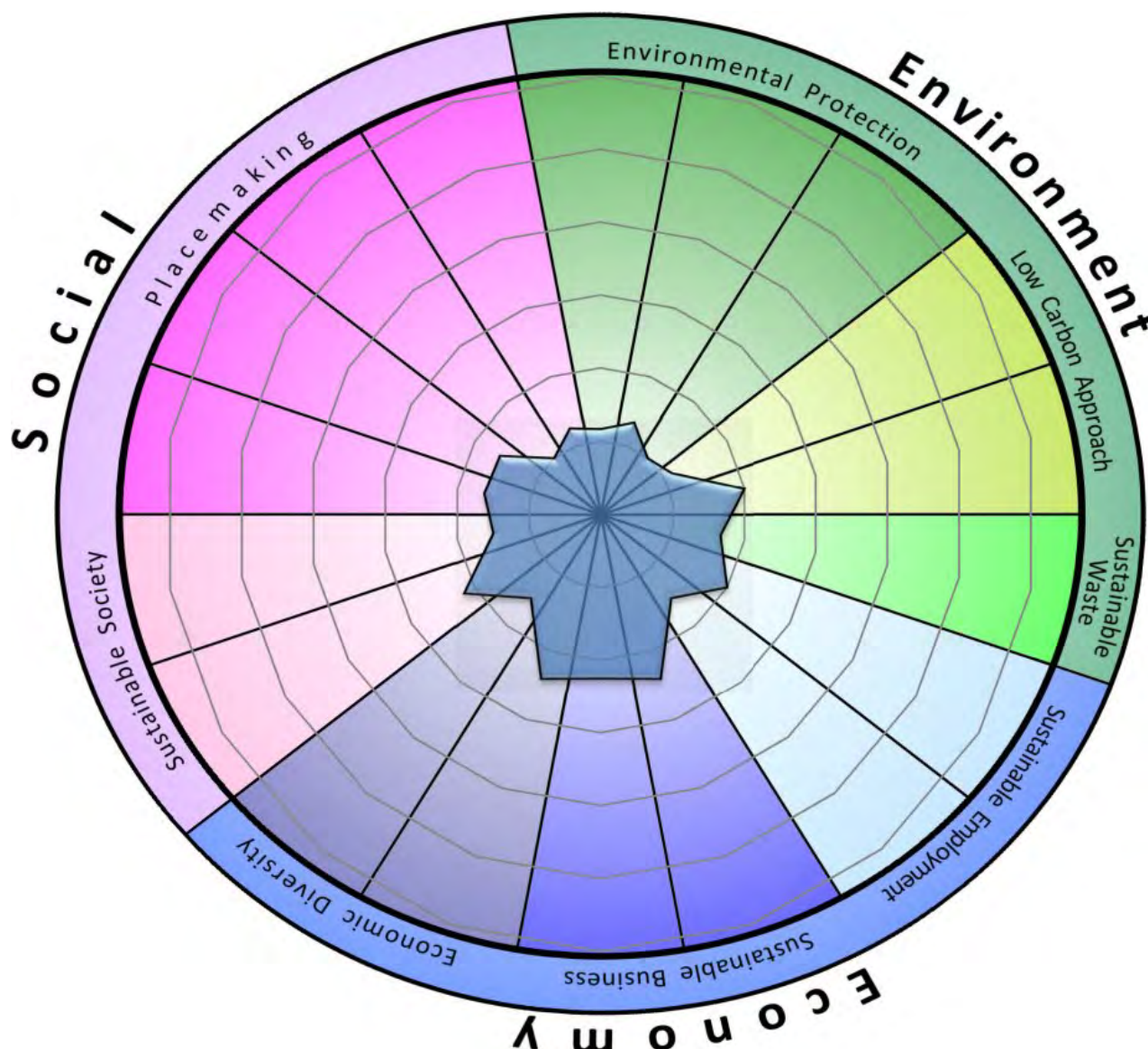
2.95 Transport: cycling is currently promoted as an option for travel in the Borough, but is not clearly highlighted as a serious contender for commuting, in particular to out of centre employment sites as well as other venues including health, education and other services depending on the trip purpose and length. Reflect other design standards in addition to Home Zones such as those outlined in Overarching Principles to ensure strategic conformity. Promotion of design standards, including CEEQUAL with delivery of SEMMMS to a CEEQUAL standard such as that used by the Blackbrook Bypass⁽²⁰⁾ would support the leading green borough aims of the council.

2.96 For **Stage 2** it was decided to apply the Sustainability Wheel to the whole draft document to ascertain performance of policies in the document as a whole. Areas of concern included out of centre sites - cycle commuting not significantly represented; Transport policies do not reflect other design standards; Accessibility mapping of wildlife sites not undertaken.

2.97 Stage 3 consisted of application of the Wheel to a nearly final draft of the Core Strategy - the Wheel is shown below and the detailed findings are shown in Annex 3 to this report.

20 CEEQUAL Blackbrook Bypass Award: www.ceequal.com/awards_034.htm

Figure 15 Core Strategy Submission Stage Sustainability Wheel Findings



2.98 The following were remaining areas of concern:

- Out of centre employment and other sites could promote car use
- Non car households in the Borough (typically the more socio economically deprived) might not be able to access work opportunities in out of centre sites
- Cycle commuting could be better supported – policies do mention cycling but no specific strategic linkage to emphasise this opportunity in terms of commuting. In Transport policies cycling is reflected more as a recreational option. Economic policies could highlight the importance of cycling as an affordable commuting option for the economically deprived.
- Public transport uptake could be dependent on cycle use as part of the journey – e.g. Cheadle Royal is accessible from surrounding train stations by bike.
- Accessibility mapping of wildlife sites has not taken place at core strategy stage.
- Transport policies could reflect design standards such as Building for Life, Code for Sustainable Homes, BREEAM and CEEQUAL as well as Home Zones etc to ensure strategic promotion of aspects including ancillary cycling infrastructure such as cycle storage, showers as well as clothes drying and storage.

2 Appraising the Core Strategy

- No specific support for social enterprise within the core strategy, however delivery of accessible sites might be all a spatial policy can do.
- Development of businesses which serve a sustainable lifestyle is not a direct spatial policy remit, however policies supporting low carbon economy and organic food supplies helps to foster this sector. Development of this sector lies within the remit of other strategies and policies, however spatial policies are supportive.

Appraisal Findings and Influence on Policy

2.99 The following table details areas of policy which were influenced by specific elements of appraisal and it should be noted that this table does not reflect any prioritisation - see the list below for the appropriate appraisal type code:

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

Table 1 Appraisal Influence on Policy

Policy Area & Content	Appraisal Type
Policy SD1 Sustainable Communities: Consideration of further Equalities Strands including carers	EqIA / Consultation
Housing policies: consultation was held with a Council Employee LGBT Group to consider the assumption that housing and other spatial needs for this Equalities Strands have no considerable differentiation from other social groups. The outcome was that the group verbally acknowledged that there were no specific differences, i.e. same need for family homes, single occupancy etc. They also committed to comment at later consultation stages on emerging planning policy.	EqIA / Consultation
Housing and Heritage (in SIE) policies include reference to Mill sites specifically, encouraging their re-use where appropriate.	SA / SEA
Promoting sustainable design standards throughout policies to reinforce the Overarching Principles and the need to read the document as a whole	SA / SEA / HRA / EqIA / HIA
Housing Policies encourage use of Code for Sustainable Homes	SA / SEA / HRA / HIA
Green Infrastructure reflected in SIE policies	SA / SEA / HRA
Inequalities policies use HIA information to justify policy, specifically on Healthy Life Expectancy and ageing populations	HIA / SA

Policy Area & Content	Appraisal Type
Low carbon economy approach reflected in Overarching Principles and Economic policies, with work ongoing to ensure other colleagues and partners aware of the work needed to enable delivery of planning policy	SA / SEA
Permeable surfaces included in SIE policy on managing flood risk	SA
SIE policy on Heritage reflects new PPS 5 Planning for Heritage	SA / SEA
Re-prioritisation of Transport policies to reflect objectives i.e. walking and cycling policies are outlined first, reflecting these key sustainable modes	SA
Economic policy AED 4 on employment in rural areas	RP
Strategic Opportunity - Woodford site consulted on including neighbouring local authority	SA / SEA / HRA
Access to Services Core Policy CS 5 has specific mention of Allotment provision	SA
Policies do not deter or promote home working - consultation specifically highlighted this as an important issue. As part of discussions on available evidence / data it was decided that promotion of design standards (e.g. Code for sustainable Homes and BREEAM) indirectly promote this agenda. These standards promote consideration of space within the home for office working, and consideration of ICT facilities in business development which enable home working (e.g. Wifi, telephone conferencing etc).	SA / Consultation
SIE 3 policies on controlling pollution include noise and light pollution.	SA / SEA
Economically deprived equalities strand was added to Council's EqIA process as a result of work on the Core Strategy.	EqIA

Consultation

2.100 The Submission version of the Core Strategy, accompanied by this report will go for further public consultation, to engender comment on whether or not the documents are sound.

2 Appraising the Core Strategy

SEA Compliance

"The authorities [with relevant environmental responsibilities] and the public... shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying Environmental Report before the adoption of the plan or programme" (Article 6(2)).

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

3 Significant Effects Summarised

3.1 The potential significant effects which require consideration in terms of the Core Strategy are summarised in the following section. This is followed by consideration of potential mitigation options, as well as risks associated with a 'do nothing' scenario (as required by SA/SEA guidance), whereby consideration is given as to evolution of the environment should a Core Strategy not be published.

3.2 In addition, the current and future monitoring of planning policies is described, in the relevant section, which aims to reflect appraisal findings.

SEA Compliance

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

"The environmental report shall include information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, [and] its stage in the decision-making process" (Article 5.2).

Information to be provided in the Report includes "the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects" (Annex I (f) and footnote).

Potential Significant Effects

3.3 The Sustainable Community Strategy aims are embedded in the objectives of the Core Strategy, but lacks consideration of spatial limitations and opportunities within its own deliverability. The Local Strategic Partnership needs to take spatial policy into consideration and take time to understand the planning framework, drivers and required support mechanisms. A good example of this is a low carbon economy, whereby spatial planning policies can do a lot to support and enable such an approach, but require support from other Council and partners activity and policy, to move ahead on this agenda.

3.4 The HRA Screening Report findings highlighted the potential significant environmental effects for specific European sites. However these are also applicable to general biodiversity concerns in the Borough and should be noted. These include disturbance of wildlife sites from increased visitors and commuting, associated emissions impacts, water quality and drainage impacts, and the potential for invasive species to be introduced from inappropriate landscaping and planting. Other plans and strategies identified as contributing to these potential significant impacts include Manchester Airport Masterplan and delivery of the proposed relief road.

3 Significant Effects Summarised

3.5 Delivery of strategies which could contribute to potential significant impacts include cross boundary and neighbour considerations, especially in terms of the accumulative potential impact of housing delivery in all neighbouring Core Strategies when added to Stockport's own. This is in particular with regard to water use, non-native species planting in new gardens and increased traffic levels in these areas.

3.6 Town centre peripheral sites could be perceived to encourage car use, since their proximity to the motorway network is often cited as a benefit. Less sustainably accessible employment sites could also be perceived to encourage private car use.

3.7 There is potential to merely relocate traffic to other parts of the borough where the new road routes would be delivered. In terms of emissions there is potential for a new road to increase borough emissions of CO₂ through increased traffic use, both from local users and, for example, from those travelling from further afield, attracted to access the Airport via this route. Further promotion of sustainable modes of transport over use of the private car could feasibly do more to reduce congestion and emissions, whilst delivering opportunities for local centres to become more attractive and accessible. It is acknowledged that the Airport is a major employer of Borough residents and therefore access is key.

3.8 Indeed NHS Stockport's Director of Public Health - Dr Stephen Watkins - (also the Department of Health lead for transport for Greater Manchester) stated "There is a widespread belief that this scheme will ease traffic congestion in Stockport but over the years I have made clear my view that, unaccompanied by other measures, it will not do this and in fact will make things worse." It should be noted that Dr Watkins clarifies what the 'other measures' can achieve and this is cited in the Mitigation section of this document.

3.9 In terms of a sustainable economy there is potential for a 'relief' road to relieve local centres of visitors and custom by diverting retail and leisure customers to other retail or leisure locations. This could potentially impact on local centres in economic terms by removing a proportion of their customer retail and business base. Equally reduction of congestion in local centres as a result of relief road delivery could improve local economies by making centres more attractive and safer to use.

4 Mitigation & Risks

Mitigation

4.1 Below are mitigation opportunities concerning the potential significant effects identified in the previous section.

SEA Compliance

4.2 "the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme" (Annex I (g))"

4.3 It should be noted that the Overarching Principles for the Core Strategy reflect climate change and inequalities issues. Therefore many of the concerns will be addressed through specific application of these policies to planning applications, particularly with regard to potential environmental impacts.

4.4 It should also be noted that the Core Strategy policies do reflect the Sustainable Community Strategy objectives.

4.5 In terms of the potential for increased levels of impacts when considering neighbouring Core Strategy development, the intention of ALL planning authorities is to deliver plans which align with sustainable development principles, as outlined by national planning policy. Local planning authorities within Greater Manchester are working together to ensure complementary and sustainable planning policies. Also all plans are subject to appraisal and will have highlighted potential significant effects of their own, which have been taken into account in refining final drafts of Stockport's Core Strategy.

4.6 The Transport policies promote the use of sustainable transport options, which will serve to mitigate the development of those sites which are outside the town centre and other centres. Promotion of sustainable design standards, via overarching policies, will also encourage consideration of travel planning and ancillary infrastructure to support pedestrians, cyclists and public transport users, including cycle storage, clothes drying and storage as well as showers.

4.7 Delivery of the proposed relief roads to sustainable design standards could ensure high levels of mitigation in terms of environmental protection. Recent schemes such as the Blackbrook Bypass⁽²¹⁾, which achieved a CEEQUAL award, have been delivered to high standards working in partnership with ecological and sustainable design agencies, to ensure protection of rare and endangered species, use of recycled materials and sensitive design. Delivery of the relief road needs to tie in with further delivery of improvement to sustainable transport options (potentially including a tram offshoot line to Stockport from the Airport extension) to those areas of the Borough which might be impacted by the potential reduction of customer bases. This should take place in tandem with business development promoted through the increased attractiveness of these centres, due to the reduction of congestion and emissions. Finally inclusion of sustainable mode use in the design of the relief road, such as cycle lanes, pavements for walkers and ramblers (with links to country walking routes) and consideration of bus lanes, aims to enhance its delivery.

21 [Blackbrook Bypass CEEQUAL Award: www.ceequal.com/awards_034.htm](http://www.ceequal.com/awards_034.htm)

4 Mitigation & Risks

4.8 Indeed NHS Stockport's Director of Public Health has stated: "It is now proposed that the scheme be built with a number of complementary measures designed firstly to capture the traffic reductions that will occur when the road opens and re-use the road space for cycle lanes and bus lanes so that it does not just fill up and, secondly, to ensure that the changes in traffic flows intended to be created by the road are indeed achieved and that some of the possible distortions that the road could create are prevented. With such complementary measures the road may indeed be of value."

4.9 It is obvious that these potential mitigation approaches are only useful if applied rigorously during policy delivery. The monitoring of policy achievements is therefore crucial to measuring if policies are accomplishing a sustainable Stockport.

Risks

4.10 The appraisal process has considered the potential significant impacts of the emerging policies. Guidance states it is essential to consider the risks in terms of a 'Do Nothing' scenario. This means considering the circumstances if the Core Strategy was not delivered. It should be noted that the existing Unitary Development Plan has performed its function well in the main, but as with all such documents, it is approaching a state where it would require updating. As part of the baseline review a 'Do Nothing' exercise was undertaken and the detailed considerations can be seen in Appendix A. Below is a summary of those considerations.

SEA Compliance

The Environmental Report shall include "relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme" and "the environmental characteristics of areas likely to be significantly affected" (Annex I (b), (c)); "any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC" (Annex I (d)).

4.11 It should be acknowledged that without a Core Strategy some development would be delivered in a reasonable manner, driven by existing local, regional and national policy and legislation. However the following circumstances could arise in certain parts of the Borough, and over time would be exacerbated by an accumulation of poorly planned sites, potentially intensifying the impacts.

4.12 Poorly planned housing, employment, education and health, as well as other services could seriously impact on accessibility. This in turn could further exacerbate the gap between wealthy and economically deprived, widening health inequalities as well as potentially failing to tackle worklessness and in some areas, increasing it. For example without much needed improvement the retail provision in the borough would deteriorate, resulting in increased travel to other resources in the City Region and beyond, impacting on local economy.

4.13 Even in wealthier areas the lack of co-ordinated planning could result in exacerbated congestion and pollution. This results in further environmental degradation. The cycle of increased private car use and associated lack of uptake of sustainable transport modes continues. Commuting stress impacts on health. Poor local environmental quality reduces the attractiveness of the area

and house prices fall. Stockport does not achieve a 'healthy' life expectancy for its growing ageing population, with associated pressures on services. Poorer health results in a less productive workforce.

4.14 The general deterioration of the local environment and the work force could have impacts on the local economy. Stockport could experience a reduction in its attractiveness to businesses. This could be exacerbated by an over-loaded office based employment sector, which lacks ability to offer varied opportunities for skills improvement. There could be a lack of local skills to maintain crucial infrastructure and services. Due to a less sustainably designed built environment, businesses might be unable to tackle their carbon management requirements resulting in additional costs. This further reduces the attractiveness of Stockport as a business location. Stockport could fail to engage fully in a low carbon economy, falling behind its neighbouring areas, whose businesses come in to deliver the needs of residents and businesses to address sustainable lifestyles. Overall the reduced attractiveness in terms of business results in a stagnant local economy, which lacks the capacity to weather potential future economic downturns.

4.15 The above scenarios highlight the importance of the Core Strategy in delivering sustainable development in Stockport, however as previously stated, it is crucial that monitoring of policy achievements takes place, in particular with regards to delivering sustainability.

5 Monitoring

5.1 The role of Health & Environment Advisor not only delivers sustainability and other forms of appraisal, but is also responsible for co-ordinating the Planning Policy Annual Monitoring Report (AMR)⁽²²⁾. This has enabled the SA and other processes to inform review of the AMR structure and process. The findings of the initial five AMRs have informed the SA baseline as well as the Spatial Portrait in the Core Strategy.

SEA Compliance

"the following items [shall be] made available to those so informed: . . . and (c) the measures decided concerning monitoring" (Article 9(1)).

"Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action" (Article 10.1).

The Environmental Report shall include "a description of the measures envisaged concerning monitoring" (Annex I (i)).

5.2 There have been five AMRs to date which are available on request from the Planning Policy Team, these reports incorporate mandatory indicators determined by Government, as well as selected local indicators. The fifth edition of the AMR incorporated relevant indicators to provide contextual information and inform the performance reporting in terms of emerging Core Strategy policy. The significant effects identified in appraisal are reflected in the AMR through inclusion of relevant indicators which assist with monitoring of these issues. The baseline review exercise has resulted in the gathering of a wealth of data, which, subject to relevance, informs AMRs.

5.3 The structure of Stockport's Annual Monitoring Reports is outlined below:

- Executive Summary
- Introduction
- Contextual Indicators & Significant Effects
- Development Plan Production
- Monitoring of Policy Performance
 - See below for topics included
- Conclusions: Achieving Sustainable Outcomes
- Future Monitoring & Reporting

5.4 The following monitoring indicators are or will be used to monitor the performance of planning policies.

Contextual Indicators

- NI 2 Percentage of people who feel that they belong to their neighbourhood
- NI 5 Overall / general satisfaction with local area

- NI 9 Use of Public Libraries
- NI 88 Percentage of schools providing access to extended services
- NI 119 Self-reported measure of people's overall health and wellbeing
- NI 197 Improved Local Biodiversity

Significant Effect Indicators

- Average household earnings by ward or committee area
- House prices by ward or committee area
- NI 137 Healthy life expectancy at age 65
- NI 185 CO2 Reduction from Local Authority Operations
- NI 186 Per capita CO2 emissions in the LA area
- NI 188 Adapting to climate change
- NI 189 Flood risk management
- NI 194 Level of air quality

Monitoring of Policy Performance

5.5 Business Development & Town Centre

- Total amount of additional employment floorspace – by type
- Total Amount of employment floorspace on previously developed land - by type
- Employment land available by type.
- Total amount of floorspace for 'town centre uses'
- Losses of employment land in the local authority area
- Unemployment rate in borough & in wards with highest rates relative to borough average - Target: reduce levels of unemployment in wards with highest rates
- NI 171 New business registration rate
- NI 172 Percentage of small businesses showing employment growth

5.6 Local Services

5.7 Retail & Leisure Indicators

- Amount of completed retail and leisure development for the Borough
- Amount of completed retail and leisure development for the Town Centre
- Amount of completed retail and leisure development for the District Centres
- Amount of completed retail and leisure development for the Local Centres
- Number of vacant properties in Stockport town and district centres and vacancy rates as a percentage in primary shopping and all frontages - Target: an overall reduction
- Retailer representation of major national multiples - Target: no less

5.8 Recreational Space

- Percentage of eligible open spaces managed to green flag award standard
- Change in amount of recreational and amenity open space - Target: no less
- Change in area of protected urban open space - Target: no less
- Amount of children's play and casual recreational facility provided from new development - Targets: Formal: 1.7ha / 1000 population; Children's 0.7 ha / 1000 population

5 Monitoring

- NI 8 Adult Participation in Sport
- NI 57 Children and young people's participation in high-quality PE and sport

5.9 Housing

- Plan period and housing targets
- Net additional dwellings in previous years
- Net additional dwellings for the reporting year
- Net additional dwellings in future years
- Managed delivery target
- Completions by committee area
- Completions by type
- Gross affordable housing completions (by type)
- Percentage of dwellings built at a density of: <30 dwellings/ha; 30-50 dwellings/ha; >50 dwellings/ha
- New and converted dwellings on previously developed land.
- Housing Quality - Building for Life Assessments
- Number of dwellings demolished per annum
- Gypsy & Traveller net additional pitches
- Number and type of dwellings granted and outstanding
- 5 year deliverable supply assessment (with schedule of sites in appendix)
- Previously Developed Land (PDL) Trajectory
- Number and type of new dwellings in Stockport Town Centre granted planning permission and constructed during the monitoring year

5.10 Environmental Quality

5.11 *Flooding & Water Quality*

- No of Planning Permissions granted contrary to Environment Agency Advice on flooding and water quality grounds

5.12 *Biodiversity*

- Change in areas of biodiversity importance

5.13 *Low Carbon Energy Generation*

- Renewable energy generation
- Number of registrations against recognised Environmental Building and/or Design Standards

5.14 *Land Use & Quality*

- NI 170 Proportion of the area of developed land that is vacant or derelict
- Number of consents for inappropriate development in the Green Belt -Target: no non-substantiated loss of Green Belt

5.15 Minerals

- Production of primary land won aggregates by mineral planning authority

- Production of secondary and recycled aggregates by mineral planning authority
- Area of land of known mineral resources lost to development

5.16 Waste

- Capacity of new waste management facilities by waste planning authority
- Amount of municipal waste arising and managed by management type by waste planning authority

5.17 Conservation & Heritage

- Number and size of conservation areas - Target: no less
- Number of listed buildings / scheduled monuments / historic parks & gardens / buildings of local interest / HER entries - Target: no less

5.18 Transport

- Numbers of new, non-residential developments complying with council parking standards as set out in the UDP
- NI 175 Access to services and facilities by public transport, walking and cycling
- Percentage of development schemes requiring travel plans in which plans are secured (through a Section 106 agreement) - Target 100%
- Congestion – average journey time per mile during the morning peak

Additional AMR Indicators

5.19 The following indicators have been identified during policy development for inclusion in the AMR 2010/11 edition:

- 100% of new developments or redevelopment schemes, where it is technically feasible, incorporating SUDS type systems to the required standard
- A database of planning applications showing the planning targets related to carbon reductions that have been set and the results reported on completion. This will also reflect microgeneration installations.
- Monitoring the number of households on the waiting list
- NI 10 Visits to Museums and Galleries
- NI 11 Engagement in the Arts
- Town Centre: annual survey of planning permissions for B1 employment uses granted and implemented in this area and an assessment of the number of jobs created by them
- Employment Areas: annual survey of planning permissions for employment uses granted and implemented in these areas and an assessment of the number of jobs created by them
- Employment Development in Rural Areas: annual survey of planning permissions for employment uses granted and implemented in these areas and an assessment of the number of jobs created by them
- Education, Skills and Training Provision: Monitor number of places or funding provided for training through this policy and the numbers obtaining new jobs and being promoted within the company as a result
- Natural England Standards for Accessible Natural Greenspace (ANGSt)

5 Monitoring

- Number of developments where permission has been granted contrary to the advice of Environmental Health Officers with regards to air quality and noise pollution
- Percentage of applications requiring consultation with Health and Safety Executive which are determined in line with their consultation response. Target: 100%
- Percentage of applications requiring consultation with Manchester Airport, Manchester Radar or Woodford Aerodrome which are determined in line with their consultation response. Target: 100%
- Provision of a new hotel in Stockport Town Centre
- Provision of and / or planning permission granted for new C1 (Hotels) use premises in the Borough

Other Monitoring

5.20 Other forms of monitoring will regularly occur to inform planning policy performance, which will be reflected in relevant AMRs. These include:

- Regular Housing Needs Studies
- Regular Shopping & Leisure Studies
- Town Centre Evening Economy Action Plan Reviews
- PPS 4 Conformity i.e. New hot food takeaways 300 m limit to parks and schools

6 Recommendations

6.1 The various forms and stages of appraisals of emerging and finalised policy have resulted in a series of recommendations which are listed below. These recommendations reflect the mitigation approaches as well as endeavouring to ensure that subsequent planning policy documents and delivery of policies is truly sustainable.

- Sustainable consumption and production should be recognised as key to achieving real sustainable development
- Stockport's Community Strategy should endeavour to reflect the Core Strategy objectives and seek to make use of Planning Policy as a means to deliver its aims
- The economic growth aims of national and regional strategies should be achieved whilst recognising the opportunities available from local environmental and social assets
- Prioritisation of delivering affordable housing, open space and low carbon design should be discussed for individual sites and applications, taking account of viability and feasibility
- Further assessment of the potential of the Woodford site would inform whether or not it needs to be approached as an Ecotown, whilst further informing decisions on site potential
- Aiming to reduce reliance on the private car should inform pre-application and application discussions
- Town Centre peripheral and other out of centre sites need to be delivered with due consideration of sustainable travel options, which includes delivery of ancillary infrastructure such as cycle parking, clothes drying and storage facilities, as well as showers; new development has the capacity to deliver such infrastructure for existing development when located in close proximity
- Cycling and walking can make public transport a feasible option for commuting, as well as offering access to work options for non-car households in the Borough, whilst reducing the reliance on private cars and contributing to interactive communities
- Stockport should maximise opportunities to retain residents as employees in the Borough's local economy: this can help to address travel congestion and emissions, can contribute to achieving healthy weight objectives and help to decrease the disparity between economically deprived areas and the more prosperous parts of the Borough
- All evidence base structuring needs to consider the requirements of Equalities Impact Assessment; in particular the various Equalities Strands within that process, if only to ascertain that there is no differential need for each strand
- Where new roads are necessary, delivery should be undertaken in such a way as to ensure achievement of all opportunities to enhance the local environment and communities, as well as their economy
- Stockport's non-renewable heritage resource of local Mills should be considered for the opportunities they offer in terms of driving improvement of sustainable transport options, delivery of local employment sites and achievement of low carbon development
- NHS Stockport is involved in developing national NICE guidance on Spatial Planning for Health - this national guidance will be available in December 2011 and should inform revisions, as well as development, of all planning policy.

A Stage A

Stage A of Appraisal includes the assembly of an evidence base to inform the appraisal. This work was undertaken at the earliest stage of appraisal prior to finalising of the Issues & Options document, as can be seen in the Core Strategy Issues & Options Sustainability Appraisal Scoping Report for 2007⁽²³⁾.

SEA Compliance

“The report shall include information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, [and] its stage in the decision-making process” (Article 5.2).

Information to be provided in the Report includes:

- “the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects” (Annex I (f) and footnote)
- “an outline of the reasons for selecting the alternatives dealt with” (Annex I (h))
- “the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” (Annex I (g))

The baseline was reviewed and updated to inform the Core Strategy Preferred Options Sustainability Appraisal Screening Report during 2008 and 2009. Finally it was updated to inform the finalised Spatial Portrait (see below) in the Core Strategy and to inform the Core Strategy Sustainability Appraisal Report produced in 2010. The baseline evidence follows the Spatial Portrait below.

Core Strategy Spatial Portrait

Stockport stretches from the borders of the Peak District National Park and the Pennine foothills to the Manchester City boundary, and borders the Cheshire plain covering an area of 126km². The Borough lies in the south eastern part of the Greater Manchester conurbation and has the third largest population of that sub-region, within England's North West. Over 46% of the Borough is designated as Green Belt mainly located (though not limited) to the east of the Borough, with the main urban centre, Stockport Town, in the west and other urban centres spread throughout the Borough.

Greenspace is not distributed evenly within the borough. Open countryside on the eastern and southern parts of the borough and river valleys extending to the heart of the urban area provide valuable ‘green lungs’ and opportunities for informal recreation, walking and cycling. Stockport has a mix of urban and semi-rural environments, and is generally perceived as an attractive place in which to live. Landscape character designations cover 13 areas in the Borough based on a local assessment, which built on the North West Joint Character Areas data, and results in

23 <http://stockport-consult.limehouse.co.uk/portal/pp/ldfcs>

designations of local distinctiveness, including biodiversity and heritage elements. The emerging Regional Landscape Character Types⁽²⁴⁾ provide further information for local assessment. Stockport has 12 Green Flag status parks ranking it third highest in the north west region⁽²⁵⁾. There are two Sites of Special Scientific Interest, one within the Compstall Nature Reserve and Ludworth Intake at Mellor which is a Geological Conservation Review Site and has good potential for further study of this type of geomorphology. There are also 12 Local Nature Reserves and 65 Sites of Biological Interest⁽²⁶⁾.

Stockport has fairly considerable minerals resources but these are often not readily workable or are of limited quality. The main reserves are as follows:

- Sand / gravel - concentrated in the Etherow and Goyt valleys, with small pockets east of Marple Bridge, at Chadkirk and at Bramhall Park. Sand and gravel are the only minerals currently extracted within the borough, at Offerton Sand & Gravel off Marple Road;
- Sandstone / gritstone - outcrops along upland eastern edge of the borough, east of Compstall, Marple Bridge and Mellor;
- Clay / shale - widespread but of limited quality, generally not suitable for brick-making; and
- Coal - measures lie beneath the eastern part of the borough. Whilst there are no active workings or proposals, the eastern part of Stockport has previously experienced mining activities in some locations which have left an environmental legacy that needs to be taken into account in the consideration of the design/layout of development proposals.

Stockport has a rich heritage⁽²⁷⁾ with 37 conservation areas designated across the Borough covering more than 8km². There are 377 listed buildings across the Borough and 131 locally listed buildings as well as six scheduled monuments⁽²⁸⁾. Stockport is home to two registered historic parks⁽²⁹⁾. There are also 3,450 entries for Stockport in the Greater Manchester Historic Environment Record⁽³⁰⁾. A Greater Manchester Urban Historic Landscape Characterisation Project is underway to inform management of the historic environment but has yet to reach Stockport, except for a small pilot scheme in Cheadle⁽³¹⁾.

Recent draft forecasted figures indicate that Borough population levels have risen slightly, from 280,000 in 2001 to 282,900 in 2009. Of these, more than half are aged over 40 with more than 28% aged 40 to 59. The working age population has remained steady, with predicted slight losses over the next ten years, rising again slowly after that⁽³²⁾. The population varies between the wards, the smallest ward population being just 9,676 and the highest more than 15,000 people. 8.58% of the population live in areas classified as rural, according to Government Rural Definitions. These are predominantly located in the east of the Borough⁽³³⁾.

24 www.naturalengland.org.uk/regions/north_west/ourwork/landscapecharacterframework.aspx

25 Stockport Annual Monitoring Reports:

www.stockport.gov.uk/services/environment/planningpolicy/ldf/?view=Standard

26 Stockport Biodiversity: www.stockport.gov.uk/services/leisureculture/parksandrecreation/countryside/biodiversity

27 Stockport Conservation & Heritage Strategy: www.stockport.gov.uk/historicareas.

28 Stockport Annual Monitoring Reports:

www.stockport.gov.uk/services/environment/planningpolicy/ldf/?view=Standard

29 Stockport Historic Environment Database:

www.stockport.gov.uk/services/business/regeneration/consheritage/shed

30 www.gmau.manchester.ac.uk/her/index.htm

31 www.gmau.manchester.ac.uk/projects/hlc.htm

32 Greater Manchester Forecasting Model 2009 Data

33 ONS LA Classification Data, Post April 2009:

www.statistics.gov.uk/geography/downloads/LAClassification-dataset-post0409.xls

Average life expectancy for both male and female populations in Stockport is higher than the regional average, with women tending to live longer. Mortality rates are lower than the Greater Manchester and regional averages, meaning Stockport has an ageing population and a third of households in the Borough house a pensioner. There is evidence of poor health and unemployment linked to more deprived areas, with a wide gap between the poorer and wealthier parts of the Borough. Access to services is an issue with residents in certain parts of the Borough having further to travel to access basic health and lifestyle needs, whilst more heavily populated centres can place a strain on service provision⁽³⁴⁾.

Stockport has areas which fall within the 5% most deprived in England, although it ranks as a reasonably affluent Borough nationally, coming 161 out of 354 in the Indices of Multiple Deprivation, and ranking second only in affluence to Trafford in the Greater Manchester area⁽³⁵⁾. In 2008 average annual household incomes ranged across the wards from nearly £22,000 in the most deprived areas, to nearly £42,000 in the most affluent parts of the Borough⁽³⁶⁾. Average house prices are the second highest in Greater Manchester, ranging from around £111,000 for a first time buyer terrace property to more than £220,000 for detached properties in 2009⁽³⁷⁾. Based upon a suite of indices of deprivation Stockport is the third borough in England in terms of gap between wealthy and deprived areas.⁽³⁸⁾

The 125,500 homes in the borough are in generally good condition and in high demand. Semi detached houses are the most common form of dwelling in Stockport, accounting for 43.1% of the existing stock. 21.4% of homes are terraces, whilst 21.1% are detached and 14.3% are flats / maisonettes / bedsits. There is a high proportion of owner-occupation at 77.3% of the stock. In 2001 the national percentage of owner-occupied was 66.3%. Privately rented properties account for 7.3%, whilst 3.8% are provided by Housing Associations and 10.4% of homes are managed by Stockport Homes (formerly Council Housing)⁽³⁹⁾. Stockport Homes have approximately 12,000 homes but there were 8,559 households on their waiting list in 2009. The high number of households on the waiting list is partly due to the 65% of new forming households unable to buy or rent market housing⁽⁴⁰⁾.

Employment levels remain above the regional and national average. Nearly 47% of the workforce are employed in the professional, managerial and technical occupations, and only 15.9% in manual and process occupations⁽⁴¹⁾. The Town Centre and M60 Gateway area provide in the region of 30,000 jobs, which is one quarter of the total of the Borough. There are in excess of 3,000 local jobs in District Centres, which accommodate approximately 1,100 retail / service businesses. The District and Local Centres provide a community focus, providing a range of services and leisure activities, with some having the potential to enhance the tourism sector. A large percentage of the populace commute out of the area for work, mainly to Manchester and the Airport but also other

34 NHS Stockport Director of Public Health Annual Report

35 Indices of Multiple Deprivation, CLG 2007:

www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07

36 Profiling Stockport: <https://interactive.stockport.gov.uk/profile/>

37 Stockport Council Housing Market Quarterly Bulletin Nov 09:

www.stockport.gov.uk/2022/3030/hmqb_nov09?view=Standard

38 Stockport Local Area Agreement (LAA):

www.stockportcommunities.org.uk/documents/Nov_2008_LAA_Stockport.pdf

39 Stockport Housing Needs Study 2008:

www.stockport.gov.uk/2013/2998/43251/stockporthousingneedsassess2008?view=Standard

40 Stockport Housing Needs Study 2008

41 NOMIS Labour Market Profile: www.nomisweb.co.uk

surrounding areas, including outside of the region⁽⁴²⁾. For every 6 commuters who travel from Stockport to other areas, 4 travel from outside Stockport to work in the borough. The workforce reflects high levels of qualifications with 51.7% equivalent to or above NVQ level 3 and 31.4% NVQ Level 4 and above. However 9% of the workforce have no qualifications⁽⁴³⁾. Stockport has a strong tradition of volunteering⁽⁴⁴⁾ and high levels of unpaid carers, many over 55 years of age⁽⁴⁵⁾. The borough currently has 57.46 hectares of employment land identified as available for development in and around existing sites⁽⁴⁶⁾. Office development is available in the town centre, Bredbury, the Heatons, Bramhall and Cheadle with limited capacity in Marple and Hazel Grove.

Provision for formal sports in the Borough is generally below recommended national standards, although there is an oversupply of senior football pitches. Several areas continue to experience significant shortfalls. The Borough's provision currently represents a shortfall of over 100 ha across the borough. Specific spatial deficiencies in the provision of indoor sport facilities exist in the north part of the Borough. There is a significant amount of public sector indoor sports provision in the Borough, which is well used. However, indoor sports facilities are not evenly distributed with much of the current stock ageing and of poor quality. The facilities that are in the poorest condition are situated in the most deprived areas of the Borough. Private sector facilities in and around the Borough are increasing and there are numerous voluntary clubs. Education facilities in Stockport are being rationalised. Schools now offer a wide range of educational activities outside the standard school day. This results in a greater intensity and duration of use of school sites, particularly where provision is also made for dual-use leisure facilities and community use.

The borough has an extensive network of public rights of way, particularly outside of the urban area and is also situated on several longer distance walking/cycling/bridle routes including the Trans-Pennine Trail, the Middlewood Way and the Midshires Way.

The Town Centre is well served by public transport with good radial routes to most locations within the Borough and regionally. The current provision for interchange between the train and bus stations is poor. Stockport bus station is situated to the west of the town centre, adjacent to the Merseyway Shopping Centre. Buses connect the Town centre with most locations in the Borough and there are bus services linking the town centre with locations outside the Borough. The rail station has some access issues in terms of location uphill from the bus station and main shopping areas, with the A6 running between the shopping areas and both of the stations. Although Stockport train station has a very frequent service into Manchester and provides decent rail interchange opportunities with its good national and regional connections, the station lacks a direct rail link (or alternative off-road public transport link) to many parts of the Borough (e.g. Marple, Cheadle). However the rail network provides interchange opportunities for intercity, cross country and most local networks. Pedestrian streets provide access to shops and facilities within the Centre. The steep topography of parts of the town centre can pose a challenge for those with limited mobility. Currently a free town centre shuttle bus links the train and bus stations with the main shopping area in the town. During peak times congestion is a problem on the road network, in particular routes off the A6 and M60 motorway. Poor air quality linked to transport emissions is also a problem in most areas of the town centre.

42 Census 2001 Distance travelled to work: <http://neighbourhood.statistics.gov.uk>

43 NOMIS Labour Market Profile: www.nomisweb.co.uk

44 Stockport Sustainable Community Strategy 2020

45 Stockport's Annual Public Health Report

46 Stockport Annual Monitoring Report:

www.stockport.gov.uk/services/environment/planningpolicy/ldf/?view=Standard

Congestion is an issue for many of the major roads in the Borough, including on the M60 and three other routes of regional significance which run through the borough - the A6, A34 and A523. An accessibility assessment of the Core Strategy was undertaken to inform development of policy⁽⁴⁷⁾. The areas of best sustainable access are, unsurprisingly, limited to urban centres with a clear focus on the Town Centre. In terms of the full range of services as well as employment sites, the more rural eastern and southern areas of the Borough are less accessible. Access is reflected in levels of social exclusion within the Borough, with Bredbury Green, Cherry Tree Lane, Romiley and Marple South emerging as areas where there are potential imbalance between service availability and local needs.

Carbon emission figures for Stockport in 2007 show it ranks fourth in a list of Greater Manchester authorities in terms of total kilo tonnes of CO₂ emitted at a total of 1769 kilo tonnes. The domestic sector of Stockport is worse only than Manchester and Wigan in terms of emissions of CO₂ with 702 kilo tonnes emitted in 2007 from this sector. Stockport ranks fourth for industrial (592 kilo tonnes) and seventh (469 kilo tonnes) for road transport emissions. Data on carbon emissions across Greater Manchester are included within the Annual Monitoring Reports for the Borough⁽⁴⁸⁾. For 2007 Stockport's per capita emissions stand at 6.3 tonnes of CO₂ per person per annum (UK per capita for 2007 is 8.4 kilo tonnes)⁽⁴⁹⁾.

Geography of Stockport

The built up areas of the borough comprise a number of communities or townships which are broadly concentrated around Stockport Town Centre and eight district centres, indicated in [Could not find copy_1101055_ID_41](#). The district centres are Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Houldsworth Square (Reddish), Marple and Romiley. This broad demarcation of the borough's communities is used in the following description of characteristics of the different parts of the borough, together with Area Committee designations.

The geographic area of 'Stockport Town Centre' varies with the type of land use. For retail development designation of the town centre is much more limited in extent than it is for housing development. Other development plan documents define the precise boundaries for these different uses.

Urban Areas

Stockport Town Centre has a sub-regional influence extending over the whole Borough and well beyond in some directions. The District and Local Centres have an important role in serving local needs and certain sections of the community, including the elderly and less mobile, could be considerably impoverished without them. There are 8 District Centres in Stockport, smaller than Stockport Town Centre and their roles are more limited. They vary in size and range of functions, with Marple having the highest levels of business premises and Reddish (Houldsworth Square) the least⁽⁵⁰⁾. Though most of the trade of each District Centre comes from its surrounding area, to some extent the centres are complementary.

47 Available at <http://stockport.limehouse.co.uk/portal/pp/ldfcs>

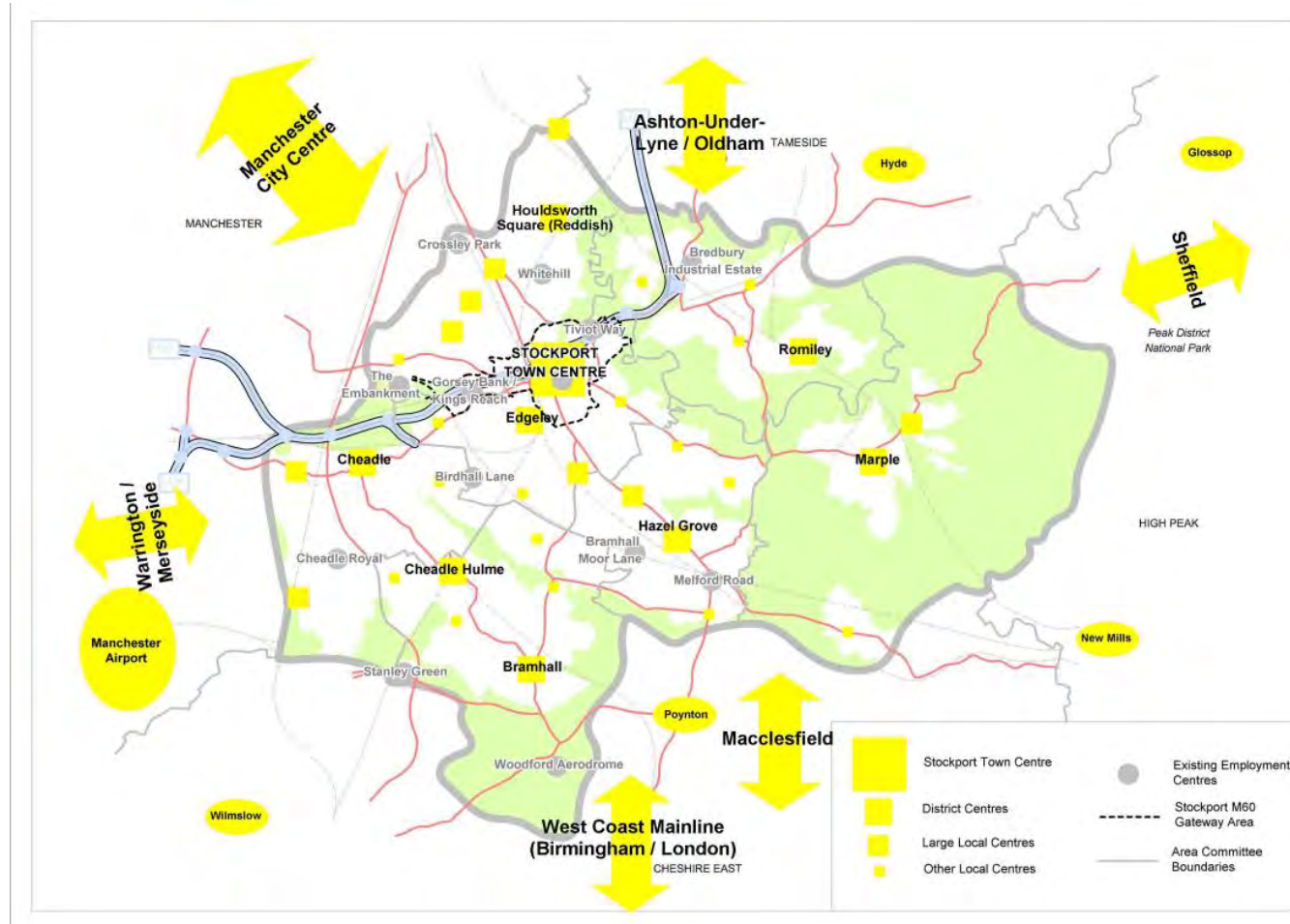
48 Stockport Annual Monitoring Report:
www.stockport.gov.uk/services/environment/planningpolicy/ldf/?view=Standard

49 DECC Statistics about climate change:
www.decc.gov.uk/en/content/cms/statistics/climate_change/climate_change.aspx

50 Stockport Annual Monitoring Report:
www.stockport.gov.uk/services/environment/planningpolicy/ldf/?view=Standard

The 25 Local Centres provide primarily for daily shopping needs although some have better convenience availability than others. However generally they have a more limited role than District Centres.

Figure 16 Stockport Town Centre, District & Local Centres and Existing Employment Centres



Stockport Town Centre is defined by regional policy⁽⁵¹⁾ as a town centre within the Manchester City Region area, prioritised, with other City Region town centres, after the city centre of Manchester in terms of development. Stockport is identified as one of the areas with particularly strong demand for the release of employment land, contributing to driving forward the regional economy. The town centre is listed as an area which should be promoted for retail investment and regeneration, ensuring a sustainable distribution of high quality retail facilities. The regional target for the Borough in terms of housing delivery between 2001 and 2021 is 8,100 houses. With its excellent rail and bus links, Stockport has the capacity to contribute to delivery of regional aims to reduce congestion on the motorway networks, through promoting sustainable transport options. Many Stockport residents commute to businesses based at Manchester Airport which has associated benefits and impacts in terms of employment and congestion. Stockport is identified as ranking seventh in a list of major retail centres in the North West⁽⁵²⁾.

51 North West of England Regional Spatial Strategy:
www.4nw.org.uk/documents/?page_id=4&category_id=275&order=document_name&dir=asc

52 Stockport Shopping & Leisure Study 2009

Stockport Town Centre is defined by its topography and the listed railway viaduct which spans the Mersey river valley articulates this. The core retail area is contained in the river valley with the town centre's historic core of winding street patterns rising up to the south of the main retail area. Retail areas lie to the east of the Viaduct and the A6, comprising of Merseyway, with the Peel Centre continuing further east. The linkages north to south are restricted in part due to topography, while east to west linkages are restricted by vehicle routes, especially the A6. The river frontage of the Mersey, Tame and Goyt rivers within the town centre have been under utilised during the 20th century, including being built over.

Housing within the Town Centre is mainly social rented housing and is concentrated around the edges and generally of two types; high density terraces and small groups of high-density tower blocks of flats. There is significant potential for new housing development within the Town Centre and surrounding areas. Office blocks are concentrated around the A6 and Piccadilly, the southern approaches to the town centre and adjacent to the core retail area, with Stockport College occupying a large area of land at the town's southern fringe. There are major opportunities to improve and increase the range of office sites available in the town centre, reflecting its accessibility via public transport. Despite recent additions, there is a lack of a range of restaurant representation and sufficient quality restaurants for its size and there is scope for enhancement of cafés and bars. This is reflected in the fact that the Town Centre's evening economy is still under-performing.

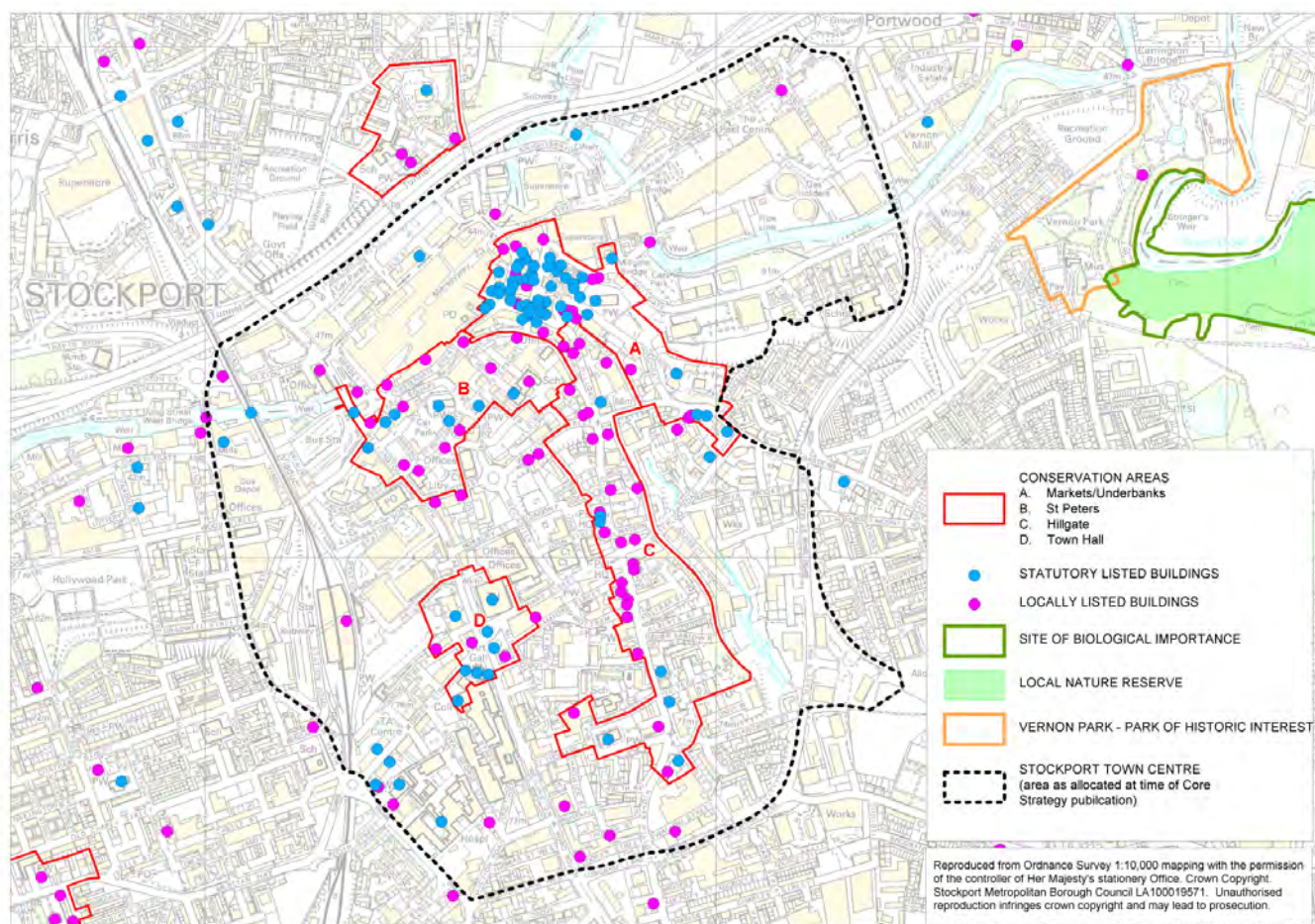
The Town Centre and the M60 Gateway corridor stretching northwards of the town, are identified as a priority area for regeneration. Regeneration has taken place at locations such as the Market-Underbanks and Hillgate. The Town Centre contains several Conservation Areas, with regeneration of architectural and historic heritage key to making the area more attractive. The River Mersey and lower reaches of the Goyt and Tame feature in this area, where initial reclamation and access enhancements have been carried out⁽⁵³⁾.

The Town Centre is well served by public transport with good radial routes to most locations within the Borough, regionally and beyond. Stockport bus station is situated to the west, adjacent to the Merseyway Shopping Centre. The rail station however, has some access issues in terms of location uphill from the bus station and main shopping areas, with the A6 running between the shopping areas and both stations. However the rail network provides interchange opportunities for intercity, cross country and most local networks. Pedestrian streets provide access to shops and facilities within the Town Centre. During peak times congestion is a problem on the road network, in particular routes off the A6 and M60 motorway. Poor air quality linked to transport emissions is also a problem in most areas of the Town Centre.

The recent revitalisation of the Covered Market Hall, a Grade II Listed Building in the Town Centre, highlights the wealth of heritage sites in and around the town centre. The four Conservation Areas within the Town Centre area are the Town Hall, St Peters, the Markets/Underbanks area and Hillgate. It should also be noted that Vernon Park, a nationally recognised Park of Historic Interest as well as Woodbank Park Local Nature Reserve, with its ancient semi natural woodland, lies close to the Town Centre on its eastern edge and includes a Site of Biological Importance.

53 Stockport Town Centre Rivers Development Plan:
www.stockport.gov.uk/services/business/regeneration/tcandmajordev/tcregen/tckeyprojects/towncentrerivers/

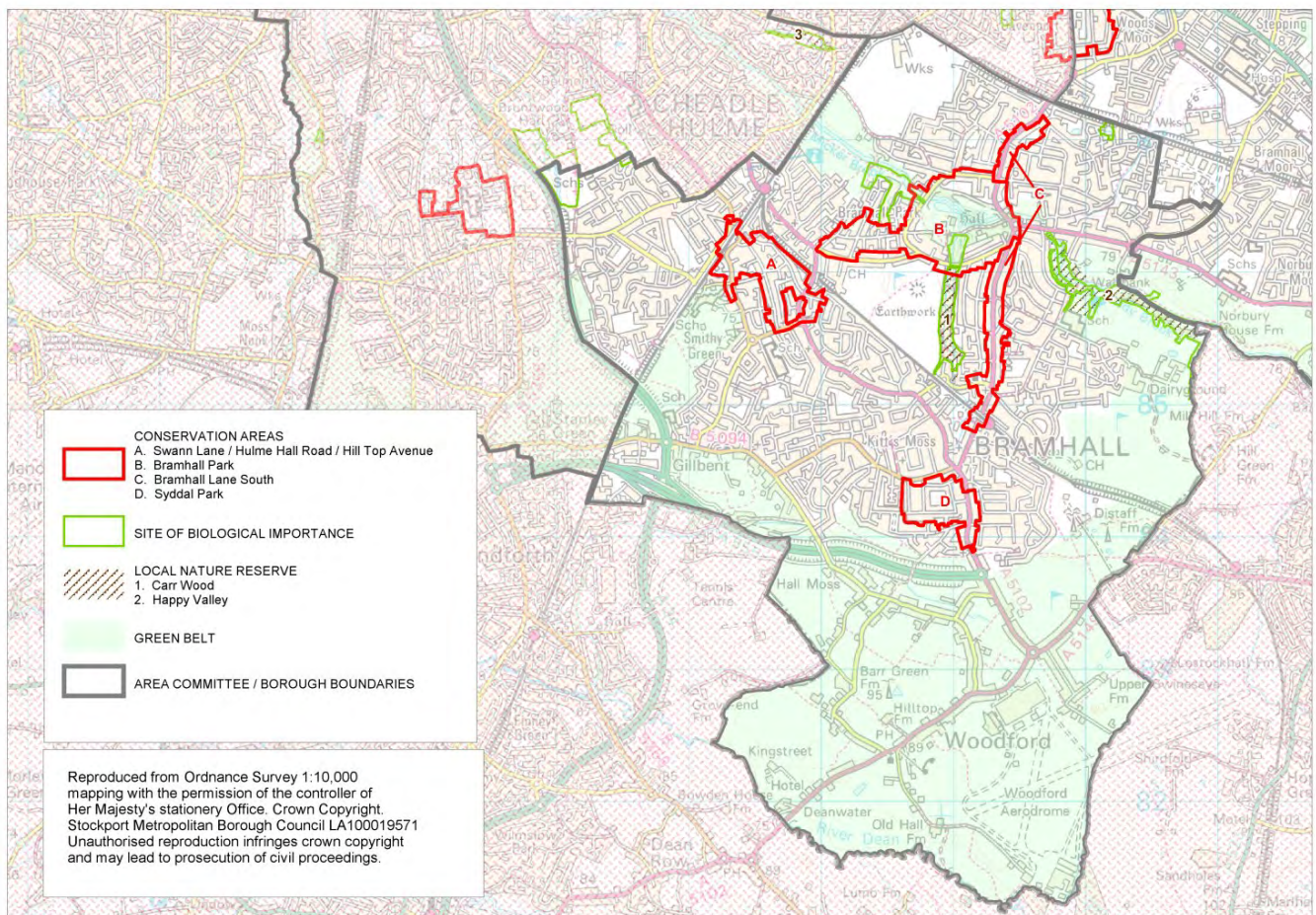
Figure 17 Key natural environment and heritage assets in and around Stockport Town Centre.



The Central Committee Area, covering the Town Centre, has a population estimated at over 56,000 people, 28% of which are aged over 50. The Central Committee Area includes the wards of Brinnington, Edgeley & Cheadle Heath, Manor and Cale & Davenport.

Bramhall is located to the south of the Borough within the Bramhall & Cheadle Hulme South Committee Area which has a population of more than 36,000. 40% of them are aged over 50. Bramhall centre is located close to its railway station and originally developed in the late 19th, early 20th centuries, focusing on the junction of roads from Stockport, Woodford and Cheadle Hulme. There are four Conservation Areas within this area and two Local Nature Reserves both containing Ancient Woodland and Sites of Biological Importance (see [Could not find copy_1101055_ID_139](#)). Woodford on the southern edge of the area marks the change to countryside, bordering East Cheshire. Bramhall District Centre is linked to Stockport and Manchester via an hourly rail service. However, high levels of private car use contribute to traffic congestion on Bramhall's roads. Bramhall is the most affluent neighbourhood, with the highest property prices, some of the best education results, the lowest unemployment rates and good overall health. Bramhall retail and restaurant provision is good both in terms of range and accessibility. This residential, leafy suburb has mainly large two storey detached and semi-detached housing, dating from Victorian and Edwardian eras, with further development during the inter-war and post war years. Dwellings are set back from the road, well screened, with spacious plots. Affordable housing levels are low and under-occupancy of dwellings is high, with good potential for further housing. There are small areas of employment land in the area, with some limited potential industrial or commercial sites for future development.

Figure 18 Conservation Areas, Local Nature Reserves and Sites of Biological Importance in Bramhall.

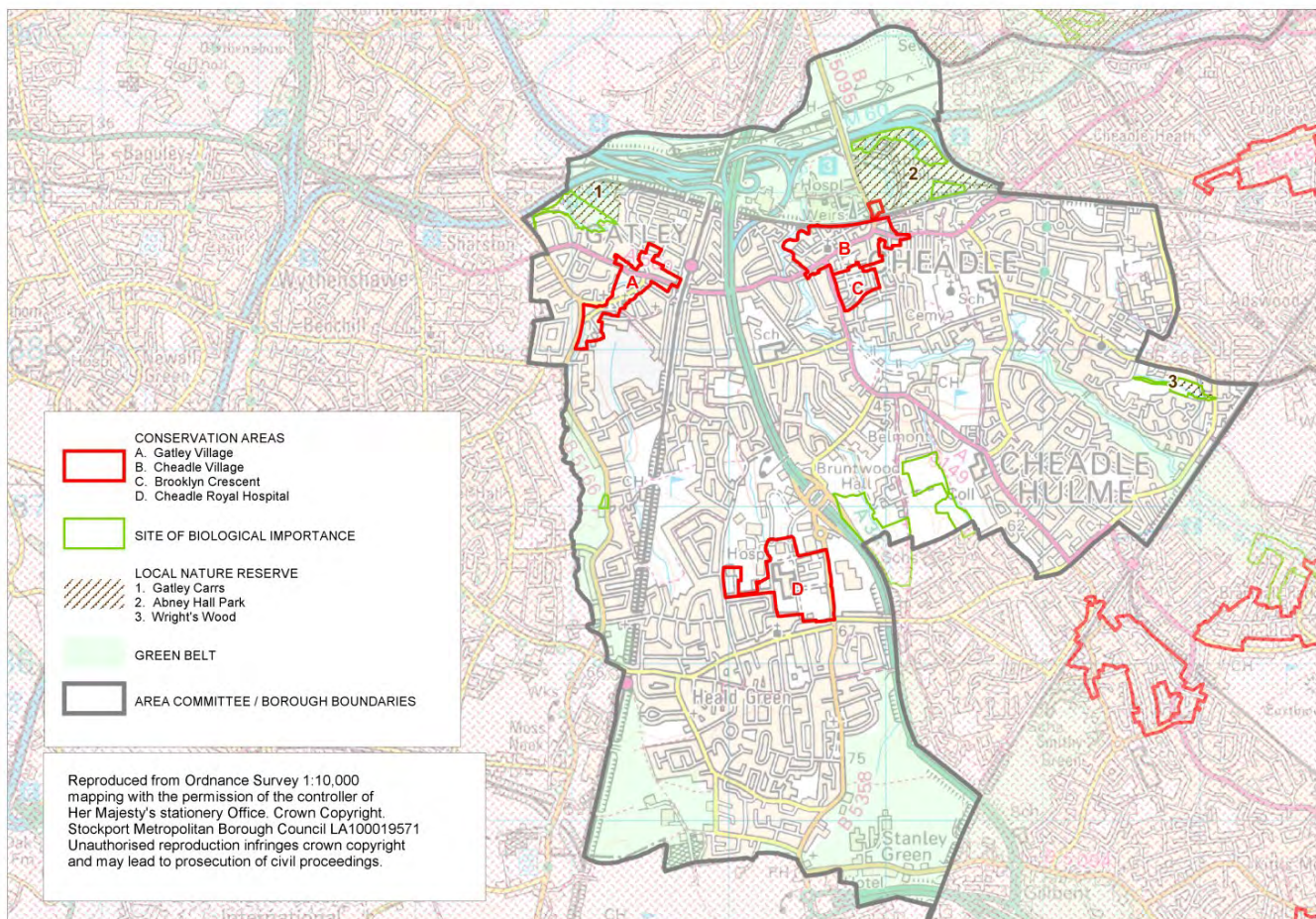


Cheadle Hulme, located south west of Stockport Town Centre, developed as a railway suburb in the 19th century, with further major growth between the 1930's and 50's. There is a Conservation Area at Swann Lane / Hulme Hall Road / Hill Top Avenue. Cheadle Hulme District Centre has excellent train links to Stockport and Manchester, and points south. There are good bus services, and, after Stockport Town Centre, Cheadle Hulme District Centre is the most accessible location in the Borough. The area is principally residential and suburban in character with semi-detached and detached houses the main dwellings. It serves the Bramhall population, a proportion of which use Cheadle Hulme District Centre, together with some Cheadle residents. Neighbourhoods are mostly affluent, in good health and serviced by a vibrant District Centre in terms of services, with some limited mid to late 20th century office employment sites around Station Road. There is further retail and industry concentrated at Stanley Green in the south-west close to the Borough boundary, adjacent to the A34. Cheadle Royal Business Park on the A34 provides a range of employment sites in the area, with potential for further expansion. House prices are usually high, however there is some opportunity for provision of affordable options amongst new housing delivery. There are also concerns around traffic congestion in an area which relies heavily on private car use, despite excellent bus and train service provision. Also neighbouring Cheadle and Bramhall represent some of the best and worst availability of open space for recreation, with Cheadle Hulme lying between them in the level of provision. Therefore some residents will have easier access to open and recreation space than others, dependent on locations.

Cheadle Committee Area is located to the far west of Stockport Town Centre, in the north stretches to the border with Manchester and hosts Cheadle District Centre. The centre is linear stretching

from St Mary's Church in the west to Cheadle Green in the east. There are good rail links from Gatley and Heald Green stations into Manchester and the Airport, but no direct rail link to Stockport. Also Cheadle District Centre currently has no rail station. The area has a mixed appearance with some attractive Victorian and Edwardian terraces and some villas around the Centre. The rest of the area is a wider sprawling suburban form, including Gatley and Heald Green, comprising mostly inter and post war detached and semi-detached dwellings. The area has four conservation areas and three Local Nature Reserves, two of which are also Sites of Biological Importance (see [Could not find copy_1101055_ID_143.](#)). The A34 dissects the area leaving Gatley and Heald Green isolated from Stockport, often associated more as Manchester suburbs. There is a population of 39,895 (38% are over 50) with a few isolated pockets of deprivation that are higher than the national average. Cheadle Hulme North Ward has the fourth highest serious crime levels for wards in the Borough and second highest level of poor post codes in Stockport. In the main this largely residential area is low in deprivation as well as unemployment and its residents are generally in good health. Proximity to Manchester Airport and reliance on the private car creates problems of heavy traffic volume, noise and air pollution. Cheadle has a relatively varied provision of retail and leisure locally, but lacks a larger supermarket. House prices are high with affordable housing an issue, but future housing provision options are reasonably good.

Figure 19 Conservation Areas, Local Nature Reserves and Sites of Biological Importance in Cheadle.



The densely populated **Edgeley** serves its own and surrounding local areas, including serving, in part, the more than 56,000 strong Central Committee Area population. Edgeley Centre is a part pedestrianised linear street in a characteristically urban residential area located to the south and west of Stockport Town Centre with the A6 running to the East. The area is dominated by high

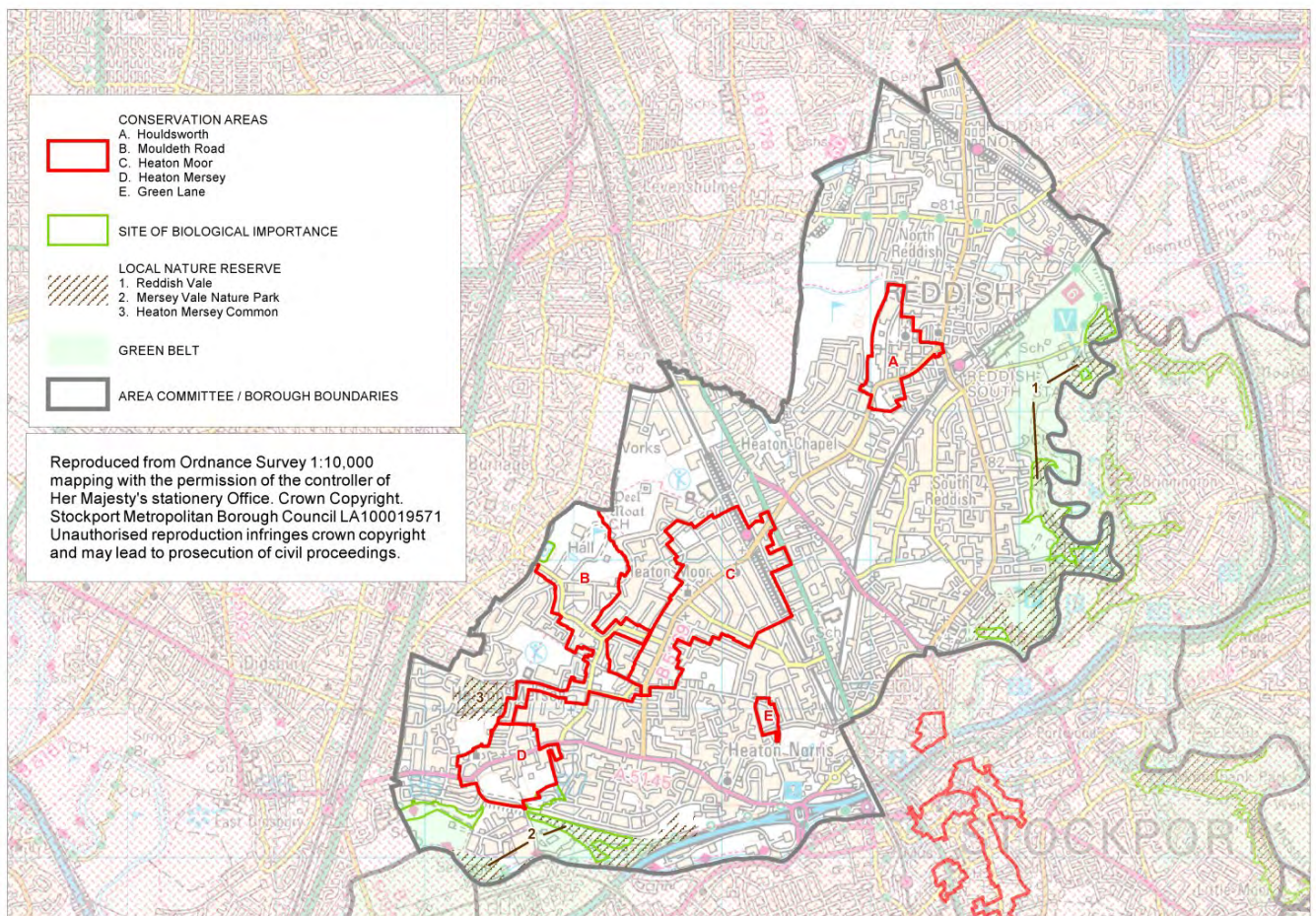
density, red brick, back of pavement terraces. There are five Conservation Areas: Alexander Park, Cale Green, Davenport Park, Egerton Road / Frewland Avenue and St Georges, Heaviley. The proximity to the town centre saw it grow rapidly during the industrial revolution with most housing being late Victorian and Edwardian with the scale of the grid iron pattern of terraced streets unlike any other part of Stockport south of the M60. Nearby Cale Green is of similar style, while Davenport also has some areas of later inter-war more suburban dwelling types. The Adswold estate dates between the 1920's and 1950's with a mix of public and private housing, giving it its own distinct character. Cheadle Heath in the west is more mixed in character including the Bird Hall Lane industrial development. There are relatively significant levels of deprivation in the neighbourhoods reflecting lower level average household incomes and the third highest proportion of poor post code levels in the Borough. Edgeley & Cheadle Heath Ward has relatively high levels of crime, being the second highest ward in the Borough, in terms of serious crime levels. There are also relatively high levels of unemployment, teenage pregnancy and traffic accidents. Educational achievement is slightly below average with potential for improvement, and the general health of the residents is poorer than some of the other neighbourhoods in the borough. However, the area does have a good range of quality affordable housing, some good social and community facilities and two award winning parks. Despite recent and current enhancement, retail service provision requires further improvement in the District Centre, particularly in terms of the quality and range of restaurants, cafés and bars. Retail vacancies have been significantly higher in Edgeley over recent years. Housing affordability is high with limited potential for further housing delivery in Davenport. There have been substantial employment development areas, including industrial and also some office. However little has taken place in the District Centre itself. Thanks to its location in close proximity to Stockport Town Centre and train station, Edgeley benefits from excellent public transport links and is one of the more accessible areas of the Borough.

Hazel Grove in the Stepping Hill Committee Area serves a population of nearly 40,000, with 37% aged over 50. Situated along the A6, Hazel Grove has a linear district centre which funnels congestion along the A6, further impacted by through traffic between the M60 orbital motorway and Cheshire / Derbyshire through routes. The rail station offers a half hourly service into Stockport and Manchester and bus services are good. There are predominantly terraced retail properties located at the back of the pavement. The wider areas are quite diverse but mostly residential and suburban in character with commercial uses mainly located to the south and west of the A6 close to the railway lines. These residential areas are mixed, ranging from Victorian terraced streets with fine urban grain located close to the A6 and towards Stockport Town Centre, through to more spacious plots containing inter and post war semi-detached and detached dwellings within a more fluid urban structure. Whilst most areas are stable with a good range of housing and general health, there are areas with above borough average levels of unemployment, teenage pregnancy, crime levels, and very heavy volumes of traffic. In Offerton in particular, there are significant areas of high deprivation, reflected in Offerton Ward being in the top five poor post code areas in Stockport. However Offerton does host the area's one Local Nature Reserve at Poise Brook, which has ancient semi natural woodland and is a Site of Biological Importance. Hazel Grove is experiencing substantial difficulties due to its elongated cover of the A6 and narrow pavements, however it delivers reasonable non-retail services. Affordable housing is relatively readily available, with a predominance of flats and scope for some further housing development. There has been limited employment development of both industrial and office types, with no significant development in the District Centre.

The Heatons & Reddish Committee Area has a population of more than 56,000, with 31% aged over 50. North Reddish and South Reddish, as well as some parts of Brinnington are served by

Houldsworth Square in Reddish as a District Centre, with a half hourly rail service to Manchester from Reddish North Rail Station. The Four Heatons are served by various local centres and have higher average household incomes and lower crime levels. Brinnington has its own local centre and is ranked as one of the most deprived areas in the country, reflected in the fact that it has significantly lower average household income figures than any other Stockport ward. This area has some pockets of stable and active communities, and a good supply of affordable housing. They are located north of Stockport Town Centre, within the M60 ring road, and stretch to the borders with Manchester and Tameside. Houldsworth Mill is at the centre of a Conservation Area in Houldsworth, and four other Conservation Areas exist within the Heatons and Reddish area. There are also three Local Nature Reserves within the area (see [Could not find copy_1101055_ID_146.](#)) These neighbourhoods are more densely populated and urban in character than most other parts of Stockport, with Reddish an industrial suburb. The Four Heatons are predominantly suburban residential areas including leafy, spacious Heaton Moor, which developed as a railway suburb in the 19th century and retains access to a regular rail service between Manchester and Stockport via Heaton Chapel rail station. Heaton Moor comprises grand Victorian villas and small groups of Victorian terraces around the two local centres, as well as some later semi-detached and detached inter and post war properties. Heaton Mersey has a terraced centre built around previous industries and influenced by the area's unique topography, with limited access to rail stations at Burnage and East Didsbury, outside of the Borough, serving Manchester, the Airport and Cheshire. In Reddish the large area of employment development which stretches from Lancashire Hill to the district centre has started to see the development of older sites for new employment uses.

Figure 20 Conservation Areas, Local Nature Reserves and Sites of Biological Importance in Heaton and Reddish.

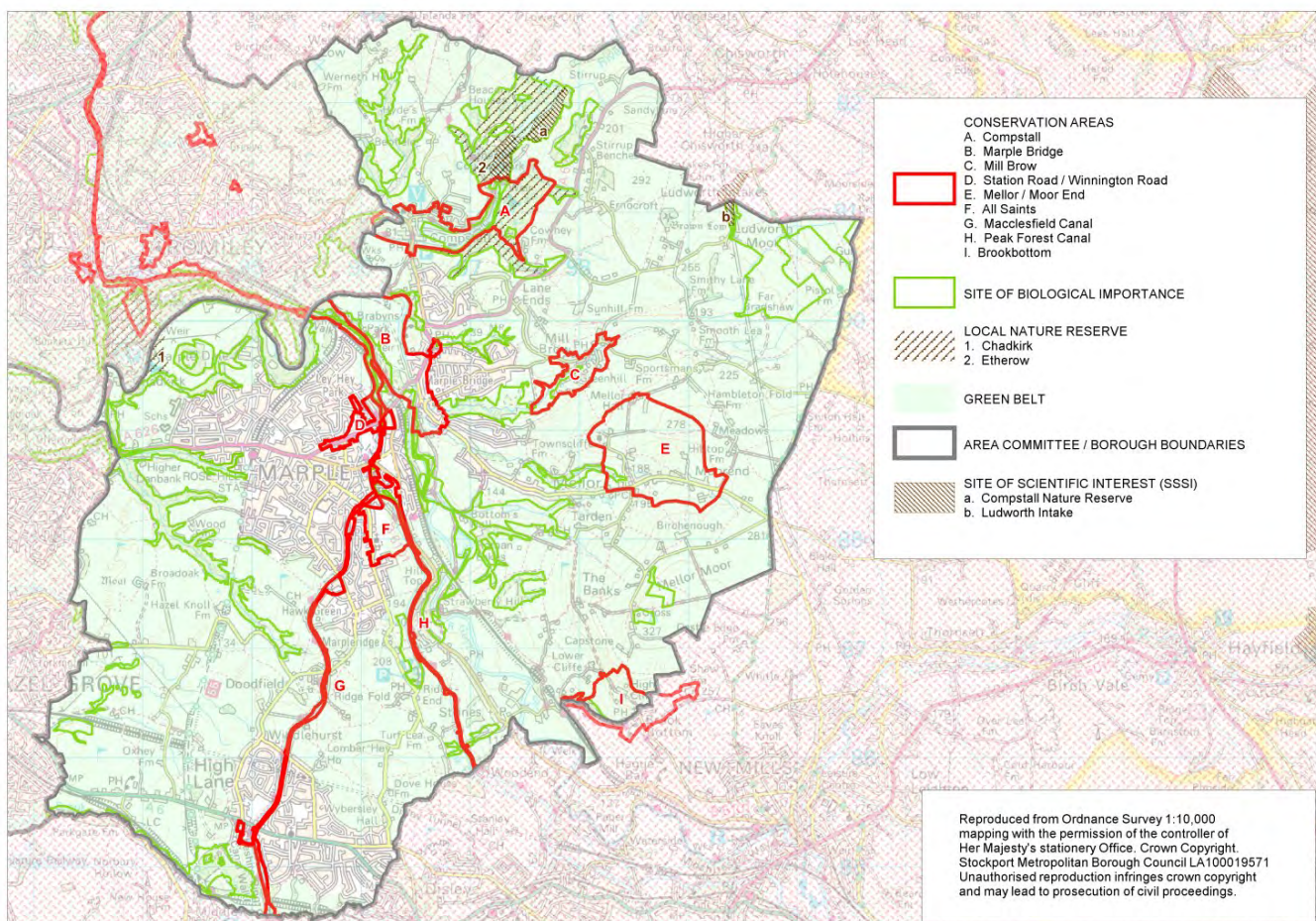


Brinnington, with its own local centre, lies north east of the Town Centre and east of Houldsworth Square District Centre and developed as a Council estate in the 1950s. It comprises a mix of dwellings from tower blocks of flats to low rise terraces and semis. Brinnington rail station has half hourly services into Manchester. Social rented housing predominates in Brinnington. Some areas experience significant levels of deprivation. Overall levels of unemployment, income support claimants, teenage pregnancy, crime and traffic accidents are high. This situation is exacerbated by the fact that it is geographically isolated, with Reddish Vale Country Park (the only Local Nature Reserve in the area) and Tiviot Dale to the West and a corridor of green belt and the M60 to the East. Service provision could be improved across the area but is reasonable. House prices are the lowest in the Borough reflecting the limited housing choice and high levels of social housing. Outside of the Town Centre, these areas have the greatest housing development potential. Industrial development has been steady in these areas with some office provision, and future potential for further redevelopment.

Marple is located to the East of the borough, bordering Derbyshire, surrounded by the protection of Green Belt, with a population of more than 26,000 of which 40% are aged over 50. People reside mainly in Marple and Marple Bridge as well as outlying villages such as High Lane. This makes it a gateway to the countryside with the wider area more rural in character than the rest of the borough (except for the Woodford area). However it also makes access to some central Stockport services problematic. This area grew up around industry, especially Mills, and agriculture, and Marple itself developed as a railway suburb, with significant growth in the area in inter-war years with the surrounding river valleys and varied topography serving to curtail urban sprawl.

Consequently the area comprises of a combination of suburbs or predominantly inter and post war properties and villages which maintain much of their original character. The heritage of Marple is rich with 9 Conservation Areas (some of which are cross-boundary with other areas and, in the case of Brookbottom, with the neighbouring High Peak Borough). The area is quite unique with 16 canal locks, an aqueduct and a viaduct spanning the valley over the River Goyt and stone as well as brick readily in use for building. Additionally the area has the borough's only two Sites of Special Scientific Interest (SSSI), two Local Nature Reserves and a number of Sites of Biological Importance (see [Could not find copy_1101055_ID_150.](#)). The train link to Manchester remains, but not to Stockport Town Centre, contributing to road congestion in the area, particularly along the A626 corridor. Social isolation is therefore a problem for some of Marple's residents, particularly older people and those experiencing economic deprivation. However, Marple is generally seen as a highly desirable area with low crime rates and good schools. Overall, Marple has low levels of deprivation and unemployment, as well as good health. Services are mainly located in Marple with good local provision. Affordability of housing is an issue, with some further potential supply, and Green Belt boundaries protect against urban sprawl. The lowest employment development levels in the Borough reflect the commuter traffic congestion issues, which are exacerbated by limited public transport availability. Retaining remaining local employment is an issue.

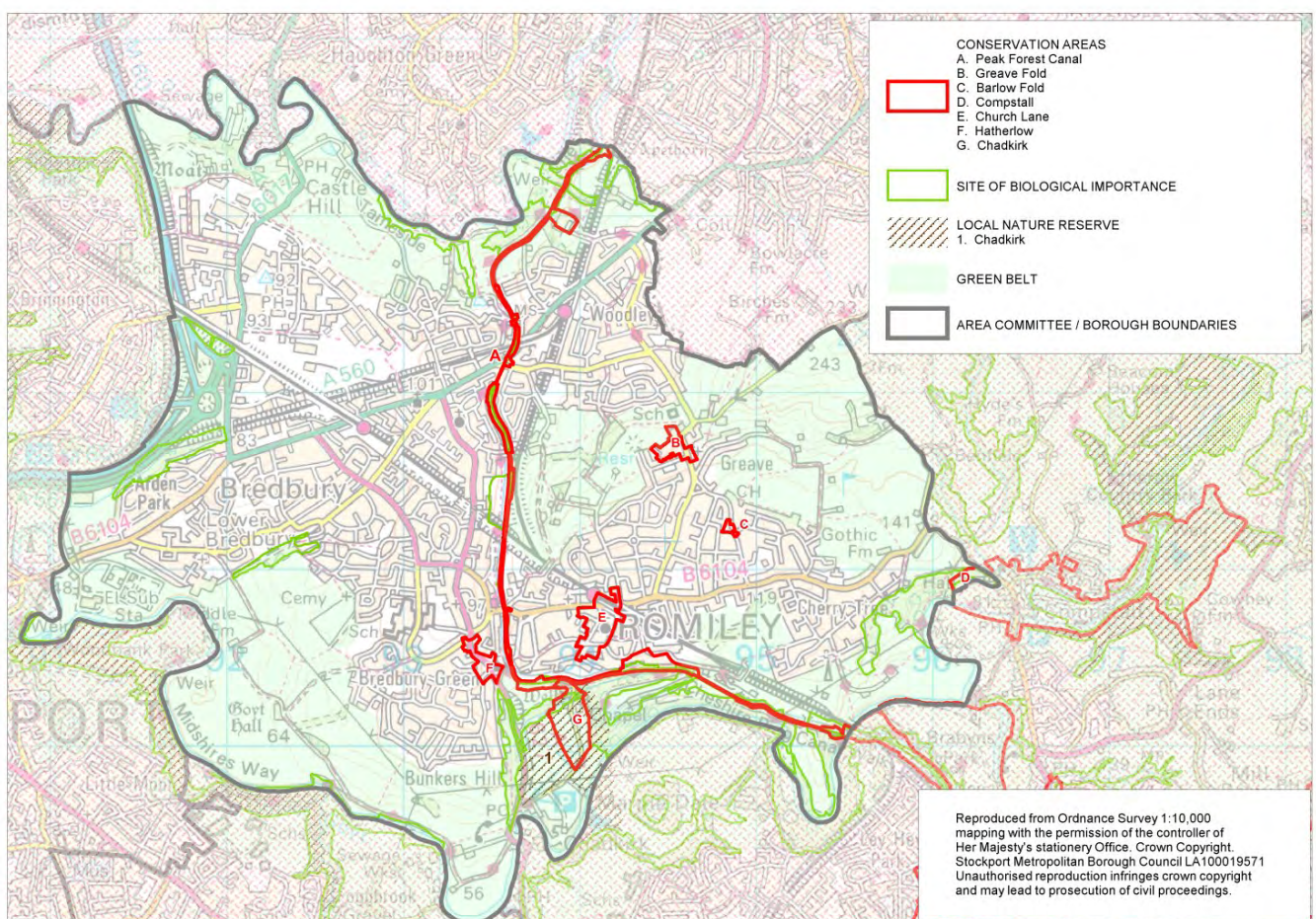
Figure 21 Conservation Areas, Local Nature Reserves, Sites of Special Scientific Interest and Sites of Biological Importance in Marple.



In the Werneth Committee Area lie **Romiley**, Woodley and Bredbury which are served by Romiley District Centre, with a total population of nearly 27,000 within the area, of which 39% are aged over 50. These areas are located to the North East of the borough, stretching to the borders with

Tameside and Glossop, with good rail links into Manchester, but not Stockport and have a varied topography. The area's settlements range from small villages such as Compstall in the east which is early 19th century, to 20th century suburbia for example around the more centrally located Bredbury and Woodley. The canals supported early development in Woodley and Romiley with railways accelerating further development and spreading to Bredbury. In particular the railway has impacted on the linear Romiley District Centre of Victorian buildings. There is no predominant street pattern, or plot size or dwelling form but there is significantly more housing than flats, with terraces located closer to the district and local centres. There are seven Conservation Areas across this area as well as a Local Nature Reserve and a number of Sites of Biological Importance (see [Could not find copy_1101055_ID_153](#)). The property market has, until the recent economic impacts, increased in both price and demand. However, areas still contain some small pockets of deprivation higher than the national average, reflected in Bredbury & Woodley Ward being in Stockport's top five wards for poor postcode units. Some of Stockport's busiest roads pass through these neighbourhoods and consequently some areas suffer from serious congestion issues. Overall, there are lower than average rates of unemployment, good general health, and low levels of crime and traffic accidents. Services provision has room for improvement in terms of retail and leisure, with low employment availability in the District Centre. Social housing provision is high in this area and housing is relatively affordable. There is good scope for further housing to be developed in these areas. Industrial development has been high with some office development, concentrated around Bredbury Industrial Estate, close to Junction 25 of the M60 and well served by rail terminals.

Figure 22 Conservation Areas, Local Nature Reserves and Sites of Biological Importance in Werneth.



Appraisal Baseline

The Baseline evidence was refreshed at each stage of appraisal activity - below is the finalised version which informed the appraisal of the final draft of the Core Strategy, as well as the Spatial Portrait. The table includes the 'do nothing' considerations required by SEA, as well as considerations of data limitations.

SEA Compliance

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

Table 2 Baseline Review

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
Sustainable Society				
Protect & Enhance Human Health	<p>NI 5 Overall/general satisfaction with local area; NI 8 Adult participation in sport; NI 23 Perceptions that people in the area treat one another with respect and dignity; NI 47 People killed or seriously injured in road traffic accidents; NI 48 Children killed or seriously injured in road traffic accidents; NI 55 obesity among primary school aged children in Reception Year; NI56 Obesity among primary school age children in Year 6; NI 57 Children and young people's participation in high-quality PE and sport; NI119 Self-reported measure of people's overall health and wellbeing; NI120 All-age all cause mortality rate; NI 121 Mortality rate from all circulatory diseases at ages under 75; NI 122 Mortality from all cancers at ages under 75; NI 124 People with a long-term condition supported to be independent and in control of their condition; NI135 Carers receiving needs assessment of review and a specific carer's service, or advice and information;</p>	<p>Smoking prevalence aligns with deprivation figures; 40.1% in Brinnington (most deprived ward), 6.9% in Bramhall South (least deprived ward); Obesity of growing concern, although Stockport has good figures for more than 1 stone overweight, however high levels of people up to a stone overweight; people eating recommended five a day is lower than national average (19% for Stockport, 25% for England); Mental health scores improved with affluence; 69,000 people in Stockport have drunk double their daily guideline during a week, 11,000 have drunk more than recommended levels indicating dependency; quarter of respondents to Stockport Health Survey reported undertaking recommended 5 x 30 minute exercise a week, older people are fitter than younger. Adult participation in active sport 3 or more times a week shows 19.4% return for 2008. The percentage of 5-16 year olds participating in at least two hours of high quality PE remains above 70%. Obesity in Primary school aged children is rising slightly, reflecting a need to ensure adequate exercise opportunities for young people.</p>	<p>If unplanned, location and facilitation of services to tackle smoking, alcohol and dietary problems could prove ineffective, if inaccessible or space unavailable to house them within the communities of need. Obesity levels could rise as opportunities to exercise as part of commuting and leisure remain unequal across the Borough. Opportunities for mental health improvement could be missed in terms of green space to assist with stress management and general health improvement.</p>	<p>NI data on some indicators is limited due to some being incomplete or only for 1 year. NI's that have no data available are in red.</p>
	<p>NI137 Healthy life expectancy at age 65; NI 138 Satisfaction of people over 65 with both home and neighbourhood; NI 158% decent</p>	<p>The all-age all-cause mortality rate has been falling steadily since 1995, with mortalities from cancers and circulatory diseases reducing annually. There are fluctuations in road traffic</p>	<p>Environmental degradation through increased traffic and unplanned development would result in</p>	

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>council homes; NI167 Congestion - average journey time per mile during the morning peak; NI 175 access to services and facilities by public transport, walking and cycling; NI 176 Working age people with access to employment by public transport (and other specified modes); NI 177 Local bus passenger journeys originating in the authority area; NI 178 Bus services running on time; NI 187 Tackling fuel poverty; NI 194 level of air quality; NI 915 Improved street and environmental cleanliness; NI 198 Children not travelling to school by car. Stockport Annual Monitoring Reports 2005-2008. NHS Stockport Director of Public Health Annual Reports. Health Conditions in Stockport - Stockport Health Survey 2006. Stockport Health Profile 2008 APHO. AGMA Healthy Survey 2007. Profiling Stockport - website resource.</p>	<p>accidents but generally they are low. More than 73% of people with a long term condition feel able to be independent and in control of their condition. There has been more than a threefold increase in the number of carers getting assessed. Older people in the borough are generally happy with their living conditions (84.1%). Non-decent public sector housing levels have halved in the last five years with fuel poverty levels reduced in terms of those on income benefits - however this could rise again under economic recession. 83.26% of working age people living within the catchment area of sites with more than 500 jobs have access by public transport and/or walking. Average journey time during the morning peak for the last two years is 4.93 minutes / mile. Access to services and facilities by public transport and walking stands at 89.68% for 2009/10 rising from 89.25% in 08/09 of the populace. Less than 30% of children travel to school by car.</p>	<p>increases in health inequalities, degrading health across the Borough.</p>	
<p>redress inequalities related to age, gender, race, disability, faith, deprivation, locality</p>	<p>NI 1 % of people who believe people from different backgrounds get on well together in their local area; NI 2 % of people who feel that they belong to their neighbourhood; NI 3 Civic Participation in the local area; NI 5 Overall / general satisfaction with local area; NI 8 Adult participation in sport; NI 9 Use of public libraries; NI 10 Visits to</p>	<p>Stockport has the greatest health difference between its most affluent quintile and its more deprived quintile of any PCT in Greater Manchester and the gap is widening. The health of people in Stockport is varied. A number of indicators are significantly better than the England average, such as the estimated percentage of adults who smoke and people recorded with diabetes. A few indicators are significantly worse, such as the estimated percentage of adults who</p>	<p>Capacity to tackle the health issues mentioned is impacted as geographical location of some resources and services remain inappropriately located and sporadic and existing inaccessible services remain so. Deprivation increases exacerbated by</p>	<p>Some NI sets rely on 'questionnaire responses' therefore are potentially not fully representative. Census related data is over 10</p>

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SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>museums or galleries; NI 11</p> <p>Engagement in the arts; NI 13</p> <p>Migrants English language skills and knowledge; NI 57</p> <p>Children and young people's participation in high-quality PE and sport; NI 118</p> <p>Take up of formal childcare by low-income working families; NI 136</p> <p>People supported to live independently through social services (all ages); NI 137</p> <p>Healthy Life Expectancy at age 65; NI 138</p> <p>Satisfaction with people over 65 with both home and neighbourhood; NI 141</p> <p>Number of vulnerable people achieving independent living; NI 142</p> <p>Number of vulnerable people who are supported to maintain independent living ; NI 147</p> <p>Care leavers in suitable accommodation; NI 148</p> <p>Care leavers in employment, education or training; NI 152</p> <p>Working age people on out of work benefits;</p>	<p>binge drink. There are health inequalities by gender, level of deprivation and ethnicity. For example, men from the most deprived areas have over eight years shorter life expectancy than men from the least deprived areas, and women from the most deprived areas live over six years less than those from the least deprived areas.</p> <p>Unemployment levels are relatively low in Stockport and affordable housing provision is on the rise (69 units in 2007/08 and 149 in 08/09), but remains an issue in the least deprived areas. The number of households in temporary accommodation is relatively low and continues to fall. 1,824 net new homes have been delivered in the Borough in the last three years. This is reflected in the halving of households in temporary accommodation since 1998. Average journey time during the morning peak for the last two years is 4.93 minutes / mile. Access to services and facilities by public transport and walking stands at 89.68% for 2009/10 rising from 89.25% in 08/09 of the populace.</p>	<p>reduced levels of employment and business development, housing provision is not targeted to areas of need and local environment is experiencing degradation. Social cohesion weakens with reduced social interaction as isolation increases and perceptions of disrespect increase.</p>	<p>years old. NI's that have no data available are in red.</p>
	<p>NI 153 Working age people claiming out of work benefits in the worst performing neighbourhoods; NI 154</p> <p>Net additional homes provided; NI 155</p> <p>Number of affordable homes delivered; NI 156</p> <p>Number of households living in Temporary Accommodation; NI 158</p> <p>% decent council homes; NI 159</p> <p>Supply of ready to develop housing sites; NI 167</p> <p>Congestion - average journey</p>	<p>Stockport scores well on satisfaction with the local area (80.6%) and has strong social cohesion scores indicated by low return against concerns about people not being treated with respect (28.7%). 60.9% people stated feeling they belonged to their neighbourhood and 84.5% are satisfied with their local area. Civic Participation stands at 12% in 2008. In terms of adults accessing culture all of the indicators reported greater than 50% positive responses. There has been a growth in the take up of formal childcare</p>		

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>time per mile during the morning peak; NI 175 Access to services and facilities by public transport and walking; NI 176 working age people with access to employment by public transport (and other specified modes); NI 177 Local bus passenger journeys originating in authority area; NI 178 bus services running on time. Stockport Annual Monitoring Reports (2003-2008). NHS Stockport Director of Public Health Annual Reports. Health Conditions in Stockport - Stockport Health Survey 2006. Stockport Health Profile 2008 APHO. AGMA Healthy Survey 2007. Profiling Stockport - website resource</p>	<p>by low income families over recent years and a growth in the number of people enabled to live independently. A large number of older residents feel satisfied with home and neighbourhood. The rate of people achieving independent living has been steadily rising over recent years, and there has been a steady rate of vulnerable people supported to maintain independence. Young people leaving care are achieving accommodation as well as employment, education and training - scores reflect a rising level of delivery to their needs. There have been low percentage levels of benefits claimants across the borough with slight rises in recent months. This is reflected in the recent rises in benefit claimants in deprived neighbourhoods bringing percentages back to 1999 levels. As stated public sector housing decency levels are very good. Accessibility of sport and recreational facilities needs to be considered in terms of causes of relatively low take up. Preferential use of private car despite good public transport provision in some areas.</p>		
Placemaking				
improve equitable access to a healthier, happier and more sustainable life style	<p>NI 5 Overall/general satisfaction with local area; NI 8 Adult participation in Sport; NI 9 Use of public libraries; NI 10 Visits to museums or galleries; NI 11 Engagement in the arts; NI 55 Obesity among primary school age children in Reception Year; NI 56 Obesity among primary school age children in Year 6; NI 57 Children and young people's participation in high-quality PE and sport; NI 110</p>	<p>Use of public libraries registered at 56.4% of respondents using a library in some form in the twelve month period covering 2008, while for visits to museums and galleries registered 62.30% of respondents for the same year. Adult engagement in the arts also registered above 50% for the same year. Youth arts activity scored relatively high with out of school activities registering 65.5% for Year 10 students. There is no clear indication that low adult participation in sport and rising obesity in young children is directly impacted by</p>	<p>Access to public services including leisure and cultural facilities is unimproved and numbers attending fall. Health inequalities widen increasing polarisation in Stockport. Health of the Borough deteriorates, impacting on economic performance. Depreciating</p>	<p>Data for NI's is limited to those who responded to questionnaires and only for one year, no clear idea of whether or not accessibility is measured. NI's</p>

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SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>Young people's participation in positive activities; NI 119</p> <p>Self-reported measure of people's overall health and wellbeing; NI 120</p> <p>All-age all cause mortality rate; NI 124</p> <p>People with long-term condition supported to be independent and in control of their condition; NI 135</p> <p>Carers receiving needs assessment or review and a specific carer's service, or advice and information; NI 136</p> <p>People supported to live independently through social services (all ages); NI 137</p> <p>Healthy life expectancy at age 65; NI 138</p> <p>Satisfaction of people over 65 with both home and neighbourhood; NI 139</p> <p>People over 65 who say that they receive the information, assistance and support needed to exercise choice and control to live independently; NI 141</p> <p>Number of vulnerable people achieving independent living; Stockport Shopping & Leisure Study</p>	<p>accessibility to active environments, however there is no proof to the contrary. Overall health perceptions are good, as are morbidity rates and people experiencing long term conditions feel able to remain independent. However older people scores for feeling supported to live at home were relatively low at 33.6%. According to NHS Stockport's Annual Public Health Report, UK research has shown that despite recent reductions in mortality rates there has been a rise in expected time in poor health, i.e. healthy life expectancy has not kept pace with that of life expectancy and the difference is widening for both men and women, resulting in greater dependency in older age. There are currently no local recent data for healthy life expectancy but Stockport has an ageing population, therefore this issue is of note. Retail provision needs to be improved in Town and other Centres.</p>	<p>retail provision results in residents travelling to other centres for shopping. Resulting environmental degradation further exacerbates health and economic issues.</p>	<p>that have no data available are in red.</p>
	<p>NI 142 Number of vulnerable people who are supported to maintain independent living; NI 152 Working age people on out of work benefits; NI 153 Working age people claiming out of work benefits in the worst performing neighbourhoods; NI 158 % decent council homes; NI 167 Congestion - average journey time per mile during the morning peak;</p>	<p>Nearly 40% of older people (75+) are registered with just 10 GP Practices and over two thirds are registered with 22 practices. This reflects practice size variations but also the location of nursing homes across the Borough. 10% of Stockport residents provide some unpaid care (@28,000 people). Dementia levels will rise as the population ages, with associated care requirements. In 07/08 the majority of district centres showed a reduction in retail vacancies,</p>	<p>Lack of access to appropriate employment results in spiralling local economic downturn, exacerbated by rising house prices and fuel costs.</p>	

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>NI 172 VAT Registered businesses in the area showing growth; NI 175 Access to services and facilities by public transport and walking; NI 176 Working age people with access to employment by public transport (and other specified modes); NI 177 Local bus passenger journeys originating in the authority area; NI 178 Bus services running on time; NI 186 Per capita CO2 emissions from the LA area; NI 194 Level of air quality; NI 195 Improved street and environmental cleanliness; NI 196 fly tipping; NI 197 Improved local biodiversity. NHS Stockport Director of Public Health Annual Reports. Stockport Annual Monitoring Reports. Health Conditions in Stockport - Stockport Health Survey 2006.</p>	<p>however 08/09 figures reflect the impact of economic downturn, showing a rise in vacancies, in most areas. There has also been a change of use from retail to service use in some areas too in 08/09. Stockport maintains reasonable unemployment levels despite the current economic downturn, however the more deprived areas have been hit harder with associated impacts on polarisation of the Borough. Business data shows that small business growth remained relatively stable, while new business start up levels returned to 2006 levels. There has been a rise of 3% of working age population on out of work benefits recorded for May 2009. Services are accessible by public transport, however congestion reflects that private car use remains high in the Borough. Stockport has the fourth highest total CO2 emissions in the Greater Manchester area at 1769 kt for 2007. Per capita that puts the Borough at 6.3 tonnes / head. The Council is rated as effective in managing fly tipping. Biodiversity in the area is reasonably well managed, with sites maintained in terms of size and quality.</p>		
Achieve a safe & just community	<p>NI 17 Perceptions of anti-social behaviour; NI 22 Perceptions of parents taking responsibility for the behaviour of their children in the area; NI23 Perceptions that people in the area treat one another with respect and dignity; NI 27 Understanding of local concerns about anti-social behaviour and crime by the local council and police; NI 41 Perceptions of drunk</p>	<p>80.6% of respondents to the 2008 survey believe people from different backgrounds get on well together in their neighbourhood with a response of either tend to agree or definitely agree. Re-offending rates for both adults and young people are generally low. 27.7% response to perceptions of drunk and rowdy behaviour – unclear as to percentage of what. In general Stockport rates high in terms of Greater Manchester areas and perceptions on anti social behaviour, respect and dignity. The Vulnerable</p>	<p>Anti social behaviour perceptions could rise as social isolation increases, due to lack of accessibility. Re-offending rates could rise if access to services and a safe public realm are not maintained and improved where necessary. Perceptions of safety could deteriorate if accessibility</p>	<p>Perceptions data on drunken behaviour lacks clear explanation of methodology of collection. NI's that have no data available are in red.</p>

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SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>or rowdy behaviour as a problem; NI 42 perceptions of drug use or drug dealing as a problem, NI 45 Young offenders engagement in suitable education, employment or training; NI 46 Young offenders access to suitable accommodation; NI 47 People killed or seriously injured in road traffic accidents; NI 48 children killed or seriously injured in road traffic accidents; NI 143 Offenders under probation supervision living in settled and suitable accommodation at the end of their order or licence; NI 144 Offenders under probation supervision in employment at the end of their order or licence; NI 175 Access to services and facilities by public transport and walking; NI 176 Working age people with access to employment by public transport (and other specified modes). Stockport Council website. Profiling Stockport - website resource.</p>	<p>Communities score for Stockport's communities reflects low levels of vulnerable communities. This is based on the Vulnerable Localities Index which is a composite measure that does not just identify high crime neighbourhoods but was designed to help identify the worst affected communities for breakdown, tension, and fragmentation. Access to accommodation, employment, training and education for ex-offenders is improving in recent years. Road traffic accident levels are low. Access to services via public transport and walking is good, offering good physical access for more deprived members of society and supporting social interaction. Secured by Design standard can be perceived to promote 'closed' communities, CABE Paving the Way offers open community approach to safe design⁽⁵⁴⁾</p>	<p>and public realm are not delivered in an appropriate manner. Neighbourhoods could deteriorate in terms of house prices and quality, employment availability and open space provision. Inequalities issues could worsen.</p>	
Create places, spaces and buildings that work well, wear well and look well	<p>NI 5 Overall/general satisfaction with local area; NI 154 Net additional homes provided; NI 155 Number of affordable homes delivered; NI 156 Number of households living in Temporary Accommodation; NI 159 Supply of ready to develop housing sites; NI 166 Average earnings of</p>	<p>Affordable housing provision is on the rise (69 units in 2007/08 and 149 in 08/09), but remains an issue in the least deprived areas. In recent years (2003 to 2009) nearly 3,000 new dwellings have been built in Stockport. There was a high level of delivery in terms of previously developed land, reflecting accessible housing delivery. Low delivery in terms of design to standards - there</p>	<p>Deterioration of existing places in terms of uniqueness and attractiveness, which could result in degradation of physical communities, resulting in a break down of social cohesion, increases</p>	<p>Measure of design standards limited at the moment. No National Indicators for heritage or</p>

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>employees in the area; NI 175 Access to services and facilities by public transport and walking; NI 176 Working age people with access to employment by public transport (and other specified modes); NI 177 Local bus passenger journeys originating in the authority area; NI 178 Bus services running on time; NI 186 Per capita CO2 emissions from the LA area; NI 188 Adapting to climate change; NI 189 Flood risk management; NI 196 Improved street and environmental cleanliness; NI 197 Improved local biodiversity - active management of local sites; NI 198 Children travelling to school not by car. Stockport Annual Monitoring Reports (2003-2009).</p>	<p>are limited examples of EcoHomes and BREEAM standards in the Borough but this is changing slowly. Rostron Brow achieved Building for Life standards, and BREEAM office developments are starting to appear including the Council's own redevelopment of Ponsonby House. Some limited renewable energy delivery is planned to come through, including anaerobic digestion, biomass and hydro schemes. Stockport has maintained its heritage and conservation resources with 377 listed buildings, 6 scheduled monuments and 37 conservation areas. Street cleanliness standards are reported as 'effective'. Biodiversity management remains good in terms of retaining area and continues to improve in terms of quality. Less than 30% of children travel to school by car. Overall/general satisfaction with local area showed 84.5% of respondents in 2008.</p>	<p>in deprivation due to lack of business and employment attraction. Also a reduction in decency of local housing through lack of care and appropriate housing delivery. Exacerbation of carbon emissions has implications outside of Stockport but can also result in spiralling energy costs for domestic and business properties, increased risk of flooding and resultant stress and health implications. A general decline in the perception of satisfaction with the area's residents.</p>	<p>conservation – reliant on the AMR. NI's that have no data available are in red.</p>
Enhance rural and urban local character and protect local distinctiveness	<p>NI 5 Overall/general satisfaction with local area; NI 170 Previously developed land that has been vacant or derelict for more than 5 years; NI 195 Improved street and environmental cleanliness; NI 196 fly tipping; NI 197 Improved local biodiversity; Stockport UDP Review 2006 – Appendix 12 Landscape Character Designations.</p>	<p>Landscape character designations cover 13 areas in the Borough based on a local assessment, which built on the North West Joint Character Areas data, and results in designations of local distinctiveness, around biodiversity and heritage.</p>		
Environmental Protection				
Protect Biodiversity,	<p>NI 197 Improved Local Biodiversity – proportion of Local Sites where positive conservation management</p>	<p>Nearly half of the Borough is built up including houses (6.02% of total land use - ONS Physical Data), factories, shops, offices, schools, railways,</p>	<p>Biodiversity levels degrade leaving poor environmental quality across the natural</p>	<p>Action Plan for Nature is not recent data.</p>

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SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
Habitats & Species	has been or is being implemented %; NI189 Flood and coastal erosion risk management; Stockport's Action Plan for Nature, Office of National Statistics - Physical Data for Stockport, Stockport Annual Monitoring Reports (2005-2008)	<p>car parks (2.81%) and roads (9.19%). Gardens (21.83%) offer links and corridors between established habitats, as well as the potential for being habitats in their own right. Green space accounts for 52.31%, according to Stockport's Action Plan for Nature (AP4N) a quarter of open space is closely mown amenity grassland, which needs to be carefully managed in terms of biodiversity benefits. This leaves nearly 8% of the total land area unaccounted for according to ONS statistics. A third of the Borough is under intensive agriculture, mainly improved grassland (Stockport AP4N). Many of these land uses offer a wealth of opportunities to plants and animals that are willing to adapt. Habitat Action Plans exist for linnets, pied flycatchers, reed buntings, skylark and tree sparrows. 11 habitats were identified for Action Plan consideration including: Urban & Built Environment; Transport Corridors; Grassland; Woodland; Upland; Watercourses; Standing Open water; Boundary Features; Heathland; Wetland; and Arable. For 2008/09, the proportion of Sites of Biological Interest where agreed Greater Manchester wide action has been taken to enhance natural habitats is 21%. In terms of managing the impacts of climate change, NI 189 (the percentage of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily) score 100% for 2008/09. Other climate change data is detailed in the sections below but National Indicators show improvement in terms of delivery on mitigation and adaptation measures. Local Nature Reserves, Sites of Special Scientific Interest and Sites of Biological</p>	<p>assets of Stockport. This impacts on preservation of natural environment, resulting in economic devaluation and widening social and health inequalities as access to good quality natural environment is restricted. Contributes to national and global concerns over degrading biodiversity and allows existing climate change impacts to worsen.</p>	<p>Census data is a decade old. NI's that have no data available are in red.</p>

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
		Importance have remained the same or increased in area, in the Borough, over recent years (AMR).		
Conserve and protect natural resources	NI 170 Previously developed land that has been vacant or derelict for more than 5 years; Environment Agency Water Quality data 2006, Stockport Action Plan for Nature, Stockport Annual Monitoring Reports 2005-2008	Water quality in the Borough is generally fair, scoring closely with other Greater Manchester authorities in terms of chemical quality, but lower for biological quality. There is still room for improvement as Stockport scores seventh for both Biological and Chemical Quality in 2006. It should be noted that Macclesfield data indicates much better river quality, however Warrington shows considerably poorer river quality, potentially indicating the impacts of the ship canal on the Mersey (Environment Agency Data to 2006). Mineral resources in Stockport have been protected over the last two years (AMRs). Agricultural land is being targeted for enhancement in terms of biodiversity use (Stockport AP4N). As at 2008/09 the proportion of the area of developed land that is vacant or derelict for more than 5 years is 1.07%. See below for more detail on climate change indicators, including transport, but generally the situation is improving in terms of delivering to national indicators.	Natural environmental systems become more polluted and emissions exacerbate health issues across the Borough. Detrimental impacts of poorer environmental quality felt at economic level as Stockport loses its attraction for businesses and visitors. Deteriorating health of populace impacts on economic productivity, has health services costs implications and detracts from social cohesion as people interact less outdoors.	Action Plan for Nature is not recent data. Limited river quality data availability from EA. NI's that have no data available are in red.
Reduce emissions	NI 194 Level of Air Quality - reduction in NOx and primary PM10 emissions from LA estate and operations; SMBC NOx Data 1998 -2007, Stockport Annual Monitoring Reports 2005-2008	As stated above water quality is generally fair in Stockport, however there is room for improvement, including monitoring and tackling emissions. In terms of air quality, Stockport Council's own records indicate a trend of general reduction in volume of emissions of Nitrous Oxides (NOx), mainly from vehicles. However sites of concern remain across the Borough including: Civic Centre; A6 Norwood Road; Kingsway; Bramhall Lane; Debenhams; Gorton		No contaminated land or noise data available. Limited air quality information and national indicator will only cover

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
		Road, Kenilworth Road and Finney Lane. As yet there is no data for NI 194 which will enable monitoring of air quality as a result of Council operations. Public transport availability and accessibility is generally good in the Borough, however car use is high - see subsequent sections on travel.		Council's emissions and activity. NI's that have no data available are in red.
Low Carbon Approach				
Mitigate and adapt to climate change	<p>NI189 Flood and coastal erosion risk management; NI 188 Planning to Adapt to Climate Change;</p> <p>NI187 Tackling fuel poverty - % of people receiving income based benefits living in homes with a low and high energy efficiency rating; NI 186 Per Capita reduction in CO2 emissions in the LA area; NI 185 CO2 reduction from Local Authority operations. Defra Data on Carbon Dioxide emissions per capita</p> <p>2006/2007, ONS Data on energy use, Profiling Stockport data on fuel poverty, Annual Monitoring Reports 2005-2009, Stockport Council LCLIP, Stockport Council Draft Renewable Energy Baseline data, Energy Saving Trust - Advice Centre data on HECs</p>	<p>Stockport's CO2 emissions for 2007 were: Industry/Commercial 33%, Domestic 40% and Road Transport 27% which is equivalent to 6.3t per capita CO2 (DEFRA Data 2009). In 2007 average consumption of domestic gas, ordinary domestic electricity and Economy 7 electricity was higher than the national averages, with only the economy 7 consumption lower than regional averages (ONS Data). In 2003 more than 7,000 households were recorded in fuel poverty. NI 187 findings show 2.36% of people receiving income based benefits, living in homes with a low energy efficiency rating and 51.07% of people receiving income based benefits are living in homes with a high energy efficiency rating. Planning to Adapt to Climate Change shows a score of 1, which equates to 'LA has undertaken a comprehensive, local risk-based assessment of current vulnerabilities to weather and climate'. Results are available in the Council's LCLIP. 100% of agreed actions to implement long term flood and coastal erosion risk management plans are being undertaken satisfactorily. Stockport's most recent AMR highlights one Anaerobic Digestion unit under development during 08/09 with various other planning applications in the pipeline for</p>	<p>Lack of co-ordinated mitigation of and adaptation to climate change results in increased impacts on environmental quality of Borough, social impacts in terms of rising fuel prices, particularly hitting poorer families and widening social inequalities. Stockport misses out on low carbon local economy and follows in the wake of other authorities who have grasped this opportunity and have a burgeoning green economy based on plumbing, heating and building sectors booming. Health impacts are felt in terms of vulnerable social members being affected by higher summer temperatures, increases in certain diseases and experiencing localised</p>	<p>Defra data not most recent. ONS Data from Census is decade old.</p>

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
		<p>further AD as well as hydro schemes. StockportAcademy has a ground source heat pump system providing 30% of the building's heat requirements. There are four BREEAM rated schemes to be reported in the forthcoming AMR which are BAMBuilding, Ponsonby House Redevelopment, StockportCollege and St Thomas' Hospital. There has been an application for a PassivHaus development this year. The ESTAC for Greater Manchester has provided data that 136 domestic solar hot water systems are installed according to their Home Energy Check data for June 2008. For information on transport data see below.</p>	<p>flooding stress. Business are not able to conduct their day to day business in a low carbon environment and are attracted to areas where they can.</p>	
<p>Minimise car use & encourage walking and cycling</p>	<p>NI198 Children travelling to school - mode of transport usually used; NI 178 Bus services running on time; NI 177 Local bus and light rail passenger journeys originating in local authority area; NI176 Working age people with access to employment by public transport (and other specified modes); NI 175 Access to services and facilities by public transport walking and cycling; NI167 Congestion - average journey time per mile during the morning peak.</p>	<p>ONS Census 2001 data indicates that Stockport has less homes with no car / van than regional and national figures. Stockport has higher percentages for vehicle ownership than national and regional rates for 1, 2 and 3 car/van households. At 4 cars/vans or more Stockport is higher than the regional figures but lower than national levels. Percentage levels of commuters in the Borough who work at home, use a bus/minibus/coach or use Private Cars to commute are higher than regional and national levels. All other modes are lower than regional and national levels, with cycling close to them. Commuters who are residents also reflect these figures, with train use higher than regional levels but lower than national figures. It should be noted that more than 41% of residents commute by private car with 14.63% using sustainable modes (walking, cycling, public transport), this figure drops to 38.6% for all commuters, with 13.63% using sustainable modes. Public transport</p>	<p>Due to continuing use of private cars and limited uptake of public transport and other sustainable modes, obesity increases in Stockport with associated health, social and economic impacts of those unable to work due to ill health. Transport emissions rise impacting on air quality in the Borough, congestion levels increase, spiralling further use of private cars to avoid unpleasant local environments. Limited cycle and pedestrian use decreases as local urban areas become unusable. Inaccessibility for poorer residents has social and</p>	<p>Census data is decade old. NI's that have no data available are in red</p>

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
		<p>availability is relatively good in the Borough. However 27.4% of children travel to school by car. 99.4% of commuters can access employment by public transport. 91.01% of services and facilities are accessible by public transport. Morning congestion average journey time is 4.93 minutes per mile. The AMR records a good return in terms of parking standards compliance on new development, and a good rate of accessibility for new development in terms of services etc. Travel plans as part of new development are being incorporated more but there is still need for further uptake.</p>	<p>economic implications in terms of polarisation. Also ageing population struggle to access local services without reliable public transport and pedestrian access. Increased carbon emissions cost local businesses as carbon management becomes mandatory rather than a business opportunity. Access to education becomes an issue for poorer families preventing them from achieving and breaking cycle of deprivation.</p>	
Sustainable Waste				
Minimise waste, re-use or recover through increased recycling and/or composting	<p>NI 193 Percentage of municipal waste landfilled; NI 192 Percentage of household waste sent for reuse recycling and composting; NI 191 Residual household waste per household. Annual Monitoring Reports 2005-2008</p>	<p>The percentage of household waste sent for recycling etc has risen steadily over recent years to 39% in 08/09 with 41% predicted for 09/10. Residual household waste is steadily declining from 592 kg/household in 07/08 to 517 kg/household in 08/09. Planning applications were received for 4 new waste management sites. There is no data for Site Waste Management Plan development or implementation.</p>	<p>Domestic recycling rates do not continue to rise as facilities to manage this process are not delivered, making recycling for housing areas problematic. Business waste recycling becomes problematic as opportunities are non-existent. Costs to businesses of disposing of waste. Stockport becomes unattractive to businesses.</p>	<p>NI's that have no data available are in red</p>
Sustainable Employment				

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
Improve the options to achieve satisfying and rewarding work and reduce unemployment	<p>NI45 Young offenders engagement in suitable education, employment or training; NI81 Inequality gap in the achievement of a Level 3 qualification by the age of 19; NI106 Young people from low income families progressing to higher education; NI116 Proportion of children in poverty; NI117 16 to 18 yr olds who are not in education, training or employment; NI119 Self-reported measure of people's overall health and wellbeing; NI151 overall employment rate (working age), NI152 Working age people on out of work benefits, NI153 Working age people claiming out of work benefits in the worst performing neighbourhoods, NI163 Working age population qualified to at least Level 2 or higher; NI171 VAT Registration rate; NI172 VAT registered businesses in the area showing growth; NI175 Access to services and facilities by public transport walking and cycling; NI 176 working age people with access to employment by public transport and other specified modes; NI178 bus services running on time.</p> <p>NOMIS Data - national statistics on employment related issues. Office of National Statistics - data on employment related aspects. Stockport Annual Monitoring Reports. ONS Website data on</p>	<p>Traditionally Stockport has low unemployment levels including being one of, if not the lowest, in the Greater Manchester area over recent years, however the recent economic circumstances have impacted even on Stockport. VAT Registrations were still above regional and national averages for 08/09 and 07/08. Unsurprisingly the SME's show slowed growth in terms of employment reflecting the current economic situation, but traditionally Stockport performs reasonably well. The areas of Stockport with the highest levels of unemployment are broadly synonymous with the areas of deprivation reflecting areas of skills gaps too. Accessibility of and availability of employment sites in these areas however is not a major problem as it covers the town centre area and Bredbury Industrial Estate ensuring ready access to employment areas. The types of employment may be of issue with the town centre reflecting the growth in office based employment in Stockport over recent decades. There has been a corresponding reduction in manufacturing and associated employment types, reflecting the national trend. In 2008/09 Stockport retained a higher than national average of employment in managerial, senior official, professional and associate professional & technical sectors - Stockport 46.9% / Great Britain 43.9% - north west 40.7%. Higher than national average rates were also recorded for the administrative / secretarial sector (Stockport 23.1%, GB 22.0%). Alternatively Stockport for 2008 records lower than national average percentages for skilled trades (Stockport 8.8%, GB 10.6%), Process Plant & machinery (Stockport 6.5%, GB 6.9%) and Elementary Occupations (Stockport 9.3%,</p>	<p>With no planning of employment sites, there is a risk of imbalance in delivery of accessible appropriate sites, to ensure availability of work. Without appropriately planned sites, businesses might not be attracted to the area, resulting in a downturn of business development and associated impacts on worklessness. The 2008 picture of a potentially growing imbalance in employment sectors, could further increase without specific planning to encourage retention of diverse sectors, skills and skills requirements. This could result in economic instability and further polarisation as worklessness in deprived areas could grow.</p> <p>Unplanned further growth in professional employment sectors could result in inappropriate development which damages the environment, exacerbates social exclusion problems and results in destabilisation of the local economy. Further out commuting</p>	<p>Data based on Census data is nearly a decade old. NI's that have no data available are in red.</p>

A Stage A

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	<p>Accessibility. Plugging the Leaks Web Resource - www.pluggingtheleaks.org. ONS Website - Census Data on travel to work</p>	<p>GB 11.3%). Diversity of employment types is therefore a potential issue for Stockport, as it can be argued from a sustainability perspective that a less diverse employment base could destabilise a local economy. Commuting in figures for the Borough support the idea that local unskilled people are potentially being prevented from engaging in training and employment as residents from other areas commute into Stockport to fill roles. Meanwhile the more skilled of Stockport's residents are commuting out to other areas, mainly Manchester, reflected in the out commuting figures produced by Stockport Council. There is evidence that those in receipt of free school meals are less likely to achieve higher education qualifications and this percentage is rising, despite high levels of Level 2 or higher achievement generally in the Borough (79% in 08/09). Young offenders are achieving education and employment (74% in 09/10).</p>	<p>could impact on the town centre and borough as a whole as further businesses relocate into Manchester and other areas. Increased commuting without associated improvement of travel options could result in higher congestion and emission issues, impacting on health and environment of the Borough, as well as its attractiveness as a place of business.</p>	
Invest in people, equipment, infrastructure and other assets	<p>NI15 Overall general satisfaction with local area; NI45 Young offenders engagement in suitable education, employment or training; NI81 Inequality gap in the achievement of a Level 3 qualification by the age of 19; NI91 Participation of 17 year olds in education or training; NI106 Young people from low income families progressing to higher education; NI108 Key Stage 4 attainment for BME groups; NI116 Proportion of children in poverty; NI117 16 to 18 yr olds who are not in education, training or</p>	<p>There is general satisfaction with the overall area in Stockport (2008 Place Survey: proportion of adults stated satisfied or very satisfied with area = 84.5%). Stockport shows good levels of maintaining education, training and employment access for young offenders (72% in first quarter of 2009 showing steady rise from 2006). Level 3 qualifications achievement in free school meal claimants in schools rose from 30.8% to 34%. Average rate of 75% of 17 yr olds participate in education or training from 2002 to 2008. There is some variance between ethnic student groups and key stage 4 attainment, reflecting issues like accessibility and availability, and lack of social cohesion or issues of exclusion. An average of</p>	<p>Inappropriate and unplanned delivery of employment sites could have impacts in terms of access to employment and associated training. Training businesses might be inappropriately located in inaccessible sites, or not locate at all in the area. Without associated climate change policies business could develop in such a way as to not take account of the need to deliver to a low</p>	<p>NI108 key stage 4 attainment of BME groups data is unclear as to which data results for which BME groups. NI117 is reliant on caseload data and when linked with NI91 shows that there are</p>

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
	employment; NI118 take up of formal childcare by low-income working families; NI163 working age population qualified to at least level 2 or higher; NI167 congestion - average journey time per mile during the morning peak; NI174 skills gaps in the current workforce reported by employers; NI 176 working age people with access to employment by public transport and other specified modes; NI178 bus services running on time; Stockport AMRs.	around 7% of 16 to 18 year olds are not in education, training or employment from 2005 to 2008. On average a fifth of low income families registered with the Local Authority have taken up formal childcare provision from 04/05 to 06/07. In 2009 79% of working age people were qualified to level 2 or over. There is indication that according to employers the skills gaps in the workforce are diminishing. According to Department for Transport data for NI 176, 99.4% of working age people in Stockport live near to an employment area accessible by Public Transport. One BREEAM rated suite of offices have been completed recently in the Town Centre with at least two other schemes in the pipeline.	carbon agenda, resulting in increased carbon emissions.	gaps in knowledge. NI176 measures the percentage of people of working age (aged 16 to 74 years) living within the catchment area of a location with more than 500 jobs by public transport and/or walking but they do NOT necessarily work there - this does not take account of the number of jobs available at that site either.
Sustainable Business				
Assist and encourage sustainable business practices including creating future	NI171 VAT Registration rate; NI172 VAT Registered businesses in the area showing growth; NI174 skills gaps in the current workforce reported by employers; NI175 access to services and facilities by public transport, walking and	An initial search on internet engines suggests there are several ISO 14001 certified in Stockport. EMS is a potential measure of the ability to operate more sustainably, which would reflect the infrastructure in terms of venues, access and day to day use, to be able to do so. It would also reflect the skills to do so. For 2008/09, the	Without the sustainably planned employment sites in Stockport, the Borough could lack the capacity to attract more low carbon conscious businesses to Stockport, which would	Access to BREEAM registration data is problematic due to data protection

A Stage A

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
sustainable citizens	cycling; NI 176 working age people with access to employment by public transport (and other specified modes); NI177 local bus passenger journeys originating in authority area; NI178 bus services running on time; NI 197 improved local biodiversity; NI 198 Children travelling to school - mode of travel usually used. ISO 14001 data ⁽⁵⁵⁾ , DECC Emissions Data ⁽⁵⁶⁾ , Stockport AMR 2005-2010. Office of National Statistics - data on employment related aspects.	proportion of Sites of Biological Interest where agreed Greater Manchester wide action has been taken t1001564564560 enhance natural habitats is 21%. Transport emissions are around 27% of Stockport's carbon emissions, with a further 33% from industry (including commercial enterprise) and the remainder (40%) from domestic. Stockport's AMR in recent years has not recorded any BREEAM registrations, however in the current year four sites have achieved or are aiming for BREEAM accreditation. Nearly 30% of children in Stockport travel to school by car.	impact on the capacity to deliver a low carbon economy.	issues and commercial data sensitivity. NI's that have no data available are in red.
Support sustainable local business start up and retention		In 2008 data shows that nearly 40% of businesses in Stockport are 10 or more years old, 27% are 4-9 years old, 15.8% are 2-3 years old and 18.1% are less than 2 years old. In 2007, according to registrations of VAT enterprises by employment size bands, of 9,665 registered units, 66.4% were employing 4 persons or less and nearly 10% employed 20 or more people. According to 2008 figures more companies started than closed (1580 started, 1250 closed). In terms of percentages Stockport reflects the national and regional averages for births of companies in that year; Stockport has marginally more closing (0.5%) than national and regional rates for 2008.		Census data is nearly a decade old. NI's that have no data available are in red.
Economic Diversity				

55 <http://www.ecology.or.jp/isoworld/english/analy14k.htm>

56 http://www.decc.gov.uk/en/content/cms/statistics/climate_change/data/data.aspx

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
Encourage innovation and new business development particularly in the sustainability sector Deliver a spread of business types by sector and geography	<p>NI171 VAT Registration rate; NI172 Vat registered businesses in the area showing growth; NI174 skills gaps in the current workforce reported by employers; Envirolink Northwest's Annual Report 08/09, Yell.com, East Cheshire Training & Assessment website, Live Work Greener Website, Stockport Annual Monitoring Reports / Renewable energy database / Energy Saving Trust Advice Centre data on domestic queries on solar hot water</p>	<p>The North West's environmental technologies and services (ETS) sector has 3,500 businesses, employs more than 50,000 people, contributes more than £6 billion to the region's economy and is continuing to grow. There are currently six environmental/sustainability consultants operating in the Stockport area registered to Yell.com. There are a handful of small firms installing domestic renewable energy and heat systems. There is one training company operating providing training for heating and plumbing businesses to install GSHP, solar and energy efficient systems. There is one small sustainable lifestyle advice business registered in Stockport. New developments are being delivered to the requirements to maintain flood risk protection, and climate change adaptation data gathering is ongoing, whilst per capita carbon emissions in 2007 placed Stockport at 6.3 tonnes per capita. According to data gathering for annual monitoring, there have been several planning applications for wind and solar installations, plus two anaerobic digestion sites at Bredbury and three micro hydro schemes. There are 136 domestic properties registered as having solar hot water installed across the borough, however we do not have data on whether local firms installed them. Stockport has over a hundred small building firms and plumbing firms, all of whom could benefit from innovative approaches in terms of low carbon design and maintenance needs. There are 3 organic food outlets listed for Stockport on Yell.com. There are nearly 30 butchers located across Stockport offering produce in local centres, together with many local grocers too, all of which have a potential to source some or all of their</p>	<p>Unplanned business and retail development could lead to a lack of innovation and diversity in Stockport's business community, resulting in a stagnant local economy which might continue to boom for a short while in certain business sectors. However those sectors could experience problems in terms of future poor facilities provision, increasing numbers of skilled workers commuting out and growing congestion impacting on their capacity to do business which could result in relocation of businesses to other better planned areas. Lack of encouragement of innovation, particularly in terms of sustainability skills and services, will leave Stockport unable to deliver a low carbon economy, in terms of skills and investment, which will further result in environmental degradation, reflecting in a reduction of the current attractiveness of Stockport as an asset to attract further businesses. A less diverse local</p>	<p>There is a general dearth of data in terms of sustainability related businesses as well as a lack of co-ordination of current business data reflecting relevant issues around climate change and other sustainability data. Missing National Indicator data</p>

SAF Objective	Information Sources	Baseline Information	Do Nothing Scenario	Data Limitations
		produce locally. In terms of retail provision only the two centres of Cheadle Hulme and Hazel Grove reduced their vacancy rates in 09/10, whilst five of the eight district centres increased vacancies in primary frontages.	business structure will impact on the local economy in terms of destabilising its capacity to weather recession and any business losses.	

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
INTERNATIONAL			
Johannesburg Declaration on Sustainable Development 2002	Actions include: eradicating poverty, tackle polarisation of societies, improving social equality, tackling climate change, changing consumption & production patterns, reversing trend in loss of natural resources, efficient use of resources, increase uptake of renewable energy, increase business innovation in sustainable technologies and reduce loss of biodiversity.	Include objectives which cover the action points where relevant to the Plan.	Reflected in policies, mainly in overarching principles.
United Nations Environmental Programme Annual Report 2009	UNEP mandate is to coordinate the development of environmental policy consensus by keeping the global environment under review and bringing emerging issues to the attention of governments and the international community for action. Annual report highlights economic transformation under a low carbon economy, biodiversity pressures, policy approaches and sustainable consumption and production enabling sustainable lifestyles.	Is the Core Strategy informed by wider impacts of Stockport on global systems?	Reflected in policies, mainly in overarching principles as well as safeguarding and improving the environment sections.
(Bern) Convention on the Conservation of European Wildlife and Natural Habitats	Conserve wildlife, flora and fauna, and their natural habitats, especially where co-operation of states is required. Particular emphasis is given to endangered species. Each contracting party undertakes in it planning and development policies to have regard for conservation.	Policies should seek to ensure maintenance of wildlife and habitats.	Reflected in policies and in SA/SEA/HRA.

B Other Plans & Strategies

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
Convention on Biological Diversity 1992	Protection of biodiversity using sustainable development principles	core strategy policies which reflect sustainable development should also protect and enhance biodiversity	As above.
Ramsar Convention on Wetlands of International Importance 1971	Protects wetlands of international importance.	Dealt with by HRA considerations	HRA highlights potential significant impacts.
UN Framework Convention on Climate Change 1992	International treaty of which Kyoto Protocol is part, aimed at tackling climate change and global average temperature rises.	Local climate change policies required	Delivered in policies.
Kyoto Protocol 1997	Established to limit emissions of greenhouse gases such as carbon dioxide, methane, nitrous oxide and fluorinated gases.	Ensure that, where appropriate, policies are included to reduce greenhouse gas emissions.	Reflected in policies, mainly in Overarching Principles.
EUROPEAN			
The Strategic Environmental Assessment Directive: 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment	Legislation from the European Commission regarding the assessment of plans and programmes. Translated through planning guidance and national legislation.	Sustainability Appraisal to address requirements of SEA Directive.	SEA delivered as part of SA.
Directive 92/43/EEC on the Conservation	This is the means by which the Community meets its obligations as a signatory of the Convention on	Core Strategy Policies should be subject to a Habitats Regulations	HRA Screening Report undertaken.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
of Natural Habitats and Wild Fauna and Flora (Habitats Directive)	the Conservation of European Wildlife and Natural Habitats (Bern Convention). The Directive applies to the UK and to its overseas territory of Gibraltar. The provisions of the Directive require Member States to introduce a range of measures including the protection of species listed in the Annexes; to undertake surveillance of habitats and species and produce a report every six years on the implementation of the Directive.	Assessment (HRA) process to assess scope and need.	
Birds Directive: Council Directive 79/409/EEC on the conservation of wild birds	The Directive provides a framework for the conservation and management of, and human interactions with, wild birds in Europe. It sets broad objectives for a wide range of activities, although the precise legal mechanisms for their achievement are at the discretion of each Member State (in the UK delivery is via several different statutes). Mainly maintenance of protected sites.	Important element of the HRA work.	As above.
European Convention on Landscape	Promotes the protection, management and planning of European Landscapes and sets great store on identifying and assessing landscapes, to set landscape quality objectives which protect, manage and develop locally distinct landscape areas.	Landscape identification covering natural and heritage environments to be reflected in policies	Landscape covered in SIE policies.
EU Air Quality Directive 2008	Merges existing legislation into a single directive reflecting existing air quality objectives; tackling climate change; ozone depletion and acidification	Ensure policies facilitate delivery of reduced emissions and improved air quality - in particular biomass developments should be delivered taking account of particulates management	Specific air quality policies.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
EU Waste Framework Directive 2008	Approach to waste management based on prevention of adverse impacts of waste generation and management to human health and the environment, and aiming to limit the production of waste, as well as encouraging the use of waste as a resource by recycling and recovery, includes waste hierarchy.	Ensure policies facilitate sustainable waste management.	Alignment with GM Joint Waste DPD.
Water Framework Directive 2000	Improve and integrate the way water bodies are managed throughout Europe; achieve good chemical & ecological status in inland & coastal waters.	Ensure policies take account of water protection.	Climate change policies address strategically, together with SIE policies.
EU Directive on Environmental Noise	Tackling noise problems	Policy should reflect this issue	Specific noise policies.
European Biodiversity Strategy	Conservation and sustainable use of biological diversity; Sharing of benefits arising out of the utilisation of genetic resources; Research, identification, monitoring and exchange of information; Education, training and awareness.	The Core Strategy objectives should address those issues with spatial implications in particular conservation and monitoring.	SIE policies address this issue.
European Environment Agency Report: Impacts of Europe's Changing Climate - 2008 indicator based assessment	The report presents past and projected climate change and impacts in Europe by means of about 40 indicators and identifies sectors and regions most vulnerable with a high need for adaptation.	Useful evidence of the need for adaptation inclusion in Core Strategy policy development	Climate change adaptation policy in Core Strategy.
EU Climate Action & Energy Package	In particular a commitment to reduce GHG emissions 20% below 1990 levels by 2020; mandatory targets to increase renewable energy to 20% of the EU mix by 2020	Policies need to address climate change through energy and carbon management approaches	Climate change policies in Core Strategy.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
EU Transport, energy and the environment legislation	Series of legislation supporting cleaner and more efficient transport fuels and ensure environmental issues are considered throughout local transport policy	Transport policies should support emissions and congestion reduction	Transport policies promote tackling emissions and congestion - SA notes concerns regarding SEMMS Delivery.
Guiding Principles for the Sustainable Spatial Development of the European Continent (ESDP) (2000)	Promote territorial cohesion through a more balanced social and economic development of regions and improved competitiveness: Encourage development generated by urban functions and improving the relationship between town and countryside; Promoting more balanced accessibility; Develop access to information and knowledge; Reduce environmental damage; Enhance and protect natural resources and the natural heritage; Enhance the cultural heritage as a factor for development; Develop energy resources while maintaining safety; Encourage high quality sustainable tourism; Limit the impacts of natural disaster.	Include appropriate objectives to deal with the issues of economic and social cohesion within Stockport and the North West region, conservation and management of natural resources and cultural heritage and competitiveness. The national sustainable development framework and national planning policy has taken account of these principles and these in turn should inform the development of the Local Development Framework.	Reflected in policies.
A Sustainable Future in Our Hands: EU Sustainable Development Strategy 2006	Seven Key Challenges: climate change & clean energy; sustainable transport; sustainable consumption & production; conservation & management of natural resources; public health; social inclusion, demography and migration; global poverty.	Core strategy needs to take account of all these issues within its policies including access to work and how this activity impacts on the environment from a spatial perspective e.g. planning for sustainable modes of transport; location of employment with housing.	Reflected in policies.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
EU Sixth Environmental Action Programme (2002) Environment 2010: Our Future, Our Choice	Five Strategic Priorities: Improve the implementation of existing legislation; Integrating environmental concerns into other policies; Encouraging the market to work for the environment; Empowering citizens and changing behaviour; Greening land use planning and management decisions. Four Priority Actions: Tackling climate change; Nature and biodiversity – protecting a unique resource; Environment and health; Sustainable use of natural resources and management of wastes.	The priorities of this strategy have been absorbed into the national sustainable development framework. The Core Strategy objectives should address these issues through spatial approach, in particular addressing the need to integrate approaches, i.e. considering how economy and environment can serve each other.	Reflected in policies.
NATIONAL			
UK Sustainable Development Strategy - Securing the Future	Four priority areas are identified for immediate action: Sustainable development and consumption; Climate change and energy; Natural resource protection and environmental enhancement; Sustainable communities.	As the overarching national framework for sustainable development, this document must guide delivery of sustainable development principles throughout the Core Strategy.	Reflected in emerging policies, principally through Overarching Principles.
UK Planning Act 2008	Introduces a new system for nationally significant infrastructure planning, alongside further reforms to the town and country planning system and the introduction of a Community Infrastructure Levy; a duty on councils to take action on climate change in their development plans; and to have regard to the desirability of achieving good design; enabling powers to empower local councils to apply a Community Infrastructure Levy (CIL) on new	Core Strategy should reflect infrastructure issues, address climate change and consider potential use of CIL	Infrastructure aspects considered throughout the policy.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	developments in their areas to support infrastructure delivery.		
Natural Environment and Rural Communities Act (NERC) 2006 - LA Biodiversity Duty of Care	From 1st October 2006, all local authorities and other public authorities in England and Wales have a Duty with regard to the conservation of biodiversity in exercising their functions. The duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity, and to make it a natural and integral part of policy and decision making. The Duty states that 'every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercises of those functions, to the purpose of conserving biodiversity'.	Guidance highlights planning aspects of LA activity and their capacity to contribute to conservation of biodiversity - policies should contribute.	Specific biodiversity and geodiversity policies. HRA and SA/SEA undertaken.
UK Climate Change Act 2008	To improve carbon management and help the transition towards a low carbon economy in the UK	Renewable energy and low carbon technology targets are reflected in proposed building regulations changes. Need to establish evidence and support for any intention to bring targets ahead of Government timetable. Identification of appropriate sites for renewable energy opportunities.	Evidence base informs climate change policies. Delivery depends on wider activity than planning policy - work in progress to establish fiscal mechanisms and skills development at local and AGMA level.
UK Energy Act 2008	To increase the diversity of our electricity mix, improve the reliability of our energy supplies and help lower carbon emissions from the electricity sector; enabling the Government to offer financial support for low-carbon electricity generation in	Core Strategy needs to reflect the drivers at national and regional level supporting a low carbon approach	As above.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	projects up to 5MW. The aim is that generators will receive a guaranteed payment for generating low-carbon electricity; allowing the Secretary of State to establish a financial support programme for renewable heat generated from large industrial sites down to individual households.		
UK Renewable Energy Strategy 2009	Step change in renewable energy use in heat, generation and transport. 15% renewable energy generation by 2020 including a binding 10% transport target - requires a tenfold increase in renewable energy generation nationally. Seeks to encourage low carbon economy and associated job creation.	Core Strategy policies should promote low carbon, non-fossil fuel energy resources, including renewable heat opportunities. Policies should take account of national, regional and local targets. Infrastructure considerations and low carbon economy opportunities should be reflected.	Climate change policies promote low carbon generation and district heating (especially biomass fuelled). Energy evidence notes national and regional targets. Economic policies promote low carbon economy. Transport policies promote sustainable modes.
UK Department for Transport - Transport Strategy	Support economic growth and to address transport's climate change impacts, responding to recommendations made in Eddington Transport Study, the Stern Review and information about the reform of the planning system.	Policies should address sustainable transport options which support local prosperity.	Transport policies support economic growth ideals, alongside aims to promote sustainable transport options.
UK Department for Transport - Making Smarter Choices	Changing travel behaviour to more sustainable modes	Policies should provide infrastructure to support behavioural change in travel to more sustainable modes	Transport policies aim to achieve this with some concerns

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
Work: Sustainable Travel Promotion			highlighted in SA Report regarding SEMMMS Delivery.
UK Sustainable Communities Act 2007	Encouraging the improvement of the economic, social or environmental well-being of the authority's area, or part of its area - origin of the "Sustainable" Community Strategy.	Policies should seek to dovetail with the Sustainable Community Strategy where achievable, but policies should also ensure continued protection of the natural environment and achievement of a sustainable economy.	LSP should take account of planning policy when designing / reviewing the SCS.
UK Biodiversity Action Plan	Ecosystem approach whereby integrated management of land, air, water and living resources promotes conservation and sustainable use, recognising cultural need. Tackling climate change using the Ecosystem approach. Biological resources are key to sustainable economy, society and environment.	Policies should take account of economic, social and environmental benefits of adapting development to incorporate benefits to biodiversity.	Reflected in policies.
UK Waste Strategy 2007	Reduce / prevent creation of waste; re-use materials; recycle / composting; energy recovery; disposal	Do policies in the Core Strategy facilitate sustainable waste management infrastructure? Policies need to ensure: adequate provision for waste disposal; access for waste agency vehicles is adequately designed in; design in of adequate recycling storage options.	Dovetail with GM Joint Waste DPD.

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UK Rural Strategy 2004	Rural economic and social regeneration; Social Justice for All; Enhancing the Value of our Countryside.	Core Strategy policies need to take account of these objectives and available evidence to ensure equitable policy development for both rural and urban needs.	Rural proofing exercise undertaken.
UK Habitat Regulations (The Conservation (Natural Habitats &c) Regulations 1994 (Amended 2007))	Brings EU Habitats Regs Directive into force in UK. Covering offences with regards to disturbance & destruction of habitats and species as listed in the relevant schedules.	Core Strategy Policies should be subject to a Habitats Regulations Assessment process to assess scope and level of assessment required.	HRA Screening Report accompanies document.
UK Water Strategy 2008	Improve water quality; manage flood risk; sustainable use of water; tackle water industry impacts on climate change.	Policies should: facilitate clean water supply; reduce flood risk; promote SUDS & rainwater harvesting; promote permeable surfaces; reduce hard surface usage; design in water management in developments and open spaces; reduce surface water in urban environment.	SUDS are promoted in SIE and Policy SD6.
Noise Policy Statement for England 2010	Promote good health and good quality of life through management of noise	Ensure policies adhere to and deliver requirements of noise legislation: including public services, residential, commercial & industrial, retail and night time economy, as well as construction noise management.	Noise policy in SIE.

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Defra publication on Light Pollution and Nuisance	Provides guidance on light nuisance management	Policies should seek to reflect ideals.	Light pollution specific policy.
UK Planning & Compulsory Purchase Act 2004	Established the revised planning system which current planning policy is built on.	Reflect subsequent legislation and policies in emerging local framework.	Core Strategy addresses these requirements.
Department of Health: Tackling Health Inequalities Programmes 2003 to current	Original programme aimed at tackling health inequalities in areas, relative to spatial planning in particular through the aims of addressing the underlying determinants of health and preventing illness and providing effective treatment and care.	Accessible health facilities, healthy environments and sustainable transport options.	Inequalities policies promote consideration of health inequalities.
UK Fuel Poverty Strategy	Tackling hard to heat homes, ensuring people can afford to heat existing residences.	Ensure planning policies contribute where possible to improving existing housing	Climate change and Housing policies address this.
UK Environmental Protection Act 1990; Environment Act 1995	Power to deal with imminent danger of damage to the environment; conservation or enhancement of the environment.	Policies should seek to ensure protection, conservation and enhancement of natural environment.	Reflected in SIE policies.
Fair Society, Healthy Lives - the Marmot Review 2010	Tackling health inequalities a matter of social justice, with real economic benefits and savings.	Policies should reflect the need to deal with health inequalities.	Reflected in Inequalities policy.
Living Working Countryside - the Taylor Review of Rural Economy and Affordable Housing	High cost of homes coupled with the low wages of rural workers are creating unsustainable pressures that threaten the future of rural communities.	Findings of Rural Proofing exercise and the recommendations of this report should inform policy.	Affordable housing and rural employment policies in Core Strategy.

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National Planning Policy			
<p>Planning Policy Statement 1 (PPS1)</p> <p>– Delivering Sustainable Development</p>	<p>Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by: Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; Contributing to sustainable economic development; Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; Ensuring high quality development through good and inclusive design, and the efficient use of resources; and Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.</p>	<p>The key objective of creating sustainable developments should underpin the policy approach in the Core Strategy.</p>	<p>Intrinsically reflected in policies through Overarching Principles and in general in other policy areas.</p>
<p>PPS Statement: Planning & Climate Change, Supplement to PPS1</p>	<p>States requirement for emerging planning strategies to encourage renewable and decentralised energy in developments and sustainable building approaches.</p>	<p>Evidence base required to support core strategy policies</p>	<p>Acknowledged in Overarching Principles and reflected in most policy areas - aim is to encourage document to be read as a whole.</p>
<p>PPS : Eco-towns - A supplement to PPS 1</p>	<p>Eco-towns should develop unique characteristics by responding to the opportunities and challenges of their location and community aspirations. Ecotown proposals should meet the standards as set out in this PPS or any standards in the development plan</p>	<p>Any Ecotown developments within the Core Strategy need to reflect these policy drivers</p>	<p>No ecotowns identified but Woodford Strategic Site should be examined for potential</p>

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	which are of a higher standard. Developers and local planning authorities will need to consider how they should be applied in practice, recognising the unique nature of each site. It is noted that developers and LPA's should take into account the SA/HRA for this PPS Supplement.		to offer such an opportunity.
Planning Policy Guidance 2 (PPG2) – Green Belts	The five primary purposes of including land in the Green Belt are: To check the unrestricted sprawl of large built-up areas; To prevent neighbouring towns from merging into one another; To assist in the safeguarding the countryside from encroachment; To preserve the setting and special character of historic towns; and To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Once Green Belts have been defined, the use of land in them has a positive role to plan in fulfilling the following objectives: To provide opportunities for access to the open countryside for the urban population; To provide opportunities for outdoor sport and outdoor recreation near urban areas; To retain attractive landscapes, enhance landscapes, near to where people live; To improve damaged and derelict land around towns; To secure nature conservation interest; and To retain land in agricultural, forestry and related uses.	Green Belt should remain protected	Reflected in policies.
Planning Policy Guidance 3 (PPS3) – Housing	To ensure the delivery of decent homes that are well designed, make the best use of land, are energy efficient, make the most of new building technologies and help to deliver sustainable development.	The Core Strategy will need to ensure it takes into account this guidance in planning for housing.	Housing policies conform.

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<p>Planning Policy Statement 4 (PPS4)</p> <p>– Planning for Prosperous Economies</p>	<p>Build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural, and reduce the gap in growth rates between regions, promoting regeneration and tackling deprivation; deliver more sustainable patterns of development, and respond to climate change; promote high quality and inclusive design, improving the quality of the public realm and open spaces; improve accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport including reducing the need to travel and providing alternatives to car use; promote the vitality and viability of town and other centres as important places for communities and ensure that they are economically successful recognising that they are important drivers for regional, sub-regional and local economies.</p>	<p>Ensure the Core Strategy addresses these issues</p>	<p>General conformity with PPS4 however some out of centre employment sites could be perceived to encourage car use. Transport policies and promotion of sustainable design and construction standards help to address this issue.</p>
<p>Planning Policy Statement 5 (PPS5) - Planning for the Historic Environment</p>	<p>The overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations.</p>	<p>Ensure the Core Strategy reflects these objectives.</p>	<p>Specific heritage policies address these issues.</p>
<p>Planning Policy Statement 6 (PPS6)</p> <p>– Planning for Town Centres</p>	<p>Promoting the vitality and viability of town centres by: Planning for the growth and development of existing centres; Promoting and enhancing existing centres by focusing development in such centres;</p>	<p>Ensure the Core Strategy addresses these issues</p>	<p>Reflected in policies.</p>

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	Encouraging a wide range of services in a good environment accessible to all. Encouraging housing in town centres.		
Planning Policy Statement 7 (PPS7) – Sustainable Development in Rural Areas	To raise the quality of life and the environment in rural areas; To promote more sustainable patterns of development; Promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential; To promote sustainable, diverse and adaptable agriculture sectors.	Ensure the Core Strategy addresses these issues	Rural proofing exercise undertaken - rural policies in economic development policies.
Planning Policy Guidance 8 (PPG8) – Telecommunication	Facilitate the growth of new and existing telecommunications systems to ensure people have a wide range of choice of services available to them whilst protecting human health and keeping environmental impacts to a minimum.	Ensure the Core Strategy addresses these issues	Infrastructure plan covers telecommunication issues - Transport policies do not address the opportunities offered through ICT in terms of reducing travel. Promotion of environmental design standards in other policy areas will facilitate this consideration.
Planning Policy Statement 9 (PPS9) – Biodiversity and Geological Conservation	Ensuring that biodiversity and geological diversity are conserved and enhanced; Improving the quality and extent of natural habitat and geological sites; Enhancing biodiversity in green spaces and among development; Ensuring that developments take	Ensure that new development enhances biodiversity and geological diversity.	SIE policy address this.

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	account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.		
Planning Policy Statement 10 (PPS10) – Planning for Sustainable Waste Management	Deliver sustainable development by driving waste management up the waste hierarchy and: Provide a framework in which communities take more responsibility for their own waste; Secure the recovery/disposal of waste without endangering human health or harming the environment; Reflect the concerns/interests of communities, the needs of waste collection/disposal authorities and businesses; Protect Green Belts but recognise the locational needs of some types of waste management facilities; Ensure that the layout/design of new development supports sustainable waste management.	Ensure the Core Strategy addresses these issues through strategic links to the Greater Manchester Joint Waste DPD	Links to GM Joint Waste DPD.
Planning Policy Statement 11 (PPS11) - Regional Spatial Strategy	Requirement for regional spatial strategies to assist with delivery of national aims of sustainable development - need for Local Development Frameworks to comply	Policies should align with current version of North West RSS and any revisions.	See RSS comments.
Planning Policy Statement 12 (PPS12) – Local Development Frameworks	Sets out the procedures to be followed in the preparation of documents in the Local Development Framework.	The procedures must be followed.	Procedures being followed.
Planning Policy Guidance 13 (PPG13) – Transport	To promote more sustainable transport choices for both people and freight; To promote accessibility to	Need to develop policies to ensure that people live in locations that maximise	Accessibility mapping and Transport policies in general promote this approach.

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	jobs, shopping, leisure facilities and services by public transport, walking and cycling; and To reduce the need to travel, especially by car.	accessibility to public transport and local facilities.	
Planning Policy Guidance 14 (PPG14) – Development on Unstable Land	Provide for the reclamation and use of unstable land; Identify possible constraints on land development; and Minimise the risks and effects of land instability.	Need to identify areas of land instability and develop a policy approach that minimises the risk to potential future development.	Areas of coal mining legacy identified in spatial portrait.
Planning Policy Guidance 16 (PPG16) – Archaeology and Planning	Archaeological remains should be seen as a finite non-renewable resource; Provide effective protection, enhancement and preservation of sites of archaeological interest and of their settings.	Need to ensure that development ensures that sites of archaeological interest are protected, enhanced and preserved.	Specific heritage policies address these issues.
Planning Policy Guidance 17 (PPG17) – Planning for Open Space, Sport and Recreation	Existing open space, sports, recreational buildings and land should not be built on unless an assessment has clearly shown that it is surplus to requirements; Promote accessibility to new facilities by a variety of transport modes; Improve quality of public realm through good design; Ensure that provision is made for sport and recreation facilities where permission is granted for new developments.	Ensure the Core Strategy addresses these issues	Reflected in policies.
Planning Policy Statement 22 (PPS22) – Renewable Energy	Promote and encourage the development of renewable energy sources; note the criteria required as part of PPS 22	Ensure the Core Strategy addresses this issue and reflects RSS policy too.	RSS forms part of LDF suite of documents and reflects criteria, otherwise reflected in Core Strategy overarching principles.

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Planning Policy Statement 23 (PPS23) – Planning and Pollution Control	Take a strategic approach to the location of potentially polluting development and on the location of sensitive development; Facilitate the development on and remediation of existing contaminated and derelict land; Polluting activities that are necessary for society and the economy should be so sited and planned that adverse effects are minimised.	The sensitivity of development in relation to polluting activities should be taken into account.	Reflected in SIE policies.
Planning Policy Guidance 24 (PPG24) – Planning and Noise	Provide for separation of noise-sensitive development from major sources of noise.	The sensitivity of development in relation to noise should be taken into account.	Reflected in SIE Policies.
Planning Policy Statement 25 (PPS25) – Development and Flood Risk	Prepare Strategic Flood Risk Assessments; Locate development to avoid flood risk, and manage residual risk; and Reduce flood risk to and from new development, through policies on location, layout and design.	Needs to be taken into account in the allocation of land for housing development. Include policies to minimise flood risk through location, layout and design.	Flood risk assessment evidence informs policies.
Circular 05/05 Planning Obligations	The principal objective of the planning system is to deliver sustainable development, through which key Government social, environmental and economic objectives are achieved. Planning obligations should be: relevant to planning; necessary to make the proposed development acceptable in planning terms; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development; and reasonable in all other respects.	Policies should make it clear what approach is taken to planning obligations in relation to development.	Relevant policies address this.

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Circular 22/91 Travelling Show People	Showpeople are self employed business people, traveling with families, undertaking work that has been a lifestyle for generations. Permanent bases are required for storage but also residences, particularly for retired family members and young people in education, and for accommodation during winter months. Interim guidance advises consideration at RSS level within the Gypsy & Traveller plan aspects.	Policies should take into account the needs of travelling show people.	Reflected in Housing policies
Circular 01/06 Planning for Gypsy and Traveller Caravan Sites	Everyone should have an opportunity of living in a decent home, and gypsy and traveller communities should have the same rights and responsibilities as every other citizen.	Policies should take into account the needs of gypsy and traveller communities.	Reflected in Housing policies
REGIONAL			
Regional Spatial Strategy - North West Plan Published 2008	Policies in the RSS plan for housing growth, economic growth and improvement to social conditions, whilst protecting and enhancing the natural assets of the region. Promotion of renewable energy could result in large energy installations which have a localised impact on sites in close proximity, however this is balanced by the climate change mitigation that could occur - sites will be delivered using EIA systems too.	RSS forms part of the LDF therefore policies do not need repeating verbatim in Core Strategy. However, Core Strategy should seek not to contradict RSS policy and improve on it where evidence justifies such approaches.	General conformity in Policies with requirements of RSS and consideration of any potential unnecessary replication.
North West Regional Economic Strategy Published 2006	Improving productivity & market growth; growing the size and capability of the workforce; creating the right conditions for sustainable growth and private sector investment.	Policies should reflect objectives of regional economic strategy, in particular assessing the benefits and impacts of economic drivers such as growing Manchester	General economic benefits reflected in policies. Airport impacts in terms of commuting to

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		<p>Airport especially, weighing the social and environmental benefits and impacts of the SEMMMS road issues and tackling worklessness in Stockport.</p>	<p>employment sites at the airport and through traffic impacts considered within emerging policy as part of general out commuting issues. SEMMMS potential benefits and impacts are reflected in SA.</p>
Draft Regional Strategy for England's North West	<p>Capitalise on opportunities of moving to a low carbon economy and address climate change; release the potential of our people and tackle poverty; ensure the right housing and infrastructure for sustainable growth; build on our sources of international competitive advantage and regional distinctiveness.</p>	<p>Ensure Core Strategy aligns with future policies, identifying any potential conflict of policy approaches in continuing to promote growth whilst striving to achieve a sustainable future.</p>	<p>Aims are reflected in policies - conflict between achieving true sustainable development in a 'growth' approach?</p>
North West Landscape Character Framework	<p>Focus on promoting European Landscape Convention principles in the region</p>	<p>Assessment of landscape areas undertaken at UDP stage locally, which can be added to by Regional Framework findings.</p>	<p>Landscape policy in SLE.</p>
North West Biodiversity Forum Regional Targets	<p>The North West has regional habitat targets, the latest version published in April 2008, which are the regional contribution to UK Biodiversity targets and the England Biodiversity Strategy. The Strategy emphasises the need for large scale habitat restoration and better engagement with regional bodies to deliver targets.</p>	<p>Reflect biodiversity protection in policies.</p>	<p>Specific policies deliver biodiversity.</p>

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North West Green Infrastructure Guide	The North West Green Infrastructure Guide has been prepared to support the Green Infrastructure Policy in the North West Regional Spatial Strategy (RSS) by providing more detailed information on the concept of Green Infrastructure (GI) than appears in RSS and to provide initial guidance on producing a Green Infrastructure Plan.	Emerging policies need to have synergy with this element of the RSS.	SIE policies include GI.
North West Climate Change Action Plan 2010-2012	Promotes low carbon approaches including installation of renewable energy technologies	supports consideration of low carbon approach and installation of renewable energy technologies	Low carbon economy included in policies but requires support from other policies and strategies within the Borough and beyond.
NW Equality & Diversity Strategy	Economic participation for all; reducing hate crime and violence; promoting diversity as an asset;	ensuring access to work; promoting cohesive communities and reflecting diverse needs in spatial planning	EqIA work takes account of this approach - informs Inequalities policies.
NHS North West Health Objectives	Ensure people in the North West live longer, reduce the impact of illness on people's quality of life; reduce illness caused by lifestyle, diet and lack of exercise.	Ensure Core Strategy reflects these objectives.	Inequalities policies and other policy areas recognise health issues. HIA has informed policy justification.
SUB-REGIONAL			
Sharing the Vision - a strategy for Greater Manchester (2003)	Promoting economy, culture, tourism and sport; improving connectivity; raising levels of education	Drivers should be reflected in policies whilst ensuring protection of Stockport's own sustainable	Reflected in policies.

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	and skills; creating sustainable communities; reducing crime; improving health and healthcare.	economy, inclusive society and natural environment.	
City Region Development Programme – Manchester City Region 2004-2014	The City Region will be a world class city-region at the heart of a thriving North. One of Europe's premier city regions, at the forefront of the knowledge economy, and with outstanding commercial, cultural and creative activities; World class, successfully competing internationally for investment, jobs and visitors; An area where all people have the opportunity to participate in, and benefit from the investment and development of their city; An area known for, and distinguished by the quality of life enjoyed by its residents; An area with GVA levels to match those of London and the South East.	Ensure the Core Strategy protects Stockport's infrastructure and ensures sustainable growth.	Reflected in policies.
Greater Manchester City Strategy Business Plan 2007	Improving economic activity rates by increasing the engagement of workless residents, changing their motivations and behaviours, and improving access to training, vacancies and work; Improving the basic employability and occupational skills of those not in work to improve their employment prospects, ensuring that employment and training programmes are appropriately coordinated; Engaging with employers to encourage them to recruit workless residents and retain people in work.	need to address worklessness, and support skills improvement	Reflected in policies.
Manchester Independent Economic Review	Examines the status and opportunities for Manchester City Region in terms of economy. Investigates agglomeration of industries to benefit growth; examines innovation and opportunities for cascading ideas; inward investment is key to a strong	Strong drivers for economic development - Core Strategy needs to reflect but also consider how to ensure best outcomes for Stockport in terms of housing	Reflected in policies.

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	economy; high level skills are retained in the Manchester region making it competitive; need to focus on deprived neighbourhoods rather than borough-wide initiatives; transport issues need to be addressed to support economic growth; agglomeration impacts on housing prices and drives a need to examine demand more closely.	and transport delivery, as well as environmental protection	
Manchester City Region Spatial Strategy 2006 (under review)	Concentrate activity in the City Region; realise the potential for further employment growth and increased city living; housebuilding on previously developed land, close to the Regional Centre; reinforce the role of town centres across the City Region as employment locations, as easily accessible service centres, and increasingly important places to live; reduce commuting through the close location of homes and jobs; create comparatively high densities of development around radial routes with public transport systems; target economic development in areas accessible to those in deprivation; sustain existing communities and make best use of community assets such as social, cultural and leisure facilities; protect and improve the city region's network of strategically important greenspace, but also make proposals to fill strategic gaps in provision.	Ideals should be reflected in the Core Strategy	Reflected in policies.
GM Waste Development Plan Document (in draft)	The JWDPD will include detailed development control policies and the identification of sites and preferred area for a range of waste management facilities required up until 2020. The identification of sites will	Forms part of Stockport's LDF and Core Strategy should not contradict Waste DPD, but should also protect Stockport	Appropriate alignment of policies.

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	be required in order to meet the forecasted growth in waste arisings and the decline in available landfill availability. The plan will form an integral part of each authorities' Local Development Frameworks.	from inappropriate development incorporating waste elements.	
GM Strategic Housing Market Assessment	Six strategic issues identified: responding to the credit crunch; regional centre and town centre markets; meeting the need for additional housing; housing and regeneration; meeting the long term needs of specific groups; bridging the affordability gap.	Strategic issues need to be reflected in core strategy housing policies.	Future Housing needs assessments should take account of all minority groups. Presentation to local LGBT group ascertained no major differentiation in housing need considerations.
Greater Manchester Integrated Transport Strategy (GMITS) and Local Transport Plan	Increasing the attractiveness of non-car modes; ensuring that those without a car are able to travel to where and when they need; influencing land use policy to increase the number of trips that can be accomplished using public transport as the mode of choice; public transport network demand management; building new roads only to relieve congestion or improve environmental quality.	Reflecting these objectives in local delivery.	Public transport, walking and cycling are to the forefront which reflects the objectives and aims of the policies.
Greater Manchester Air Quality Action Plan	Strategy Objectives: Transport management and Infrastructure; Regulation and Enforcement; Smarter Choices; Planning Policy and Development Control; Clean/Technology, Fuels and Practices; Internal and External Partnerships	Accessibility and transport management are key within the Core Strategy	Reflected in policies.

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SEMMMS (South East Manchester Multi Modal Strategy)	Process to inform delivery of proposed Relief Roads to the south of Greater Manchester conurbation	design and delivery implications for core strategy	Concerns regarding the potential benefits and impacts of SEMMMS Relief Road delivery.
Greater Manchester Biodiversity Action Plan (BAP)	Habitats and species of local conservation importance in Greater Manchester. The plans included so far are just the first stage of the GMBAP, other appropriate Action Plans will be added in later revisions. In time the GMBAP will comprise a comprehensive list of national and local priority habitats and species.	GMBAP should inform development of Stockport policies and the Habitats Regulations Assessment scoping report.	Reflected in emerging policies and addressed through HRA process
Manchester Airport Masterplan to 2030	Set out the strategic framework for the approach to development and the growth of the airport. Master Plans do not have a statutory status, but the Government expect them to be taken into account in the preparation of regional and local policies and in the making of planning decisions. See Cross Boundary section below for more detail.	Protect Stockport from environmental impact whilst incorporating genuine opportunities for social and economic benefit.	Transport impacts on Stockport of Airport projected growth around employment and visitors.
LOCAL			
Stockport Unitary Development Plan (Review 2006)	A piece of work is underway to establish which policies are to be saved and which can be rejected in light of delivery of certain issues through national legislation or regional policy.	Retained policies are being built upon to create the emerging Core Strategy.	Core Strategy has evolved from original UDP strengthening its capacity to deliver sustainable development.
Sustainable Community Strategy:	Priorities are: a thriving Stockport; a safer stronger Stockport; A healthy Stockport; a Greener Stockport	Ensure the Core Strategy addresses these objectives	LSP should take account of planning

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The Stockport Strategy 2020			policy when designing the SCS.
Stockport Council Plan 2008-2011	Headline priorities are: An attractive & thriving Stockport; A Leading "Green" Borough; Safe and strong communities	Ensure the Core Strategy complies with these objectives in terms of development and built environment policies, including sustainable transport options	Reflected in policies.
Local Area Agreement – Working Together for a Better Stockport (Amended 2007)	The aim of the Local Area Agreement is to reduce inequalities in the borough by using the funding opportunities to drive forward relevant elements of the Community Strategy. Main focus is on a partnership approach.	Ensure the Core Strategy addresses the spatial elements of these objectives where legislative drivers allow.	LSP should take account of planning policy when reviewing the LAA.
Stockport 17th Annual Public Health Survey	Looks at service provision around a number of health issues.	Ensure the Core Strategy addresses the spatial elements of these objectives in terms of built environment, sustainable transport access and public health protection.	Reflected in Core Strategy, noting the findings of the HIA. Some concerns around true impact/ benefit of SEMMMS
Stockport Public Health Goals	Elements of improvement and management of environmental conditions to protect and improve health especially air quality, pleasant & restful environments, health in the workplace, reduce traffic speeds, minimise car use and increase walking & cycling and to reduce stress.	Ensure the Core Strategy addresses the spatial elements of these objectives in terms of built environment, sustainable transport access and public health protection.	Health considerations reflected in all policy areas, especially in Inequalities and Transport which directly take into account health issues.
Housing Strategy 2005 - 08 (new draft in progress and policy	Following five major surveys the housing strategy concluded that: A large proportion of rented housing stock fell short of the Decent Homes Standard; Most	Ensure the Core Strategy addresses these issues in terms of spatial elements	GM SHMA does not examine housing requirements of some

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writers are being informed)	emerging households couldn't afford market housing and many were living in inappropriate accommodation; There was a great need to improve the energy efficiency of the housing stock; More specialised housing was needed for people with various support needs, for homeless people and for members of the Black and Minority Ethnic Community.		equalities strands, especially LGBT. Future studies should at least address whether or not the housing requirements of this social sector differ to any other group. Presentation to local LGBT group ascertained no differentiation in housing need for this inequalities strand.
Homelessness Strategy	Homelessness prevention	Housing element of Core Strategy will have impact on housing availability which is one element of tackling homelessness.	Reflected in policies.
Action Plan for Nature (LBAP)	The action plan provides an overview of Stockport's biodiversity through a series of 11 Habitat Statements: Woodland; Grassland; Heathland; Upland; Watercourses; Standing Open Water; Wetland; Boundary features; Arable; Transport Corridors; Urban & Built Environment	Ensure the Core Strategy addresses these issues in emerging policies by seeking to protect habitats and species.	Reflected in policies and through SA/SEA/HRA process.
Stockport Economic Development Strategy 2002-2012	Five key themes: Creating a modern, fully functional town centre; Ensuring Stockport becomes a centre at the heart of regional economic development;	Emerging policies should seek to ensure a sustainable economy for Stockport, in terms of	Concentration of policies around office development, however

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	Changing and improving the way in which Stockport is perceived externally; Removing barriers to employment that certain groups experience, to ensure that all Stockport communities work and function successfully; Implementing mechanisms which preempt the problems associated with success	accessible and flexible employment land provision within a framework of maintaining social equity and environmental protection.	there is encouragement of innovation too.
Gateway to the Future - the Regeneration Plan for the Town Centre and M60 Gateway	The purpose of the Regeneration Plan is: To establish a shared vision for Stockport Town Centre over the next 10 – 20 years; To provide a framework to guide development; To encourage, attract and guide investment in the Town Centre/ M60 corridor area; To establish a planned programme of action which can be monitored and reviewed including early action; To act as an advocacy document; To provide a focus for partnership working.	Issues around quality of environment, accessibility and public transport mentioned in this Masterplan need to be reflected in emerging policies.	Reflected in policies.
Future Stockport– An Interim Review of the Regeneration Plan for the Town Centre & M60 Gateway	Five priorities have emerged: Priority 1 Promote development and investment to maximise the economic potential of the town centre and M60 gateway area; Priority 2 Engage existing and new communities to ensure that they all benefit fully from the area's services and facilities; Priority 3 Develop sustainable transport solutions; Priority 4 Enhance and maintain the fabric of the built environment and public realm; Priority 5 Improve the image of the town centre and M60 gateway area as an attractive and safe location to live, work and visit.	Review focuses on sustainable development (including built environment and sustainable transport options) as key to Town Centre development which needs to be reinforced in emerging policies	Reflected in policies - some concerns around peripheral sites and accessibility.
Future Stockport Town Centre Masterplan 2005	There are a number of areas of opportunity that the town can capitalise on in particular: The desire to	Growth in the Town Centre needs to be managed, in terms	Peripheral areas to the town centre are of concern in terms of

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	invest and take an active part in the regeneration process, by the Council and major landowners / commercial operators who have an interest in Stockport; A capacity for growth in the town centre, for additional retail and new leisure, cultural and residential developments; An opportunity to use the uniqueness of the Stockport location, topography and heritage to create a unique and memorable destination that will attract an increasingly discerning consumer.	of spatial planning, to ensure a sustainable delivery of all aspects	sustainable access. Delivery, where possible, should seek opportunities to improve both public transport availability and the infrastructure to support cycling and walking - policies broadly support this approach.
Stockport Conservation & Heritage Strategy 2008	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.	Maintain the preservation of heritage built environment in a sustainable manner from the perspective of the built environment in particular.	Reflected in specific policies.
Stockport District & Local Centres Strategy 2007-2012	The Council has focused an important part of its regeneration activities on developing and improving the Borough's eight District Centres. Key Objective: To work with local stakeholders to ensure that the District Centres retain a viable and vital role within the economic, social and environmental fabric of the borough. The Local Centres Strategy was formally adopted in 2004 and included an initial Action Plan for six priority Local Centres.	Emerging Preferred Option reflects existing centre approach	Reflected throughout strategy.
A Regeneration & Renewal Framework for Stockport 2007-2010	A multi-dimensional approach that covers the relationship between social inclusion (people's well being and life opportunities), improving the physical environment (land, buildings, environment and infrastructure) and economic development	Regeneration target areas are a part of the emerging Core Strategy	Reflected throughout strategy.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	(investment and jobs). This approach promotes both good practise and sustainability by taking into account the views of all potential users and beneficiaries. It also strongly encourages joined-up working between sectors, partners and different professionals.		
Stockport Draft Mills Strategy	Outline the current position and key issues with regard to the mill resource. Set down an overall strategy, objectives and action plan to guide the future development and use of mill buildings and sites within the town.	Mills opportunities for housing, employment, retail and leisure as well as heritage conservation must be considered	Accessibility of certain mill sites could make them appear 'inappropriate' for development, however opportunities to improve public transport and other sustainable modes (especially cycling) should be examined, particularly if sites are within a few kilometres of rail facilities.
Stockport Shopping & Leisure Study 2008 and 2009 update	Prioritisation of redevelopment in Stockport town centre in terms of best retail and convenience availability and delivery. Includes opening up the river frontage, links to good quality public space and ensuring good pedestrian access. Leisure offer is poor in the town centre requiring improvement. District Centres are assessed as having a good leisure offer generally, except for Reddish, while all centres were identified as lacking certain types of shops (i.e. they lack a range) and all centres had	Evidence will inform core strategy policies	Evidence informs policies.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	congestion cited as an issue. Hazel Grove residents stated a desire to see pedestrians prioritised.		
Stockport Town Centre Evening Economy Strategy & Action Plan 2008	To improve the Town Centre's image, environment and ambience; To create an evening leisure economy of choice; To increase visitor numbers, retention and spend	requirements of evening economy development need to be considered in terms of spatial planning requirements	Impacts and opportunities are considered in policy.
Market Assessment and Development Potential for Hotel Accommodation in Stockport 2009	Assessment of hotel and associated leisure potential for Stockport. Identifies potential for town centre to attract further development in this sector through excellent road links to Manchester etc.	sustainable delivery of hotel buildings is key to managing carbon emissions across the Borough. Sustainable transport infrastructure could support hotel use too if hotel location is considered in tandem with rail provision and local bus linkages	Policies could enhance delivery.
Stockport Childcare Sufficiency Assessment 2008	Highlights intentions to implement action plans for each area and document managing investment in the early years and childcare market. The action plans detail the need for significant change and improvement and outline the approach to commissioning the services needed for children and families in Stockport. Addresses provision and location issues.	child care location of facilities key to emerging policy	Reflected in policies.
Stockport Visitor Strategy 2007	analyse the Stockport tourism offer; give an overview of the tourism market in Greater Manchester and the North West and how this impacts on Stockport; undertake a gap analysis to identify markets which should be developed and if they are appropriate to Stockport; deliver a clear, robust innovative strategy	emerging spatial policies should take account of intentions to increase visitor levels, also opportunities for employment and implications for transport policies	Issues are taken into consideration in policy.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	with challenging yet realistic targets and develop a broad action plan to bring a step-change to Stockport's tourism offer; steer the critical engagement of the Council and its key partners		
Cross Boundary Issues			
The Manchester Way - Community Strategy 2006-2015	Vision for 2015 is: world class city, meeting the needs of residents, tackling social exclusion, Knowledge Capital driving education and employment, enterprising and creative city which is welcoming and inclusive, supporting diverse communities, respects older people and the experience they bring, finally a green city making the most of the environmental growth sector	competition for skills and employment.	Enhances need to consider out-commuting impacts.
East Midlands Regional Plan 2009 and associated appraisal documents	Published March 2009. Take account of the impact of Greater Manchester (and South Yorkshire and Humberside) on East Midlands region with regard to housing provision, transport planning, recreational needs and environmental impact. HRA focuses on potential cumulative impacts on water resources and quality in SPA's of further development, with specific recommendation of consideration of cumulative impacts in future. It also highlights the need for monitoring the potential air quality impacts if housing development is delivered to specified target levels. The SA acknowledges the links to Stockport in terms of labour market and commuting.	Commuting to and from Stockport will have associated impact on congestion, transport systems, environment and health.	Enhances need to consider commuting impacts.
Manchester Airport Masterplan to 2030	Manage airport growth as strategic asset for North West; reflect Government policy on airports and their	Growth of airport has employment implications for	Airport ground traffic will have implications for

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
<p>(incorporates Ground Transport, Land Environment, Land Use & Community Plans)</p>	<p>perceived regeneration opportunities; prioritises the airport as an economic asset for North of England; improve rail network and public transport access using vehicle to passenger ratio data and increase staff sustainable commuting; deliver Metrolink; improve surface access through sustainable transport options and support for SEMMMS; reflect climate change strategy in reduced surface travel emissions; manage noise impacts to 1992 levels; encourage lower emissions aircraft; develop formal EMS; extend area of landscape and habitat management plan; maximise employment opportunities; consider environmental issues; support local community regeneration. Aims to do this sustainably by maximising efficiency; minimise pollution; protect environmental assets; capitalise on social benefits; incorporate sustainable design into building delivery; ensure safety and security. Expand social insulation grant for local communities; encourage use of open space by communities; Community grant fund to offset noise impacts; Corporate Responsibility as part of BITC. Grow air traffic; develop long-haul services; facilitate no-frills services; promote air, rail and coach feeder services to encourage as alternative to Heathrow/Gatwick; increase freight flights. In terms of Land Use clearly define areas needed for growth of airport; support local community regeneration initiatives through this process; make best use of scarce land resource; invest in technologies which enlarge capacity and maximise</p>	<p>Stockport - out commuting to airport could increase (especially along the SEMMMS) unless sustainable options available. Noise impacts of additional flights on Borough. Emissions impacts over area, particularly from planned increased flight levels from both passenger and freight. Transport impacts on existing road network make the SEMMMS necessary to relieve traffic in the most densely populated sections of the Borough. However the SEMMMS has the capacity to increase traffic around its route through the Borough and there is evidence that new roads do not relieve congestion but merely relocate congestion and potentially increase traffic levels. Sustainable transport is promised and if delivered could ultimately benefit the Borough - e.g. Metrolink offshoot from airport service could serve Stockport. Social benefits in terms of potential employment, access to local airport and improved accessibility through sustainable</p>	<p>traffic levels, congestion and emissions in Stockport. Potential for employment at Airport for range of skills levels.</p>

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	assets. No direct effort to support R&D of alternative fuels for aviation or methods of air travel.	transport improvements. However potential social disbenefits from pollution, in terms of emissions and noise, environmental degradation impacting on health. Potential for long term eventual economic decline of air travel as fossil fuels become scarcer and more expensive, climate change impacts increase with requirements for bans on aviation use and costs accrue to regions with airports in terms of carbon taxes.	
Other Core Strategies			
Manchester	Objectives include: enable development to assist with halting climate change; improve economic performance and reduce social disparities; deliver significant increase in high quality housing at sustainable locations; high quality centres providing minimum service needs and local access to food; improve connectivity to enhance city function and competitiveness and accessibility; protect and enhance natural and built environment in terms of biodiversity and heritage; protection of strategic sites, especially Airport.	attractiveness of Manchester as employment sector for Stockport residents, competitor for office and business developments; services and cultural attractiveness has associated transport impacts; airport issues such as out-commuting from Borough to employment, noise impacts and other environmental impacts from activity and/or expansion. Housing delivery potentially increases impacts of	Commuting impacts and housing impacts added to Stockport's existing levels could exacerbate impact.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
		housing delivery in Stockport e.g. water demand for new sites.	
Derbyshire CC Minerals & Waste Plans	Identification of sites for minerals extraction and waste management, including potential for waste from Stockport to be moved into Derbyshire waste management facilities. No assessment of transport impacts on other areas such as Stockport.	Waste and mineral movement issues	Congestion considerations include freight issues.
Peak District National Park - Refined Options Document (consulted on in early 2009)	Cross park traffic issues acknowledged with Stockport named as one travel source/destination. Sustainable transport options are promoted via policies.	Traffic impacts from and to Peak	Adds to traffic congestion in Stockport mainly via A6.
Cheshire East	Cheshire East formed in April 2009 from Macclesfield, Congleton and parts of Crewe & Nantwich and Vale Royal councils - the Core Strategy is in development with a Scoping Report for the SA available outlining the issues for consideration within the Core Strategy. These include: ageing population; pockets of social deprivation; affordable and appropriate mix of housing required; sustainable design delivery; vitality and viability of town centres maintained and enhanced; employment needs to be met; conserve biodiversity including geodiversity, also green infrastructure; manage waste; protect water quality; preserve heritage and conservation areas; manage flood risk; promote energy efficiency, renewable energy and reduce carbon emissions; tackle congestion and sustainable travel and traffic	Very similar concerns to Stockport with issues around areas such as Woodford in terms of delivery, sustainable access, housing and employment needs etc	Adds to traffic congestion in Stockport via M56, also housing delivery in tandem with our own could exacerbate housing impacts.

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
	accidents; reduce the fear of crime; manage need for development versus impacts; mitigate and adapt to climate change; make effective use of existing buildings and use resources more efficiently.		
Tameside	<p>Aim to publish a finalised Core Strategy in May 2010 with an Issues & Options version due in September 2009. Affordable housing policy options are discussed in their evidence documents. SA document found the following issues: lack of use of local transport despite short commuting distances in borough; increase use of brownfield sites; with regards to Hattersley increase recycling levels and tackle fly-tipping in the Cloughs. Recommendations include ensuring accessible development locations, public transport improvements, promote potential Metrolink, manage construction waste, improve energy efficiency and design standards, manage flood risk and run-off, preserve centre's character, improve access to affordable decent housing, improve social cohesion, secure economic inclusion, accessible education, reduce crime and fear of crime and develop a healthy labour market, whilst ensuring prosperous business development. Health considerations should form part of emerging LDF. Transport links to Stockport acknowledged, especially Hyde.</p>	<p>Transport issues between areas; housing delivery impacts on Stockport's needs and delivery; environmental protection concerns from development in Tameside</p>	<p>Adds to motorway congestion and air quality issues, also housing delivery has potential to exacerbate housing impacts in Stockport.</p>
High Peak, Derbyshire (with Derbyshire Dales) Issues & Options	<p>Concerns regarding commute out of residents to areas including Stockport, especially high skills levels. Identify Manchester as an attractive retail centre - do not mention impacts on Stockport but</p>	<p>Highly skilled commuters into Stockport employment areas; Stockport through route to Manchester attractions; small</p>	<p>Congestion impacts mainly via A6.</p>

Additional Plans & Policies for Consideration	Relevance to SAF & Core Strategy Objectives	Implications for Core Strategy	Potential Significant Effects, synergies or inconsistencies
document finished consultation in May 2009 (aiming for adoption 2010)	vehicle traffic increase on the A6 does result. Desire to improve retail in local centres to attract locals to shop locally. Employment approach to encourage small scale development which might facilitate small high skills job clusters to be located in villages etc.	scale high skills developments could attract Stockport residents to commute and/or move from borough	

C Sustainability Appraisal Framework

Sustainability Appraisal Framework - Completion Guidance

Aims:

The aim of the SAF is to offer a simple tool which produces a graphic output clearly showing a rating for the sustainability of an emerging policy or strategy - there is no expectation that the score will be good for all users. In fact the tool is designed to show you where you could look to improve your policy as much as is feasible, but it is accepted that sometimes compromises are required. The SAF is designed to consider the three cornerstones of sustainability - Economy, Social and Environmental issues - in light of objectives which were determined and agreed by a stakeholder steering group in September 2008. There are a range of Decision Making Criteria which prompt a potential response as outlined in the "How To" section below, this results in the production of a score on the Wheel tab of this document.

Considerations:

Sustainability Appraisal offers a comprehensive methodology for assessing the social, economic and environmental impacts of emerging policies, strategies, etc. There are other forms of appraisal that you might like to think about in terms of assessing your policy, strategy, programme or project. Equalities Impact Assessment is mandatory on most strategies, policies and programmes - you can contact Stockport Council's Diversity & Equalities team for more advice and guidance. Health Impact Assessment is a further option for appraisal and NHS Stockport have a pro-forma document which facilitates a simple process and they offer guidance. Rural Proofing might not seem an obvious option for Stockport but according to a Government sponsored report, more than 8.5 percent of Stockport's population (Census 2001) live in rurally defined areas. Age proofing is becoming more and more common - Stockport has a increasingly ageing population which could impact on your work - there are age proofing frameworks available.

Strategic Environmental Assessment is specifically required on certain types of documents. This requires consideration of issues including the probability, duration, frequency and reversibility of effects; the cumulative nature of effects; trans-boundary nature of effects; risks to human health or the environment; the magnitude and spatial extent of the effects (geographical area and size of population likely to be affected); the value and vulnerability of the area likely to be affected; the effects on areas of landscapes which have a recognised national, community or international protection status.

Wheel:

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

Scoring System:

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

Table 4 Wheel Scoring System Explanation

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

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

How to:

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

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

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

Ask for help if you need it, either by contacting the Health & Environment Advisor (Planning) or the Corporate Sustainability Policy Team who can further advise on sustainability issues.

C Sustainability Appraisal Framework

Table 5 Example SAF Form

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
Social	Sustainable Society	Protect and enhance human health	Will it improve human health?		
			Will it reduce death rates?		
			Will it reduce and/or manage limiting long term illnesses?		
			Will it reduce smoking, alcohol use and obesity?		
			Will it reduce accidents?		
			Will it foster a healthy environment for residents at work and at rest?		
		redress inequalities related to age, gender, race, disability, faith, deprivation, locality	Will it reduce health inequalities?		
			Will it reduce poverty?		
			Will it help to create a cohesive community?		
			Will it protect and improve existing community services and facilities?		
			Will it offer opportunities for residents to interact?		
			Will it ensure access to an affordable & decent home?		
	Will it improve access to employment, particularly for low income families?				
	Placemaking	improve equitable access to a	Will it encourage independent living?		
Will it improve access to health & welfare services and information?					

C Sustainability Appraisal Framework

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
		well and look well	Will it respect, protect and enhance existing sites, areas and settings of historical, archaeological, architectural or cultural interest?		
			Will it encourage the use of sustainable transport options and reduce congestion?		
			Will it encourage the use of innovative design including ideas such as passive solar, green roofs or creative use of space?		
			Will infrastructure be designed to promote development of such places, spaces and buildings?		
		enhance rural and urban local character and protect local distinctiveness	Will it promote the sensitive re-use of historic or culturally important buildings where appropriate?		
			Will it conserve and enhance local landscape character?		
			Will it protect and enhance the uniqueness of places and spaces?		
			Will it ensure local environmental quality is maintained and/or improved?		
			Will it avoid damage to nationally and locally designated sites of nature conservation or geological interest?		
			Will it create any new wildlife sites?		
Environment	Environmental Protection	Protect Biodiversity, Habitats and Species	Will it help protect any species at risk?		
			Will it minimise fragmentation of habitats?		
			Will it ensure protection against climate change impacts?		
			Will it enhance biodiversity?		

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
		Conserve & protect natural resources	Will it maintain and improve the quality of ground and surface waters?		
			Will it ensure sustainable management of water courses?		
			Will it protect soil resources?		
			Will it protect agricultural land?		
			Will it protect and enhance the natural environment resource of Stockport Borough?		
		Reduce emissions	Will it ensure sustainable management of our mineral resource?		
			Will it reduce contamination and pollution of land?		
			Will it reduce pollution of water systems?		
			Will it help maintain and improve local air quality?		
			Will it minimise the environmental impact of travel (e.g. noise, air pollution, congestion)		
	Low Carbon Approach	Mitigate and adapt to climate change	Will it minimise or promote alternatives to the use of fossil fuels?		
			Will it help to minimise carbon emissions?		
			Will it minimise excessive noise?		
			Will it encourage water efficiency, including recycling and re-use, through efficient building design and construction (including promotion of SUDS)?		

C Sustainability Appraisal Framework

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
			Will it minimise risk to people, property and ecosystems from flooding?		
			Will it encourage energy efficient buildings and the efficient use of energy?		
			Will it encourage low carbon technologies?		
			Will it reduce Urban Heat Island effects?		
			Will it encourage use of non-hard surfaces and reduce loss of permeable surfaces?		
			Will it encourage the use of innovative design (e.g. passive solar or green roofs)?		
			Will it reduce the need to travel?		
			Will it facilitate reduction of the distances needed to travel?		
			Will it help to reduce the reliance on the private car?		
			Will it promote sustainable transport options using safety conscious design?		
			Will it help reduce traffic congestion?		
			Will it ensure adequate provision of facilities for cyclists and pedestrians?		
			Will it improve public transport provision?		
	Sustainable Waste	Minimise waste, re-use or recover through	Will it facilitate prevention, re-use and recycling of waste?		
			Will it facilitate community waste management schemes?		

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
		increased recycling and/or composting	Will it encourage appropriate design to facilitate Sustainable Waste Management by local agencies?		
			Will it encourage Site Waste Management Plans?		
			Will it promote sustainable consumption and production?		
			Will it encourage the disposal of waste as close to point of origin as possible?		
			Will it facilitate an increase in sustainable employment?		
Economy	Sustainable Employment	Improve the options to achieve satisfying and rewarding work and reduce unemployment	Will it reduce unemployment, underemployment & worklessness?		
			Will it improve access to employment opportunities?		
			Will it improve access to sustainable transport, particularly for commuting?		
			Will it promote creation of a healthier working environment and workforce?		
			Will it improve sustainable access to education and training?		
		Invest in people, equipment, infrastructure and other assets	Will it improve the level of investment in community services and infrastructure?		
			Will it facilitate a low carbon economy?		
			Will it facilitate businesses to take up ICT options before travel options?		
			Will it support home working?		
			Will it assist organisations to implement green travel plans?		

C Sustainability Appraisal Framework

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
	Sustainable Business	Assist and encourage sustainable business practices including creating future sustainable citizens	Will it encourage businesses to invest in sustainable practises including improving efficiencies?		
			Will it encourage development which ensures businesses can operate more sustainably?		
			Will it offer opportunities for employees to engage in sustainable commuting and travel for work?		
			Will it encourage the provision of education & training facilities which promote the ideals of sustainable development?		
			Will it offer the opportunity to improve the skills of employers and employees in sustainable business practises?		
			Will it support sustainable business development?		
			Will it assist with business retention where appropriate?		
			Will it encourage the development of social enterprise?		
	Economic Diversity	Encourage innovation and new business development particularly in the sustainability sector	Will it support small & medium business development?		
			Will it encourage innovation in existing business and new business development?		
			Will it encourage development of businesses serving a sustainable lifestyle?		
			Will it increase access to facilities and services which offer opportunities for a more sustainable lifestyle?		
			Will it facilitate an increase in the number of businesses working in the sustainability field?		

SD Issue	CAT	Objective	Decision Making Criteria	Score	Justification
		Deliver a spread of business types by sector & geography	Will it promote local sustainable tourism (e.g. EcoHotels, Farm B&B)?		
			Will it contribute to the vitality and viability of an existing centre, including sub-urban economic sectors?		
			Will it encourage the diversification of employment in the Borough?		
			Will it foster the establishment of local businesses with skills to further enhance a sustainable Stockport?		
			Will it increase businesses set up by Female / Younger and Older / BME / Disabled Business People		

D Rural & Age Proofing Reports

Rural Proofing

According to the Commission for Rural Communities⁽⁵⁷⁾, rural proofing is a commitment by Government to ensure domestic policies take account of rural circumstances and needs. As policies are developed, policy makers should:

- consider whether their policy is likely to have a different impact in rural areas, because of particular circumstances or needs
- make proper assessment of those impacts, if they're likely to be significant
- adjust the policy where appropriate, with solutions to meet rural needs and circumstances

Rural proofing applies to all policies, programmes and initiatives and it applies to both design and delivery stages.

Context

The Rural Definition⁽⁵⁸⁾ was introduced in 2004 as a joint project between the Commission for Rural Communities (CRC - formerly the Countryside Agency), the Department for Environment, Food and Rural Affairs (Defra), the Office for National Statistics (ONS) and the former Office of the Deputy Prime Minister. A Local Authority is classified as 'Major Urban' if it has a minimum of 100,000 people or a minimum of 50 percent of its total population resident within a major urban area (i.e., an urban area with at least 750,000 population). Stockport is listed as Major Urban according to the reports produced for the above study.

Table 6 2001 Census Data - Stockport

Total Population	Major Urban Population	Large Market Town	Rural Town	Village	Dispersed
284,484	260,088	18,488	4,353	265	1290

The above data shows that Stockport, at the time of the 2001 Census, had a rural population of 8.58% despite being classified as a Major Urban local authority. The first stage of rural proofing, in terms of the Core Strategy, is to establish what rural areas Stockport has according to agreed definitions and where those rural areas might be.

Rural Definitions

The Rural Definition project introduced a new 'spectrum', or graded system which replaces the earlier Oxford/CA binary ward classification and adopts a settlement-based approach. It is available for England and Wales at the following levels:

- Census Output Area (COA or OA)
- Census Super Output Area (CSOA or SOA)
- Ward

57 www.ruralcommunities.gov.uk/projects/ruralproofing/overview

58 www.defra.gov.uk/evidence/statistics/rural/rural-definition.htm

OAs consist of ~125 households and have a population of ~300. SOAs are built of OAs, typically 5, and so contain ~625 households or a mean population of ~1500. OAs therefore vary greatly in size and shape between urban and rural regions, for example a single tower block may consist of more than one OA, whereas a large area of remote moorland may be covered by a single OA.

Output areas are classified by morphology and context:

Morphology

- Urban (over 10,000)
- Rural town
- Village
- Dispersed (hamlets and isolated dwellings)

and Context

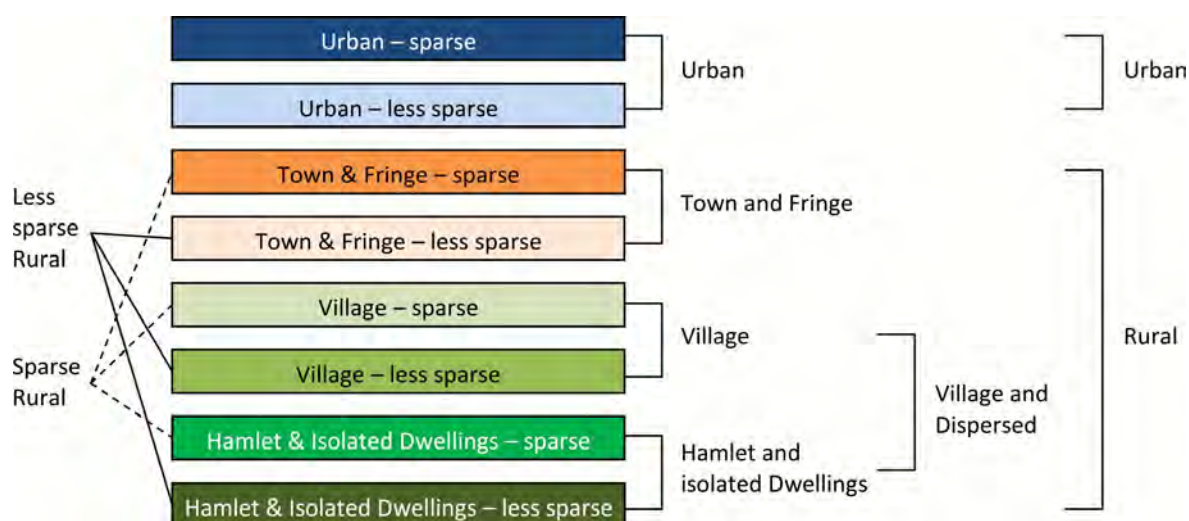
- Sparse
- Less sparse

This gives 8 Urban/Rural Classification (2 urban and 6 rural):

- Urban (Sparse)
- Urban (Less Sparse)
- Town (Less Sparse)
- Town (Sparse)
- Village (Less Sparse)
- Village (Sparse)
- Dispersed (Less Sparse)
- Dispersed (Sparse)

These have been aggregated to produce the following Rural Urban Definitions shown in Figure 15.

Figure 23 Aggregation of Rural Definitions



Rural Proofing Methodology

There are a variety of guidance documents available for informing a rural proofing exercise, however, they are predominantly service delivery focused. This makes some of their elements inappropriate in terms of assessing spatial planning policy development.

The approach therefore has been to review the Countryside Agency's Rural Proofing – policy makers' checklist⁽⁵⁹⁾ and ensure that the Stockport Sustainability Appraisal Framework – the Sustainability Wheel – addresses the relevant concerns. It is also necessary to factor in relevance of this process in terms of rural population size as a percentage of the total population. However, it should also be noted that in terms of inequalities, minority needs should be considered as part of the overall policy development.

The findings shown below should inform emerging policy and policy writers have been appraised of the findings and the implications for emerging policy

Findings

Using the tabled data available from the Office for National Statistics based on Super Output Area data from the 2001 Census⁽⁶⁰⁾, a map has been produced (see Figure 24) showing the areas of Stockport Borough which are designated as rural⁽⁶¹⁾.

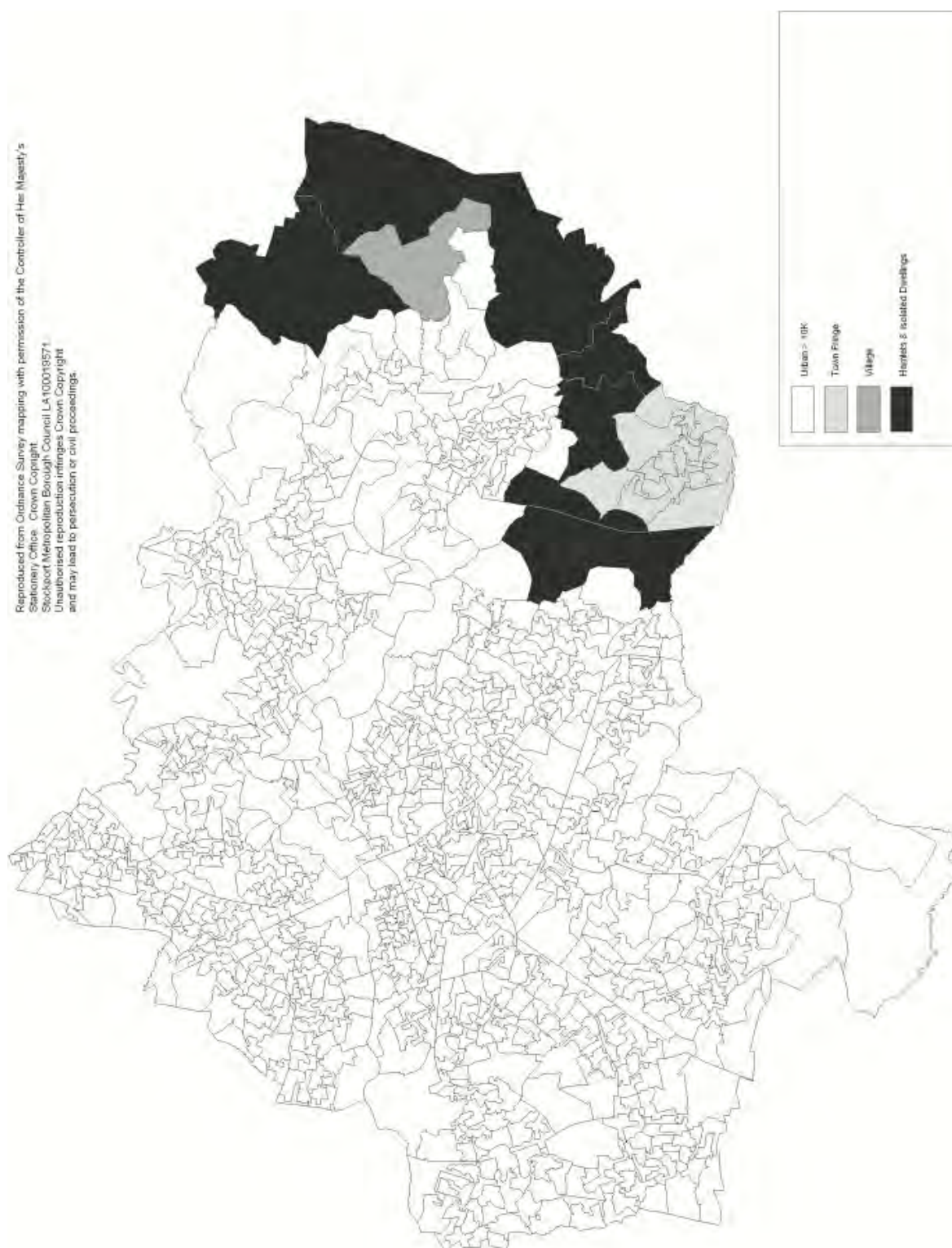
In the following map, it is clearly shown that areas in the East of the Borough do fall under the rural classifications of Hamlets & Isolated Dwellings, Village and Town Fringe. The rest of the Borough is designated as Urban. Despite being a relatively small area and population size consideration still needs to be taken of the needs of these rural areas.

59 www.ruralcommunities.gov.uk/files/CA35-RuralProofing-PolicyMakersChecklist.pdf

60 www.statistics.gov.uk/geography/nrudp.asp#products

61 www.defra.gov.uk/evidence/statistics/rural/documents/rural-defn/rural-stats-guidance.pdf

Figure 24 Census Output Areas – Stockport Rural Designations (Census 2001)



Conclusions

The Stockport Sustainability Wheel has been reviewed and is considered to address rural issues as part of wider issues dealt with, including accessibility, protection of landscapes, access to wildlife and leisure facilities, amongst others. The How To section of this tool has been revised to promote the fact that, as a result of this rural proofing exercise, consideration needs to be taken when performing any type of assessment of the defined rural areas and that Stockport has 8.5% of its population designated as rural.

The following specific considerations are important in terms of a spatial document such as the Core Strategy:

- Town Fringe designation has the Local Centre of High Lane fall within it, which has potential accessibility implications in terms of preferred option approach that should be taken into consideration in emerging policy
- The Village designation covers Marple Bridge and Mellor, highlighting them as remote centres in terms of accessibility to services, employment and delivery of further housing.
- Accessibility is the key rural issue in many areas of the country, no less in those areas of Stockport defined as rural. Overlaying of accessibility mapping shows a strong correlation between rural defined areas and low levels of sustainable transport access. Areas of need should be identified and policy development be shaped to address those needs.
- This area falls within the Green Belt of Stockport and is therefore subject to its protections, restrictions and opportunities.
- Green Infrastructure and protection of the natural environment and resources are key to these areas in terms of policy structure.
- Employment is not a direct concern as these areas do not coincide with areas of high unemployment in the borough⁽⁶²⁾.
- Travel to work from these areas to external employment sites is causing congestion and associated emissions problems.
- Consideration of health impacts on commuters should be factored in to policy development.
- In light of the above two points consideration of employment land designation could be reviewed with this rural proofing information as a determinant.
- Services accessibility and placement is key in rural areas. Policies on the location of health, education, food and retail as well as a range of other services needs to be considered in light of the rural definition evidence.
- Location of and access to leisure facilities, particularly in terms of exercise provision, should be considered in light of the rural areas definition. Whilst it is sustainable to locate leisure facilities centrally for the greatest population access, policy needs to ensure it addresses the needs of the residents in these rural areas. Obviously they do have direct access to the natural environment where exercise can be taken but this will be seasonal for the more vulnerable members of the social spectrum (winter and wet weather will prevent older and younger social groups from utilising this facility).
 - Topography in these areas needs to be considered in terms of access, particularly for more vulnerable members of communities.
- Conversely policy should recognise the natural environment resource in the East of the borough in terms of exercise and leisure activities and sustainable access for all residents should be considered. This will have potential transport impacts if promoted.

- Potential renewable energy sites exist in this area of the borough, particularly in terms of a major wind energy resource. Policies tackling climate change and the energy agenda must be developed with the full consideration of local concerns and opportunities.
- Boundary issues need to be considered for this rural area in terms of other authorities' needs and issues.
- Housing delivery should be considered in light of the findings of the rural proofing evidence and in association with employment and service provision

Age Proofing

Why undertake Age Proofing?

Ageing population is a factor affecting all developed countries giving rise to significant debate about a range of policy issues at national and international level. It has a differentiated impact regionally. Fewer births and longer life spans mean that the number of people aged 65 and over is projected to increase at 10 times the overall rate of population growth in the next 40 years and the population aged between 50 and 65 is the only growing segment of the currently defined labour force. There is an accelerator effect created by the ageing of the post-war baby boom generations.

Currently just over one third of the population of England is aged over 50 years of age. Men and women aged between 50 years and state pension age account for almost 1 in 7 of the population. The '2001 Census of Population' shows for the first time that there were more people over 60 (21% of the population) than under 16 (20%).

Stockport has its own locally significant issues around an ageing population. The Health Impact Assessment states that the following are two areas of concern:

- Care Requirements of an Ageing Population: a healthy life expectancy has not kept pace with that of life expectancy and the difference is widening for both men and women, resulting in an increasing proportion of dependent older people requiring services and care.
- Ageing Population: like the rest of England and Wales, Stockport's population is ageing markedly. Between 1991 and 2001 in Stockport the number of people aged 65 and over rose by 3.6%, the number aged 75 and over by 9% and the number aged 85 and over by 30.6%.

Approaches to Age Proofing

Two tools have been identified as available currently to age proof emerging policy. The first was developed in 2004 by Nottingham Trent University and entitled Regions for All Ages

(63)

. This project was commissioned jointly by Age Concern, the English Regions Network and the Regional Development Agencies. It aimed to enhance the development of regional policies.

Age Proofing in the North West is being led by 50:50 Vision who spearheaded the development of the Regional Framework for Ageing for the North West⁽⁶⁴⁾. The main objectives of the Framework are to:

63 www.ageconcern.org.uk/regionsforallages/

64 www.5050vision.com/work_program/task_info.php?id=6

- Determine the priorities for the Region and the necessary response to the challenges of an ageing population created by demographic change within the region
- Create a strategic framework that will become integral to the region's approach to an integrated Regional Strategy, creating a coherent policy approach
- Define the ultimate outcomes that the region needs to achieve as well as the specific agreed outputs of the strategy
- Produce a final draft report and recommendations to key regional or other agencies
- Ensure an effective engagement and consultation process so that key partners and stakeholders are involved appropriately in its development and committed to implementation

Stockport Approach to Age Proofing

The tools outlined are predominantly designed for regional policies. However since Stockport, like other areas, has an ageing population, it was considered good practice to reflect age proofing techniques within the sustainability appraisal being undertaken on the emerging Core Strategy for the Borough.

Since the tools are regionally focussed it was decided to review Stockport's Sustainability Wheel, which is the main tool used to appraise emerging planning policy, in light of the issues highlighted in the tools. To this end the Sustainability Appraisal Framework (Stockport's Sustainability Wheel) Decision Making Criteria were reviewed against the questions contained in both of the above tools. It was found that many questions within the Sustainability Appraisal Framework (SAF) aligned broadly with the issues raised in the tools, showing that age proofing issues are already embedded within the SAF approach.

However as this was the initial effort at age proofing, in addition, the Submission stage of the emerging Core Strategy was rapidly assessed using both of the above tools – the results are outlined in the Appendices of this report.

Within the Equalities Impact Assessment (EqIA) undertaken on the emerging policy there is a specific age section. This takes account of relevant evidence resources which inform considerations of emerging policy in light of older and young people. It was decided that there was no differential impact on the 'age' equalities strand, since the key issue in spatial policy is accessibility, and emerging policy aims to ensure accessibility to housing, employment, services etc for all residents, inclusive of age considerations.

Public consultation was undertaken at several stages of Core Strategy policy development, offering residents and organisations within the Borough the opportunity to comment comprehensively on the issues and options development stage as well as emerging preferred options, containing policy directions. Both Age Concern and Help the Aged were directly consulted as part of the development of the statutory Statement of Community Involvement⁽⁶⁵⁾, which sets out how the Council will consult on planning policy throughout its development. During consultation of emerging policy, through the Local Strategic Partnership event, officers had discussions with Age Concern directly regarding emerging policy. NHS Stockport and colleagues in social services sectors were also consulted⁽⁶⁶⁾.

Age Proofing Findings

65 www.stockport.gov.uk/services/environment/planningpolicy/ldf/sci

66 <http://stockport.limehouse.co.uk/portal/pp/ldfcs>

The following findings emerged from the age proofing exercise for consideration in emerging policy:

- There are limitations on spatial policy in terms of the regional age proofing tools' requirements to consider quality of services – spatial policy is about accessibility of venues delivering services, not the quality or type delivered. There are some exceptions around healthy food availability but the aim of emerging policy is to encourage this.
- Housing and employment policies aim to deliver accessible and appropriate resources for all residents in the Borough.

Appendix 1 to Age Proofing Report

Table 7 Regions for All Tools Age Proofing Outputs for Core Strategy

Questions	Policy Content
General trends, overarching themes and current indicators	
Does the document reflect demographic trends, current and future, in all relevant policy areas?	Yes - spatial portrait reflects ageing population and all policy areas tackle accessibilities issues, provision of services, including housing, health and education, employment availability and a safe, healthy and sustainable environment, as well as sustainable transport options.
Does the analysis include general ageing trends and regionally specific trends such as migration and the nature of minority ethnic communities?	Yes - GMFM and local population predictions are factored into evidence, Profiling Stockport provides baseline data.
Does the document reflect relevant legal frameworks and performance targets?	Yes
Is the document free of generalisations or stereotypical notions about people of different age groups and reflect the heterogeneity of people over 50?	Yes
In its presentation, does it avoid the use of stereotypical language, or negative images of older adults?	Yes but it has to acknowledge the impact of an ageing population in terms of spatial needs
Does the document incorporate information about trends into specific proposals?	Yes
Has a process of consultation about the document been identified with people from relevant age groups?	Yes – Age Concern were consulted with at a Local Strategic Partnership event
Employment contribution and skills	

D Rural & Age Proofing Reports

Questions	Policy Content
Does the document recognise the economic contribution of older people in employment, self-employment, and unpaid activities such as volunteering and caring?	Indirectly - ensures accessible and appropriate employment sites for all residents
Does the document identify the current position in the region of economic engagement of older people and the potential for improving this?	Not directly applicable to spatial policies, since the aim is to make employment accessible for ALL
Does the document highlight and work towards existing national targets and anticipate legislative developments?	Yes
Does the document propose specific initiatives in the areas of employment, self-employment, life-long learning, skills development, volunteering and caring?	Not the role of spatial policy, except to ensure access for all residents including older people to undertake these activities, in suitable and accessible locations
Does the document identify key partner agencies in this work such as Learning and Skills Councils, PRIME, local Age Concerns, Age Concern Training and Work, Third Age Employment Network, NIACE?	A wide range of consultees have been invited to comment and have submitted comments at the various public consultation stages – see EqIA for further detail.
Demands & Services	
Does the document recognise the significance of the purchasing potential of older people in different markets and their importance as consumers of public services?	Yes - access to services takes account directly and through EqIA of Older consumers.
Does it identify the goods and services for which older people are key consumers?	Services = yes, goods not directly relevant to spatial policy.
Does the document identify the level of take-up of benefits and entitlements in the region?	Evidence and monitoring looks at deprivation and employment levels in the Borough, including older people.
Does the document propose specific actions to help ensure older people maximise their income from sources including self	The policies aim to improve the prosperity of all residents, including older people, and ensure appropriate accessible employment venues
Does the document identify where an ageing population may represent an opportunity for service or business development and innovation?	Spatial policy does not determine this directly, but does provide the physical infrastructure in terms of business venues and services as well as encouraging a more diverse economy

Questions	Policy Content
Does the document identify specific actions to support business to service these markets?	Economic and access to services policies do support business and service delivery and expansion, as well as innovation for all residents, including older people
Does the document identify how this demand will change over time and how service delivery will need to change?	Various evidence bases consider the implications of various aspects of spatial policy, with future proofing built in for most policy areas. There is no specific older people demand measured but their needs in terms of housing and services is covered.
Consultation & Citizenship	
Does the document identify the importance of older people to the social, political and cultural life of the region?	Does spatial policy needs to reflect this? Accessibility for all agenda includes older people.
Does the document identify specific approaches for consulting older people and engaging them in regional governance?	SCI etc does.
Does the document propose or support the creation of an infrastructure within the region for mobilising the engagement of older people?	Not specifically relevant to Spatial policies, however physical infrastructure is covered to ensure accessibility to housing, education, employment and services for ALL
Does the document recognise the contribution older people make to community initiatives such as social enterprise and identify mechanisms to further develop this role?	Not a spatial policy role, except to ensure delivery of accessible venues in the Borough, which is the aim of the policies.
Is the document free of generalisations or stereotypical notions about the roles and interests of people different age groups?	EqIA approach addresses this
Housing, transport and communities	
Does the document reflect on the current and future demands for housing stock (for couples and single households) in the context of an ageing population?	Yes - GM Strategic Housing Market Assessment (SHMA) takes account of age
Does the document discuss how to improve the housing choices and conditions of older people?	GM SHMA takes account of ageing population requirements. Policies specifically cover housing provision for older residents and accessible services.

D Rural & Age Proofing Reports

Questions	Policy Content
Does the document seek to ensure that older people have access to appropriate transport networks to enable them to live actively?	Accessibility for all citizens including older people
Does the document consider the infrastructure of shopping, retail and other services to support older citizens?	Accessibility for all citizens including older people
What specific proposals does the document make to progress the national PSA targets?	not relevant
Does the document make practical proposals to support older people to engage with new technological developments such as telephony products and Information and Communications Technology (ICTs)?	Stockport's Infrastructure Plan acknowledges the need to deal with ICT issues, however this is determined at a national level and as sites are developed, reflecting the site demand.

Appendix 2 to Age Proofing Report

North West Regional Framework for Ageing

Table 8 North West Regional Framework for Ageing

Questions	Current Position
In what ways has your organisation /service forecast and modelled the potential need for a differential approach to people aged 50+?	Acknowledged ageing population, considered needs in terms of spatial planning, within experience of staff
In terms of above consider: fit and well people; those becoming more dependent; frail dependent people; other sub groups within the 50+ population who may have a different experience of your specialist/area/service/provision such as by minority	Accessibility for all groups including 50+ is key to the Core Strategy; EqIA has been undertaken identifying age related evidence bases. Health Impact Assessment also highlights ageing population issues.
How and where do you obtain / use differentiated and segmented data for different geographical areas / different service provision to support this?	See EqIA sections on age / Profiling Stockport web resource
Have you reviewed the evidence base in relation to the needs and experiences of mid life and older people within your specialist field? What have you found?	According to the EqIA there is no differential impact for age related equality strand because policies are being delivered for ALL residents, e.g. accessible services, affordable housing, appropriate employment. The GM SHMA considered the need of older residents in terms of housing.

Questions	Current Position
What are the “high impact” interventions, treatments, services, actions or changes that make a difference for mid life or older people in your specialist field?	Accessible services (including health etc) and appropriate transport options; affordable and decent housing; clean, safe and pleasant environments; accessible and appropriate employment sites
If you are producing policy, strategy or some kind of action plan, how have you ensured that it is appropriately, fairly and equitably targeted to recognise and address the differentiated needs of mid life and older people? How have you used and applied the evidence base and the proven high impact changes to target action for older people to ensure this?	EqIA and evidence base for SA generally accesses data on older population, policy monitoring will include data on healthy life expectancy
How are you communicating and promoting this effectively to professionals, managers, relevant partners or other agencies? How do you know (or how will you know) whether anything has happened as a result of implementing your policy, strategy or action plan? How will you measure the results?	Formal stages of consultation for LDF documents; assessment of comments; monitoring of policies as stated above.
Have you (or how will you) ensure that this is embedded in the work, roles and responsibilities of your other associated partners/providers/agencies so that it becomes mainstreamed?	Core Strategy reflects the SCS and Council Plan – policy delivery will require consideration of age related policies.
Which key partners and agencies have you identified to ‘age proof’ your service/product? Do they reflect/span economic, housing, transport, health and wellbeing?	Age Concern and Help the Aged have been consulted through the Local Strategic Partnership as have a range of other contacts.