

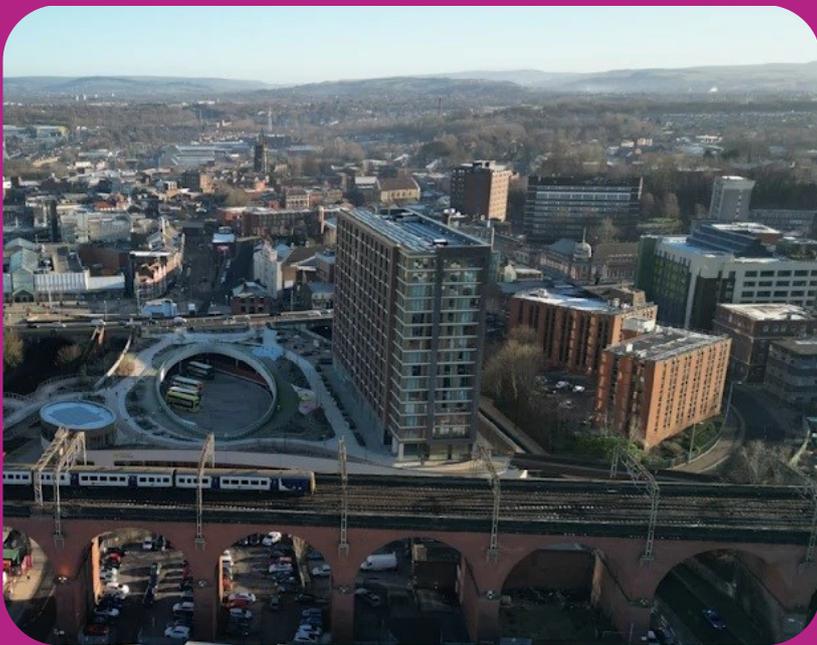


STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Stockport Local Plan

Addressing our development needs

October 2025



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1. Introduction

- 1) We are required to take the National Planning Policy Framework (NPPF) into account whilst we are preparing the Local Plan¹. Court judgements have also determined that we have to give the same status to Planning Practice Guidance² (PPG). The PPG gives us more detailed directions on meeting some of the NPPF's requirements.
- 2) This paper sets out what the NPPF requires us to do with regards to identifying and meeting our development needs. It should be read alongside the draft Local Plan itself as well as the key evidence that is referenced within it.

¹ See NPPF paragraph 2:
https://assets.publishing.service.gov.uk/media/67a610df6006e4154dc498a0/NPPF_December_2024.pdf

² See www.gov.uk/government/collections/planning-practice-guidance

2. What are we required to do?

- 3) The National Planning Policy Framework (NPPF) provides, amongst other things, the basis for how all councils should develop their plans and identifies what the key purposes of local plans are, in the context of delivering sustainable development.

- 4) Paragraph 11(a) of the NPPF states that:

“all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;”

- 5) Paragraph 11(b) of the NPPF clarifies that our plan should contain strategic policies which provide, as a minimum, for our objectively assessed needs unless:

“i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 6) Para 11(b)i. of the NPPF is subject to footnote 7, which confirms that:

“The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.”

- 7) Section 3 of the NPPF provides the broad requirements for plan-making. In that section, paragraph 36 sets out that Plans are ‘sound’ if they are:

*“a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*

*b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*

*c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*

*d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.”*

- 8) With all those requirements in mind, the council sets out here the overall need in housing and employment terms, where and how need can be met in the urban and where that need cannot be met in full how the council has assessed the potential for Green Belt release, as required by NPPF paragraphs 145 and 146.

3. What are our development needs?

3.1 Housing

- 9) The NPPF sets out the need for local authorities to addressing housing need for its area, both in terms of an overall number and with regards to the particular housing needs of various groups of people. Paragraphs 61-63 of the NPPF:

61. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area’s identified housing need, including with an appropriate mix of housing types for the local community.

62. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

63. Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing with-care and care homes); students; people with disabilities; service families; traveller; people who rent their homes and people wishing to commission or build their own homes.

- 10) In addition to identifying the overall housing need using the standard method, the various needs which exist for different groups are assessed in the council’s Housing Needs Assessment (2025).
- 11) The standard method is set out government guidance ‘Housing and economic needs assessment’.³ This method sets the annual local housing need (LHN) for the area. Simplified, the process involves:

³ <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

Step 1 - Setting the baseline – 0.8% of existing housing stock for the area

Step 2 - An adjustment to take account of affordability

Adjustment Factor = ((five year average affordability ratio-5)/5)×0.95 + 1

- 12) For Stockport, the figures and calculation are as follows (figures correct at time of calculation – allow for rounding):

Existing Household stock: 133,076

0.8% = 1,064.61 (a)

Affordability: 5 year average: 8.98

Adjustment factor = 1.76 (b)

LHN = (Stock x 0.8%) x Adjustment factor

= 1,870 homes per annum

- 13) For the plan period, this LHN figure has to be multiplied by the number of years the plan is to cover. The starting point is 2025 and NPPF paragraph 22 is clear that plans should cover 15 years from adoption. As Stockport’s local plan is due to be adopted in 2027, the end date is 2042 and therefore the plan period for these purposes is 17 years.
- 14) Therefore, the overall housing need for Stockport for the plan period is 1,870 x 17 = **31,790**.

3.1.1 Local Context

- 15) The provision of new homes is vital to the future of Stockport as a place where people can live and work. Where we deliver those homes, the type of homes that are provided, and the associated provision of open space and other green infrastructure is as important as the number of homes that are delivered. Such provision, alongside other services and land uses, is vital to delivering sustainable development across the borough. The objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs⁴. Through the planning system we need to deliver sustainable development by supporting strong, vibrant and healthy communities, whilst protecting and enhancing our natural, built and historic environment, and building a strong, responsive and competitive economy.
- 16) Stockport is a borough of contrasts in terms of its physical geography and socio-economic factors, with affluent areas and pockets of deprivation. Although much of our borough is urban in character, there are areas with varied and valuable landscapes and rural characteristics. A significant part of the borough (around 46%) is covered by land which has value as Green Belt because of its importance

⁴ Resolution 42/187 of the United Nations General Assembly

in preventing urban sprawl by being kept open. Whilst some parts of Stockport have good access to green spaces within the urban area there are significant parts which do not.

- 17) Located between the Peak District, the Cheshire Plain and Manchester, Stockport is seen as one of the most desirable places to live in Greater Manchester, and is part of the Greater Manchester Housing Market Area. The borough of Stockport is comprised of the main town centre in central Stockport, with a network of district centres radiating out from this urban core. The district centres of Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Marple, Reddish and Romiley provide facilities and amenities for the surrounding residential areas, and there are a number of smaller neighbourhoods spread across the area, each with their own distinct identities. Recognising the differing needs across the borough, we are aiming to provide the right homes in the right places for Stockport residents.
- 18) We have worked hard to identify more development opportunities on brownfield (previously developed) land and to ensure that that land is used as effectively as possible in terms of both the number of homes it can deliver and the sustainability of the new communities that can be created. The impacts of future development on our ability to manage urban sprawl and our ability to meet the greenspace needs of our communities are key factors we have had to look at.
- 19) We have had to consider not just where new homes should be provided but also how we can ensure they are the right sizes and types of homes to meet people's varying needs. The delivery of housing via higher density development can help to deliver those numbers and limit the loss of green space. However, this raises new challenges around how we deliver neighbourhoods and environments in which people are able to live healthy lives.
- 20) Approximately 1 in 4 people who live in Stockport are 60 or over which is a higher proportion than in most other places in the UK. An "Ageing Well Strategy"⁵ has been developed to help make Stockport age-friendly (as defined by the World Health Organisation) and make it a place where people are supported to remain active, retaining their independence, a sense of purpose and wellbeing as they grow older. Stockport's ageing population means that there is a need for suitable homes to support people who need varying levels of specialist provision, whether that is adapted homes or residential or extra-care housing. The provision of suitable market housing for those who wish to move to smaller properties to suit their needs would have the benefit of freeing up larger properties for families who need them.
- 21) We are aiming to connect more of our residents with economic opportunities and ensure that all of our residents can contribute to, and benefit from, the growth and success we achieve. This means investing in the infrastructure of our borough, both physically and socially, to provide the right buildings and spaces in the right

⁵ See <https://democracy.stockport.gov.uk/mgConvert2PDF.aspx?ID=131801>

locations in order to provide joined-up services for our communities. This also means we need to think about providing more homes closer to existing jobs and areas with the best public transport access.

- 22) Stockport Council continues to put the regeneration of the town centre area at the heart of its ambition to reshape the residential offer in Stockport. To drive this forward, the Mayoral Development Corporation was established in September 2019. Town Centre West provides the opportunity to significantly improve housing choice; harnessing one of the best-connected locations in Greater Manchester to deliver new homes that will take pressure off the Green Belt and reduce the reliance on cars within the town centre and across the borough. Development in this area and the wider town centre means that more social infrastructure will be required. In the first instance, this is likely to require the expansion of existing schools, although the scale of the development will require new educational provision to be created.
- 23) Work is already under way to look at the wider town centre area, with a particular focus on Town Centre East⁶ and the recently published strategic regeneration framework (SRF) for the area. The Framework Area covers approximately 113 hectares, and is home to 10,000 residents, 3,250 businesses and the retail and leisure core which will form the basis for the next stage of the transformation of Stockport town centre.
- 24) An updated Local Plan will provide a positive vision for the future and provide a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.
- 25) In recent years the council has been working hard to bring forward an up-to-date plan that ensures the best possible outcomes for our communities, that delivers affordable housing, responds to our unmet housing need and seeks to align with the government's ambition to increase the number of homes being delivered.
- 26) We have engaged with the public, local councillors, businesses, developers, landowners and site promoters to seek suggestions from them on land that they think might be suitable for building new homes on by undertaking multiple "call for sites" exercise in line with best practice, most recently earlier in 2025. This has provided many opportunities for people to tell us about the locations of possible sites across the whole borough of Stockport that could either come forward for development or sites which they would like to see protected.
- 27) We have undertaken detailed and thorough work looking at the sites submitted through the call for sites activities and have included the findings and conclusions

⁶ <https://www.stockport.gov.uk/topic/stockport-town-centre-east-strategic-regeneration-framework-srftce>

in our Strategic Housing Land Availability Assessment (SHLAA⁷), which has been updated several times since 2016.

- 28) Monitoring of developments for the period between the start of April 2024 and the end of March 2025 has taken place to ensure the Regulation 18 version of the plan has regard to the most up-to-date housing supply position. This has been coupled with the sites and allowances identified through the most recent assessment of sites to show that we currently have a baseline supply of sites totalling 16,406 homes. Work will continue to be updated and revised through the course of the local plan process to ensure we have the most up-to-date housing land supply position to inform the final version of the plan alongside the feedback from consultation on the Regulation 18 version.
- 29) The council has adopted a 'Brownfield First' approach⁸ which seeks to identify all brownfield land (also known as previously developed land) across the borough that has potential for redevelopment. We are working proactively with landowners and funding partners to unblock site delivery where sites have stalled. The brownfield first approach was developed in response to the increasing pressure to release greenfield and Green Belt land for new housing development in Stockport, to ensure an efficient and sustainable use of land. A number of sites have been successful in attracting public funding often via multiple sources to support delivery of housing on sites where that has previously been difficult. Our Core Strategy (2011) set targets for residential development on previously developed land which we have delivered against in the majority of years since then, thus demonstrating our success in the pursuit of this approach.
- 30) However, the work undertaken locally has shown us that we do not have enough brownfield land within Stockport to meet the revised Local Housing Need figure. To address this challenge, we have worked with other authorities in Greater Manchester to try and identify an approach whereby other authorities within the same strategic housing market area could identify land which would meet our housing needs. Whilst Stockport decided in December 2020 to not proceed with the joint plan Stockport continues to be identified within the same housing market area and works with GM on strategic cross-boundary issues.
- 31) In addition, under the requirements of the Duty to Co-operate (DtC) process we have routinely asked neighbouring and other relevant authorities (both within and outside Greater Manchester) whether they are able to take any of our need, in order to help relieve pressure on land in Stockport. To date, no authority has identified capacity to do so. However, DtC meetings will continue as the plan progresses and the council will monitor this position with those other authorities during that time.

⁷ See <https://www.stockport.gov.uk/strategic-housing-land-availability-assessment-shlaa>

⁸ See <https://democracy.stockport.gov.uk/mglIssueHistoryHome.aspx?IId=60391>

3.1.2 Baseline Supply

- 32) The baseline supply position referred to above is made up of the following:

Source	No. of homes
Permissions	4,047
SHLAA sites	3,748
TC allowance	6,889
Small sites allowance	1,022
DC allowance	700
TOTAL	16,406

- 33) Permitted sites are those already with full, outline or reserve matters permissions, or have been approved by other means, such as Prior Approval. The vast majority of those sites are expected to be delivered in the first five years of the plan.
- 34) 'SHLAA sites' are primarily those sites which have been put forward through previous 'call for sites' exercises and which have been assessed as potentially suitable for housing development at point over the plan period. An estimate of the capacity of those sites has been made to provide an overall total. The vast majority of these sites and units are expected to be delivered over years 6-17 of the plan period.
- 35) The Town Centre allowance is based on the area identified on the Policies Map accompanying the draft Stockport Local Plan. This identifies a total of 8,000 units across the area from 2021. The figure in the table takes account of the homes in that area which have been delivered or permissioned since that time.
- 36) The small sites allowance is based on the fact that in assessing SHLAA sites it is not possible to assess all smaller sites in Stockport. As such this allowance is based on average number of homes delivered on sites of under 5 units in Stockport over last ten years (73 units) multiplied by 14 years, because the first 3 years of the plan period are assumed to be covered by existing permissions.
- 37) The district centre allowance is applied having undertaken work to look at centres around Stockport and the potential for development. Particularly through the work on the Stockport Character and Urban Density (SCUD) study⁹, there is clearly scope for better use of land and buildings in those centres which can deliver more units over the plan period, but which have yet to come forward for redevelopment.

⁹ <https://www.stockport.gov.uk/scud-study>

3.1.3 Approach to Green Belt

- 38) The baseline figure of 16,406 leaves a shortfall against LHN for the plan period of 15,384. The NPPF (paragraphs 145 and 146) sets out that changes to Green Belt boundaries would require there to be exceptional circumstances, which includes an inability to meet housing need. Consequently, the council has been required to consider development of land in the Green Belt.
- 39) To that end, the council has undertaken a full assessment of the Green Belt including the identification of previously developed and grey belt land, as required by NPPF paragraph 146. A further site selection process has then been followed, which is set out in more detail elsewhere in this topic paper. The sequential approach set out in NPPF paragraph 148 expects that, in considering Green Belt, we first look at sites which have been previously developed, then those grey belt sites which are not previously developed and then other Green Belt sites.
- 40) Having undertaken this process and taking all relevant factors into account an additional 8,965 homes have been identified on potentially suitable sites.
- 41) Details of the sites which are proposed to be allocated for housing development are set out in policies HOM 2a and 2b, with associated policies where these are currently known. However, work will continue to determine other policies which may be applied should those sites be taken forward into the next stage of the local plan.
- 42) Nevertheless, the starting point for all sites will be that as a minimum the 'Golden Rules' as set out in para 156 of the NPPF will apply:
 - a) *setting a minimum affordable housing provision – for Stockport this will be 50%*
 - b) *necessary improvements to local or national infrastructure; and*
 - c) *the provision of new, or improvements to existing, green spaces that are accessible to the public.*

3.2 Employment

- 43) The council is required by the government to have up-to-date planning policies which help create the conditions to support businesses, economic growth and productivity. In doing so, those policies should recognise and address the specific needs of different sectors of the economy.
- 44) Stockport is home to around 295,000 people, in the region of 13,500 businesses, and 144,000 jobs. It has a number of successful town and neighbourhood centres and employment areas. These have, in part, helped the borough to attract, support and enable strong economic growth and investment in recent years. Stockport has a good basis for further growth but those opportunities also come with challenges.

- 45) Stockport, whilst having a number of affluent also has deprived areas with lower than average education, health and employment outcomes, leading to significant inequalities which damage the life opportunities of our residents. Stockport's Anti-Poverty Objectives set out its approach to addressing economic inequality. Stockport has an estimated 49,000 people living in poverty based on national figures, around 17% of the population. Work is an important route out of poverty, but this needs to be good work with fair terms and conditions and sufficient flexibility to support, for example, carers and people with a disability who need reasonable adjustments. We want to create opportunities for all residents to reach their full potential in work.
- 46) Whilst Stockport generally has a well-skilled workforce, this varies across the borough, and there are opportunities to improve these skills through new development in order to ensure that the highest number of people possible benefit from that new development. More jobs within the borough that are accessible to people living here would also help to reduce the number of people travelling out of the borough to find work.
- 47) The council recognises, however, that not everyone has the necessary skills and qualifications to access the jobs which will be delivered. Amongst the council's own ambitions are the aims of improving schools and access to jobs for a variety of people in the borough. In addition, the council has included within its emerging draft Local Plan a policy which seeks to ensure that when relevant developments occur, employment and skills training forms part of that proposal – see proposed policy BUS 6.
- 48) The council's One Stockport Economic Plan sets out the vision for economic development in Stockport, including how the priorities of the One Stockport Borough Plan will be achieved. This informs the Local Plan by identifying the key economic priorities for the borough. Critical to the success of Stockport will be to ensure that appropriate economic development can take place which ensures that the maximum number of people benefit in order to help address some of the inequalities which exist in the borough.
- 49) In addition, the council has updated its Employment Land Review (ELR), which is a key part of the evidence to quantify and identify employment needs. That document assesses forecast employment growth in Stockport and examines the amount and quality of existing and future supply of buildings and land for employment use.
- 50) Taken together, those documents and the supporting evidence indicate that Stockport is reasonably well placed to deal with certain types of employment uses, such as offices. However, it is less well placed to ensure that suitable land is available for other uses, including logistics.
- 51) In order to ensure that Stockport can continue to maintain and strengthen its local economy, a range of employment uses will need to be provided for. The provision of employment space is important in supporting growth in both the number and

range of jobs to be provided in Stockport. This helps to strengthen the economy and provides work for local people, which is important as Stockport aims for a fairer and more inclusive borough.

- 52) The following information sets out some of the background guidance and evidence and then offers some alternative ways in which the shortfall in suitable land could be met.
- 53) Paragraph 85 of the National Planning Policy Framework sets out the purpose of employment policies:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”

- 54) The Framework then provides further detail on how policies should aim to achieve that purpose in paragraph 86:

“Planning policies should:

- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration;*
- b) set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*
- c) pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics;*
- d) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and*
- e) be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.”*

- 55) Paragraph 87 identifies the need to ensure that the different needs of businesses are met through local plans:

“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:

a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections);

b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and

c) the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.”

- 56) The government has also produced ‘Planning Practice Guidance’ in respect of assessing economic need¹⁰. Amongst other things, this sets out the requirement to assess the need for land or floorspace for economic development, including both the quantitative and qualitative need for all foreseeable types of economic activity over the plan period. In addition, it advises that authorities should have regard to the likely availability and achievability of employment-led development, the role, capacity and function of town centres and locations of deprivation which may benefit from planned remedial action.
- 57) The Employment Land Review has been produced with that and further relevant guidance in mind.

3.2.1 One Stockport Economic Plan

- 58) The One Stockport Economic Plan has been produced in partnership with key stakeholders from across the borough as a long-term response to opportunities and challenges which exist in Stockport in order to enable those who live, work, and do business in Stockport to thrive. The main opportunities and challenges are set out below:
- 59) Stockport is strategically located within one of the most important, exciting and dynamic city regions in the country. People and businesses benefit from Stockport’s proximity to Manchester and the airport, as well as economic links to Cheshire, Derbyshire and Staffordshire.

¹⁰ <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

- 60) The borough has experienced rapid and sustained economic growth over the past decade. This has made Stockport a major regional economic driver in its own right. Since 2015, Stockport's employment base has grown by 13%, which is greater than the England and Greater Manchester averages.
- 61) Stockport is home to a range of nationally and internationally significant companies such as Music Magpie, BASF, Adidas and McVities as well as a number of specialisms across many critical foundational sectors such as utilities, logistics and manufacturing.
- 62) Stockport makes a distinctive contribution to the Greater Manchester (GM) Economy in terms of its high-quality skills base, its innovative businesses and its thriving Voluntary, Community, Faith and Social Enterprise (VCFSE) sector.
- 63) The One Stockport Economic Plan aligns closely with the Local Industrial Strategy and the ten priorities of the Greater Manchester Strategy. There is a significant opportunity for Stockport to build on its existing strengths in business, finance and professional services, health innovation, life sciences, medical technology and digital sectors.
- 64) Despite the overall position in terms of elements of the economy, Stockport remains one of the most polarised boroughs in the country and Covid-19 and the cost-of-living crisis have widened existing inequalities. This has had a disproportionate impact on the borough's most disadvantaged residents. The One Stockport Economic Plan identifies the need to ensure that, as a borough, maximum social, economic and environmental benefit is secured, but also that these benefits are shared across the borough. Greater levels of unemployment are identified in Brinnington and Central ward and other wards surrounding the town centre¹¹. The creation of additional jobs within or close to these areas that match the skills of out-of-work residents can provide an effective route out of poverty.
- 65) Work can only be a route out of poverty if employers offer fair terms and conditions and sufficient flexibility to support, for example, carers and people with a disability who need reasonable adjustments. The National Minimum Wage is insufficient to prevent poverty. 67% of children in poverty live in families with at least one working adult¹². We want to create opportunities for all residents to reach their full potential in work, by promoting the Good Employment Charter¹³ and Real Living Wage¹⁴ to businesses and employers in Stockport, including developers.

¹¹ [Economic activity status - Census Maps, ONS](#)

¹² [Households Below Average Income: an analysis of the UK income distribution: FYE 1995 to FYE 2022 - GOV.UK \(www.gov.uk\)](#)

¹³ [Greater Manchester Good Employment Charter \(gmgoodemploymentcharter.co.uk\)](#)

¹⁴ [Living Wage Foundation \(livingwage.org.uk\)](#)

- 66) Diversifying Stockport's economy is a vital part of ensuring it has the ability to deal with future changes in circumstances. Currently, factors in the borough, such as poor survival rates of some businesses and an inability to respond to changes, risk undermining Stockport's recent growth. There is little evidence of an entrepreneurial start-up culture, and existing employment specialisms are also forecast to decline. This means that economic diversification is a necessity.
- 67) The council has declared a climate emergency and the 'greening' of the borough represents an economic opportunity. The development of skills to support the 'green economy' is a key priority.
- 68) The overall vision of the One Stockport Economic Plan is to build a more inclusive, resilient and greener economy by design. This is based on four key elements:
- Fair and Inclusive: Supporting a fairer economy where local people are the primary beneficiaries of regeneration and growth.
 - Enterprising and Productive: Capturing a bigger share of high value knowledge sector jobs while supporting a resilient foundational economy.
 - Climate Friendly and Resilient: Tackling the climate emergency, growing the green economy, and enabling Stockport to 'build back better' and recover from the pandemic.
 - Accessible and Connected: Ensuring multi-modal transport infrastructure and digital infrastructure supports employment and inclusive economic growth.

3.2.2 Employment Land Review (ELR)

- 69) The ELR has been undertaken to assess the existing employment space and land in the borough and to assess future needs. Overall, it has found that there is not a need for a large amount of new employment land in relative terms. More specifically, in terms of office space, future requirements of around 18 hectares should be able to be met within the existing urban area, particularly in the town centre, which will be a key focus for office development, and within Employment Areas. The new Local Plan will respond to this with policies which seek to protect existing employment land and to promote appropriate uses in the main centres of the borough.
- 70) However, there is a lack of suitable land for certain employment sectors, particularly in logistics and distribution. The type of businesses in this sector that are driving demand require fit-for-purpose modern and accessible space. The ELR found that the sector would not consider it suitable to locate in existing stock, where many sites are judged to include stock that is ill-equipped for and be situated in areas that are not attractive to the modern occupier. Whilst some redevelopment of existing employment spaces may occur this will take time to realise, with periods of vacancy prior to the planning and construction process.

- 71) The ELR concludes that to adequately provide for B2/8 (General Industrial / Warehousing and Logistics) requirements over the plan period, the Local Plan should find around 29.2 hectares in appropriate locations.
- 72) Repeated requests for sites, through various ‘call for sites’ exercises, and the outcomes on annual monitoring of possible employment land show that there are no suitable sites within the urban area for the future scale and needs of B2/B8 uses. Therefore, in order to meet some or all of the identified need for logistics and distribution, land that is currently in the Green Belt will need to be considered.
- 73) The ELR identifies a number of requirements for logistics sites, and these can be found in that document’s recommendations. In order for regional and national logistics operators to be successful there are a number of key locational requirements. These include:
- A nationally strategic location – regional and national distribution requires a strategic location in a national context which is:
 - Within 4-5 hours’ drive of key population centres in the north and south to provide efficient access to markets, retailers, and consumers;
 - Accessible to key deep-sea ports, sea freight, and key freight hubs; and
 - Directly connected to the national strategic road network.
 - A locally strategic location – major logistics centres, in addition to being located in a strategic location nationally, must within its locality be located with:
 - Direct access to the Strategic Road Network, with ready preference being for land directly adjacent to motorway junctions; and
 - Ready access to a local pool of labour, including training and education providers who can deliver the skills and employees required to meet the modern needs of logistics operators – ranging from entry level to highly skilled jobs.
 - Suitable site/physical characteristics – the site itself must be appropriate and suitable to accommodate the scale and type of development to meet occupier needs. This includes:
 - A site of sufficient size and scale to deliver large scale modern logistics to Grade A standard – usually of a size and scale that can deliver buildings in excess of 250,000sqft (c.23,225sqm) in size and up to 1,000,000sqft (c.92,900sqm) in a single building;
 - Sites that are deliverable and viable – in essence not affected by significant constraints (contamination etc.); and
 - Ready and immediate access to the strategic highways network with capacity to handle the development on local roads/junctions. Prime sites will be located adjacent to motorway junctions.

3.2.3 Implications

- 74) The council has identified sufficient land within the urban area for most employment sectors. This is to be achieved either on existing allocated employment areas or in the town and district centres. These are the best located areas for employment development with benefits of conglomeration with existing employers and ready access to the potential workforce as well as many of these being in the more accessible locations in the borough.
- 75) The key shortfall will be in the delivery of land to support logistics and warehousing development at the scale identified in the ELR. This is due to the lack of suitable sites in the urban area. There are currently no sites of a significant size which would be appropriate for large floorspace units of the type required by this employment sector and which are well located with ready access to the major road network.
- 76) As such the council, and with regard to NPPF paragraphs 86 and 87 has had to consider whether any suitable sites for employment development are available in the Green Belt. The approach taken with regard to the site selection methodology is set out elsewhere in this document.

4. Considerations

4.1 Green Belt

- 77) Green Belt is a strategic planning tool which is designated through the local plan. The Green Belt in Stockport has not been changed in any meaningful way since it was first formally designated in 1983. This is the case even in places where significant development has been allowed to take place.
- 78) The NPPF sets out in paragraph 143 that the Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;*
 - b) to prevent neighbouring towns merging into one another;*
 - c) to assist in safeguarding the countryside from encroachment;*
 - d) to preserve the setting and special character of historic towns; and*
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*
- 79) The most recent version of the NPPF also created a sub-section of land in the Green Belt called 'grey belt'. That is defined as:
- “Land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.”*
- 80) Further to this, government guidance in relation to the Green Belt was updated in February 2025¹⁵. This included guidance on the undertaking of Green Belt assessments.
- 81) In order to understand how the Green Belt in Stockport performs against the five purposes and to assess it in relation to the updated guidance, Stockport commissioned an independent consultant. That up-to-date Green Belt assessment for the borough forms part of the evidence base for the Local Plan¹⁶.
- 82) This assessment has confirmed that around 46% of land in borough is considered to be Green Belt. Around a third of that Green Belt has been identified as land which meets the definition of 'grey belt'.

¹⁵ <https://www.gov.uk/guidance/green-belt>

¹⁶ <https://www.stockport.gov.uk/documents/green-belt-assessments>

4.2 Transport

- 83) Different approaches of varying need have been subject to in-depth transport modelling to give an understanding of their likely transport impacts. Full details of this work are provided in the transport note which has looked at combined housing and employment scenarios¹⁷. This was undertaken in summer 2025 and subsequently some of the detailed numbers for housing and employment have changed, but not materially so for the purposes of this work. This work will, in any event, be updated before the Regulation 19 version of the local plan to provide the most up-to-date position.

4.3 Flood risk

- 84) As required under National Planning Policy Framework (NPPF), a Strategic Flood Risk Assessment (SFRA) is one of the supporting documents to the Local Plan. The main purpose of an SFRA is to provide a strategic overview of flood to enable effective risk-based strategic planning for the future. It is a material consideration in allocation of development sites in the Local Plan through the application of the Sequential Test and Exception Test (as required by planning practice guidance), and the determination of subsequent planning applications. The evidence contained within our SFRAs also informs other flood risk management activities and functions by Stockport Council, our partners and stakeholders.
- 85) The new National Flood Risk Assessment (NaFRA2) data published by the Environment Agency relating to flood zones 1, 2 and 3 has been incorporated into our 'sites selection methodology' which has been used to comprehensively review sites against a number of considerations, including flood risk, before being considered for allocation within the Local Plan. This has enabled us to make data-informed decisions relating to the risk of flooding on a site-by-site basis.
- 86) Although this approach does not replace the need to do a fully updated SFRA, it does go some way in demonstrating that the sequential approach to flood risk has been considered when proposing sites for residential and employment development in the current draft of the Local Plan (2025).
- 87) It should be noted that, compared to previous iterations of development plan work, following the updates to EA mapping in March 2025 there are no new/additional sites within flood zone 3 (FZ3) noted by this designation, however some sites that were already designated as being partially in FZ3 are now slightly more covered by this designation.
- 88) A number of pieces of work consider water management and flood risk across Stockport and are summarised below.

¹⁷ Available at <https://www.stockport.gov.uk/evidence-planning-policy/transport-and-infrastructure>

- 89) It is our intention to update our SFRA, taking into account the NaFRA2 data, in advance of the regulation 19 consultation on the Local Plan.

4.3.1 GMCA Strategic Flood Risk Management Framework (2019)

- 90) The purpose of the Greater Manchester Strategic Flood Risk Management Framework is to provide a spatial framework for flood risk management across Greater Manchester, highlighting the key strategic flood risks including cross-boundary issues within and outside the City Region and recommending key priorities for intervention taking account of previous, existing and planned interventions delivered or to be delivered by risk management authorities.
- 91) The overall aim of the framework is to: “Manage current and future flood risk to enable the sustainable development of Greater Manchester by adopting a catchment-based approach and working with natural processes where possible.”
- 92) The Framework is high level and focused on the management of those flood risk issues that are of importance to the Manchester City Region, as a whole, and that have the potential to contribute to or affect its economic, social and environmental sustainability. Subsequently it highlights flood risk issues that cross local authority and City Region boundaries. As a result, there may be local flood risk management issues that, whilst important to local economies and communities, are not highlighted within the framework as they are better addressed at the local authority level via the local planning authority or lead local flood authority (LLFA). The document is intended to be an overarching strategic framework for the policies and activities developed and implemented by local authorities rather than duplicating or replacing them.

4.3.2 Greater Manchester Level 2 ‘Hybrid’ Strategic Flood Risk Assessment (2020)

- 93) The GM Level 1 SFRA recommended that more detailed strategic flood risk assessment work was required to support the GMSF. Consequently, this was undertaken in the Greater Manchester Level 2 Strategic Flood Risk Assessment (GM Level 2 SFRA), completed in October 2020. The level 1 SFRA helped identify high risk sites to be assessed through the level 2 SFRA, and the GMCA Strategic Flood Risk Management Framework (2019). The Framework helped provide a broad spatial framework for flood risk management across Greater Manchester, highlighting the key strategic flood risks and recommending key priorities for intervention.
- 94) The more detailed work comprised of:
- Exception test site reports - an assessment of whether GM housing land supply sites and Places for Everyone (PfE) allocations would pass the part (b) of the exception test, which had been flagged from the GM Level 1 SFRA.

- New flood risk modelling - ‘broadscale’ flood modelling was completed on some PfE allocations to fill modelling gaps, which enabled flood risk to be more accurately assessed on the site.
 - Flood risk reviews – considers the new modelling on some PfE allocations to provides a summary of the flood risks for the sites.
 - Opportunity areas for flood storage - identifies potential areas across GM that could be considered, pending more detailed investigation, for further flood storage, including natural flood management techniques.
- 95) To support the application of Part B of the Exception Test, the Level 2 SFRA reviewed the 57 sites across GM (52 land supply and 5 allocations) that were identified from the Level 1 SFRA as requiring further appraisal. In addition, 6 strategic allocations were also scoped for further broadscale fluvial modelling to cover existing gaps in the baseline information.
- 96) For sites located within Stockport the SFRA reviewed 2 sites in the land supply, and 2 proposed allocations at ‘Woodford Aerodrome’ and ‘High Lane’, which continue to be the locations for proposed allocations in the draft Local Plan 2025, albeit with different boundaries and different development capacities.
- 97) A large part of the Woodford Aerodrome site considered through the SFRA2 already benefits from planning permission and is close to completing the delivery of 920 homes. In addition, there is an outline planning application consideration (known as ‘Woodford Garden Village extension’) that covers the remainder of the site (see planning reference DC/094533). Flood risk will be assessed through the determination of this planning application.
- 98) For the proposed allocation at High Lane (as was in 2019) the SFRA2 provides a flood risk summary, extracts of which are shown below:

“Judging by the level of fluvial and surface water risk to the site, allocation would be possible providing High Lane Brook and its risk can be incorporated into site layout. This includes for the 8 metre buffer that the EA request along Main River for access and maintenance purposes. The land here is additionally included in riparian tree planting areas from the WwNP dataset.

“Approximately 98% of the site is within Flood Zone 1 where residential development should be allocated.

“The EA recommends opening up parts of the High Lane Brook culvert, only retaining the section underneath the site access route, to help to reduce flood risk and to help meet WFD objectives. Enhancement of High Lane Brook should also look to increase Biodiversity Net Gain.

“There is a culvert inspection report available from the EA which should be assessed at the FRA stage along with blockage scenario modelling.

“Development should also avoid the localised pools of surface water risk during the 1% AEP event. As these are primarily located close the development site boundaries, this should be achievable.

“A full drainage strategy will be required, to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on the proposed layout and investigation into appropriate SuDS techniques. As the site is currently greenfield, infiltration SuDS should be possible, subject to ground investigation and contamination testing.”

4.3.3 Stockport Town Centre Level 2 Strategic Flood Risk Assessment (2024)

- 99) In 2010, a Level 2 SFRA was undertaken covering the study area of Stockport Town Centre. The SFRA identified that parts of Stockport Town Centre are at risk from various sources of flooding, specifically fluvial and surface water. However, the flood risk information used to inform the assessment is now around fifteen years old and potentially outdated. Therefore, a critical review has been undertaken of the existing flood risk evidence relating to Stockport Town Centre and a revised Level 2 SFRA has been produced. The main purpose of this SFRA2 is to provide a strategic overview of flood risk within the Town Centre boundary to enable effective risk-based strategic planning for the future.
- 100) This SFRA provides a detailed understanding of strategic flood risk frequencies and likely mechanisms for all identified Moderate to High-risk sources of flooding identified in Detailed Assessment Areas within Stockport Town Centre. This assessment supports application of the Sequential and Exception Test to developments at High risk of flooding. New mechanisms of High flood risk have been identified in the Town Centre Area including surface water flooding and sewer flooding. Much of the Town Centre area is at risk of flooding by reservoir although this is considered Low. A new interactive flood map has been provided to summarise assessment of flood risk and this is supported by new flood risk hazard and flood depth mapping. Groundwater flood risk assessment supported by new Conceptual Site Models supports and directs future assessment of groundwater flood risk which at present is considered low to moderate. An approach to partnership working, strategic and site flood risk measures and site flood risk assessment has identified potential future projects for strategic flood storage and opportunities for improving management of surface water flood risk and sewer flooding.

4.3.4 Integrated Water Management Plan

- 101) The Integrated Water Management Plan (IWMP) for Greater Manchester is a collaborative strategy developed by the Greater Manchester Combined Authority (GMCA), United Utilities, and the Environment Agency to manage the region's water resources holistically. It aims to maximise multifunctional blue-green infrastructure, restore natural function and water landscapes, protecting and

valuing biodiversity and the water environment. The IWMP recognises that rainwater should be managed as a resource to be valued for the benefit of people and the environment through retaining it within the environment as close as possible to where it lands. Policies throughout the Local Plan, especially in the natural environment and climate resilient chapters, as well as our specific flood risk and drainage policies align with the aims of the IWMP and help to deliver against them through the planning process.

4.3.5 Integrated Drainage Strategy for Stockport Town Centre

- 102) The Stockport Integrated Drainage Strategy (IDS), set for publication in November 2025, outlines a coordinated, place-based approach to managing surface water and flood risk in the town centre through measures like watercourse creation, sustainable drainage systems (SuDS), and nature-based solutions. It requires new developments to manage runoff using a hierarchical SuDS approach, prioritising on-site infiltration and storage before discharge to watercourses or sewers, to reduce flood risk, improve water quality, and enhance biodiversity. The IDS will guide future development, investment, and public realm improvements in the town centre, serving as a key reference for planners, developers, and the town centre Mayoral Development Corporation MDC, with ongoing input from the lead local flood authority (LLFA) and partners.

4.3.6 Environment Agency Data

- 103) The Environment Agency updated the Flood Map for Planning (FMfP) on March 25, 2025, incorporating data from the new National Flood Risk Assessment (NaFRA2), which includes new national modelling, local detailed modelling, historic flooding, and climate change projections.

5. Identifying additional housing and employment sites

- 104) As noted in the sections relating to Housing and Employment, meeting need in full within the urban area has not been possible, despite extensive work to identify suitable sites. As such, and as set in paragraphs 145 and 146 of the NPPF, the council has had to consider the suitability of Green Belt land to meeting need.
- 105) NPPF paragraph 148 sets out a priority for sites, starting with previously developed land (PDL), moving on to grey belt and then on to other Green Belt locations, taking into account the need to deliver accessible sites.
- 106) In undertaking that assessment of sites, the council has recognised that there are other factors which may make a site more or less suitable in addition to its Green Belt location. Not all PDL sites and not all grey belt land will necessarily be developable for a variety of reasons.
- 107) Consequently, the council has applied a detailed methodology to all Green Belt sites whether or not they are on grey belt land and through that process has identified potentially suitable sites. This means that many sites on grey belt land have been discounted as unsuitable.
- 108) The methodology has been applied to all sites that have been suggested for potential development in the Green Belt via the various Call for Sites the council has undertaken. The council has taken a stepped approach such that sites that do not meet relevant criteria are removed from the selection process. Thus, for those sites in the Green Belt, only sites of a minimum of 1Ha have been included. A further sift is then applied to remove sites which are affected by the constraints identified in footnote 7 of the NPPF.¹⁸
- 109) Sites that are on PDL, are on grey belt land or which are in an accessible location (within 800m of a town, district or large local centre, or which would benefit from planned infrastructure) are then assessed in relation to a variety of variables. This includes:
- Impact on Landscape Character Area
 - Flood risk
 - Neighbouring uses
 - Heritage impacts
 - Ecological impacts

¹⁸ This is “...habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.”

- TPOs
- Air quality
- Minerals areas of search
- Infrastructure impacts
- Value as open space (informed by open space assessment)
- Delivery of significant benefits other than meeting housing/employment need

110) As a result of that assessment, sites have been identified as potentially suitable for allocation and those sites are listed in policies HOM 2a and BUS 3b of the Local Plan.

5.1 Housing

111) With regards to housing, this process has identified 27 sites with the potential for around 8,965 homes. Combined with the identified baseline supply this delivers around 80% of LHN:

Baseline Supply	16,406
Green Belt sites	8,965
TOTAL	25,371
LHN	31,790
Target as % of LHN	80

112) Clearly, this results in a housing target which is below that of the Local Housing Need. However, in reaching this position the council has undertaken a borough-wide and robust assessment of the Green Belt. This has looked at a wide range of factors affecting the suitability of sites and has concluded that the harm which would be caused by the release of further sites would exceed the benefits of providing more homes on those sites.

113) Details of the 27 proposed new residential development allocations on land outside the existing built-up area of the borough, including plans showing each site's boundary, are set out in appendix A to this paper.

5.2 Employment

114) With regards to employment, the following sites outside of the existing built-up area of the borough have been identified and are allocated on the Policies Map:

Site name	Minimum floorspace (square metres) ¹⁹	Site area (hectares)
BUS 3.1 Bredbury Gateway	75,000	16.9

¹⁹ The minimum floorspace is based on assumptions around how much of the site could be developed and how much land would be required for supporting uses such transport infrastructure.

Site name	Minimum floorspace (square metres)¹⁹	Site area (hectares)
BUS 3.2 Heathside Park Road	32,000	8.26

- 115) Plans showing the boundaries of each site are set out in appendix B to this paper.
- 116) Both sites are well located in relation to existing residential areas, providing both ready access for potential employees and also meaning that travelling to the sites is likely to be minimised. The employment land provision is very slightly below the need identified in the ELR. However, having undertaken a full assessment of the Green Belt and the relevant factors, the harm which would be caused by delivering sites elsewhere in the Green Belt would exceed the benefits of the employment delivery.

Appendix A – Details of proposed housing allocations on sites outside of the existing built-up area

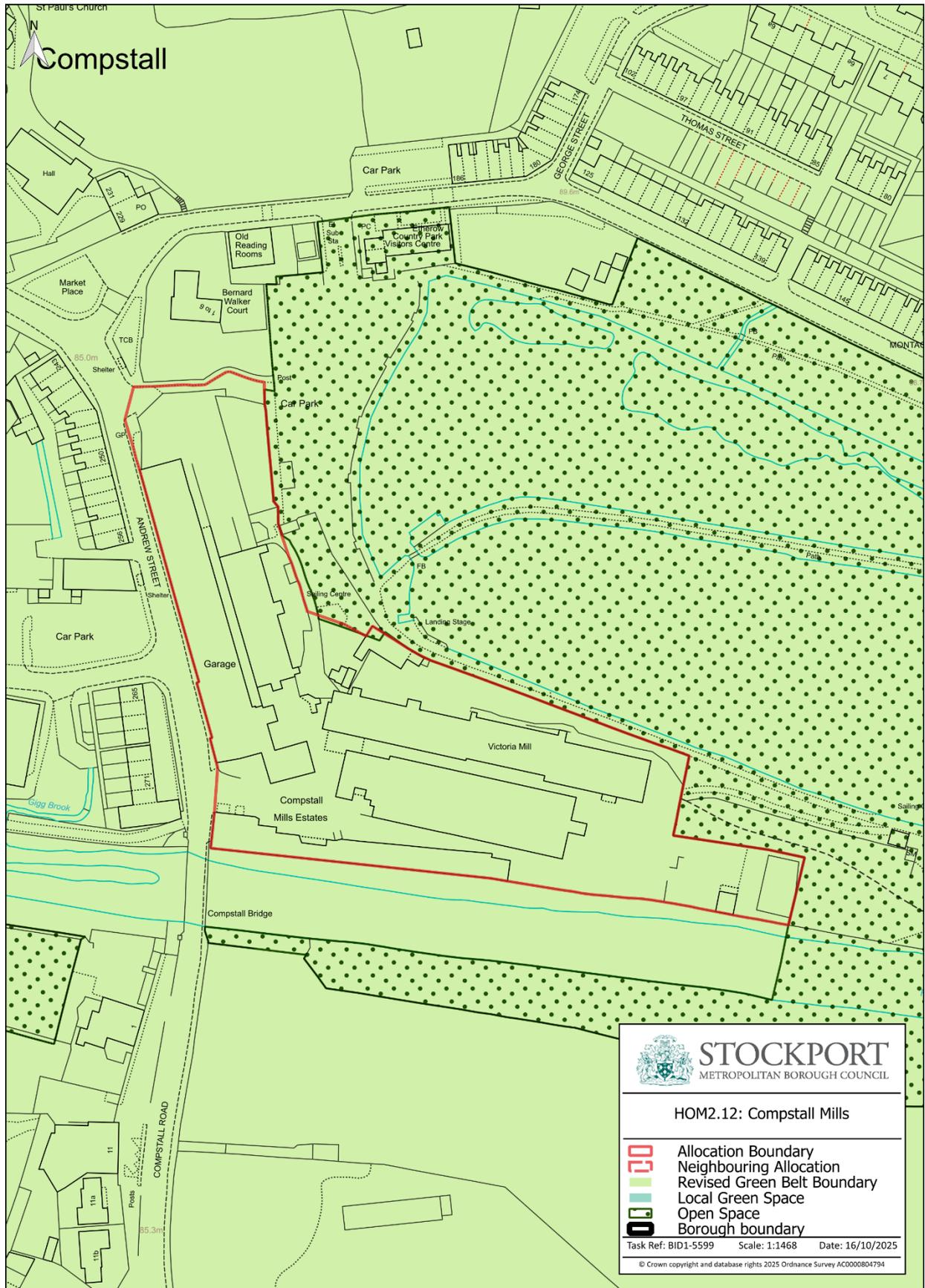
Policy HOM 2a of the emerging draft Local Plan proposes the allocation of the following sites for residential development:

Site	Minimum number of dwellings ²⁰	Site area (hectares)
Previously developed (PDL)		
HOM 2.12 Compstall Mills	130	1.56
HOM 2.13 Former Offerton High School	185	6.81
HOM 2.14 Woodford Garden Village Extension	545	29
Grey belt		
HOM 2.15 Hall Moss Lane	400	12.31
HOM 2.16 High Lane	1,000	47.57
HOM 2.17 Hyde Bank Meadows	250	5.99
HOM 2.18 Sandown Road	300	14.92
HOM 2.19 Jacksons Lane West	170	5.47
HOM 2.20 Jacksons Lane East	270	8.64
HOM 2.21 Offerton Sand and Gravel	150	5.43
HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)	500	20.70
HOM 2.23 Brindale Road	100	1.94
HOM 2.24 Gravel Bank Road and Unity Mill	400	11.14
HOM 2.25 Land at Cheadle Hulme School	350	19.57
HOM 2.26 Dairyground Farm	500	26.84
HOM 2.27 Jenny Lane	190	9.54
HOM 2.28 Mill Lane (Hazel Grove)	50	1.36
HOM 2.29 High Lane Farm (Woodley)	185	3.54
HOM 2.30 Sanderling Road	120	3.02
HOM 2.31 Compstall Road North	250	8.52
HOM 2.32 Compstall Road South	200	4.16
HOM 2.33 Heald Green West	750	31.62
HOM 2.34 Shakespeare Road	150	4.88
HOM 2.35 Bolshaw Road	70	1.78

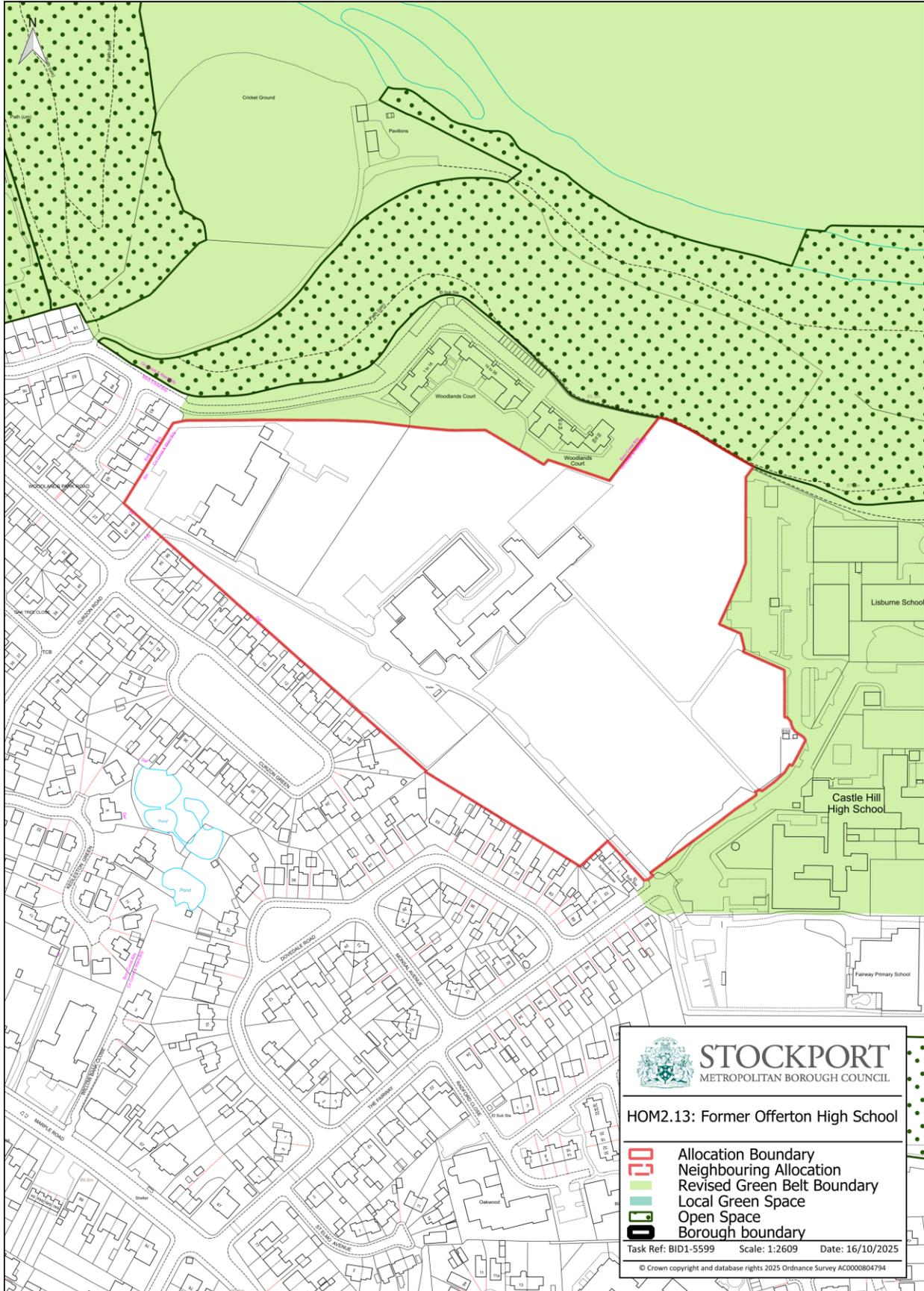
²⁰ The minimum number of dwellings is based on assumptions around how much of the site could be developed, how much land would be required for supporting uses such as open space and transport infrastructure and on the site's location and accessibility.

Site	Minimum number of dwellings²⁰	Site area (hectares)
<i>Other</i>		
HOM 2.36 Heald Green East (part grey belt)	900	42.61
HOM 2.37 Norbury Hall / Land off Chester Road (Hazel Grove)	300	10.79
HOM 2.38 Chester Road (Woodford) (part grey belt)	550	30.79

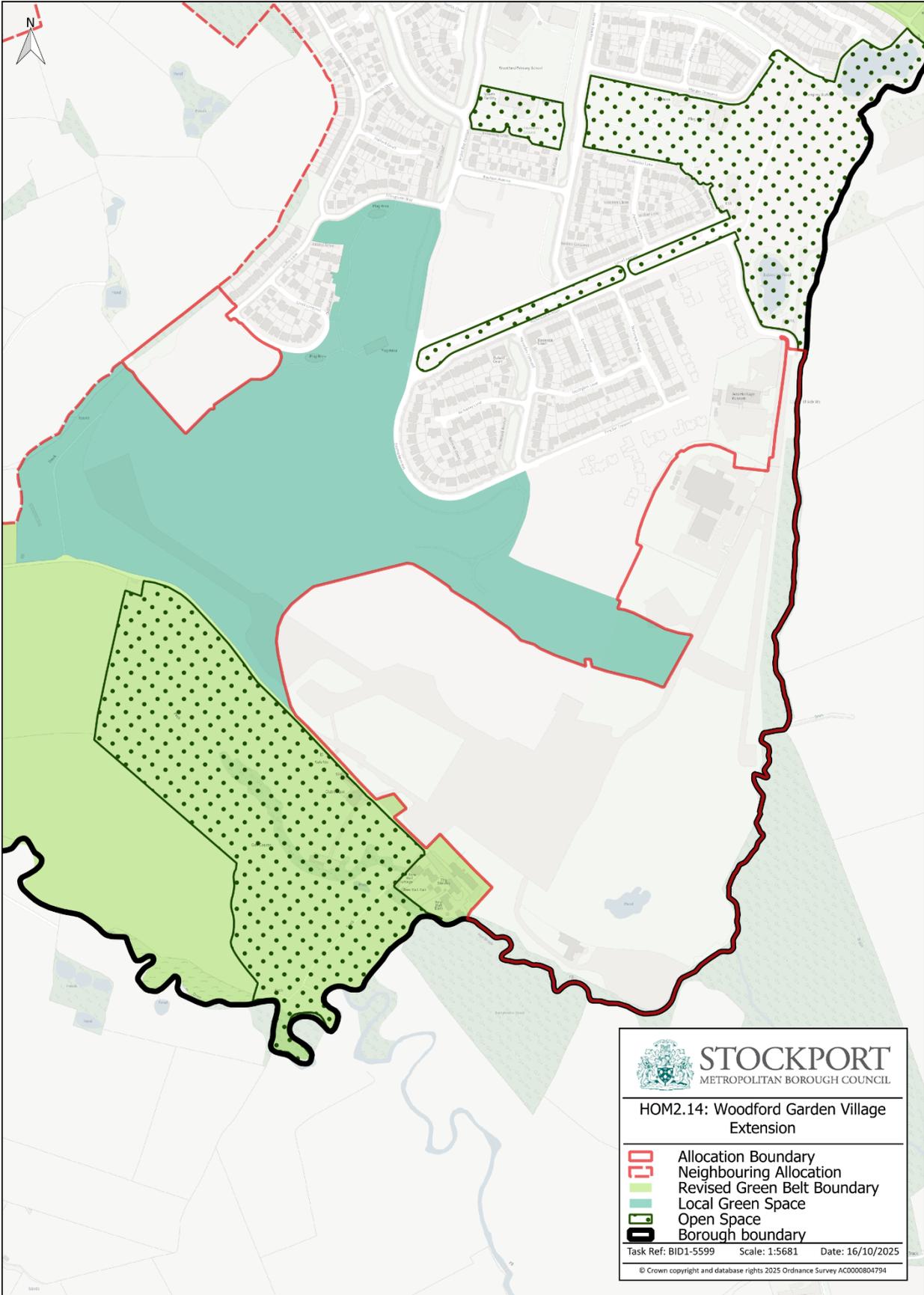
HOM 2.12 Compstall Mills



HOM 2.13 Former Offerton High School



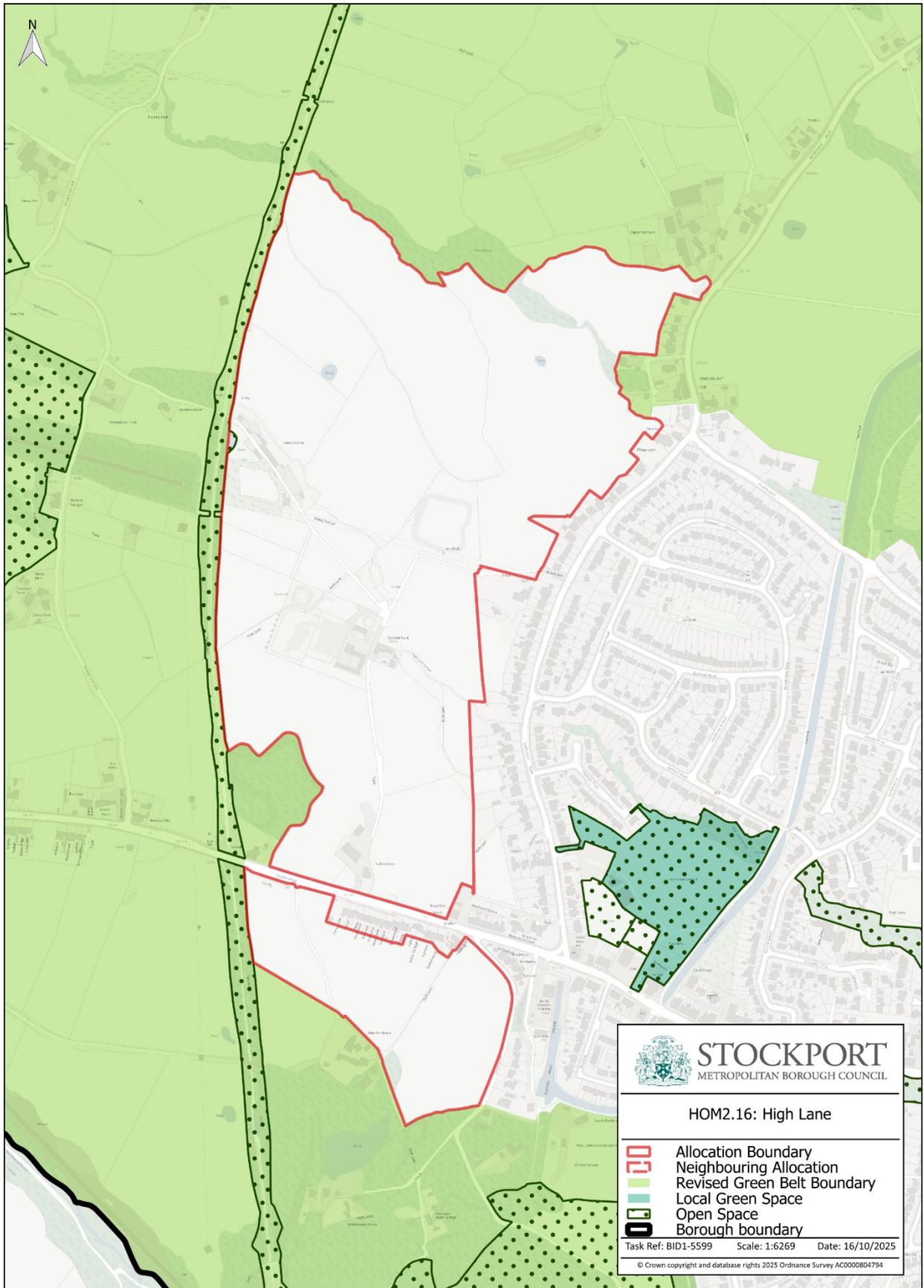
HOM 2.14 Woodford Garden Village Extension



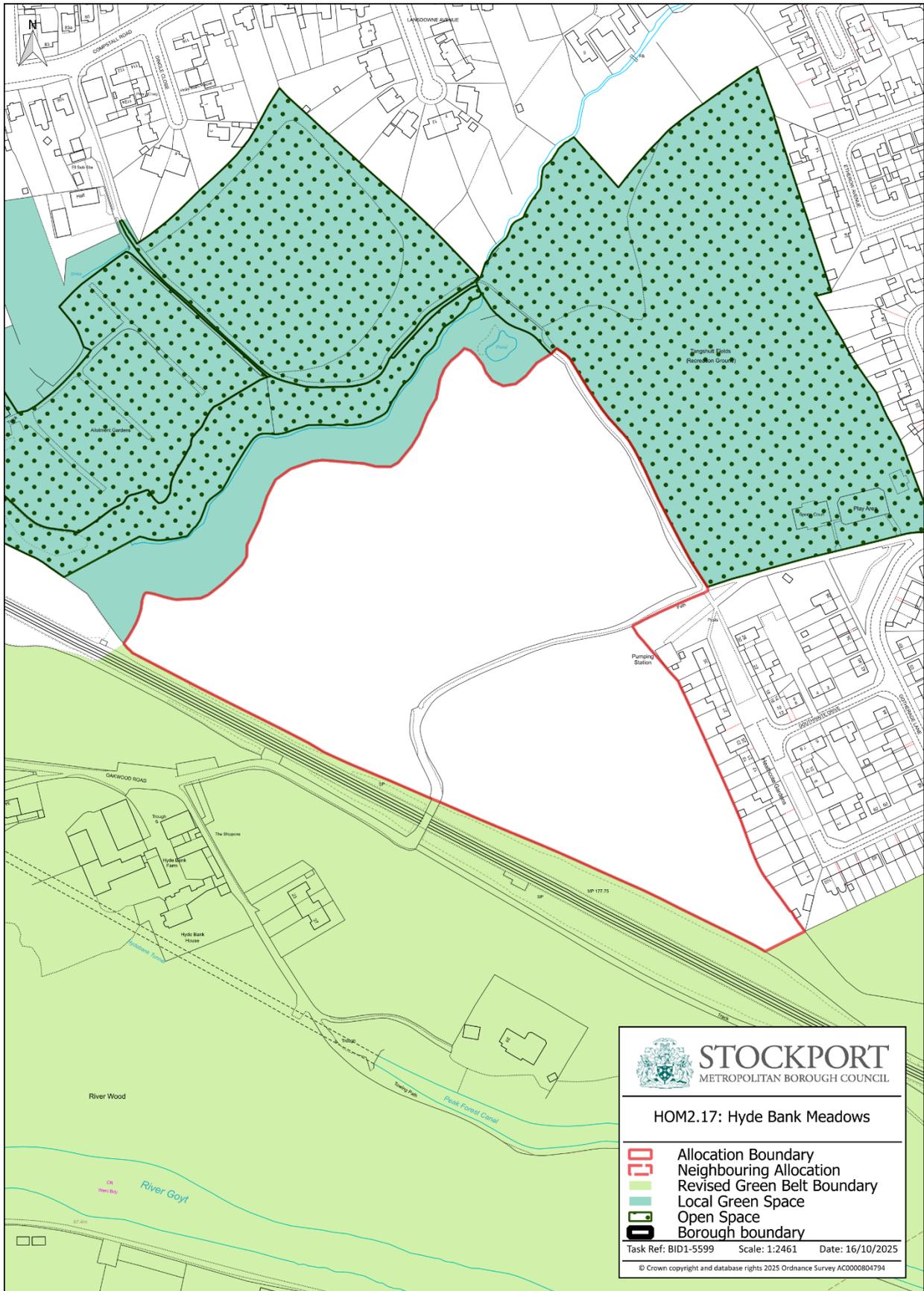
HOM 2.15 Hall Moss Lane



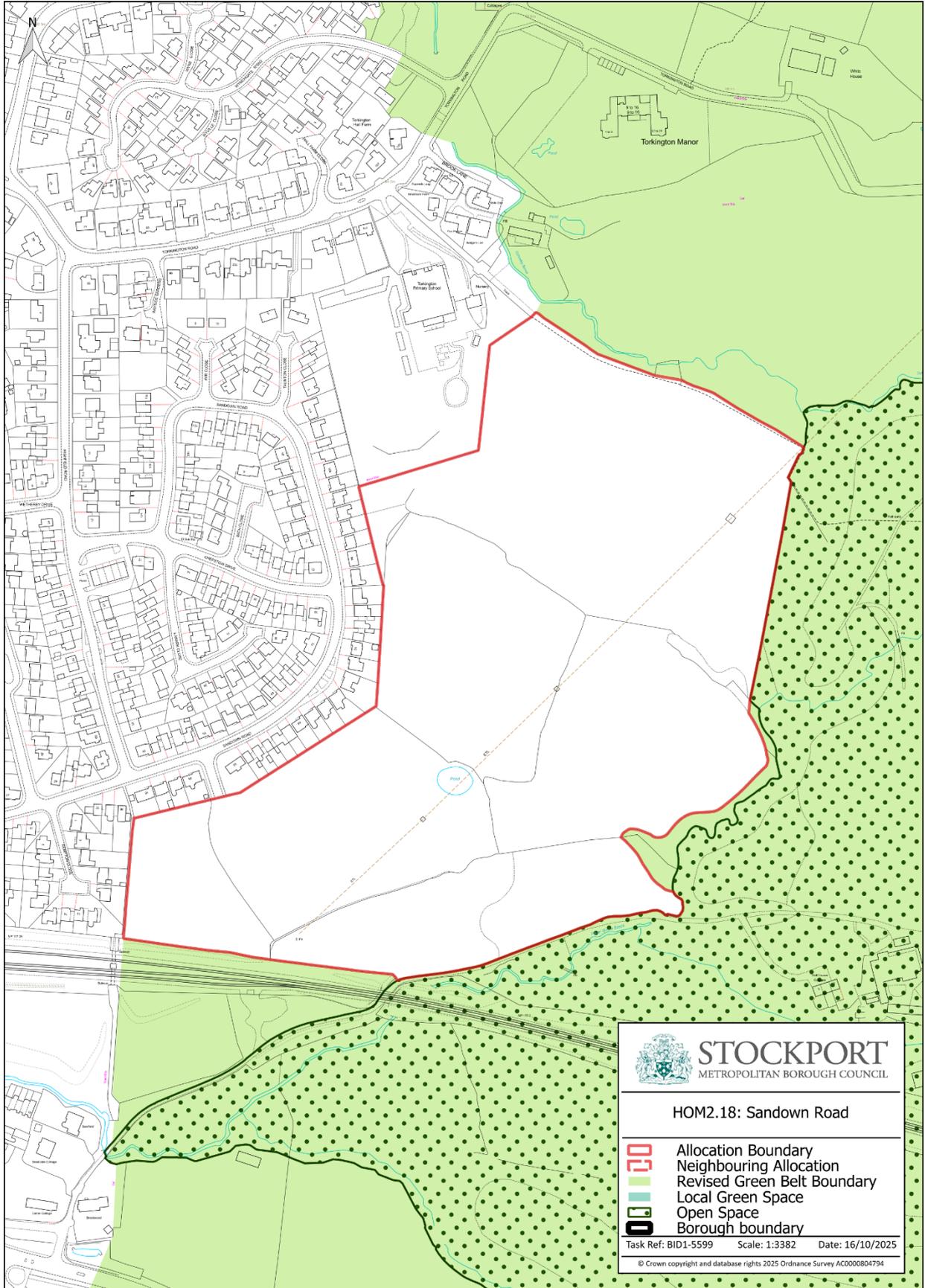
HOM 2.16 High Lane



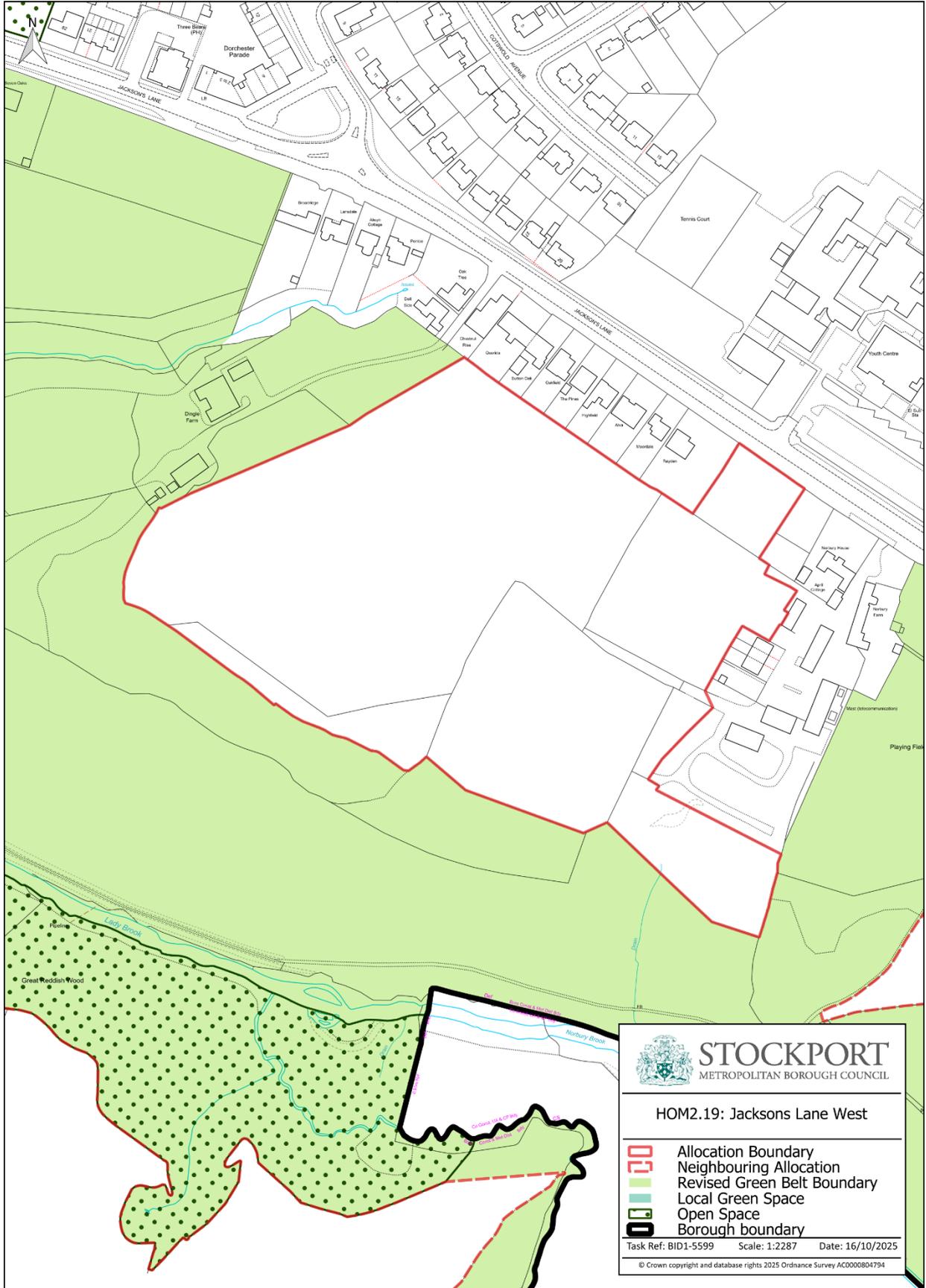
HOM 2.17 Hyde Bank Meadows



HOM 2.18 Sandown Road



HOM 2.19 Jacksons Lane West



HOM 2.20 Jacksons Lane East



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HOM2.20: Jacksons Lane East

-  Allocation Boundary
-  Neighbouring Allocation
-  Revised Green Belt Boundary
-  Local Green Space
-  Open Space
-  Borough boundary

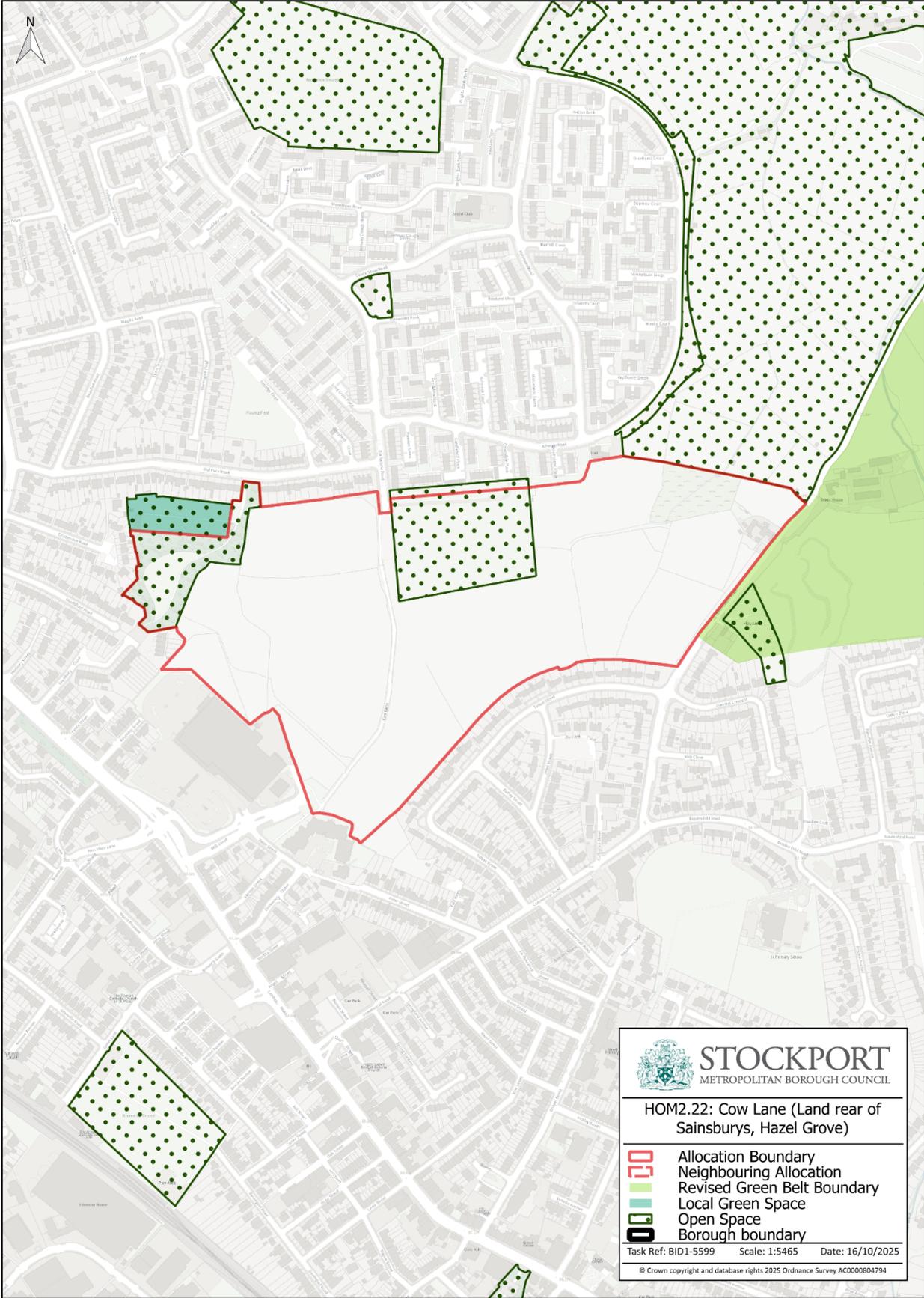
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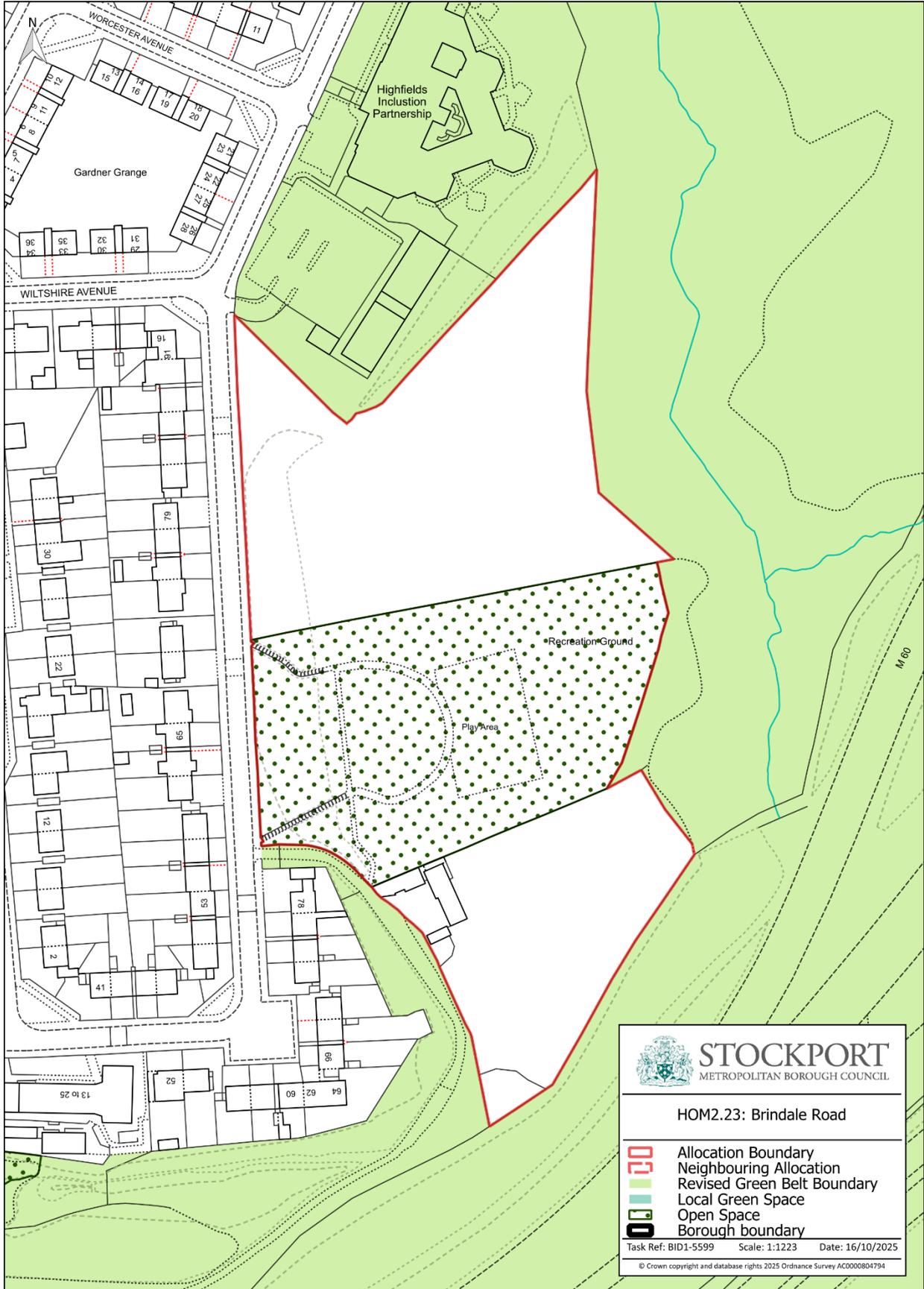
HOM 2.21 Offerton Sand and Gravel



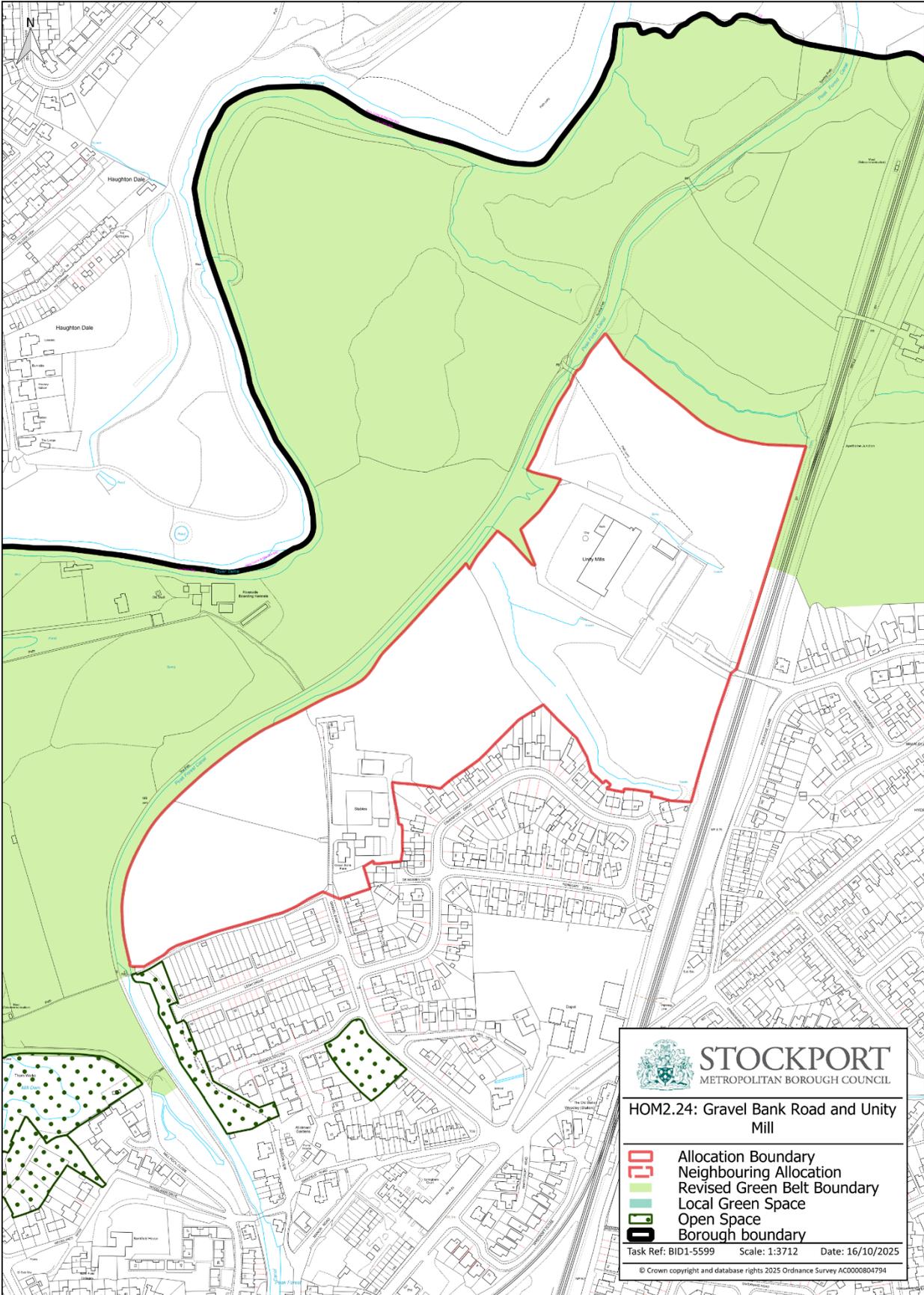
HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)



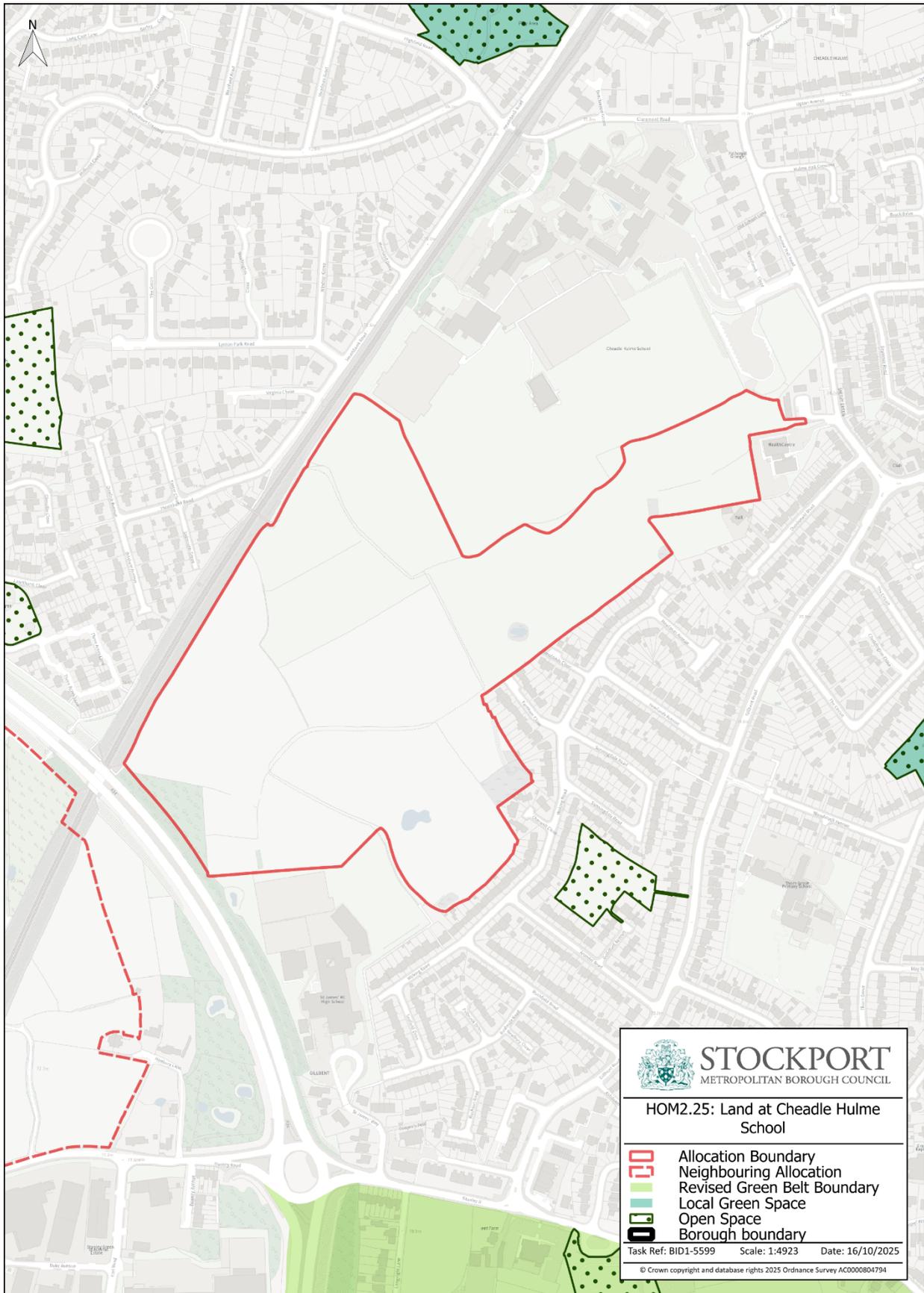
HOM 2.23 Brindale Road



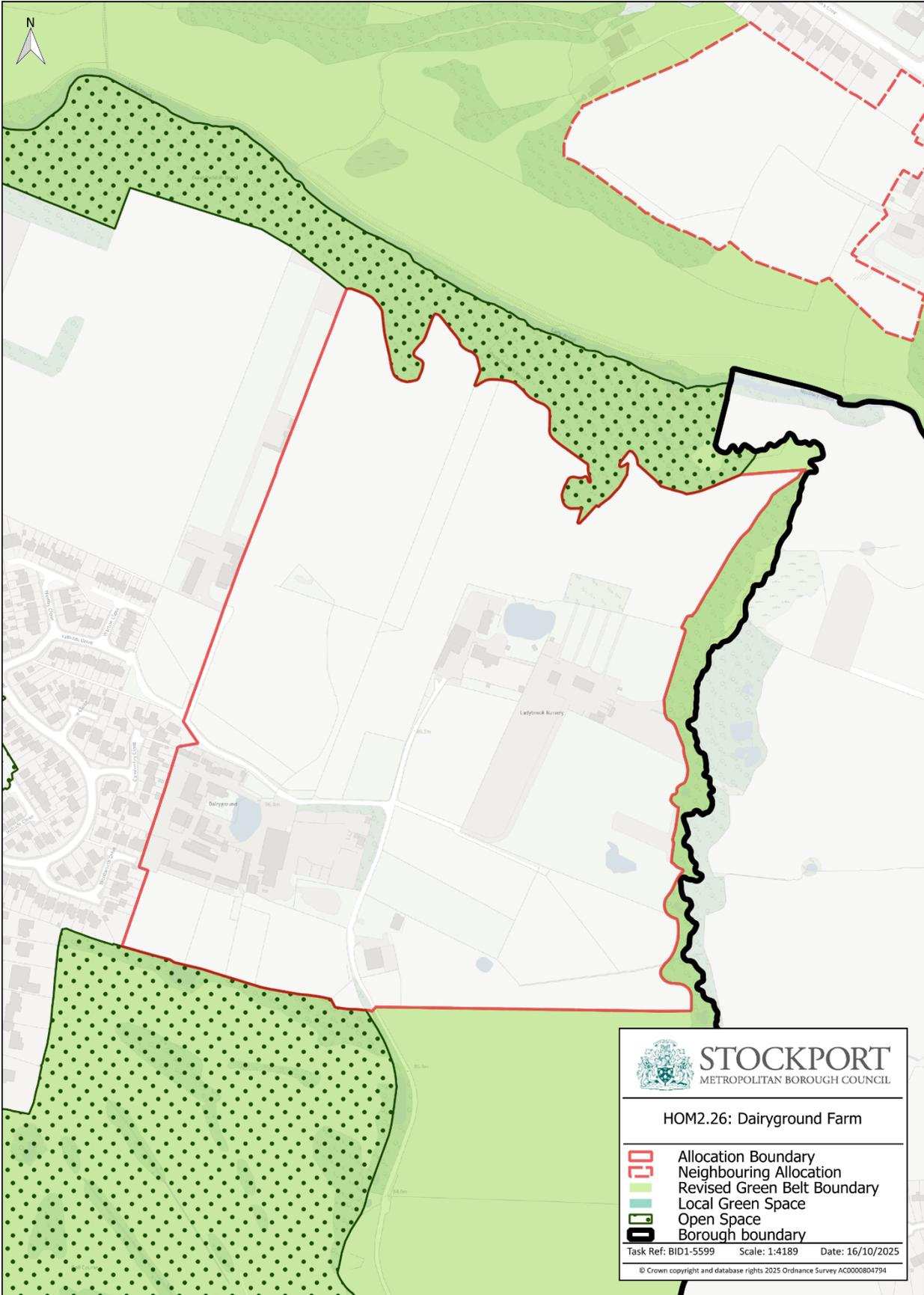
HOM 2.24 Gravel Bank Road and Unity Mill



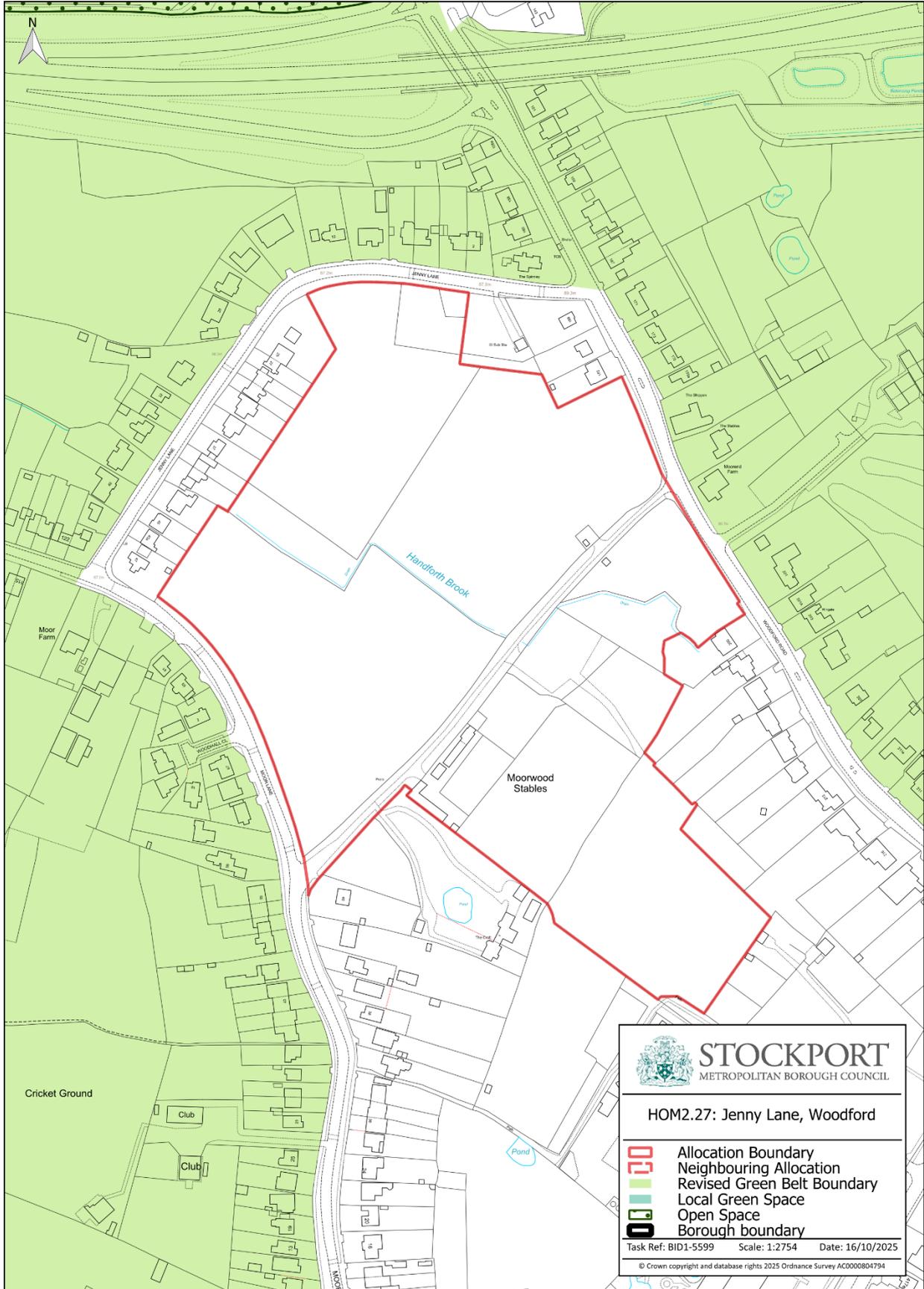
HOM 2.25 Land at Cheadle Hulme School



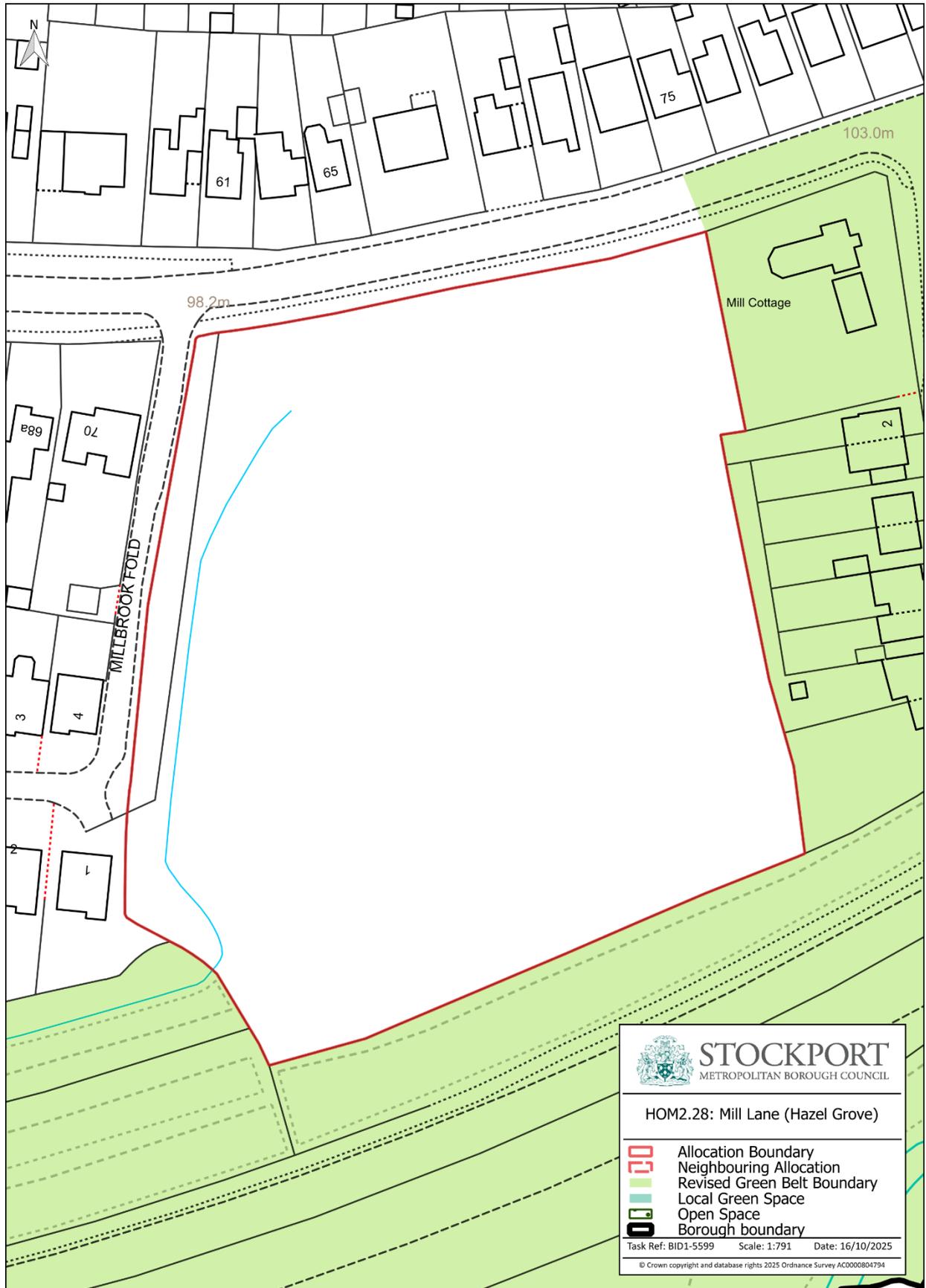
HOM 2.26 Dairyground Farm



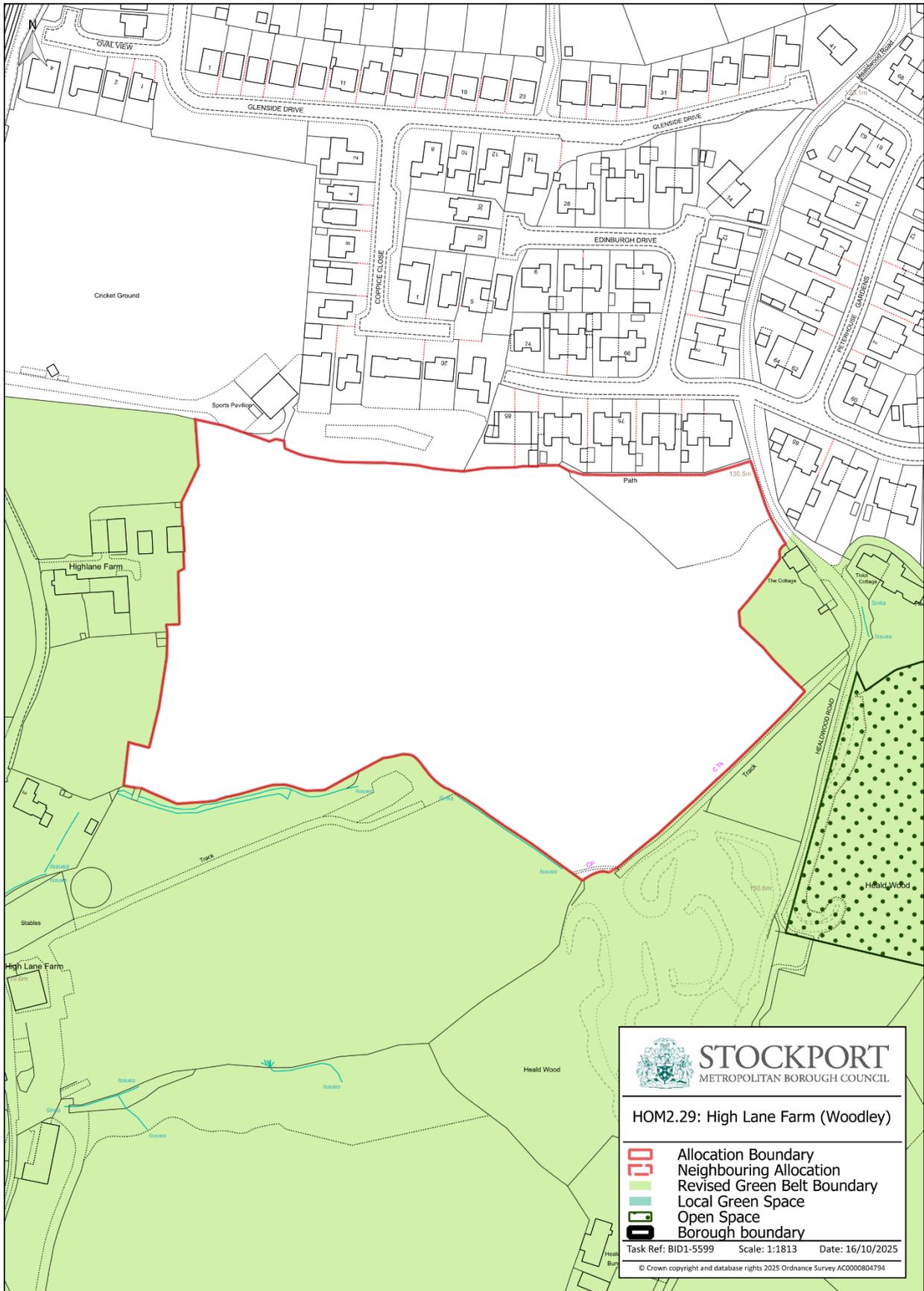
HOM 2.27 Jenny Lane



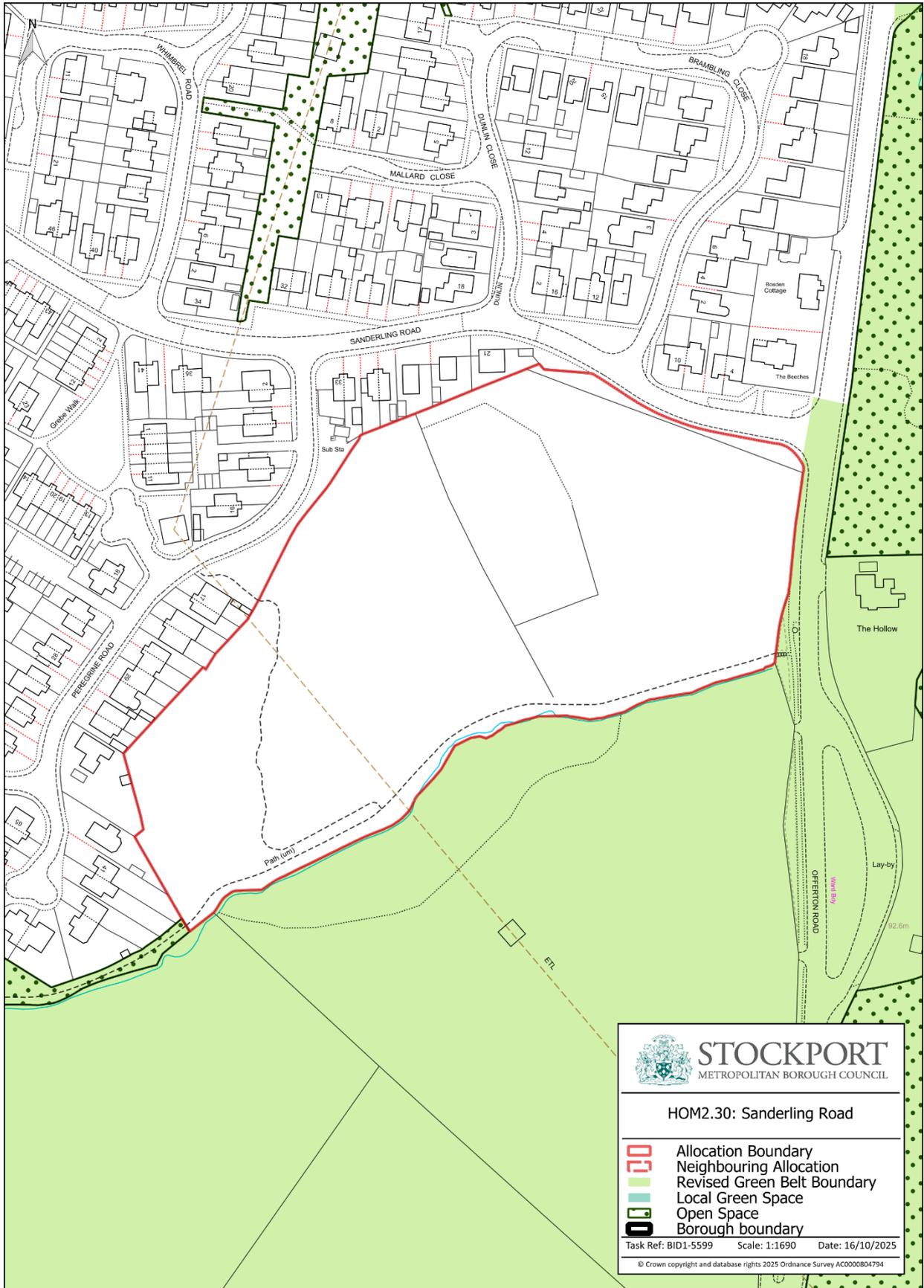
HOM 2.28 Mill Lane (Hazel Grove)



HOM 2.29 High Lane Farm (Woodley)



HOM 2.30 Sanderling Road



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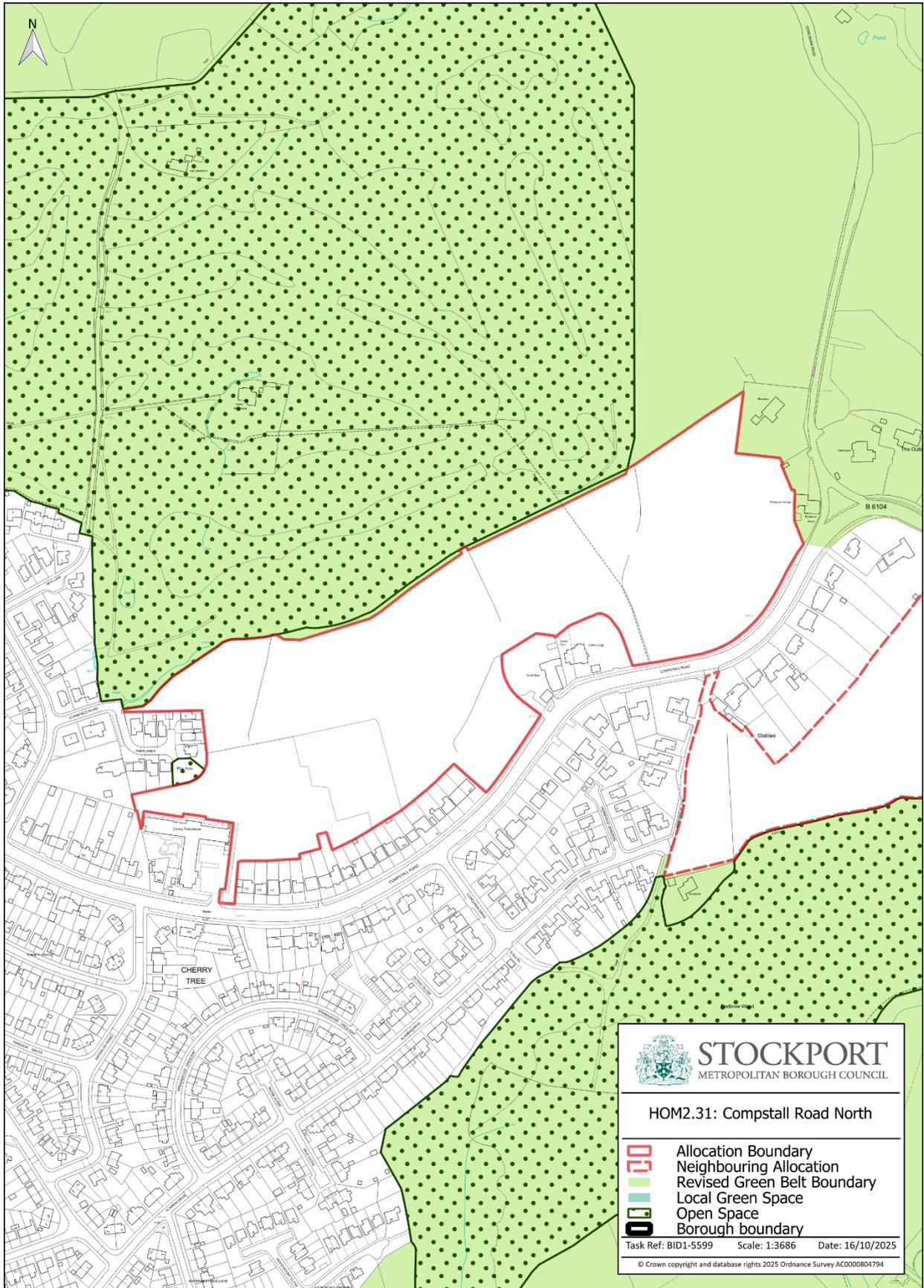
HOM2.30: Sanderling Road

-  Allocation Boundary
-  Neighbouring Allocation
-  Revised Green Belt Boundary
-  Local Green Space
-  Open Space
-  Borough boundary

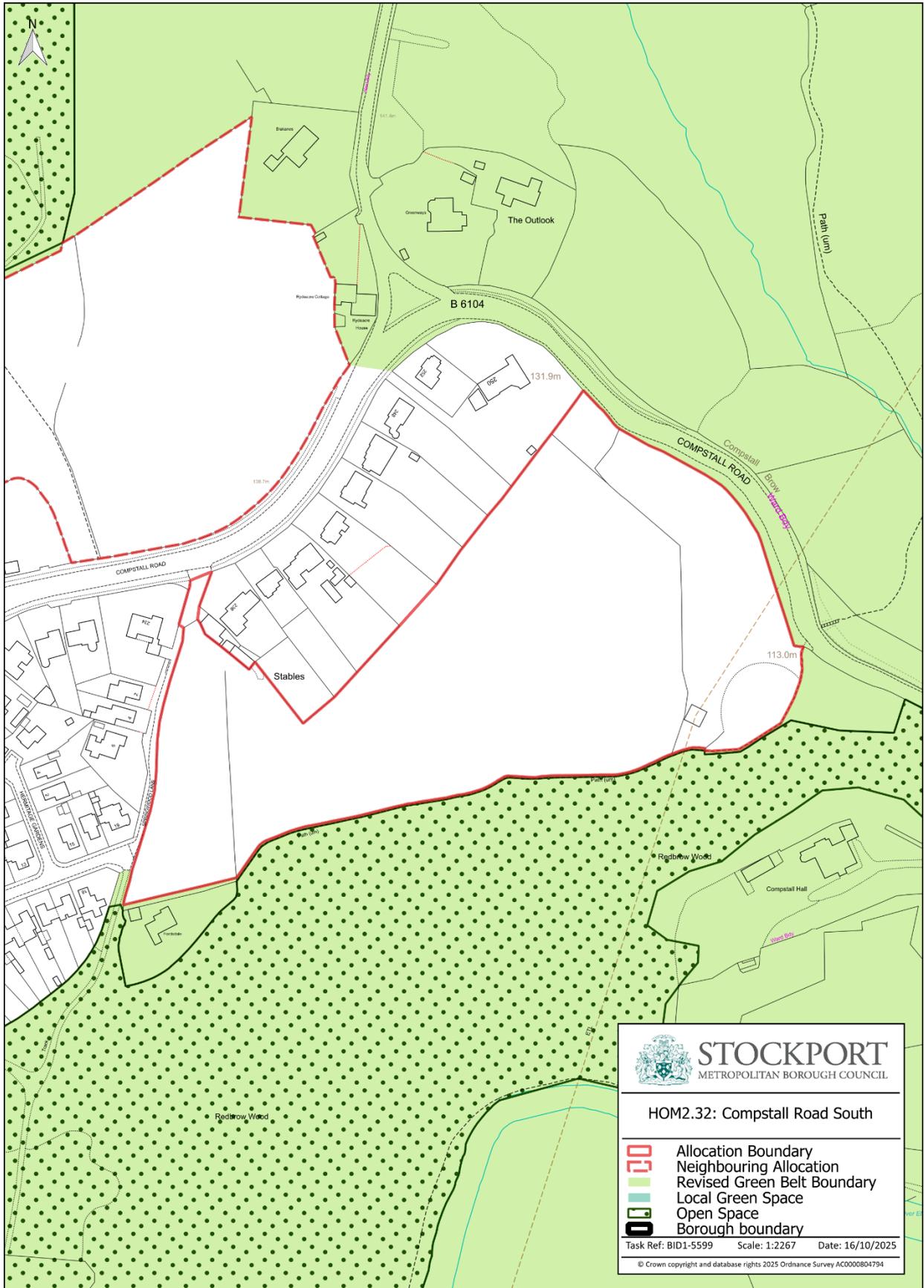
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HOM 2.31 Compstall Road North



HOM 2.32 Compstall Road South



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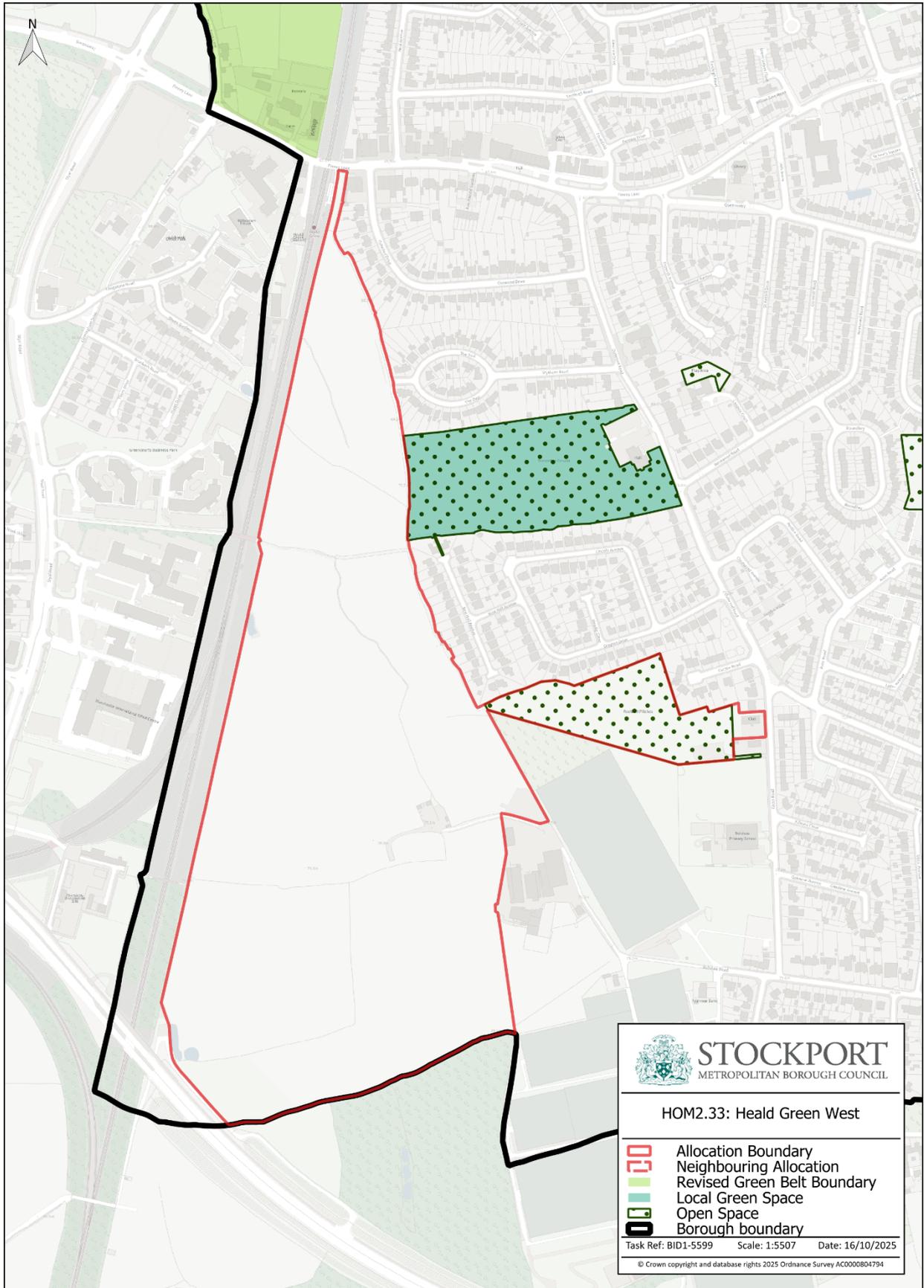
HOM2.32: Compstall Road South

- Allocation Boundary
- Neighbouring Allocation
- Revised Green Belt Boundary
- Local Green Space
- Open Space
- Borough boundary

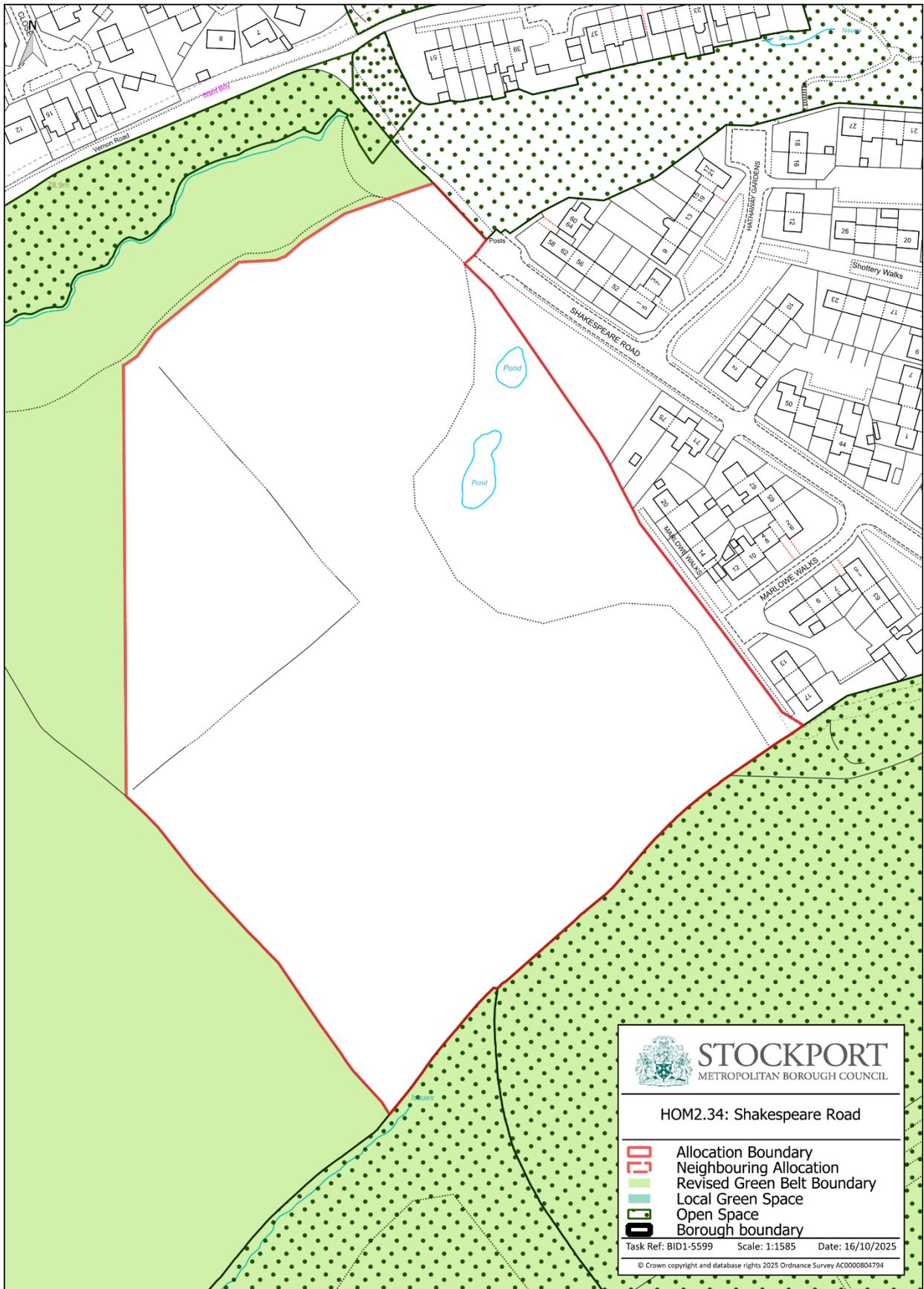
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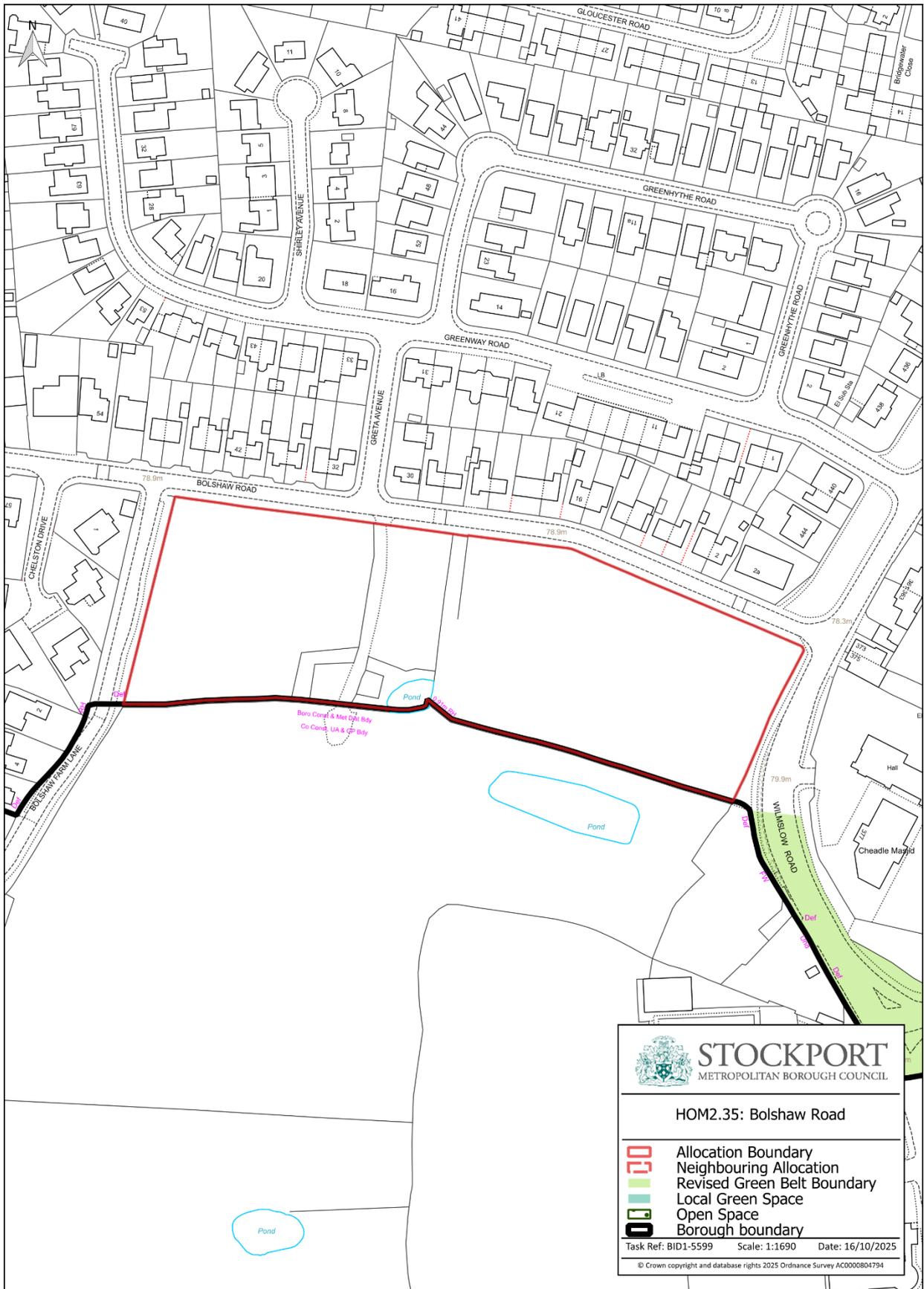
HOM 2.33 Heald Green West



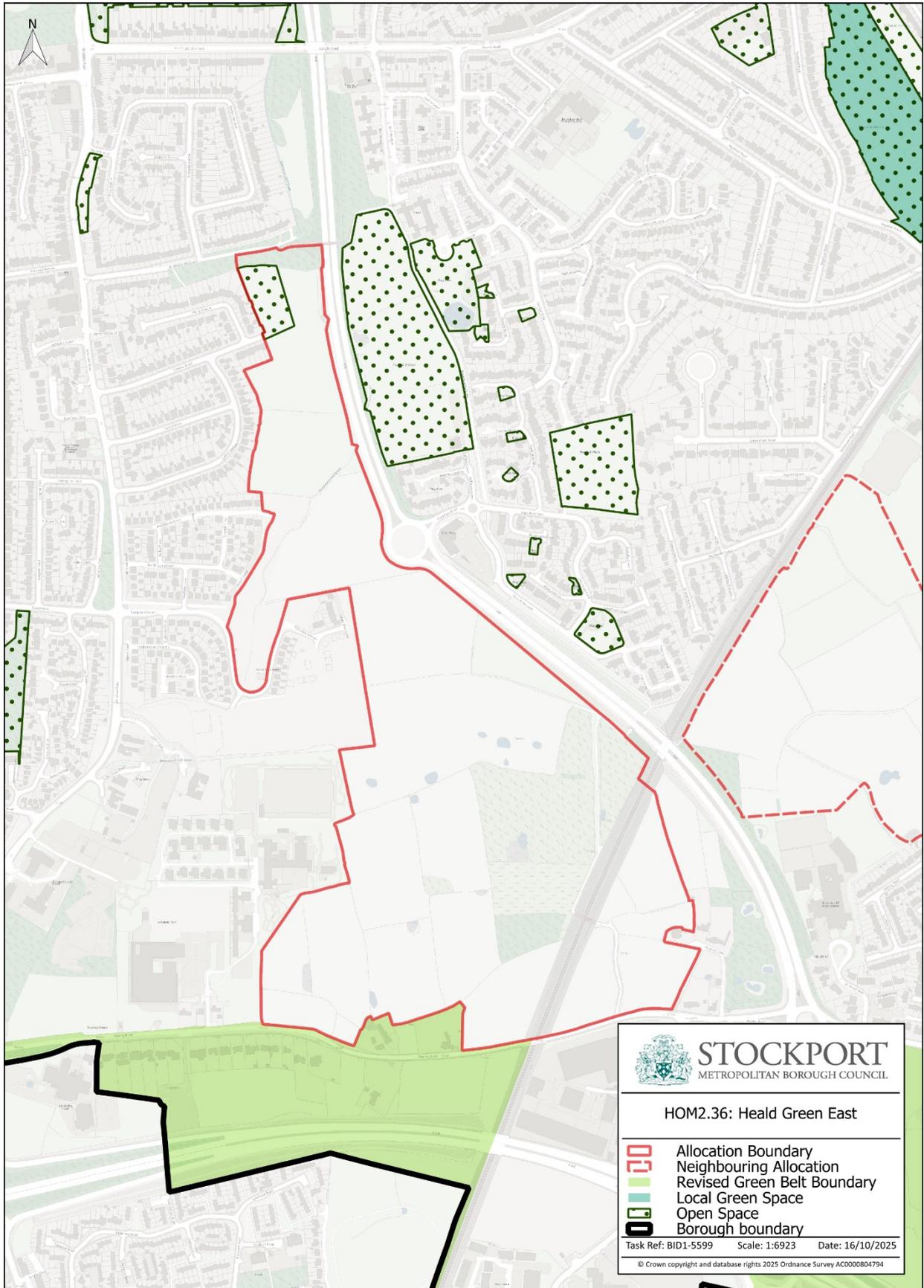
HOM 2.34 Shakespeare Road



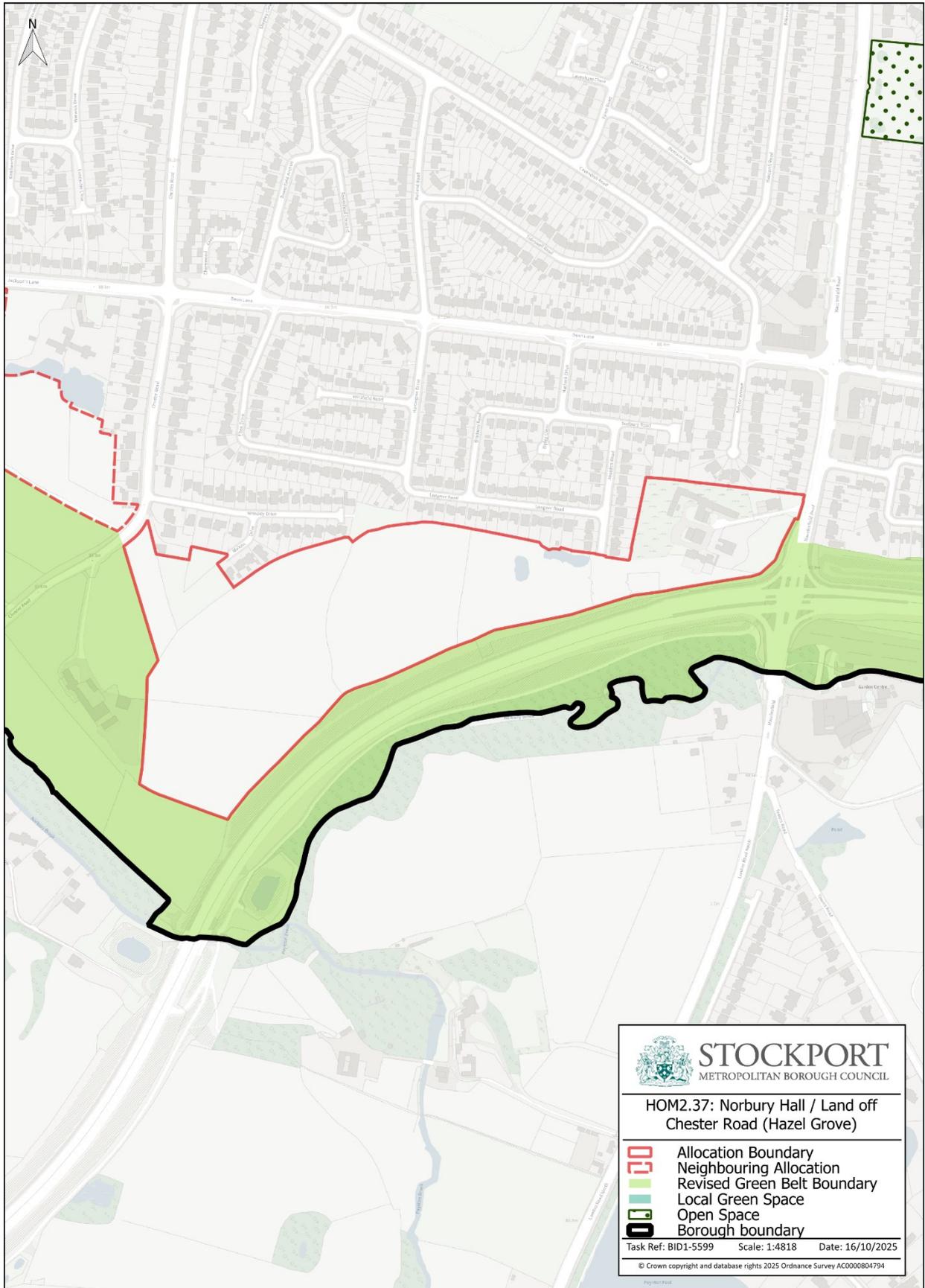
HOM 2.35 Bolshaw Road



HOM 2.36 Heald Green East



HOM 2.37 Norbury Hall / Land off Chester Road (Hazel Grove)

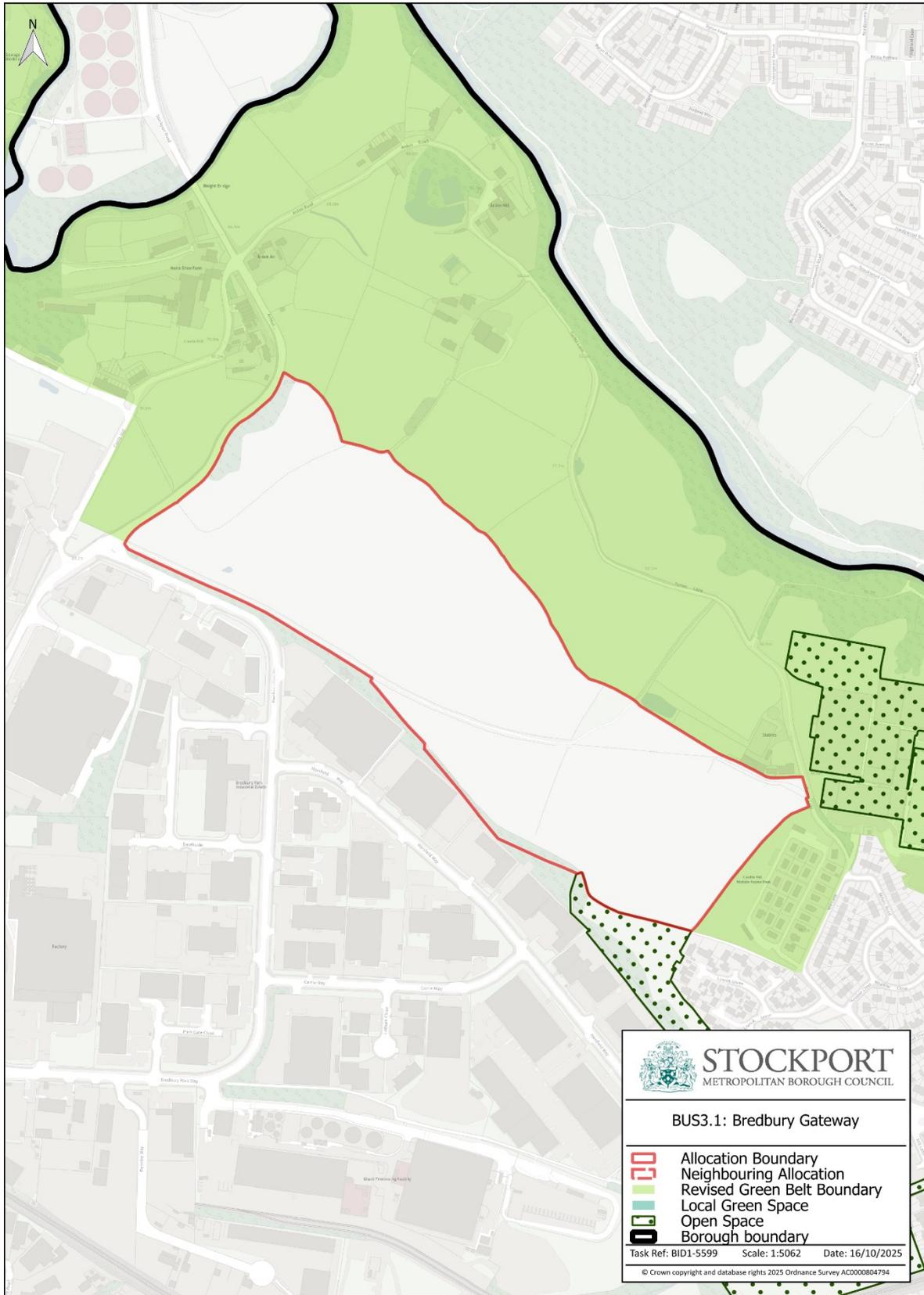


HOM 2.38 Chester Road (Woodford)



Appendix B – Details of proposed employment allocations on sites outside of the existing built-up area

BUS 3.1 Bredbury Gateway



BUS 3.2 Heathside Park Road

