

Locality Assessments

Stockport Council
September 2026

Table of Contents

1. Introduction	1
2. Housing Allocations	
HOM 2.1 John Street, Hazel Grove	8
HOM 2.2 Brookfield Business Park	18
HOM 2.3 Station Road, Reddish	30
HOM 2.6 Former Cheadle Brickworks	42
HOM 2.7 Land off Midland Road	54
HOM 2.8 Land off Adswood Road	66
HOM 2.9 Cheadle Hulme Station	78
HOM 2.10 Romiley Board Mill	88
HOM 2.12 Compstall Mills	98
HOM 2.13 Former Offerton High School	108
HOM 2.14 Woodford Garden Village Extension	118
HOM 2.15 Hall Moss Lane	128
HOM 2.16 High Lane	138
HOM 2.17 Hyde Bank Meadows	148
HOM 2.18 Sandown Road	158
HOM 2.19 Jackson's Lane West	168
HOM 2.20 Jackson's Lane East	178
HOM 2.21 Offerton Sand and Gravel	188
HOM 2.22 Cow Lane	198
HOM 2.23 Brindale Road	208
HOM 2.24 Gravel Bank Road and Unity Mill	218
HOM 2.25 Land at Cheadle Hulme School	228
HOM 2.26 Land at Dairyground Farm	238
HOM 2.27 Jenny Lane, Woodford	248
HOM 2.28 Mill Lane, Hazel Grove	258
HOM 2.29 High Lane Farm (Woodley)	268
HOM 2.30 Sanderling Road, Offerton	278
HOM 2.31 Compstall Road North, Romiley	288
HOM 2.32 Compstall Road South, Romiley	298
HOM 2.33 Heald Green West	308

HOM 2.34 Shakespeare Road	318
HOM 2.35 Bolshaw Road	328
HOM 2.36 Heald Green East	338
HOM 2.37 Norbury Hall / Land off Chester Road	348
HOM 2.38 Chester Road (Woodford)	358
HOM 2.39 Buxton Road, Hazel Grove	368
HOM 2.40 Occupiers Lane, Hazel Grove	378
HOM 2.41 Daisy Bank Boarding Kennels	388
3. Employment Allocations	
BUS 3.1 Bredbury Gateway	398
BUS 3.2 Heathside Park Road	408

Locality Assessments

Introduction

This report has been prepared to support the development of the Stockport Local Plan by providing a robust assessment of the housing and employment allocations produced for proposed development sites across the Borough. These locality assessments form a key evidence base underpinning the identification and allocation of land for both housing and employment uses, ensuring that emerging policy is informed by a comprehensive understanding of site-specific constraints and opportunities.

The purpose of this report is to review and appraise each of the identified allocation sites from a transport and highways perspective. In doing so, it considers the existing transport network, accessibility by sustainable modes, potential traffic impacts, and the capacity of local highway infrastructure to accommodate future development. The assessment also examines the feasibility of accessing each site safely and efficiently, together with any mitigation measures that may be required to support development.

Through this work, the report aims to ensure that proposed allocations are deliverable and aligned with wider strategic objectives, including the promotion of sustainable travel, minimisation of congestion, and enhancement of network resilience. It also seeks to identify where further interventions or detailed studies may be necessary to deliver the allocation

Overall, this report provides a consistent and evidence-led appraisal of transport considerations across all assessed sites, supporting informed decision-making and contributing to the preparation of a sound and deliverable Stockport Local Plan 2026.

What are locality assessments?

In the context of Local Plan development, locality assessments are structured pieces of evidence used to evaluate potential development sites.

These assessments are designed to support a consistent and comparative appraisal of sites, helping plan-makers understand how developable a site is. They typically consider a broad range of factors, including land use suitability, physical and environmental constraints, infrastructure capacity, and accessibility to services and public transport. In many cases, they also examine delivery considerations such as site ownership, viability, and the potential for development to come forward within the plan period.

A key strength of locality assessments is their ability to capture cumulative effects. By reviewing multiple sites within the same area, they can identify how development proposals might interact with each other and with existing infrastructure. This is particularly important for understanding pressures on transport networks, utilities, and community services, as well as opportunities for coordinated planning and infrastructure provision.

Within the Local Plan process, locality assessments form an important part of the evidence base. They help to ensure that site selection is transparent, robust, and informed by a thorough understanding of local conditions. Ultimately, they support the identification of the most sustainable and deliverable sites for allocation, while also highlighting where mitigation measures or infrastructure improvements may be required.

Structure of locality assessments

Locality assessments are generally structured to provide a clear, consistent appraisal of each site, with each section addressing a specific aspect of site suitability and deliverability.

Allocation Location and Overview introduces the site, describing its location, surrounding land uses, and current condition. This typically includes details such as site size, existing or previous uses, physical characteristics, and how it relates to the surrounding area. It sets the context for the assessment and provides a baseline understanding of the site.

Justification for Allocation Selection explains why the site has been identified for potential development. This is usually framed in the context of Local Plan objectives, such as meeting housing or employment needs, prioritising brownfield land, or supporting sustainable growth patterns. It demonstrates how the site aligns with strategic planning priorities.

Allocation Access outlines how the site would be accessed, both currently and potentially in the future. It considers the suitability of existing access points, any constraints, and whether alternative access arrangements may be required or feasible.

Multi-Modal Accessibility provides an overview of how accessible the site is by different modes of transport. This typically includes sub-sections on walking and cycling, public transport (bus and rail), and overall accessibility. It considers proximity to key destinations such as schools, employment areas, and local centres, as well as the quality of infrastructure and services available.

Accessibility Metrics and Tools element often supplements the qualitative assessment with quantitative indicators. This can include outputs from tools such as connectivity indices or accessibility scoring systems, providing an evidence-based measure of how well the site is connected to jobs, services, and the wider transport network.

Parking sets out relevant parking standards or expectations for development, typically referencing adopted local policies. It may outline requirements for car and cycle parking without going into detailed design.

Highway Capacity Review examines the existing highway network in the vicinity of the site. It considers road hierarchy, traffic conditions, key junctions, and any known constraints that could affect the ability of the network to accommodate additional development traffic.

Required Mitigation identifies potential measures needed to ensure that development can be accommodated safely and efficiently. This may include access improvements, traffic management measures, junction upgrades, or enhancements for walking, cycling, and public transport.

Strategic Context places the site within the context of wider transport and planning strategies. It typically references emerging or adopted strategies, planned infrastructure schemes, and investment programmes that could influence the site’s accessibility and development potential.

Summary and Conclusions draws together the key findings of the assessment. It provides an overall judgement on the site’s suitability from a transport and highways perspective, highlighting strengths, constraints, and any key requirements to support delivery.

Modelling

In order to assess the impact of the allocations on the local and strategic highway network modelling has been undertaken for 2042 against a 2022 base year. Whilst further details can be found in the associated report, a summary of the findings is provided here:

Stockport Local Plan - Regulation 19 Strategic Traffic Modelling Report (May 2026)

WSP was commissioned to assess the strategic highway impact of the Regulation 19 Local Plan Pre-Submission draft proposals. The assessment forms part of the evidence base for the Regulation 19 draft Local Plan and has been carried out using the Stockport Strategic SATURN Highway Model.

The modelling considered the cumulative impact of the Regulation 19 Housing and Employment sites.

Outputs of the model included:

Traffic conditions

Compared to base year conditions, there is predicted to be an increase of 23% in the total distance travelled on all roads across the borough in the evening peak with a corresponding increase of 41% in travel time, while average speeds are predicted to reduce by circa 3mph (from 21mph to 18mph). Average speeds in the inter-peak are predicted to be 23mph.

Journey routes

Compared to base year conditions, journeys on the A6 between Hazel Grove and the Town Centre are predicted to take 50 secs longer northbound in the morning peak, and 2 mins 7 secs longer for the return journey in the evening peak. Journeys on the A34 between Wilmslow and East Didsbury are predicted to take 3 mins 36 secs longer northbound in the morning peak and 4 mins 12 secs longer for the return journey in the evening peak. Journeys on the A555 between Manchester Airport and A6 Hazel Grove are predicted to take 6 mins 19 secs longer westbound in the morning peak and 6 mins 29 secs longer for the return journey in the evening peak.

Traffic flows

Compared to base year conditions, predicted traffic flow increases across the borough vary, due to the spatial distribution of future housing allocation, and the ability of the network to accommodate more traffic. Daily traffic levels on the A6 (Stepping Hill) are predicted to increase by 0.2%, which compares to increases of 34% on A34 Kingsway, 38% on A5102 Bramhall South, 29% on A626 Hall Street, 17% on A5135 Didsbury Road, and 24% on A560 (Cheadle).

Given the modelled cumulative impact of the allocations it will be necessary for planning applications associated with most sites to undertake detailed junction modelling to determine the impact of individual sites on the local and strategic highway network. The nature and extent of this modelling is to be agreed with Stockport Council officers on a site-by-site basis.

Sites subject to assessment

Housing allocations and Employment allocations have been subject to locality assessments. Figure 1 shows the location of these sites across Stockport.

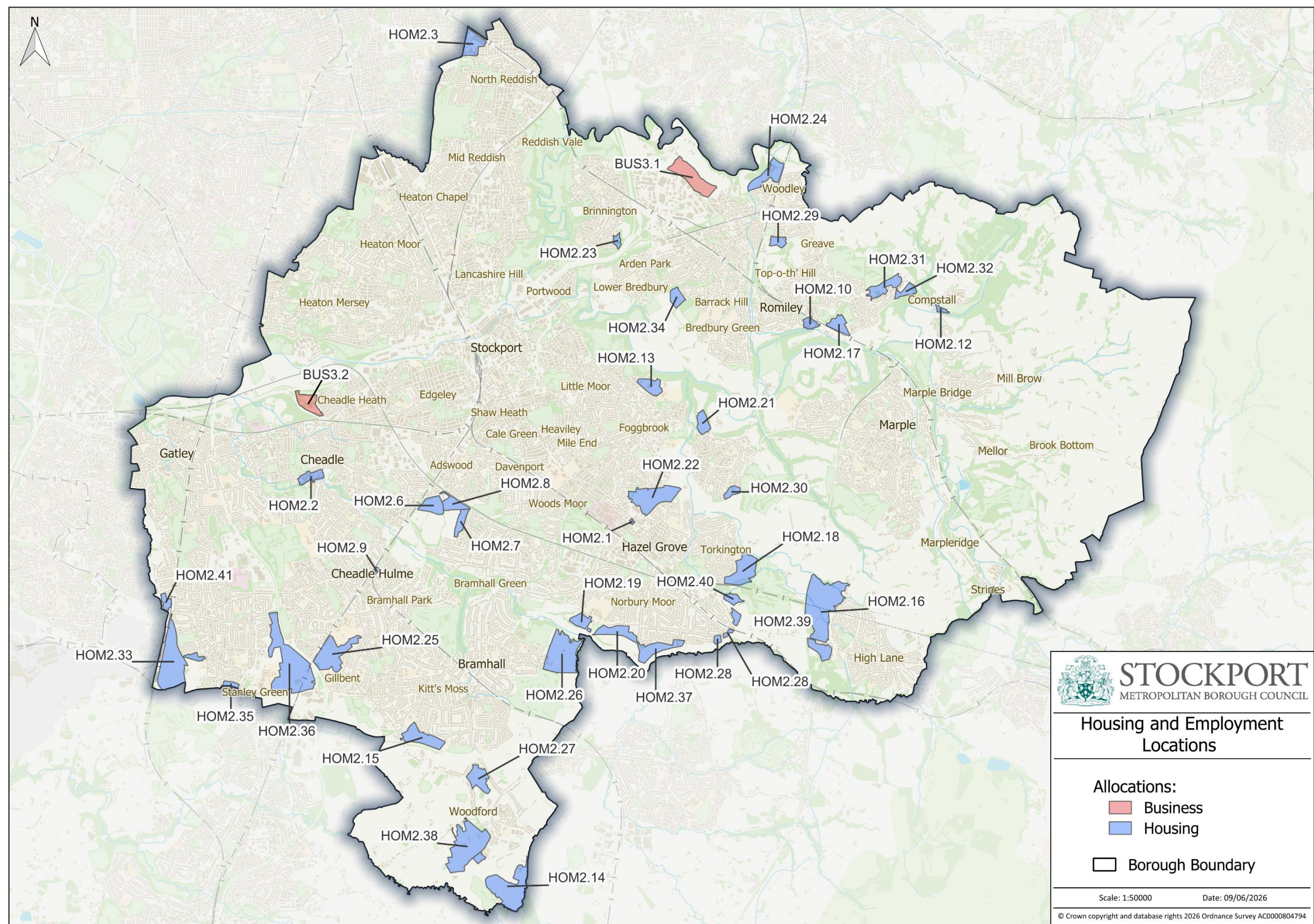


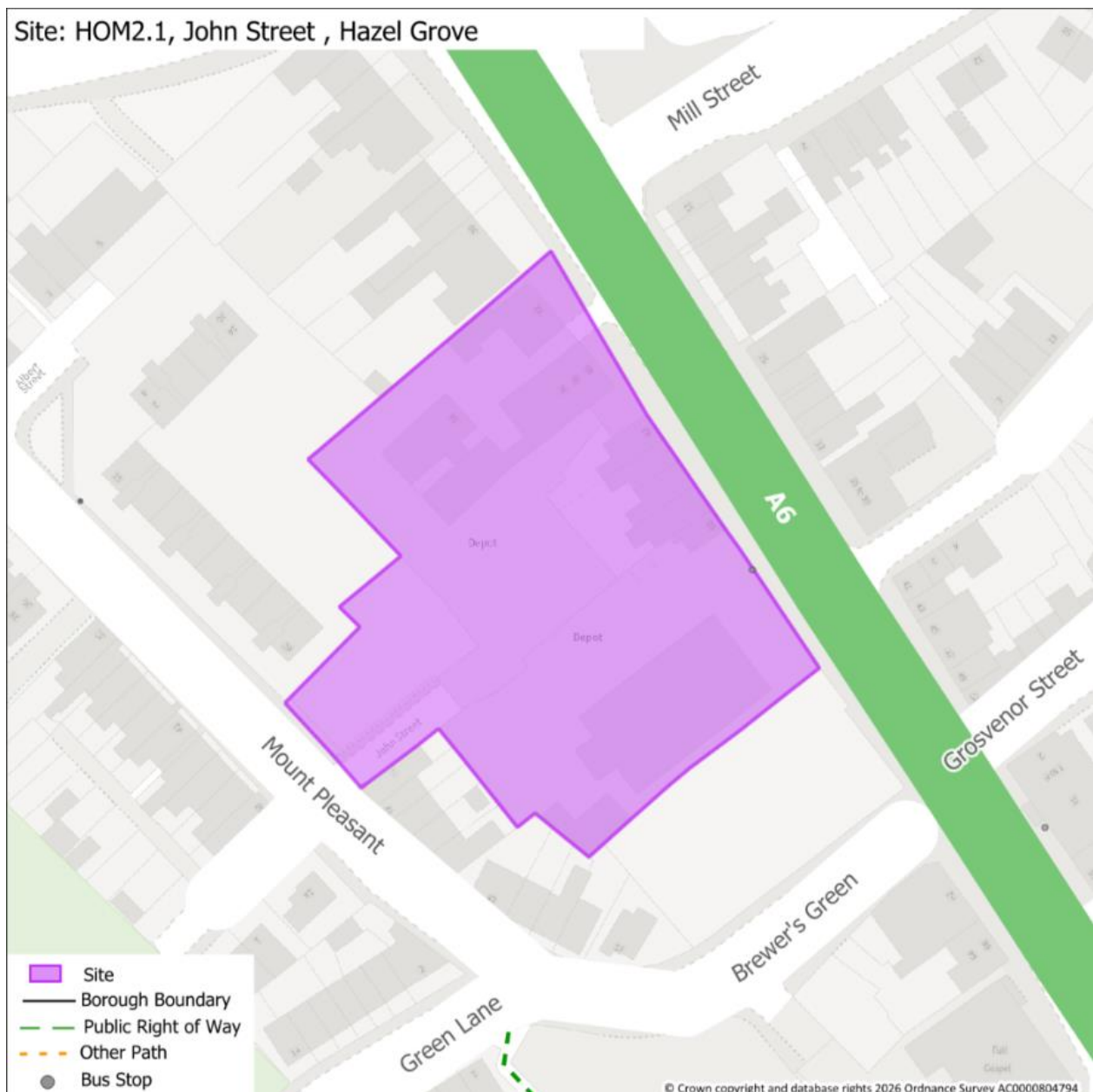
Figure 1: Housing and Employment Locations

HOM 2.1 John Street, Hazel Grove

This Locality Assessment has been developed to support the proposed allocation of housing at John Street, Hazel Grove as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 109 dwellings for this site, which is located in Hazel Grove off John Street and has A6 London Road on its north/east boundary. The allocation is currently fenced off and has a disused industrial unit and hardstanding. Access is currently from John Street via a gate. John Street is relatively narrow, cobbled and has encroaching vegetation.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with public transport links.

3. Allocation Access

The site can be accessed from John Street, an unadopted street off the adopted Mount Pleasant. It is currently gated off on the southern boundary of the site. The developer will need to satisfy themselves that they have a right of access to serve redevelopment of the site from John Street. It is not considered feasible or desirable for vehicle access to be provided from the A6 London Road.

4. Multi-modal accessibility

Walking and Cycling

The allocation fronts onto the A6 London Road, which has wide footways on both sides of the carriageway. There is a Toucan crossing in place across the A6, however the layout of the associated cycleways does not meet current guidelines. There is a lack of good quality cycle facilities in the vicinity of the site.

Footpath 94HGB provides a link to the south of the allocation off Green Lane and a Bridleway that links Bramhall Moor Road and the A6 London Road. Green Lane is part of a signed cycle route.

The catchment school is Hazel Grove Primary School, approximately 0.4 miles (650m) via footways and controlled crossings. The catchment High School is Hazel Grove High, a distance of 1.3 miles (2.1km) via Bramhall Moor Lane, which has very narrow footways or footways on one side only for some of its length, and Dorchester Road, which has good quality footways. Cycling to the high school requires travelling approximately 2.8km via the relatively narrow and busy Bramhall Moor Road, quieter residential streets and A5143, which has segregated and continuous cycle facilities.

The site is within the District Centre of Hazel Grove and associated shops and amenities.

Bus

There are bus stops adjacent to the site on the A6 London Road. Services include:

- 192 Manchester to Hazel Grove (6ph)
- 364 Stockport to Torkington (1ph)
- 199 Skyline – Manchester Airport to Buxton (2ph)
- 394 Buxton- Stepping Hill (0.5ph)

The northbound bus stop is flagpole-only and raised kerb, whilst the southbound bus stop also provides a shelter. There are also school bus services available from these stops.

Rail

The nearest rail station to the site is Hazel Grove, approximately 750m south of the allocation generally footways. Cycle access is also a distance of approximately 750m via quiet residential streets.

It has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

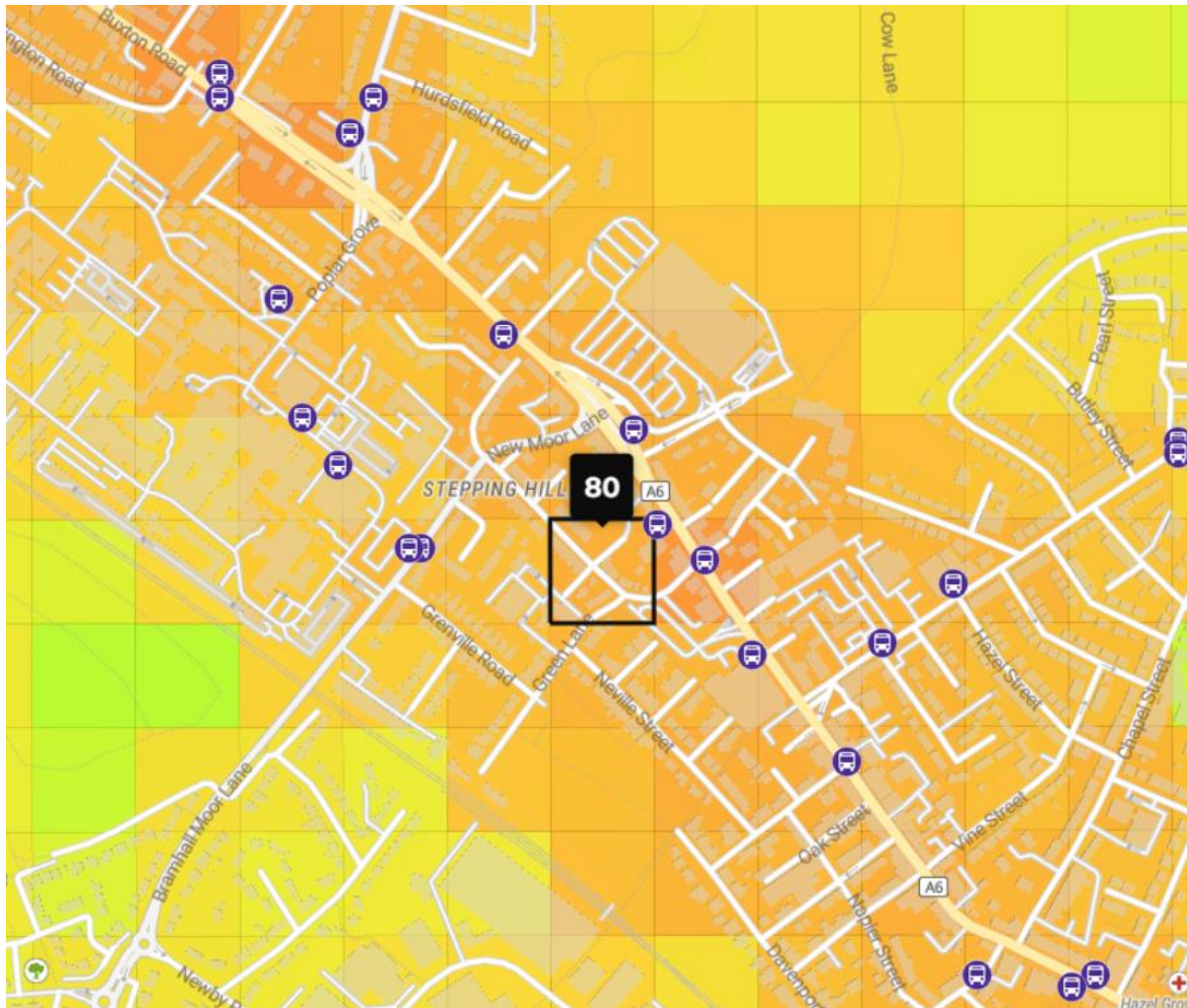
- Manchester Picadilly (2 tph)
- Buxton (2tph)

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 80 of out 100 on the DfT's Connectivity Tool reflecting its good public transport links and proximity to the key road network in Stockport.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is relatively low (100% being a very low risk score) and accessibility is high due in part to strong public transport links.

The site has average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



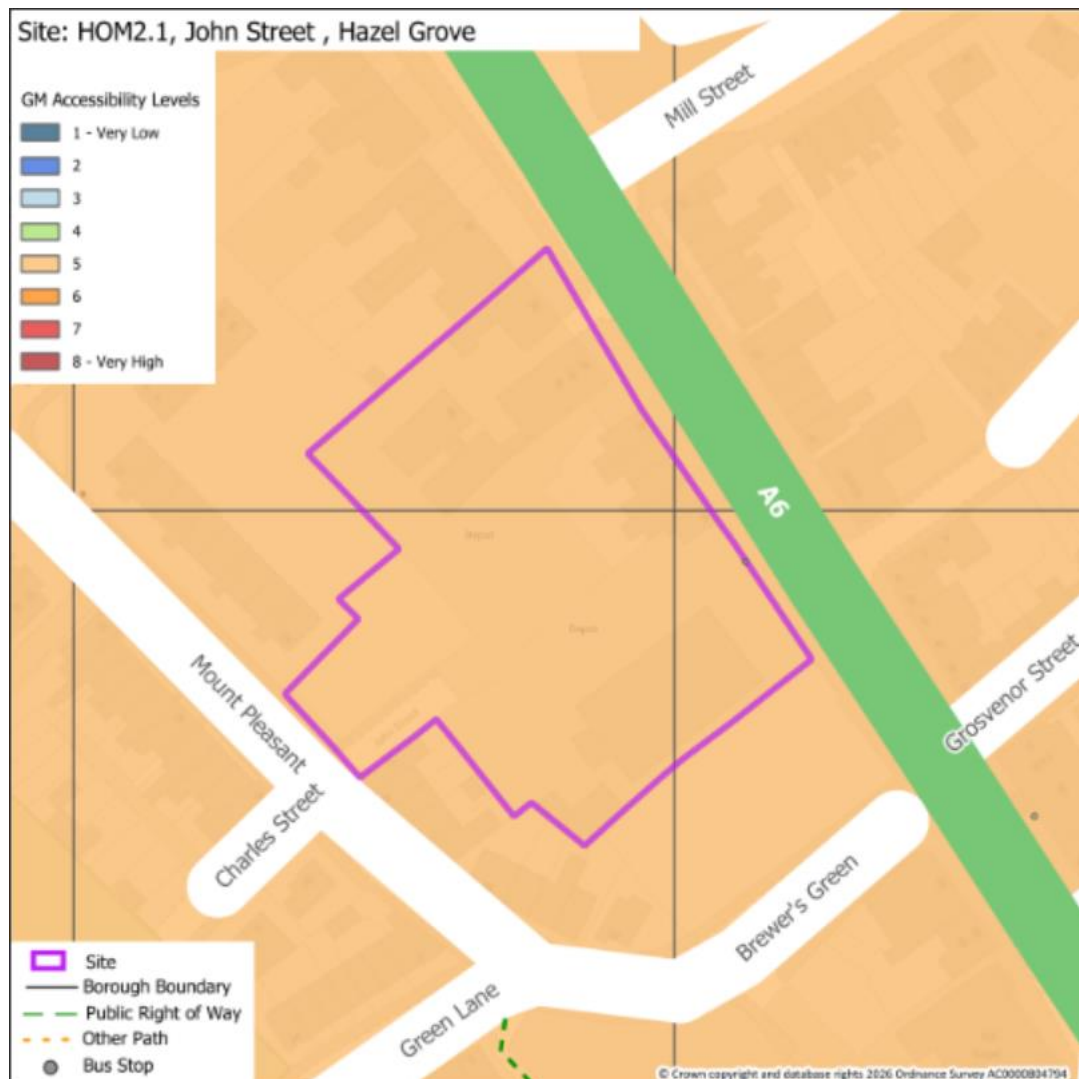
Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange. The site scores well on this metric, with a relatively high accessibility level.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

John Street is a narrow, cobbled road that has encroaching vegetation and currently provides access to the site. It junctions with Mount Pleasant, primarily a terraced residential street.

A6 London Road is a single carriageway road, providing two lanes in each direction and protected by parking restrictions. It is a heavily trafficked road which forms a key north-south route linking Manchester and ultimately Derbyshire through Stockport. It also accommodates a high frequency bus route.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Direct access from the A6 would raise serious right turn/congestion issues so access should be via an improved John Street with re-surfacing, accessible footways and drop crossings with tactile paving at the junction with Mount Pleasant.
- A No Waiting At Any Time TRO should be funded by the developer to protect junction visibility at John Street / Mount Pleasant
- Measures will be needed to keep John Street clear of parked vehicles.
- Access to the existing Toucan crossing on the A6 should be improved to current standards including provision of tactile paving and signage and generally improve crossing points on Mount Pleasant
- The footway on the site frontage to the A6 should be widened between the Toucan crossing and Mount Pleasant and the site pedestrian / cycle access to a minimum of 3.5m.
- There is an opportunity to provide pedestrian and cycle short-cut through the site from A6 to Mount Pleasant to support active travel
- Developers would need to demonstrate that proposals will not cause detrimental impact to the function and flow of nearby junctions
- Enhance bus stops in vicinity of the site (e.g. provide shelters)

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action.

They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2
- These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

Stockport Transport Strategy

In addition to the above, Stockport Council also has a number of priorities that are likely to impact on the allocation. These include:

Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport

As well as improved bus service provision for routes connecting:

- Hazel Grove – Bramhall – Heald Green – Wythenshawe

9. Summary and Conclusions

This site is an accessible site by public transport and as it is within a District Centre it has good access to local amenities. The scale of the allocation is unlikely to adversely impact the local highway network (although this will need to be demonstrated by developers).

The site scores well in relation to accessibility and TRSE, and although there are less attractive routes to local schools, school buses are available immediately outside of the allocation.

The allocation can be considered to be developable for housing with some mitigation.

HOM 2.2 Brookfield Business Park

This Locality Assessment has been developed to support the delivery of an allocation of housing at Brookfield Business Park.

1. Allocation Location and Overview

Brookfield Business Park is an area of active industrial units located in Cheadle, with the site also incorporating Demmings Industrial Estate and Bulkeley Business Centre. Current uses of units include several automotive repair and distribution businesses.

The Local Plan has an allocation of 145 dwellings for this site, replacing all existing industrial units.



Stockport Council is participating in the Government’s Growth Agenda and is working in partnership with Transport for Greater Manchester (TfGM) to develop a series of Strategic Outline Business Cases (SOBCs) across the borough. One of these is the Cheadle Economic Corridor Improvement Plan (CECIP), focused on unlocking growth, improving connectivity, and supporting regeneration within the Cheadle Heath area.

The study area for the CECIP is defined by strong physical boundaries:

- North: the M60 motorway

- West: Micker Brook
- East and South: the rail corridors that wrap around Cheadle Heath

This area includes Bird Hall Lane and the surrounding employment zones, which form the core of the proposed Cheadle Economic Corridor.

This allocation lies adjacent but not within the boundary of the Cheadle Economic Corridor.

2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with public transport links.

3. Allocation Access

Current

Vehicular Access to the Business Park is from Brookfield Road to the north, Demmings Road to the east and Old Wool Lane from the south. The junction with Demmings Road is wide, at approximately 14 metres.

Pedestrian and cycle access is also provided for to the south on Old Wool Lane, with access controls in the form of bollards in place.

Proposed

There are not currently any proposals for the entirety of the site, although there is an application for 37 homes that proposes access from Demmings Road that pertains to the north-east corner of the allocation.

It is assumed that a new junction at the existing site access location on Brookfield Rd will be provided to access to western half of site. This will need No Waiting At Any Time parking restrictions adjacent and opposite to facilitate access.

Access onto Demmings Road is assumed for the eastern half of site.

A third access could be introduced on the southern side onto Old Wool Lane, however this is narrow and unadopted and it should be stipulated that only pedestrians and cyclists would use this route.

It is considered, given the relatively low traffic volumes on Brookfield Road and Demmings Road, that simple priority junctions would be adequate to serve development. In design of the junctions, consideration should be given to providing pedestrian priority over the junction, possibly in the form of 'continuous footways'.

Off Site Traffic Impact

The site may have a traffic impact at the junctions of Brookfield Road with Demmings Road, Demmings Road with Councillor Lane and Orrishmere Road with Cheadle Road. Any applicant should provide analysis of traffic impact at these locations. Such analysis may take account of existing traffic generation associated with the existing industrial use of the site. Given this, it is considered unlikely that impact will be material but if it is then mitigation measures may be needed which might be provided as below.

At the junction of Brookfield Rd / Demmings Road mitigation could take the form of widening the exit from Brookfield Road to provide two exit lanes. There is space within the Highway boundary to do this.

At Demmings Road / Councillor Lane traffic mitigation might take the form of improvement to the existing priority junction by addition of a right turn lane from Councillor Lane and / or widening of the exit from Demmings Road to provide two exit lane. It might alternatively take the form of signalisation of the junction. Either is considered possible within the existing Highway boundary.

At Orrishmere Road / Cheadle Road mitigation might take the form of the provision of traffic signals. There is room within the existing Highway boundary to do so.

4. Multi-modal accessibility

Walking and Cycling

Footways and street lighting are provided on both sides of Brookfield Road and Demmings Road. The east-west section of Old Wood Lane that forms the southern boundary of the site is unlit (although illumination is provided by external lighting on adjacent buildings) and does not have a footway.

There is a shared use pedestrian-cycle way on Demmings Road, with a Tiger Crossing in place adjacent to the site. This forms part of Cycle Route 558, which links Heald Green and the TransPennine Trail. Demmings Road also provides access to a traffic-free shared cycleway and footpath alongside the Mickerbrook called Ladybrook Valley Cycle Path, which links to Cheadle Hulme.

Brookfield Road is subject to traffic calming in the form of speed humps.

Active Travel Access to Schools

The catchment Primary School is Meadowbank Primary, 0.4 miles (650m) along Brookfield Road, Demmings Road and Councillor Lane on good footways, although there is pavement parking on Brookfield Road.

The catchment High School is Kingsway School (measurements to Foxland Road site) 1.2 miles (1.93km) from the allocation along Brookfield Rd, which has generally good footways with some pavement parking, an off-road section through Brookfields Park and then Broadway which has good footway provision. Cyclists would likely use the same route, which are generally quieter roads with traffic-free sections.

Whilst not currently in catchment, Laurus High School is located 1km to the south of the site, accessible from Old Wool Lane on good footways. The crossing of Cheadle Road at Old Wool Lane to access the school is currently uncontrolled, given traffic speeds and volume on the road current standards would require this to be a controlled facility. It is likely that cyclists would also use Old Wool Lane to cycle to school, as it is a quieter route, so the crossing should also provide for cycles.

Active Travel Access to District Centre

The most direct walking and cycling route to Cheadle District Centre is likely to be via Brookfield Road and Oak Road (via a footpath between Brookfield Road and Chestnut Avenue for pedestrians), both residential streets with footways and traffic calmed. To meet current standards for safety and amenity the path from Brookfield Rd to Chestnut Ave should be widened and lit.

There is a lack of cycling facilities in Cheadle District Centre itself, however there is cycle parking in the form of Sheffield loops.

There are also several shops and hot-foot takeaways approximately 750m away on Councillor Lane, which will be accessed via footways on Demmings Road and Councillor Lane, with a Sparrow Crossing in place on Councillor Lane.

Bus

The nearest bus services can be accessed from Councillor Lane, approximately 200m from the site, east of the Councillor Lane/Demmings Road junction. These are flagpole only style bus stops with poor access and facilities. Both the 309 and 312 provide access to Stockport Town Centre as well as other district centres such as Cheadle Hulme and Edgeley.

Service	Route	Frequency (approx.)	Operator
---------	-------	---------------------	----------

309	Stockport-Adswood- Cheadle-Edgeley circular	Every 60 mins	Bee Network
312	Stockport-Adswood- Cheadle-Cheadle Hulme circular	Every 30 mins	Bee Network

These services can be used to access Kingsway High School, approximately 6-7 mins by bus. In addition, dedicated school bus services 811, 818, 860 and 877 can be used to access schools in the area.

More frequent bus services are also accessible from A560 Stockport Road, approximately 650m to the north of the allocation. Service 11 provides regular service (every 20 mins) between Altrincham and Stockport Town Centre via Wythenshawe. Service 310 is also an hourly circular in the opposite direction to the 309 whilst the 370 provides an hourly service between Stockport Town Centre and Altrincham via Northenden and Timperley.

Rail

There is no rail station in the immediate vicinity of the site. The nearest rail station to the allocation is Cheadle Hulme Station, approximately 1.7km south of the site, which is outside of what could be considered reasonable walking distance.

There is a car park at Cheadle Hulme Station, which can provide split car-train journeys, although the station car park here has been allocated for housing as part of site HOM 2.9. It provides regular services into Stockport and Manchester as well as Alderley Edge, Stoke and Crewe to the south.

Gatley Station (2km) and East Didsbury Station (2.5km) also have car parking available (East Didsbury primarily at the Metrolink Park and Ride). They provide regular services into Manchester and Liverpool.

Metrolink

East Didsbury Metrolink station has a Park and Ride car park approximately 2.5km from the allocation. If undertaking a split active travel/car-rail journey, this enables access to regular services linking to destinations across Greater Manchester.

Proposed

Existing sustainable travel infrastructure in the vicinity of the allocation is relatively good,

although as part of any development at this allocation, contributions should be made towards providing enhancements to public transport and walking and cycling routes. An improved continuous Public Right of Way should be created through the site with connections on all sides of the site to ensure active travel permeability.

Walking and Cycling

The Ladybrook Valley Cycle Path is subject to improvements which will likely be completed in 2026. This will result in a continuous traffic free, accessible and lit route from Cheadle to Hazel Grove.

Rail

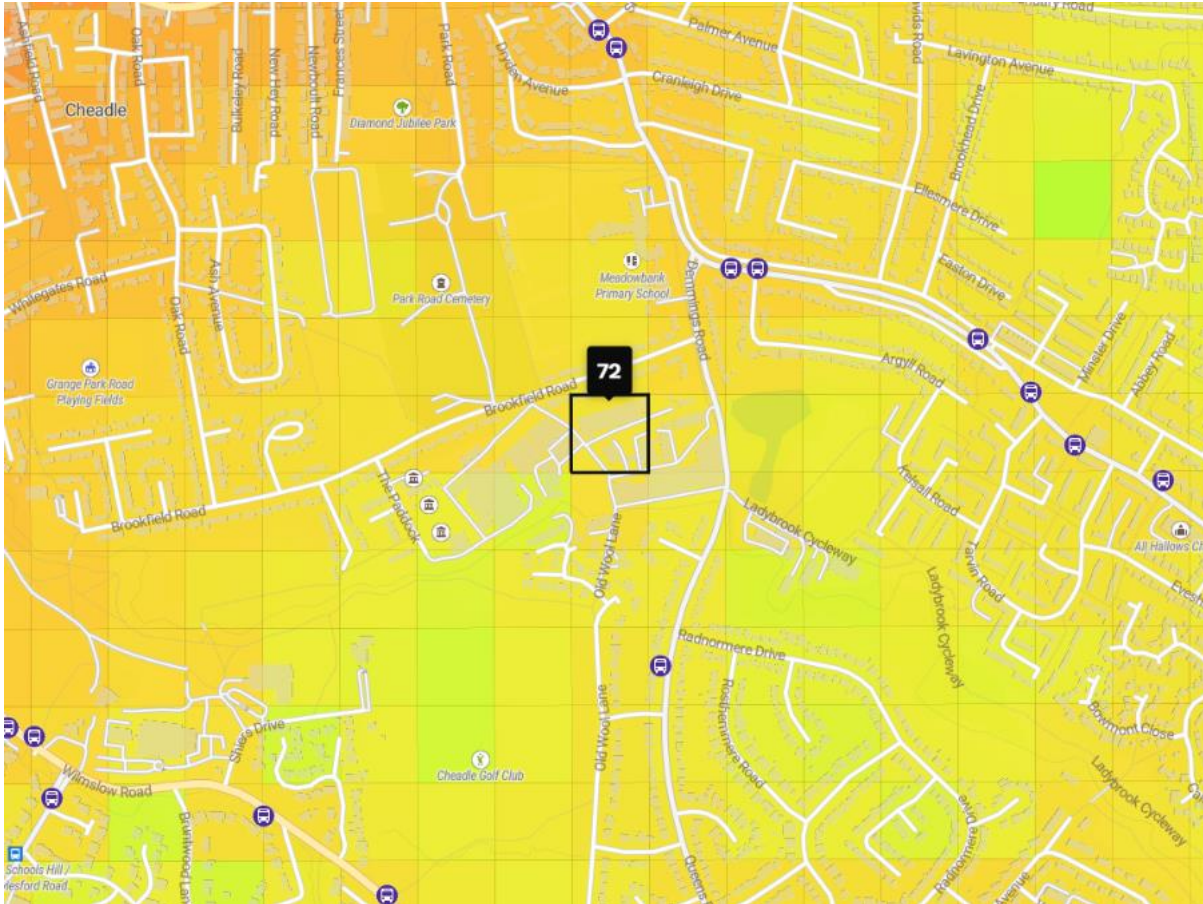
A new rail station in Cheadle is proposed and has secured funding. The proposed site is in Cheadle village centre and is approximately 1km from the allocation. If delivered, this would initially provide an hourly service between Chester and Manchester via Stockport.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 72 of out 100 on the DfT's Connectivity Tool reflecting in part its proximity to the Strategic Road Network.

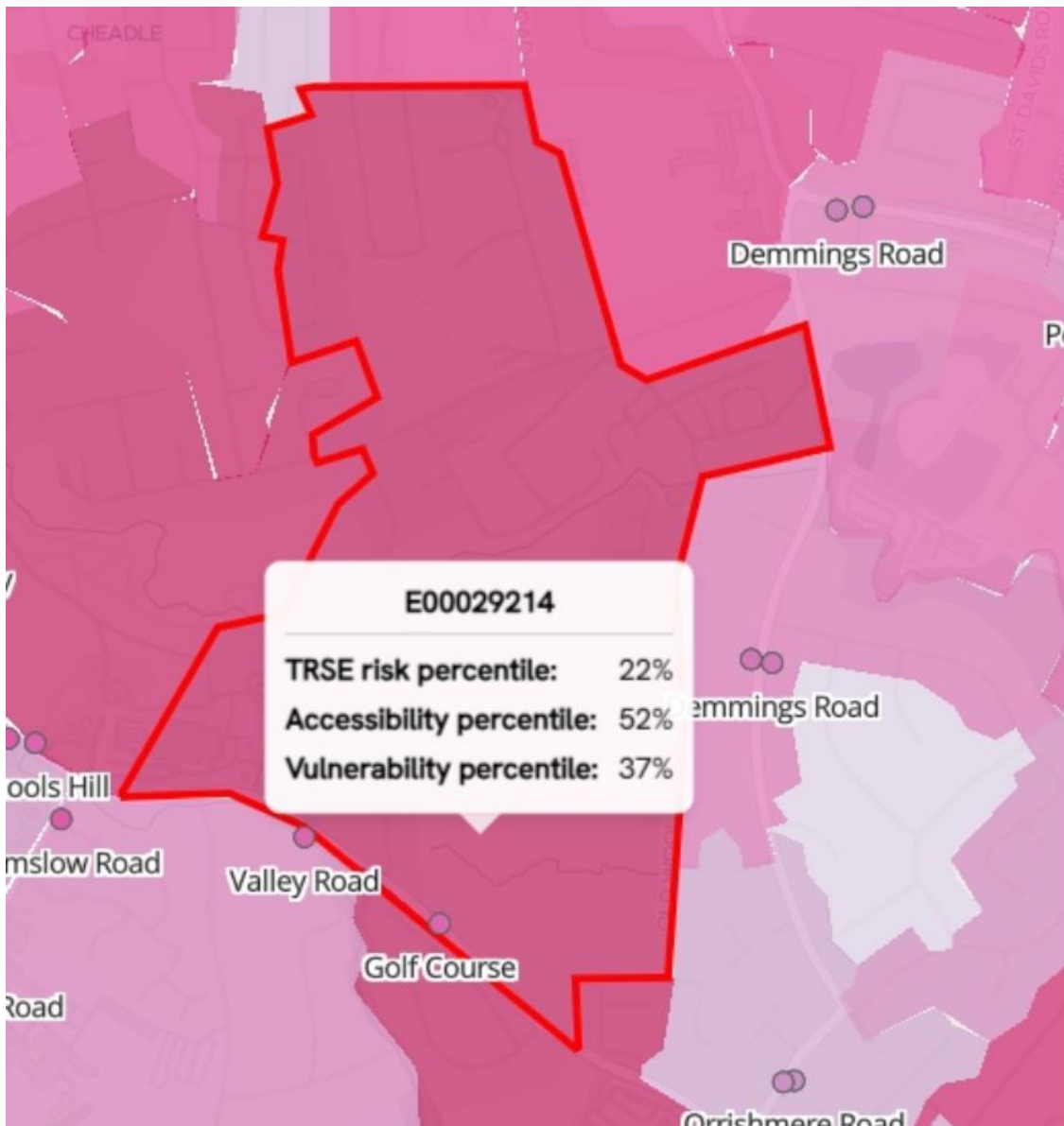


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is relatively high (100% being a very low risk score) and accessibility is average.

The site has relatively high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;

- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site scores relatively low on this metric, reflecting distance from a rail station and the infrequent bus services in the vicinity of the allocation.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

The site is currently used for parking associated with businesses, however this demand would be negated by the change of use.

6. Current Highway Capacity Review

Brookfield Road and Demmings Road are both local two-lane single carriageway roads which primarily provide access to adjacent residential areas. Demmings Road, which continues to Queens Road, is a locally important north-south link between Cheadle and Cheadle Hulme. There is traffic calming in place on Queens Road and Brookfield Road. Brookfield Road/Demmings Road junction is a priority junction.

There is a 7.5 tonne weight restriction on the bridge on Demmings Road over the Mickerbrook. This bridge is scheduled to be replaced in 2026 as it has reached the end of its operational life. Councillor Lane is also a two-lane single carriageway road which provides a link between A560 Stockport Road in Cheadle and Adswood and Cheadle Hulme.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- The allocation will require several new or improved access points, which should be provided in the form of priority junctions, dropped kerbs and tactile paving.
- The development should link into adjacent cycling infrastructure such as Cycle Route 558.
- Public Footpaths that currently route through the site should be retained and/or enhanced and ensure that all four sides of the development remain connected.
- Traffic calming could be extended from Queens Road to the Demmings Road/Councillor Lane Junction.
- An improved crossing point on Demmings Road should be provided immediately north of the bridge to accommodate pedestrian movement from the site to the Ladybrook Valley path.
- Provide shelters and other improvements to the bus stops on Councillor Lane including a controlled crossing to access eastbound services. The frequency of services from Councillor Lane should be increased from current levels

- Widen to 3m and provide lighting on the path connecting Demmings Road to Chestnut Avenue to improve walking and cycling access to Cheadle District Centre.
- Provide a controlled Toucan or Sparrow type crossing on Cheadle Road at Old Wool Lane to improve access to the High School and College.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating East Didsbury, Gatley, Cheadle Hulme, Stockport and other stations (including the new station at Cheadle if delivered) into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- New Rail Station at Cheadle
- Metrolink Extension to Stockport – extension from East Didsbury terminus to Stockport Town Centre (alignment TBC)
- A34 Handforth-Cheadle Improvements Phase 1
- Stockport Rail Station redevelopment

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037):

- Cheadle Economic Corridor Improvement Package
- Metrolink tram-train Stockport to Airport (passing through Cheadle)

Explore and develop (Longer term future schemes):

- A34 Handforth-Cheadle Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

9. Summary and Conclusions

The allocation is located relatively close to local schools and Cheadle District Centre with reasonable walking and cycling facilities in the vicinity of the site. The site is well located for access to the wider highway network and is close to the Strategic Road Network.

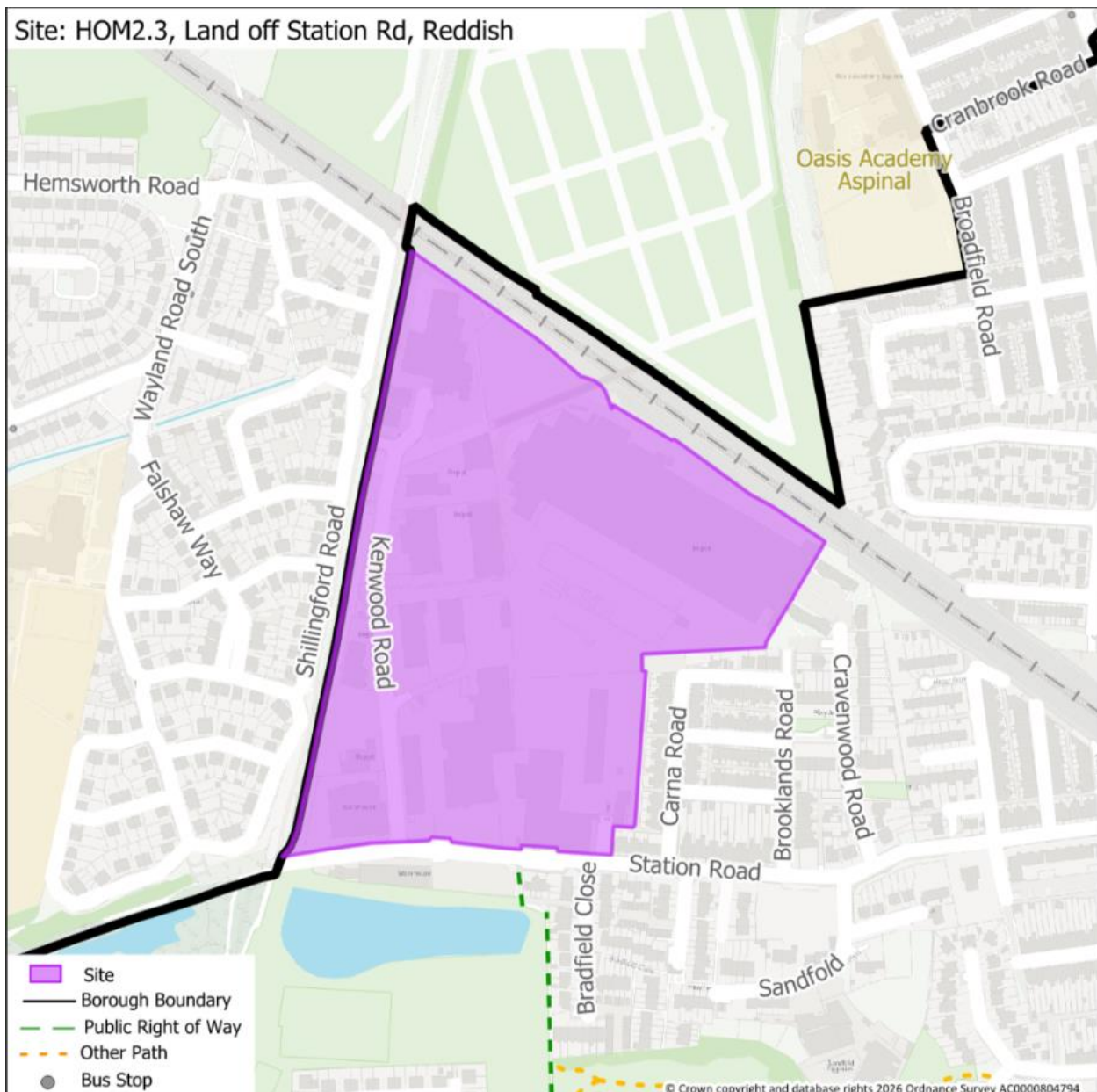
The lack of proximity to a rail station means that the allocation is reliant on buses for access to public transport. However, whilst there are bus stops and associated services in the vicinity of the site, associated services are infrequent. This has impacted on accessibility metrics for the locality. With mitigation, the allocation can be considered to be developable for housing.

HOM 2.3 Station Road, Reddish

This Locality Assessment has been developed to support the proposed allocation of housing off Station Road, Reddish as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 180 dwellings for this site, which is located in North Reddish and accessed from Station Road. There are a number of active and disused industrial units on the site, most of which are accessed via Kenwood Road within the proposed allocation, which has a priority junction with Station Road.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with strong public transport links.

3. Allocation Access

The allocation can be accessed from Kenwood Road via Station Road. Station Road is fronted by industrial units and terraced housing, whilst Kenwood Road provides access to many large industrial units.

Station Road has a signalised junction and controlled crossings with B6167 Gorton Road, which is the key north-south route through Reddish, ultimately linking Gorton and Stockport Town Centre.

A new access off Station Road or Kenwood Road is possible for this site. Emergency access may be required from Shillingford Road, which is within Manchester City Council's boundary.

4. Multi-modal accessibility

Walking and Cycling

The allocation has the Fallowfield Loop on its western boundary, an 8-mile off-road cycle path, pedestrian and horse-riding route from Chorlton-cum-Hardy through Fallowfield and Levenshulme to Gorton and Fairfield in Manchester.

Sections of Station Road and Kenwood Road lack a footway or have a narrow footway, which makes it an unattractive environment for pedestrians.

There is a Public Right of Way (103S) to the south of the allocation that links Station Road to a network of footpaths linking the site to North Reddish Park and other parts of Reddish. A bridge spans the Fallowfield Loop and is restricted for general traffic but provides pedestrian and cycle access between Reddish and Leverhulme.

The pedestrian route for Vale View Primary School (the catchment school) is approximately 0.9 miles (1.4km) along Station Road, on footways that are very narrow in places with steep crossfall

and with steep approaches on either side of the bridge, then along Gorton Road on good quality footways, crossing at the lights to Longford Road. The route continues on good footways through the estate to the school. An alternative route, for walking and cycling, could be improved and is described below.

Reddish Vale High School is 1.6 miles (2.6km) walk along Station Road on footways that are very narrow in places with steep crossfall. The route over the railway bridge is quite steep, although it continues on good footways along Gorton Road with a signalised crossing over Longford Rd West and a signalised crossing over Gorton Road near the turn off for Luton Road. The route continues along Luton Road which has a problem with pavement parking. The route then continues through the estate and across the railway bridge on Lambeth Road to Reddish Vale Road, which has broad footways.

Cycling to Reddish Vale High School 1.6 miles (2.6km) ride, is currently along Station Road and Gorton Road which has no cycling facilities and does not comply with LTN 1/20. It then turns off onto Luton Road and through a short cut-through which is around 2.5m wide. It then continues across the railway bridge and along quiet estate roads to the school. An alternative route, for walking and cycling, could be improved and is described below.

Pedestrian access to Reddish District Centre is via Station Road (with aforementioned issues) and continues on good footways along Gorton Road with a signalised crossing over Longford Road West.

Cycling access currently cannot be provided to LTN 1/20 standards, so mitigation may be needed as described below.

There are various shops, amenities and hot food takeaways available on B6167 Gorton Road.

Bus

The nearest bus services to the west of the allocation are in Levenshulme on Wayland Road South, and provide a half hourly service between Newton Heath and Chorlton via Gorton and Didsbury. The bus stops are flagpole-only. These services would require crossing the Fallowfield Loop via Station Road, which is unlit on that section.

There are also bus stops on the B6167, which are more accessible for the east of the site (and more accessible generally given the lack of lighting and a direct route for the Levenshulme bus stops).

Services (in each direction) include:

- 203 Manchester City Centre-Stockport (6ph)
- 42A Picadilly Gardens to North Reddish (2ph)

Routes to these bus stops from the allocation are likely to be adjacent residential streets including Station Road, which are lit and provide footways, although consideration should be given to enhancing routes and ensuring site permeability for pedestrians and cyclists. Footways on Station Road that are very narrow in places with steep crossfall. The route up and over the railway bridge is quite steep. These bus stops provide shelter, seating and raised kerbs.

Rail

The nearest railway station is Reddish North, approximately 500m from the site off Gorton Road. It has some step-free access and sheltered waiting areas. The same issues with footway quality on Station Road with regards to buses apply on pedestrian routes to the station. There is a signalised crossing at the junction of Station Road / Gorton Road. on the station approach there is only footway on one side. There are controlled crossing facilities for pedestrians to access the station at the Station Road/Gorton Road junction.

There are no cycling facilities at the junction of Station Road / Gorton Road.

The following typical day-time services can be accessed from Reddish North:

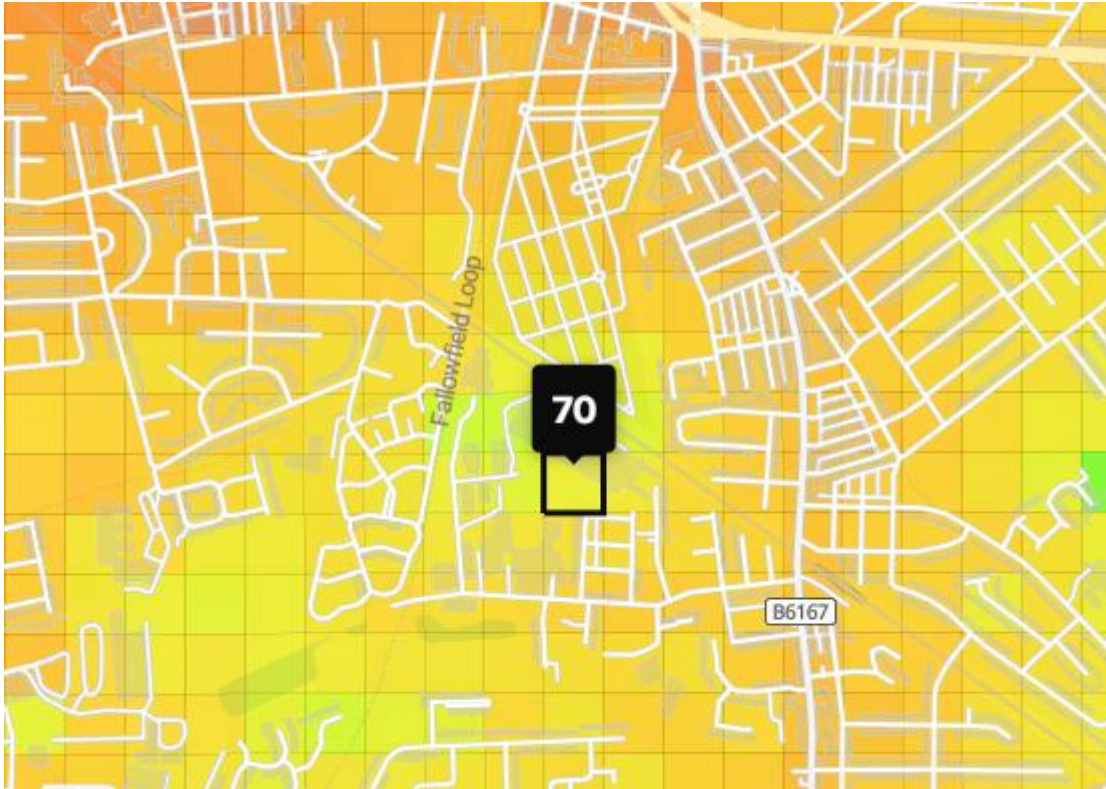
- Manchester Picadilly (2 tph)
- New Mills Central (1 tph)
- Sheffield (1 tph)

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 70 of out 100 on the DfT's Connectivity Tool reflecting in part its proximity to regular rail and bus services.

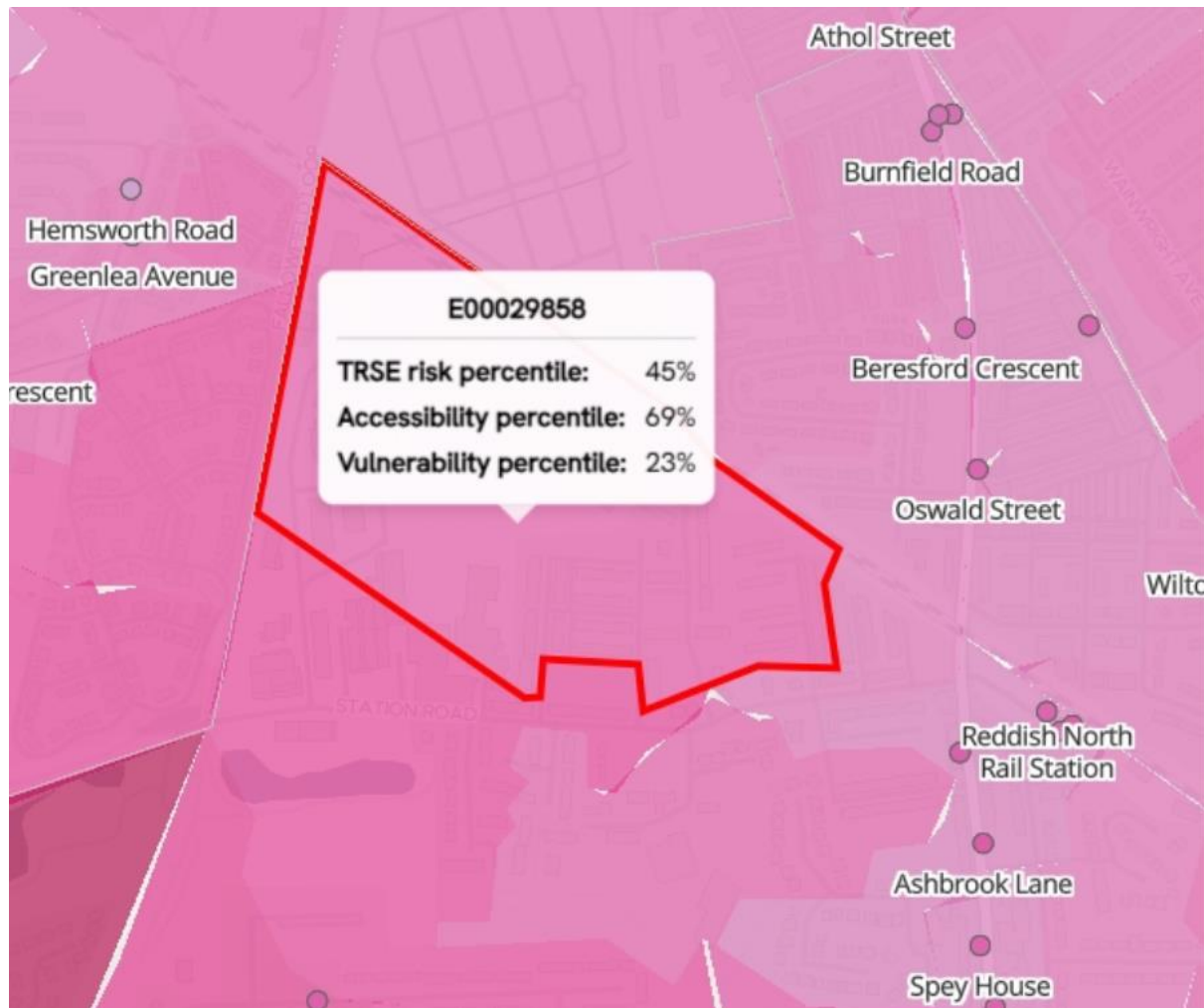


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average and accessibility is high due in part to strong public transport links.

The site has high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

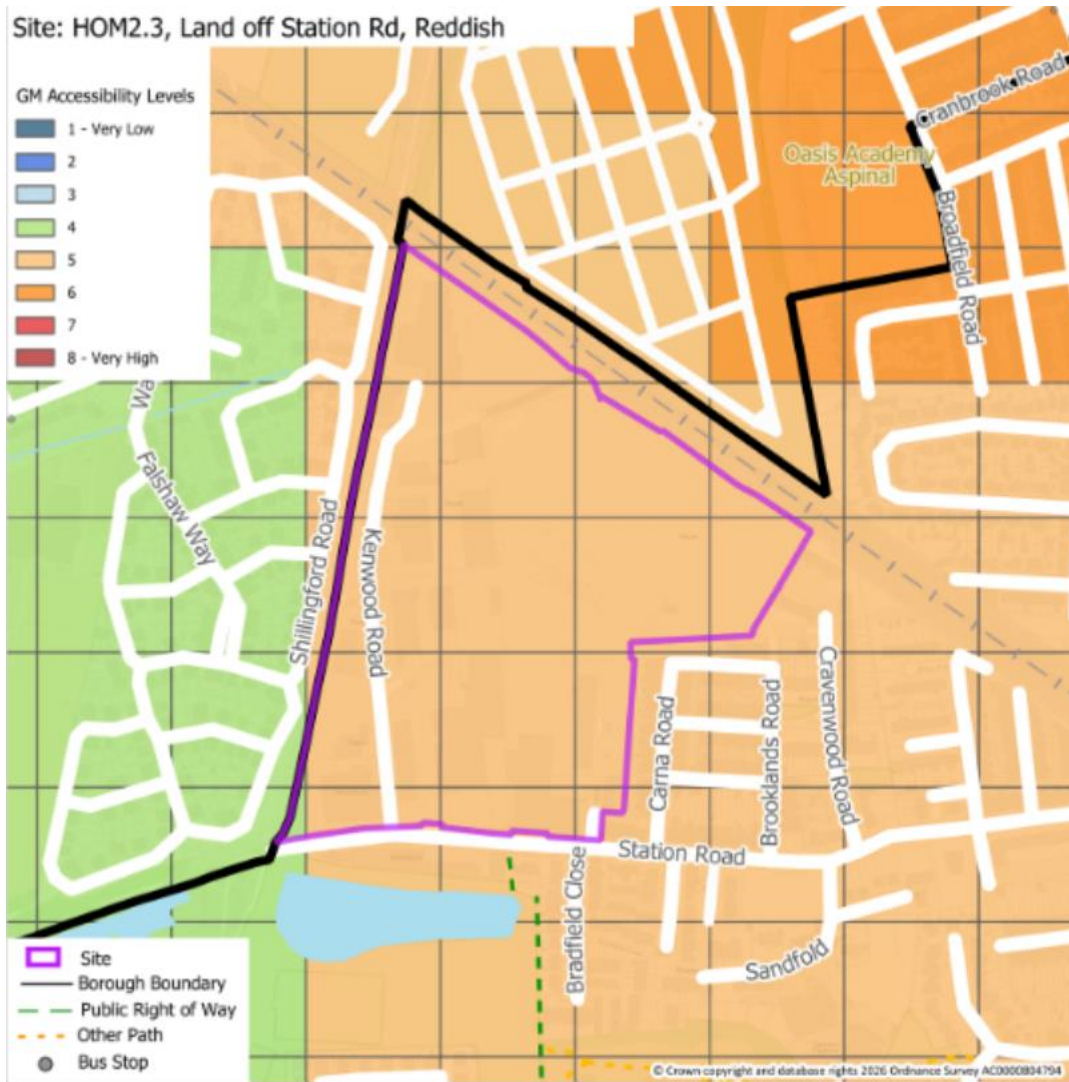
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site scores relatively high on this metric, reflecting the proximity of the rail station and regular bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Station Road is relatively narrow two-lane single carriageway road fronted by terraced housing and industrial units. Footways are also narrow. Echelon parking is provided opposite some industrial units and there is guardrail on associated sections of footway. The road is used extensively by HGVs, which would be expected to reduce significantly if industrial units were replaced by housing.

Station Road has a signalised junction with Gorton Road which has pedestrian crossing facilities. Kenwood Road and Durham Street provide access from Station Road to industrial units. Both have narrow footways and Durham Street has a cobbled surface. Footway parking is common for both HGVs and cars.

Gorton Road is part of the B6167 which runs from Gorton to Stockport. It is a heavily trafficked road and frequent bus route. It experiences significant peak hour congestion.

7. Treatment of Cumulative Impacts

A planning application has been submitted for up to 200 dwellings based around the Secret Lake in Manchester, with the site straddling both Manchester and Stockport. Access to the site is proposed from Station Road via an improved crossing on the bridge over the Fallowfield Loop. Traffic associated with the development will all be required to use the B6167 Gorton Road/Station Road junction to access or egress the site.

Therefore, both developments should be considered cumulatively.

8. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- The allocation will require several new or improved access points, which should be provided in the form of priority junctions, dropped kerbs and tactile paving. Consideration should be given to pedestrian priority across access points / junctions including possible use of 'continuous footways'.
- Emergency access will need to be facilitated via Shillingford Road, which is in Manchester City Council control
- Analysis will be needed of the Station Road/B6167 Gorton Road junction to determine if mitigation measures in respect of traffic impact will be required. Analysis may take account of existing industrial traffic generation from the site.
- Improvements will be needed to walking and cycling connections to the site. In particular the following should be examined:
- Access to North Reddish Park and Houldsworth Square shopping area.

- Potential should be explored to improve a footpath route from Station Rd to Browning Road including widening and surfacing as a potential foot and cycle route. The route follows quiet streets and a potential off carriageway route on Longford Road West. It then then joins Harrogate Rd / St Elisabeth's Way on good footways past the park. It continues on an off-road path towards Leamington Road and on good footways to Houldsworth Square. A path connection from this route provides access to North Reddish Park, with potential to improve the link from Gorton Rd to the Browning Road path.
- Access to Vale View Primary School and Reddish Vale High School.
- A route, suitable for walking and cycling, could be improved. The crossing of Gorton Road at Station Rd could be upgraded to a Toucan and use an existing connection to Criterion St. Alternatively, a connection via Brighton Ave and a new crossing of Gorton Rd could provide this link. Criterion St, Middleton Rd and Lindfield St could be subject to minor measures to improve cycle and pedestrian safety and improvements can be made to the Windmill Lane / Longford Rd / Mill Lane junction to improve routes for walking and cycling. The onward connection to the High School can be provided via Harcourt Street, Marland Crescent, Hardman Rd, Tonbridge Rd, Lingard St and Lambeth Rd which connects to the school entrance via an existing foot / cycle bridge over the railway. The entire route would need improvement but most measures would be relatively minor in nature including traffic calming, junction protection and improved crossings.
- Improve and retain active travel connections to the Fallowfield loop and enhance PROW 103S

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Access for All Improvements at North Reddish Station (to be delivered by 2032)
- Active travel improvements of the A6 Stockport-Manchester (to be delivered by 2032)
- M60 SE Junctions Study (further exploration required)

Stockport Council's draft Transport Strategy also has a number of proposed interventions that relate the wider area including:

- Quality Bus Transit and Bus Networks Improvements on Gorton Road
- Enhanced Bus Service Provision Improved bus service provision for routes connecting Reddish – Heaton Chapel – Heaton Mersey – East Didsbury
- Tram-Train Stockport to Tameside: Operation of tram-train services on the existing rail link via Reddish South and Denton which is currently underutilised for passenger travel, improving connectivity with Tameside.
- Station Accessibility Programme (Tranche 1 Stations): Prioritised delivery programme to make all Greater Manchester's rail stations accessible to everyone by 2040. Tranche 1 is set to include Reddish North.

10. Summary and Conclusions

The site is well served by public transport, with regular bus and train services to Manchester and Stockport Town Centre. However, pedestrian and cycle links to public transport nodes need to be improved and the development needs to ensure site permeability and good access to Gorton Road. The development will also need to provide cycle and pedestrian links into the adjacent Fallowfield Loop.

Modelling shows that the allocation will impact on the B6167 Gorton Road/Station Road junction and will now exceed capacity. Proposals will need to show that this has been mitigated by improvements and if required additional accesses introduced.

With mitigation, the allocation can be considered to be developable for housing.

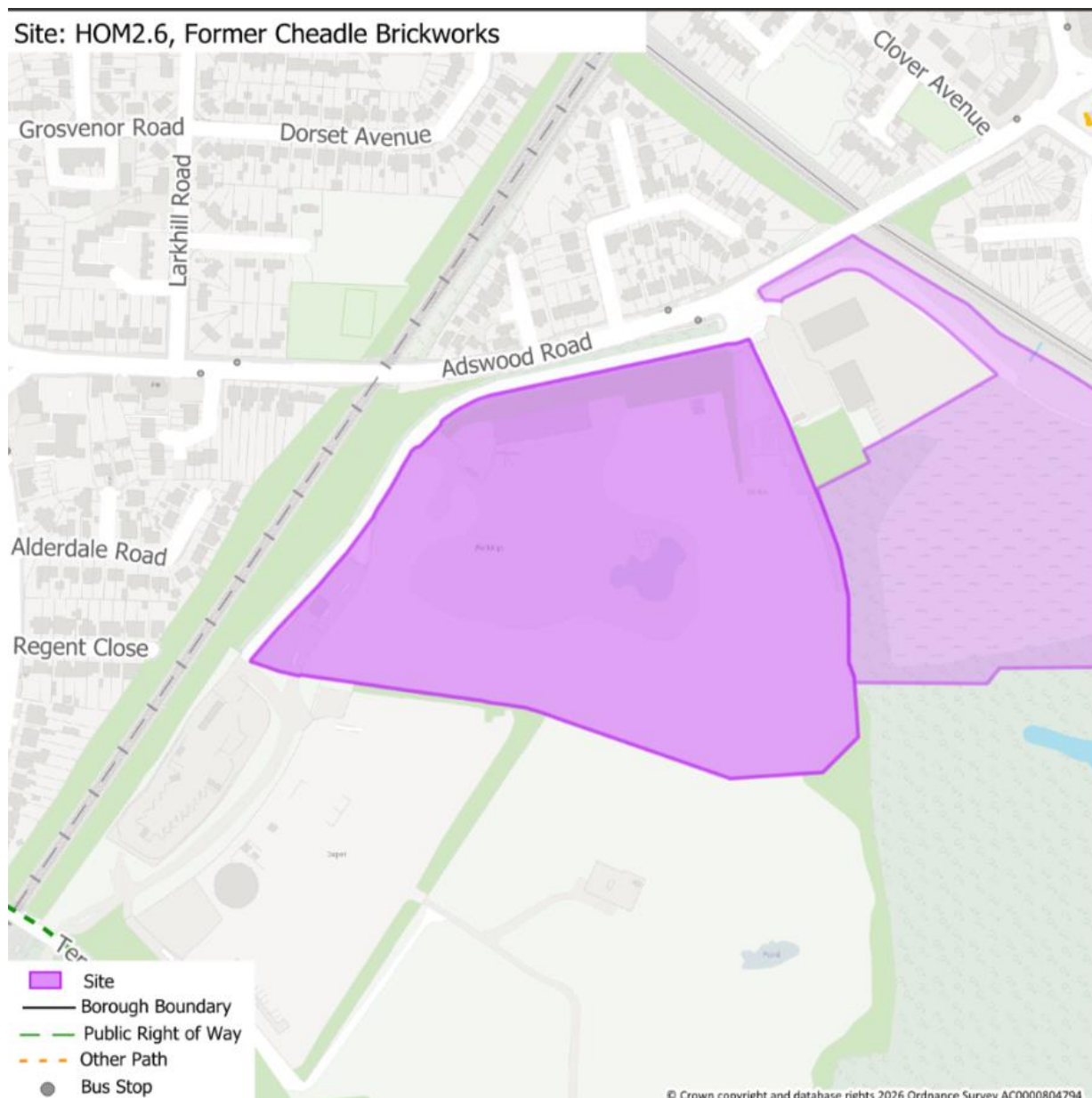
HOM 2.6 Former Cheadle Brickworks

This Locality Assessment has been developed to support the proposed allocation of housing at the Former Cheadle Brickworks as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Former Cheadle Brickworks is located on Adswood Way off Adswood Road, adjacent to Adswood Recycling Centre and a Jewson Building Materials Store. It is currently a disused brownfield site.

The Local Plan has an allocation of 300 dwellings for this site, which is adjacent to allocation HOM 2.8.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with strong public transport links.

3. Allocation Access

Current

The site is accessed directly from Adswood Way, which in itself can be accessed from Adswood Road. Adswood Way provides access to Adswood Recycling Centre and Jewson as such experiences regular traffic throughout the day, including large HGVs and Refuse Collection Vehicles. It is unadopted, has no footways, no lighting, has poor drainage and is in very poor condition. At busy times queuing traffic associated with the recycling centre backs up towards Adswood Road.

Adswood Road/Adswood Way junction is very wide and uneven. There is a pedestrian refuge on Adswood Road with tactile paving and dropped kerbs. There are levels and topography challenges associated with the site. The junction was constructed in approximately 2005 to accommodate the proposed 'Airparks' development for airport car parking that has never been occupied for that purpose. Design and construction of the junction was heavily influenced by the presence of underground services.

Adswood Road is on a wide alignment to the west of the existing site entrance with existing ghost island right turn lanes, refuges and verges potentially capable of accommodating improved pedestrian and cycling facilities. To the east of the existing site entrance the road narrows considerably over the railway bridge and has no scope to accommodate improved cycle facilities in the direction of the Town Centre. There is, however, an additional, disused railway bridge to the south which could potentially be brought back into service to provide an LTN 1/20 compliant cycle route towards the Town Centre.

4. Multi-modal accessibility

Walking and Cycling

There are no walking and cycling facilities on Adswood Way, with no footway or lighting. At the Adswood Way/Adswood Road priority junction there is a pedestrian refuge in place across

Adswood Way, with dropped kerbs and tactile paving. There is a further pedestrian refuge in place on Adswood Road immediately east of the junction.

There are no cycle facilities in place in the vicinity of the site.

The catchment school is Adswood Primary, which is a distance of 0.6 miles (1km), along good footways. The catchment High School is Cheadle Hulme High School. It is a 2.25 mile (3.6km) walk along Adswood Rd, (on good footways although they are narrow in places with pavement parking issues), Ladybridge Road (on good footways but on a fairly steep route, then along an off-road path alongside the railway), past Cheadle Hulme station and eventually joining Hulme Hall Road. The route then follows Hulme Hall Road on narrow footways towards Wood Lane and the school. There are very limited cycle facilities to the high school, which would require cycling on busy roads which are not considered safe or suitable.

Access to Cheadle Hulme District Centre on foot or cycle is likely to be via Adswood Road and Ladybridge Road via footways, which are slightly narrow on sections of Adswood Road. There is a free car park adjacent to the station for split journeys, however this is allocated for housing as part of allocation HOM 2.2.

Bus

The nearest bus services can be accessed from Adswood Road immediately west of the Adswood Road/Adswood Way junction. There are bus stops with shelters and raised kerbs in place on either side of the carriageway. There is no controlled crossing to access the eastbound stop. The following services are provided at these stops:

Service	Route	Frequency (approx.)	Operator
309/310	Stockport-Adswood-Cheadle-Edgeley Circular	60 mins	Bee Network
313	Manchester Airport-Stockport	30 mins	Bee Network

Alternatively, there are bus stops on Ladybridge Road served by Service 368 (15 min. frequency), which is 0.4 miles (640m) from the centre of site. An improved crossing on Ladybridge Road would assist access to the site. 368 and 313 provide access to Cheadle Hulme District Centre.

Rail

The nearest site to the allocation is Cheadle Hulme Station, approximately 1.5km to the south of the site. There are frequent services into Manchester Picadilly as well as Alderley Edge, Stoke and Crewe (as well as intermediate stations). All services are operated by Northern.

The station has four platforms, a staffed ticket office, lifts and a pedestrian bridge to access all platforms. There is access to the station from Station Road (stepped) and ramped access from a car park.

Destination	Typical daytime trains per hour (3tph)
Manchester Picadilly	3tph

Stoke	1tph
Crewe	1tph
Alderley Edge	0.5tph

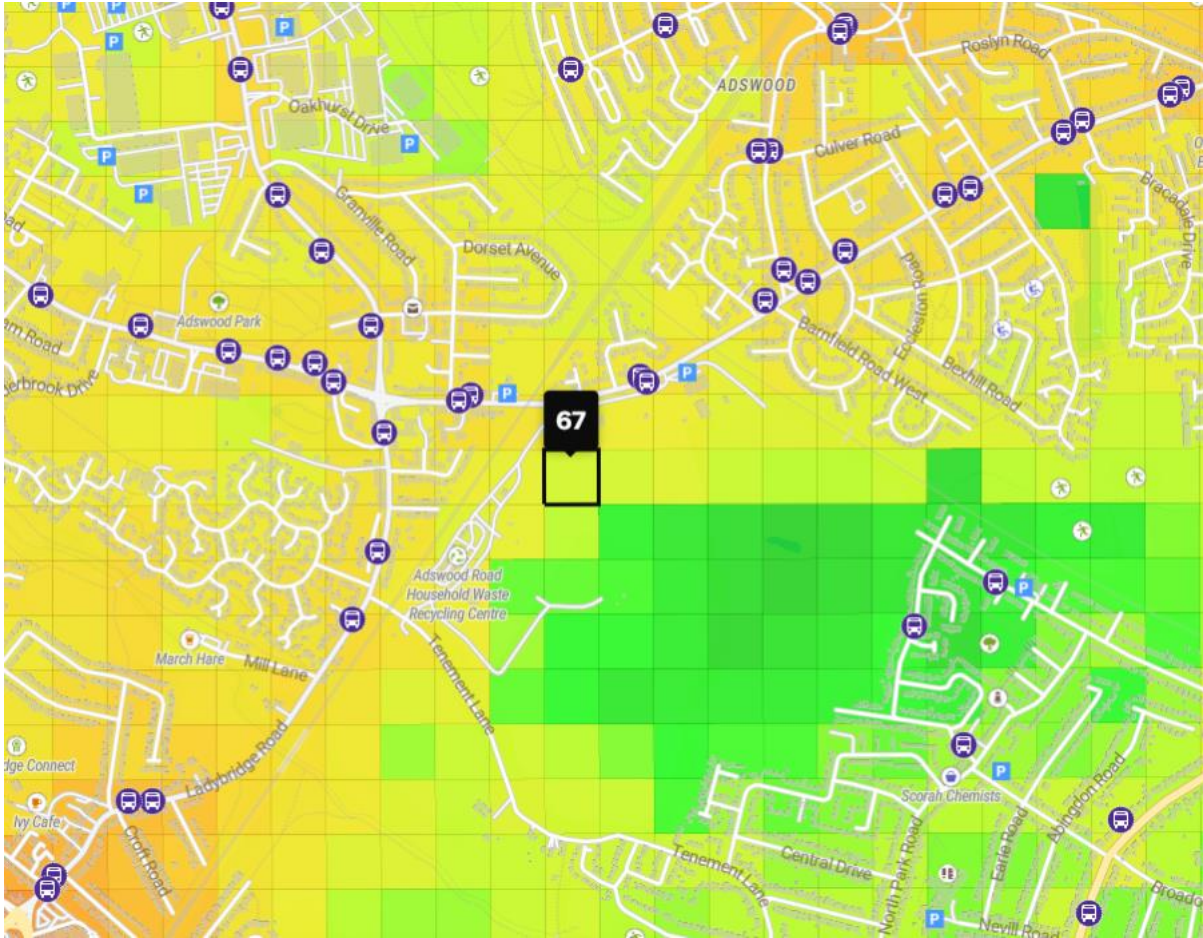
Access to the station on foot or cycle is likely to be via Adswood Road and Ladybridge Road via footways, which are slightly narrow on sections of Adswood Road. There is a free car park adjacent to the station for split journeys, however this is allocated for housing as part of allocation HOM 2.2.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 67 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects distance from the Strategic Road Network and District Centres and irregular bus services.

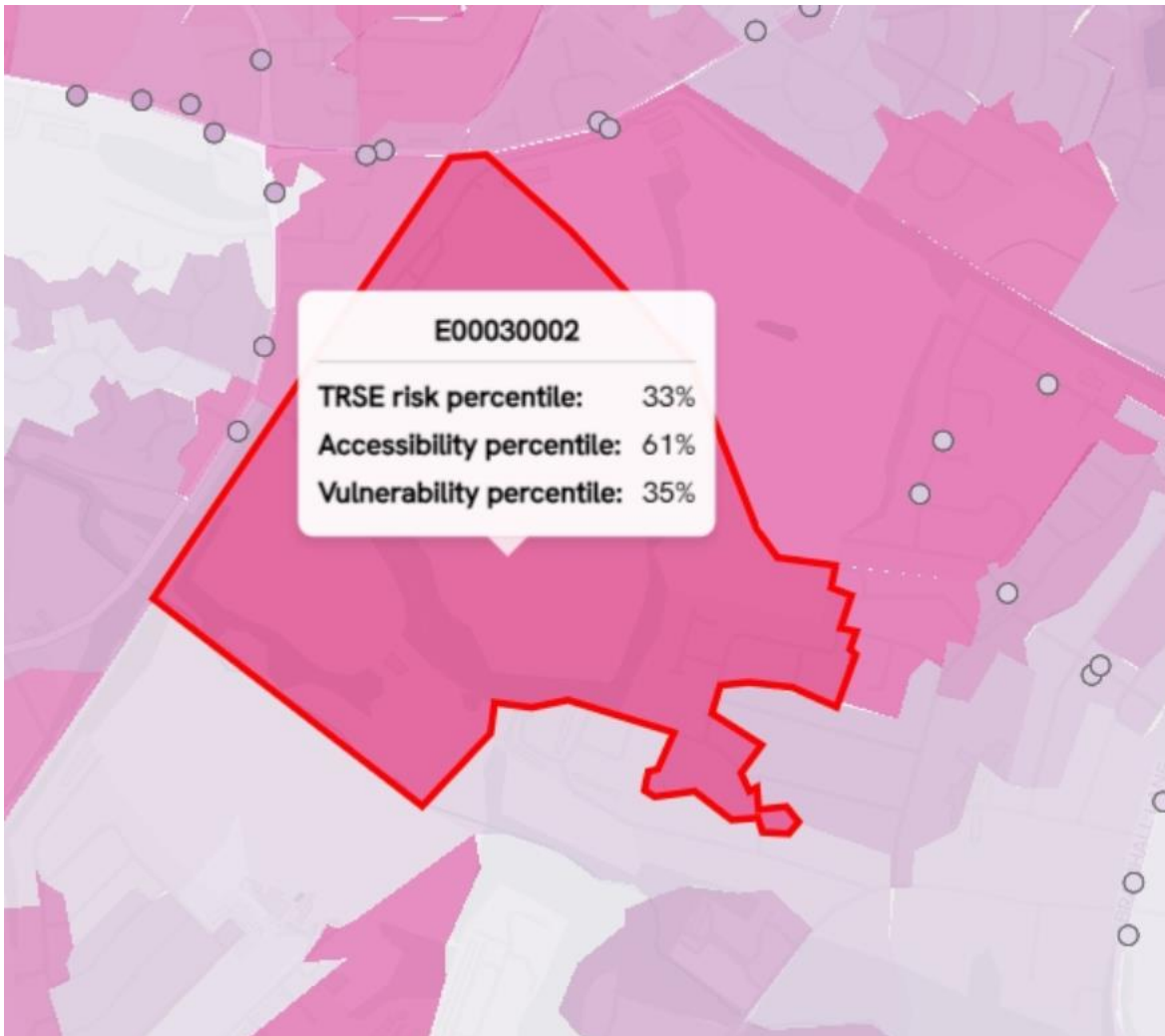


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is relatively high (100% being a very low score) and accessibility is above average.

The site has relatively high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

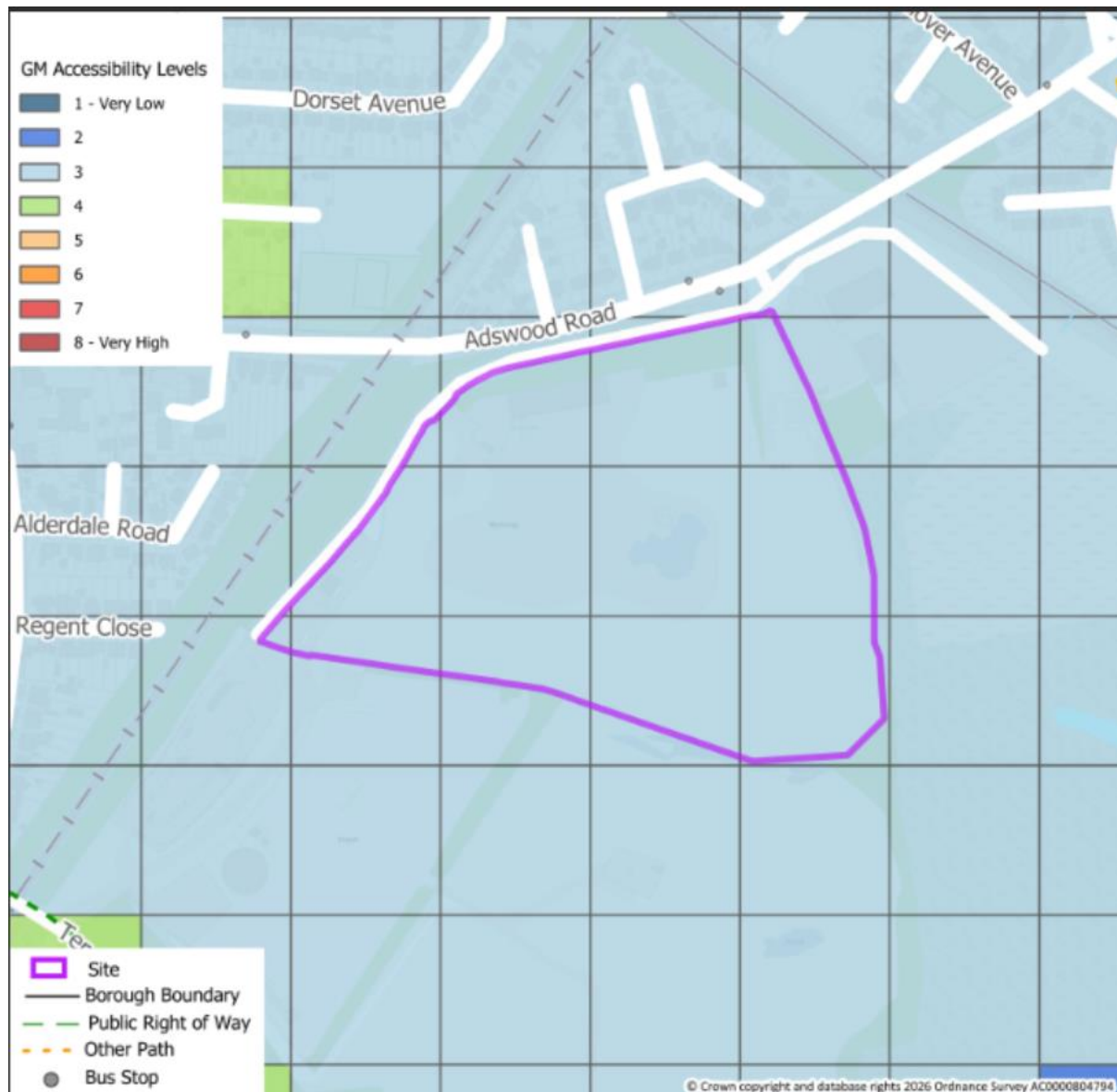
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is below average on this metric, reflecting a lack of regular bus services and distance from a rail station.



Proposed

Walking and Cycling

Whilst not adjacent to the site, the Ladybrook Valley path, approximately 500m south will be improved in 2026 to enable use by cyclists and pedestrians and form part of a wider traffic-free route between Cheadle and Bramhall.

5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, Adswood Way operates primarily as an access road for the Recycling Centre and Jewson Builders Merchants. It is unlit, and is a single carriageway with sufficient width for vehicles in both directions. It is traffic calmed and has a very uneven road surface which is liable to flooding.

Traffic associated with the Recycling Centre can be high and at peak times (such as weekends/seasonal peaks) queues can form along Adswood Way to the junction with Adswood Road. There is regular use of Adswood Way by Heavy Goods Vehicles associated with the Recycling Centre and Jewson.

The Adswood Way/Adswood Road priority junction is wide in order to accommodate these movements.

Adswood Road links Adswood with Cheadle Hulme and is a busy route. It is a lit, single carriageway road providing two lanes in each direction. Lanes are narrowed by the provision of central hatching with a right turn filter lane for access onto Adswood Way. There is a gradient associated with a railway bridge immediately east of the site.

The Adswood Road/Bird Hall Road/Councillor Road/Ladybridge Road signal junction is on a key route between the site and the Strategic Road Network at M60 Junction 2 (and Cheadle/Cheadle Heath). The junction has partial controlled pedestrian facilities, no dedicated cycle facilities and experiences significant congestion at peak times.

The Adswood Road / Garners Lane lies on the key route between the site and the Town Centre. It is a 3 arm signal junction with pedestrian facilities on all arms. It can experience some congestion in peak hours.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Segregation of residential site access from commercial vehicle access to Jewson, Adswood Depot and Adswood Recycling Centre.
- Improved active travel facilities on Adswood Road. Facilities on Adswood Road could include a controlled Toucan or Sparrow type crossing located to safely and conveniently serve the bus stop locations (relocated if necessary) and linked to a cycleway connecting the site with Larkhill Road to improve access to Bird Hall Lane industrial area, Adswood Park and Ladybridge Primary School via quiet roads, an existing Sparrow crossing and paths in Adswood Park.
- Foot and cycle improvements on key routes to Cheadle Hulme Station, District Centre and High School. This could include a link to Tenement Lane, improvement to Tenement Lane and a walking and cycling route along Ladybridge Road to the Ladybrook Valley path (which provides a connection to Blenheim Road) and the path to the Station from Ladybridge Rd.
- Improved bus services to Cheadle Hulme High School
- Provision of an access road suitable for inclusion in a pedestrian, cycle and bus link between Midland Road and Adswood Road when linked via adjacent allocations
- Re-opening of a link from the site to Barnfield Road West for pedestrians and cyclists over an existing disused Network Rail bridge.
- Emergency Access will need consideration, possibly via Midland Road or a loop arrangement connecting to a separate commercial access road.
- Analysis will be required of traffic impact at the Adswood Road/Bird Hall Road/Councillor Lane/Ladybridge Road junction and the Adswood Road / Garners Lane junction with mitigations suggested for any adverse impact.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation.

It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision. There are improvements proposed

for the Bee Network including integrating Cheadle Hulme station into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- A34 Handforth-Cheadle Improvements Phase 1
- Stockport Rail Station redevelopment
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Cheadle Economic Corridor Improvement Package

Explore and develop:

- A34 Handforth-Cheadle Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

9. Summary and Conclusions

The Former Cheadle Brickworks site is a disused brownfield location off Adswood Way, proposed for allocation of around 300 homes as part of Stockport's Local Plan. The allocation supports the borough's housing target and aligns with a "brownfield first" approach, making use of previously developed land within an established residential area. While the site benefits from proximity to existing communities and some public transport links, its overall accessibility is relatively limited, with a below-average public transport accessibility score, infrequent bus services, and a moderate distance from Cheadle Hulme railway station.

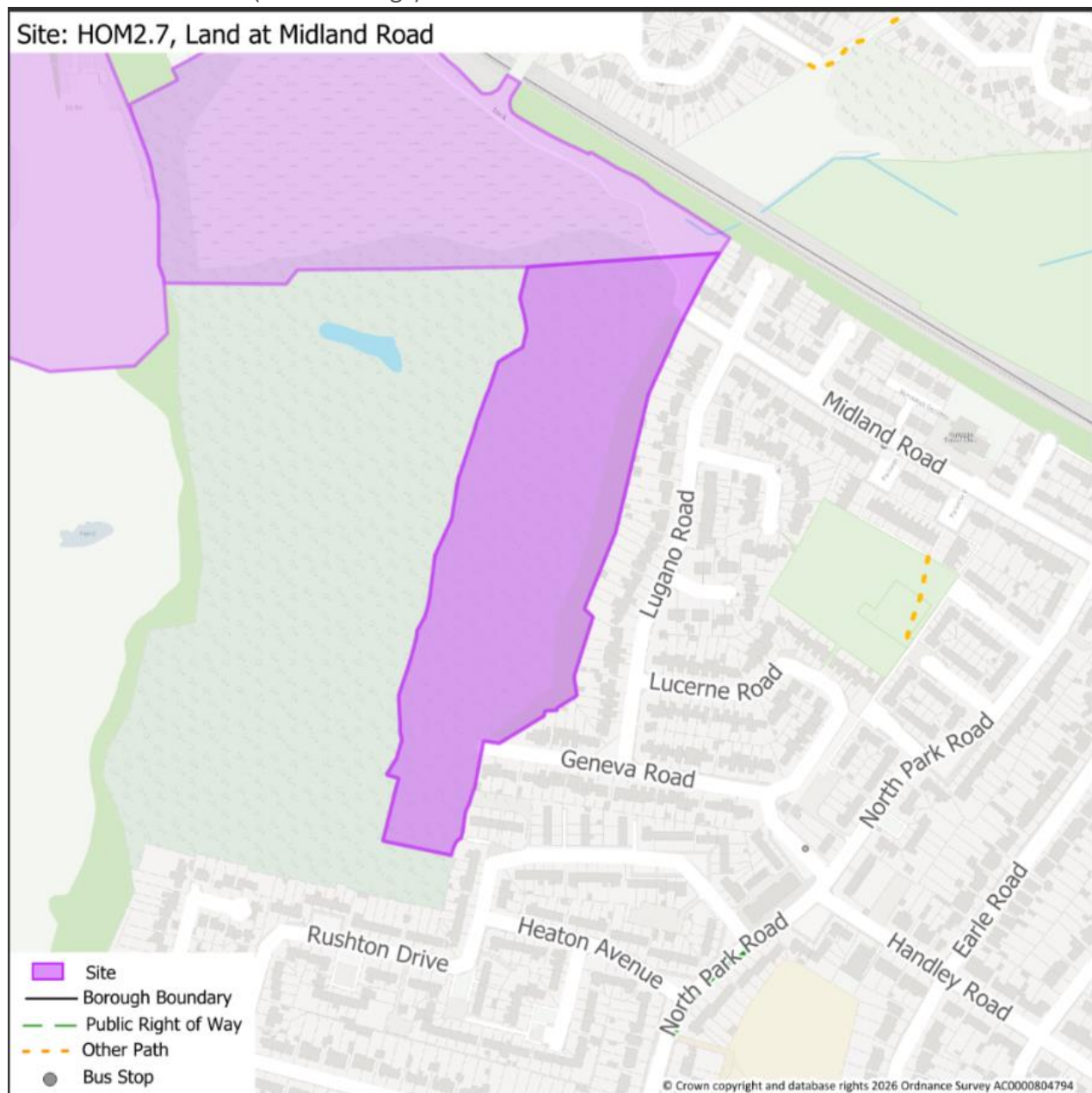
The site currently faces significant transport and access challenges. Adswood Way is in poor condition, lacks footways, lighting and drainage, and experiences congestion due to adjacent commercial uses, including the recycling centre. Walking and cycling provision in the area is limited, and key routes particularly towards the town centre and local schools are constrained or unsuitable. To mitigate these issues, a range of interventions are proposed, including segregated access arrangements, improved pedestrian and cycle infrastructure, enhanced links to nearby facilities and public transport, and potential reopening of a disused railway bridge for active travel. Wider strategic transport improvements across Greater Manchester are also expected to enhance connectivity and reduce reliance on the car over time.

HOM 2.7 Land off Midland Road

This Locality Assessment has been developed to support the proposed allocation of housing at Land off Midland Road as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 220 dwellings for this site, which is adjacent to HOM 2.7 Land off Midland Road (220 dwellings) which is itself adjacent to allocation HOM 2.6 Former Cheadle Brickworks allocation (300 dwellings).



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with strong public transport links.

3. Allocation Access

The site is gated off from residential streets Midland Road and Geneva Road to the south, but could potentially provide access if the side was developed. A prior planning consent included a main access from Midland Road with emergency, pedestrian and cyclist access from Geneva Road.

4. Multi-modal accessibility

Walking and Cycling

The site is currently inaccessible, having been gated off from potential access points on Midland Road and Geneva Road to the south. Both roads are residential streets with footways and street lighting and there are no cycle facilities on either Midland Road or Geneva Road.

The Catchment school is Neville Road Primary, which is 0.7 miles (1.1km) along quiet residential streets (though tactile paving is lacking). The catchment high school is Bramhall High School, which is 1.8 miles (2.9km) through housing estate on generally good footways, turning onto Bramhall Lane South which has footways on one side only over a long section.

The route then continues onto Fir Road and Pine Road, where it climbs to Colwyn Road and Seal Road. The equivalent cycle route is a 2.2 mile (3.5km) ride partly along North Park Road and then the busy Bramhall Park Road, through Bramhall Park and Happy Valley. Although the routes benefit from being partly off road, it is isolated and partly unlit.

The nearest District Centre is Cheadle Hulme, which is distance of around 1.6 miles (2.6km) along Adswood Road and Ladybridge Road on good footways but on a fairly steep route. The distance could be shortened by footpath improvements alongside Ladybridge Road.

Whilst not adjacent to the site, the Ladybrook Valley path, approximately 500m south will be improved in 2026 to enable use by cyclists and pedestrians and form part of a wider traffic-free route between Cheadle and Bramhall.

Bus

The nearest bus services can be accessed from a bus stop 150 metres south east of the site on Midland Road, which provides a flagpole only type stop. Service 374 routes through the estate and provides a low-frequency service to Stockport and Hazel Grove.

Service	Route	Frequency (approx.)	Operator
374	Stockport-Hazel Grove Circular	60 mins (30 mins both ways)	Bee Network

Alternatively, there are good quality bus stops on:

- Adswood Road could be accessed served by 2 routes 309/310 (approx. hourly) and 313 (30 min. frequency). These are 0.5 miles (800m) from the centre of site to Adswood Road and serve destinations such as Stockport and Manchester Airport
- On Ladybridge Road served by the 368, which is 0.8 miles (1.3km) to Ladybridge Road via off-road paths and Adswood Road.

There are bus stops on Bramhall Lane South served by 3 additional routes, which are 0.7 miles (1.1km) from centre of site to Bramhall Lane South on good footways. The bus stops have only basic facilities and no shelters or seating.

- 378 /378A (hourly) - Stockport - Bramhall - Heald Green - Cheadle Hulme circular
- 379 (hourly) - Stockport - Bramhall - Cheadle Hulme - Heald Green circular

The 378 provides a service to Bramhall High School.

Rail

The nearest site to the allocation is Davenport, approximately 1km to the north east of the allocation, which is operated by Northern.

The station has two platforms and a staffed ticket office. For split journeys there is a small surface car park, which is free to use. Services (all operated by Northern) available from Davenport are show in the table below.

Destination	Typical daytime trains per hour (3tph)
Manchester Picadilly	2tph
Hazel Grove	1tph
Buxton	1tph

Davenport is a 1.3 mile (2km) walk along generally good footways that are narrow in places with signalised crossings provided. For cyclists the station is a 1.4 mile (2.25km) ride along quiet residential roads and then Bramhall Lane, which is busy and has a lack of cycling facilities. A disused bridge over the railway close to the site could be used as an active travel route between the side and Adswood / Davenport as part of wider developments including that of HOM 2.8.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 54 of out 100 on the DfT's Connectivity Tool, a low score for Stockport that reflects distance from the SRN and District Centres and irregular bus services (as well as a lack of existing internal road layout).

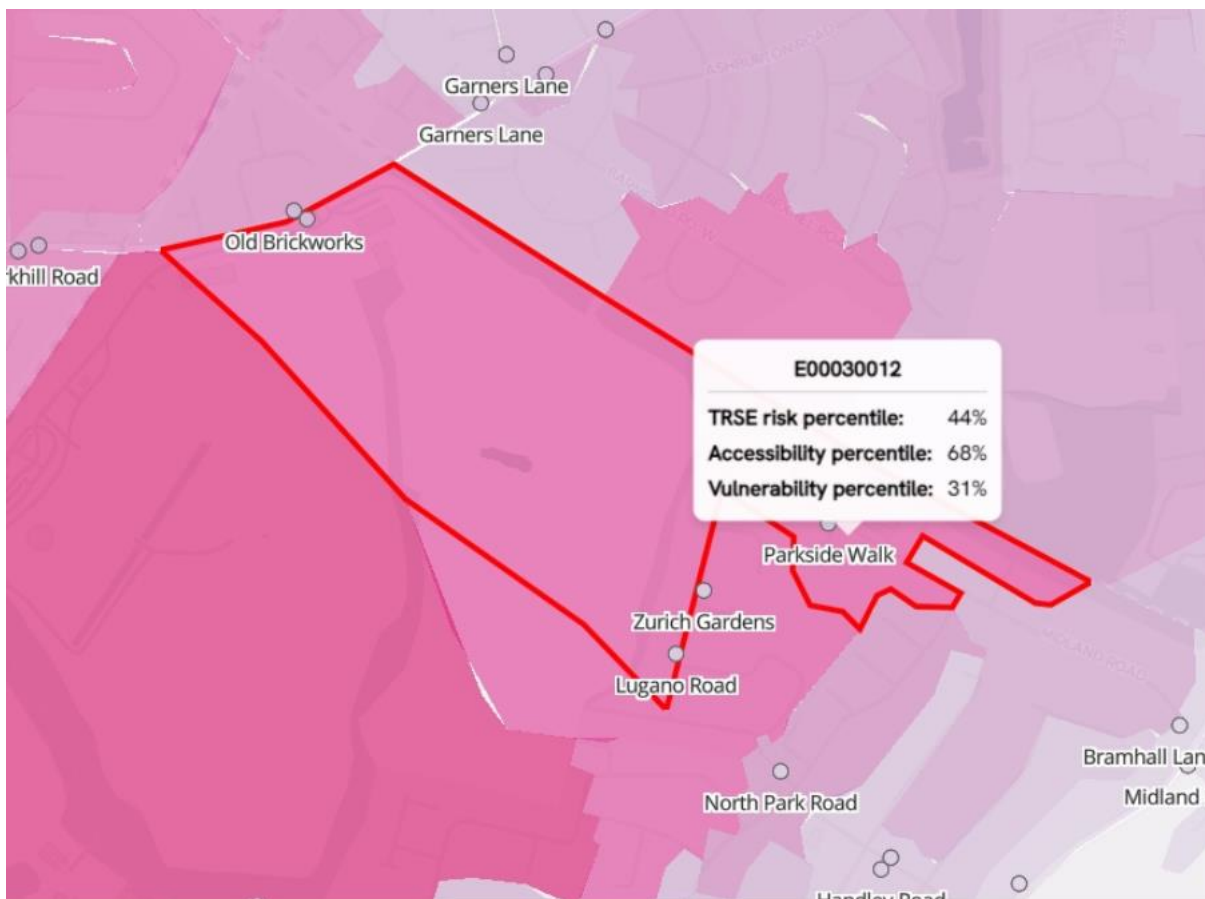


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average (100% being a very low score) and accessibility is above average.

The site has relatively high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible

transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is below average on this metric, reflecting distance from regular bus services and a rail station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Midland Road is a lit residential single carriageway road providing a single lane in each direction. There is a footway on each side of the carriageway and it is fronted by primarily semi-detached houses with driveways. Approximately 700m from the south of the site it has a signalised junction with A5102 Bramhall Lane South / Grange Road. This was installed in 2007 as part of a prior planning consent for development of this site which was never implemented. The junction has pedestrian facilities but only Advanced Stop Lines for cyclists with no off-carriageway facilities. The junction experiences significant congestion in the peak hours.

Any additional traffic at this junction may worsen congestion and will need analysis.

Geneva Road is also a lit residential single carriageway road providing a single lane in each direction with footways either side of the carriageway. It is fronted by modern terraced housing with driveways and forms part of a network of streets that ultimately junctions with A5102 Bramhall Lane South. The usable width of Geneva Road is constrained by on street parking.

The prior planning consent included measures to mitigate impact at Bramhall Lane / Garners Lane, however these were never implemented as the development was not built. Further consideration will need to be given to mitigation at this location.

7. Treatment of Cumulative Impacts

This site is adjacent to HOM 2.6 – Former Cheadle Brickworks and HOM 2.8 - Land off Adswood Road, which have allocations of 300 and 168 respectively. The cumulative impact of these sites should be considered.

8. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- The proposals should include a high quality traffic calming scheme for Midland Road from the site entrance to Bramhall Lane South.

- Analysis will be needed of impact at the Midland Rd / Bramhall Lane South / Grange Road junction. Possible mitigations might include consideration of an updated signal controller, linking the junction onto a SCOOT network and improved facilities for cyclists.
- Analysis will be needed of the Bramhall Lane / Garners Lane junction. Prior proposals sought to increase capacity at this junction however it is very space constrained and these may not now be practical due to use of Garners Lane as a bus route. Alternative mitigations to consider could be upgraded pedestrian crossing facilities (including a direct crossing over Bramhall Lane south of the junction) and upgrading of the crossings over Garners Lane to Toucan standard with an associated foot / cycleway from Beech Road to the entrance to Cale Green Park.
- The access road layout should facilitate future provision of a pedestrian, cycle and bus link between Midland Road and Adswood Road, in conjunction with proposals for adjacent allocations.
- Walking and Cycling links to Bramhall High School should be considered including improved connections to Bramhall Park. This might include traffic calming and a 20mph speed limit on Bramhall Park Road to improve safety for cyclists by reducing vehicle speeds.
- As part of development of HOM 2.6 and HOM 2.8 consider how active travel can be encouraged through infrastructure across the three sites including use of disused bridge over the railway between Adswood and HOM 2.8 and through to Tenement Lane and the forthcoming Ladybrook Valley improvements. This might include a link to Tenement Lane across the wider site.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Stockport Rail Station redevelopment
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Cheadle Economic Corridor Improvement Package
- Access for All Davenport Rail Station
- Metrolink Tram-Train to Hazel Grove

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

10. Summary and Conclusions

The Land off Midland Road site is a proposed allocation for approximately 220 dwellings, forming part of a wider cluster of development alongside adjacent allocations at the Former Cheadle Brickworks (HOM 2.6) and Land off Adswood Road (HOM 2.8). The site supports Stockport’s housing target and aligns with the Council’s “brownfield first” approach, making use of previously developed land within an established residential area. Although currently inaccessible, it has potential access via Midland Road and Geneva Road, with a previous planning consent indicating a primary vehicular access from Midland Road. In terms of accessibility, the site has relatively limited public transport provision, reflected in a low DfT Connectivity Tool score, with infrequent bus services and moderate distances to district centres and rail stations, although Davenport station is within reasonable reach.

The site faces a number of transport and connectivity challenges, particularly around its current lack of access, below-average public transport provision, and potential highway capacity constraints. Key junctions, including Midland Road/Bramhall Lane South and Bramhall Lane/Garners Lane, experience congestion and will require detailed assessment and mitigation. Walking and cycling routes to local schools and centres are available but have limitations, including gaps in infrastructure and safety concerns. To address these issues, a range of mitigation measures are proposed, including traffic calming, junction improvements, enhanced pedestrian and cycle links, and integration with neighbouring sites to enable strategic active travel routes (potentially including reuse of a disused railway bridge). Wider Greater Manchester transport initiatives, including Bee Network enhancements and improvements to rail and bus services, are expected to improve connectivity and support more sustainable travel patterns over time.

This Locality Assessment has been developed to support the proposed allocation of housing at Land off Adswood Road as per the proposed Local Plan allocations.

The allocation site is located on Adswood Way off Adswood Road, close to Adswood Recycling Centre and adjacent to a Jewson Building Materials Store.

Site: HOM2.8, Land off Adswood Road

The map displays the site boundary in purple, situated off Adswood Road. Surrounding roads include Clover Avenue, Adswood Road, Ifield Road, Garner's Lane, Oban Crescent, Barnfield Road West, Eccleston Road, Rostherne Road, Ashburton Road, Goodwood Drive, Douglas Road, Bexhill Road, Midland Road, and Lugano Road. A legend in the bottom left corner defines the symbols: Site (purple area), Borough Boundary (black line), Public Right of Way (green line), Other Path (dashed orange line), and Bus Stop (black dot). A copyright notice at the bottom right reads: © Crown copyright and database rights 2026 Ordnance Survey AC0000804794.

2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with strong public transport links.

3. Allocation Access

The site is accessed via a private road from the junction of Adswood Way / Adswood Road. Adswood Way provides access to Adswood Recycling Centre and Jewson as such experiences regular traffic throughout the day, including large HGVs and Refuse Collection Vehicles. At busy times queuing traffic associated with the recycling centre backs up towards Adswood Road. The private road has never been completed as it has no surface course on it. It lacks footways and lighting and has unknown drainage. It is not suitable in its current form to be adopted as an access to a housing site. Adswood Road/Adswood Way junction is very wide and uneven.

There is a pedestrian refuge on Adswood Road with tactile paving and dropped kerbs. There are levels/topography challenges associated with the site. The junction was constructed in approximately 2005 to accommodate the proposed 'Airparks' development for airport car parking that has never been occupied for that purpose. Design and construction of the junction was heavily influenced by the presence of underground services.

Adswood Road is on a wide alignment to the west of the existing site entrance with existing ghost island right turn lanes, refuges and verges potentially capable of accommodating improved pedestrian and cycling facilities. To the east of the existing site entrance the road narrows considerably over the railway bridge and has no scope to accommodate improved cycle facilities in the direction of the Town Centre. There is, however, an additional, disused railway bridge to the south which could potentially be brought back into service to provide an LTN 1/20 compliant cycle route towards the Town Centre.

There is potential for the site to also be accessed from Barnfield Road West via an existing railway bridge which is currently fenced off, subject to any structural assessment.

4. Multi-modal accessibility

Walking and Cycling

There are no walking and cycling facilities on the private access road, with no footway or lighting. At the Adswood Way/Adswood Road priority junction there is a pedestrian refuge in place across Adswood Way, with dropped kerbs and tactile paving. There is a further pedestrian refuge in place on Adswood Road immediately east of the junction.

There are no cycle facilities in place in the vicinity of the site.

The catchment school is Adswood Primary, which is a distance of 0.6 miles (1km), along good footways. The catchment High School is Cheadle Hulme High School. It is a 2.3 mile (3.7km) walk along Adswood Rd, (on good footways although they are narrow in places with pavement parking issues), Ladybridge Road (on good footways but on a fairly steep route, then along an off-road path alongside the railway), past Cheadle Hulme station and eventually joining Hulme Hall Road. The route then follows Hulme Hall Road on narrow footways towards Wood Lane and the school. There are very limited cycle facilities to the high school, which would require cycling on busy roads which are not considered safe or suitable.

Access to Cheadle Hulme District Centre on foot or cycle is likely to be via Adswood Road and Ladybridge Road via footways, which are slightly narrow on sections of Adswood Road. There is a free car park adjacent to the station for split journeys, however this is allocated for housing as part of allocation HOM 2.2.

Bus

The nearest bus services can be accessed from Adswood Road immediately west of the Adswood Road/Adswood Way junction. There are bus stops with shelters and raised kerbs in place on either side of the carriageway. There is no controlled crossing to access the eastbound stop. The following services are provided at these stops:

Service	Route	Frequency (approx.)	Operator
309/310	Stockport-Adswood-Cheadle-Edgeley Circular	60 mins	Bee Network
313	Manchester Airport-Stockport	30 mins	Bee Network

Alternatively, there are bus stops on Ladybridge Road served by Service 368 (15 min. frequency), which is 0.4 miles (640m) from the centre of site. An improved crossing on Ladybridge Road would assist access to the site. Services 368 and 313 provide access to Cheadle Hulme District Centre.

Rail

The nearest site to the allocation is Cheadle Hulme Station, approximately 1.5km to the south of the site. There are frequent services into Manchester Picadilly as well as Alderley Edge, Stoke and Crewe (as well as intermediate stations). All services are operated by Northern.

The station has four platforms, a staffed ticket office, lifts and a pedestrian bridge to access all platforms. There is access to the station from Station Road (stepped) and ramped access from a car park.

Destination	Typical daytime trains per hour (3tph)
Manchester Picadilly	3tph
Stoke	1tph
Crewe	1tph
Alderley Edge	0.5tph

Access to the station on foot or cycle is likely to be via Ladybridge Road. There is a free car park adjacent to the station for split journeys, however this is allocated for housing as part of allocation HOM 2.2.

Proposed

Walking and Cycling

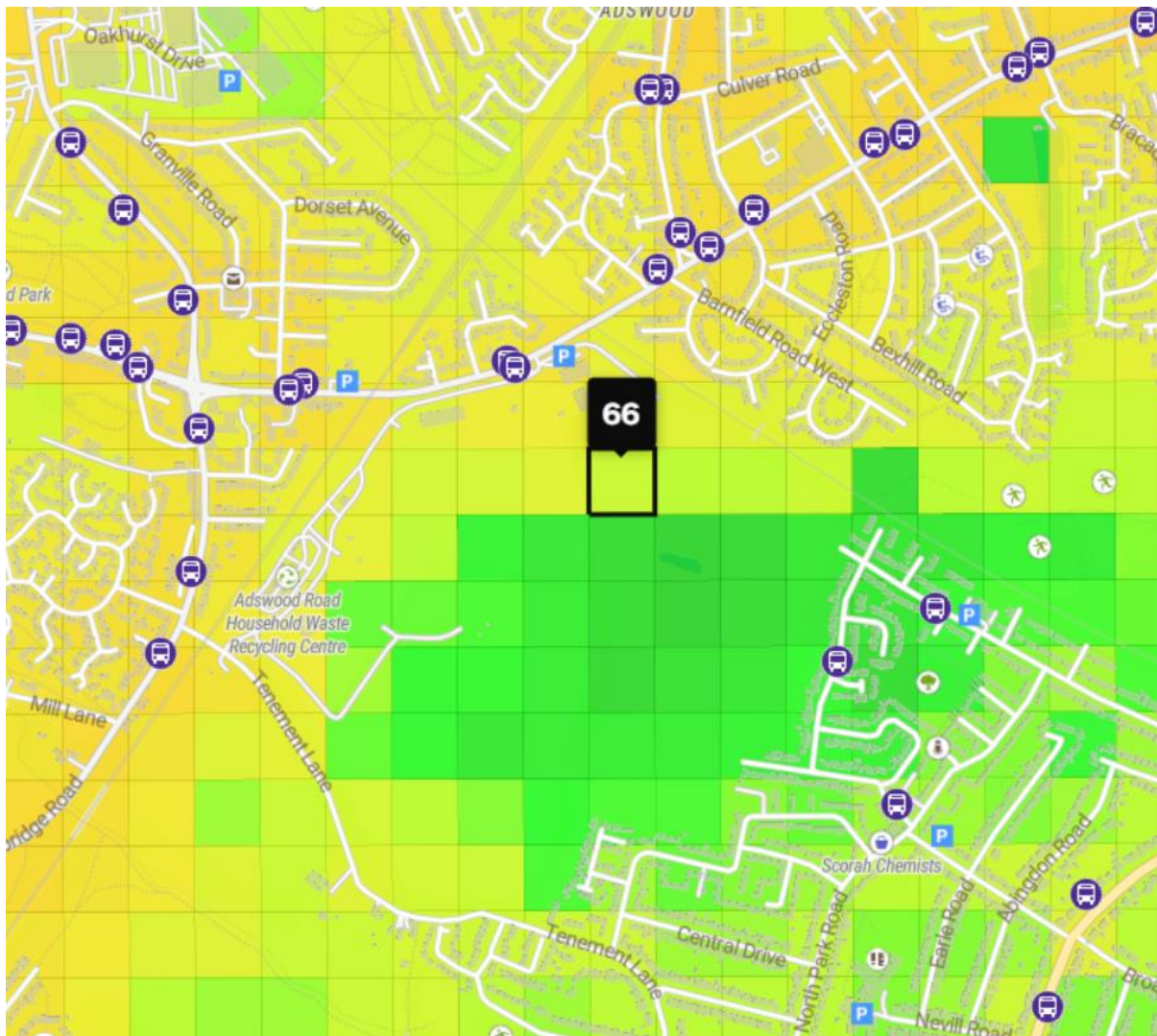
Whilst not adjacent to the site, the Ladybrook Valley path, approximately 700m south will be improved in 2026 to enable use by cyclists and pedestrians and form part of a wider traffic-free route between Cheadle and Bramhall.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 66 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects distance from the SRN and District Centres and irregular bus services.

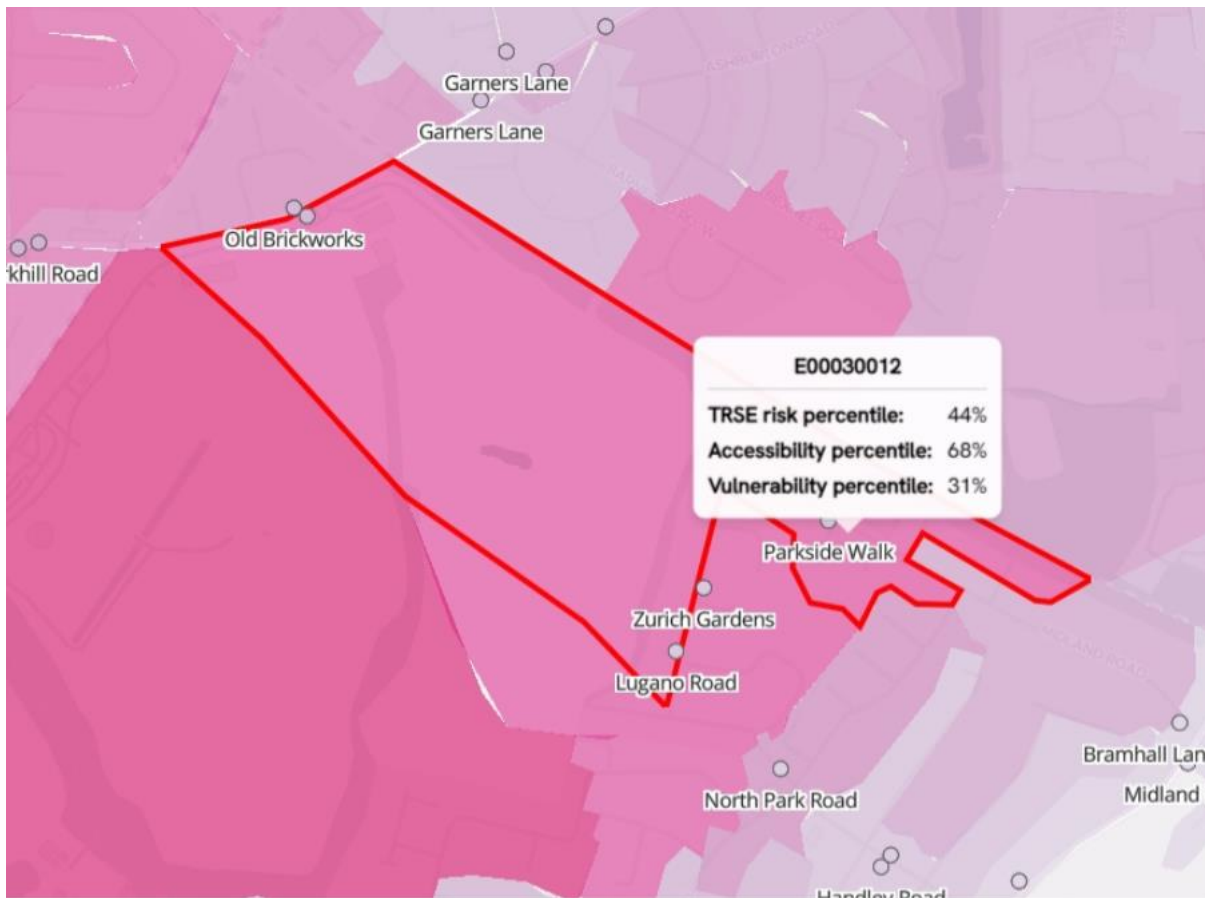


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average (100% being a very low score) and accessibility is above average.

The site has relatively high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is below average on this metric, reflecting distance from regular bus services and a rail station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, Adswood Way operates primarily as an access road for the Recycling Centre and Jewson Builders Merchants. It is unlit and is a single carriageway with sufficient width for vehicles in both directions. It is traffic calmed and has a very uneven road surface which is liable to flooding.

Traffic associated with the Recycling Centre can be high and at peak times (such as weekends/seasonal peaks) queues can form along Adswood Way to the junction with Adswood Road. There is regular use of Adswood Way by Heavy Goods Vehicles associated with the Recycling Centre and Jewson.

The Adswood Way/Adswood Road priority junction is wide in order to accommodate these movements.

Adswood Road links Adswood with Cheadle Hulme and is a busy route. It is a lit, single carriageway road providing two lanes in each direction. Lanes are narrowed by the provision of central hatching with a right turn filter lane for access onto Adswood Way. There is a gradient associated with a railway bridge immediately east of the site.

The Adswood Road/Bird Hall Road/Councillor Road/Ladybridge Road signal junction is on a key route between the site and the Strategic Road Network at M60 Junction 2 (and Cheadle/Cheadle Heath). The junction has partial controlled pedestrian facilities, no dedicated cycle facilities and experiences significant congestion at peak times.

The Adswood Road / Garners Lane lies on the key route between the site and the Town Centre. It is a 3-arm signal junction with pedestrian facilities on all arms. It can experience some congestion in peak hours.

7. Treatment of Cumulative Impacts

This site is adjacent to HOM 2.6 – Former Cheadle Brickworks and HOM 2.8 - Land off Midland Road, which have allocations of 300 and 220 respectively. The cumulative impact of these sites should be considered.

8. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Segregation of residential site access from commercial vehicle access to Jewson, Adswood Depot and Adswood Recycling Centre.
- Improved active travel facilities on Adswood Road. Facilities on Adswood Road could include a controlled Toucan or Sparrow type crossing located to safely and conveniently

serve the bus stop locations (relocated if necessary) and linked to a cycleway connecting the site with Larkhill Road to improve access to Bird Hall Lane industrial area, Adswood Park and Ladybridge Primary School via quiet roads, an existing Sparrow crossing and paths in Adswood Park.

- Foot and cycle improvements on key routes to Cheadle Hulme Station, District Centre and High School. This could include a link to Tenement Lane, improvement to Tenement Lane and a walking and cycling route along Ladybridge Road to the Ladybrook Valley path (which provides a connection to Blenheim Road) and the path to the Station from Ladybridge Rd.
- Improved bus services to Cheadle Hulme High School
- Provision of an access road suitable for inclusion in a pedestrian, cycle and bus link between Midland Road and Adswood Road when linked via adjacent allocations
- Re-opening of a link from the site to Barnfield Road West for pedestrians and cyclists over an existing disused Network Rail bridge.
- Emergency Access will need consideration, possibly via Midland Road or a loop arrangement connecting to a separate commercial access road.
- Analysis will be required of traffic impact at the Adswood Road/Bird Hall Road/Councillor Lane/Ladybridge Road junction and the Adswood Road / Garners Lane junction with mitigations suggested for any adverse impact.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Cheadle Hulme station into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- A34 Handforth-Cheadle Improvements Phase 1
- Stockport Rail Station redevelopment
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Cheadle Economic Corridor Improvement Package

Explore and develop:

- A34 Handforth-Cheadle Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

10. Summary and Conclusions

The site is not well connected to public transport (distance from railway station and irregular bus services) and improvements to service provision and frequency should be considered. Active travel improvements, including access to the catchment high school should also be introduced.

From a highway perspective there may be an adverse cumulative impact on nearby junctions when considered with HOM 2.6 and HOM 2.8. Again, this should be mitigated as part of any proposals.

However, with improvements to active travel infrastructure and bus service provision it is considered that this allocation can be developed for housing.

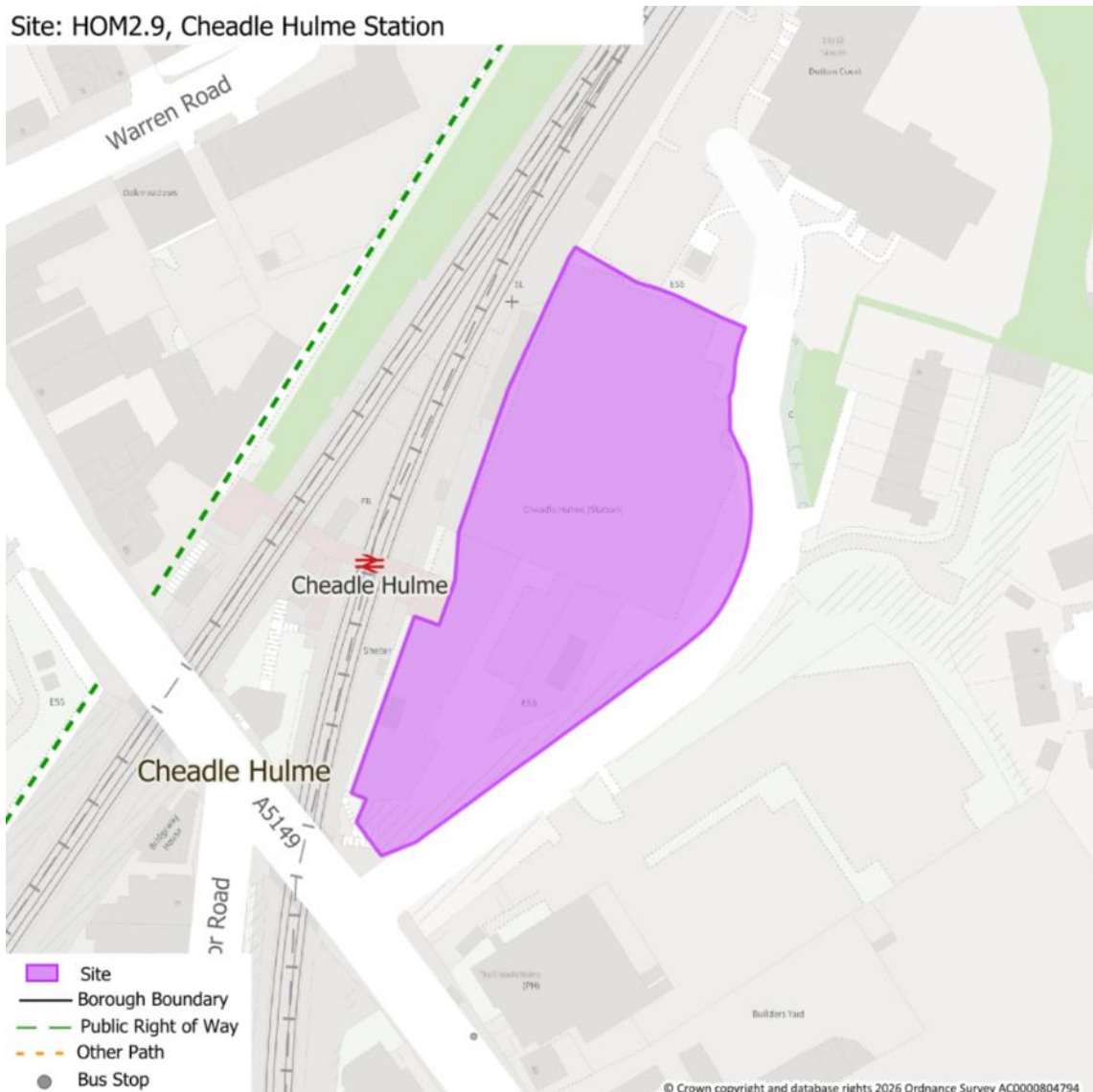
HOM 2.9 Cheadle Hulme Station

This Locality Assessment has been developed to support the proposed allocation of housing at Cheadle Hulme Station as per the proposed Local Plan allocations.

1. Allocation Location and Overview

Cheadle Hulme Rail Station is located at the heart of the District Centre and is located off Station Road, which has a significant number of shops, offices, pubs and restaurants. The Local Plan has an allocation of 125 dwellings for this site, largely replacing the surface station 100 space car park adjacent to Platform 4 of the station.

There is pedestrian access to the station from the car park.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with strong public transport links.

3. Allocation Access

There is an access road that leads from a priority junction on Station Road to the car park. This also provides access to the Station House Public House, further car parking, Station Cottages and Dutton Court, a retirement community. The access road bound by mature trees is lit by lighting columns and has 'no parking at any time' restrictions in place. The access road is unadopted and has a single footway on the north side of sub-standard width. It has adopted street lighting.

4. Multi-modal accessibility

Existing

Walking and Cycling

There is a footway on the north side of the carriageway, with dropped kerbs and tactile paving at uncontrolled crossing points. The allocation is approximately 100m from Station Road.

There is a Puffin Crossing in place on Station Road, adjacent to the main entrance to the station.

There are covered and secure cycle parking facilities at the station, however there are no cycle lanes or other cycle infrastructure in place near the allocation.

The catchment school is Lane End Primary, 0.8km away (10 min. walk), along good footways that are narrow in places. Cheadle Hulme High School is a 1.1 mile (1.8km) walk along an off-road path alongside the railway, past Cheadle Hulme station and eventually joining Hulme Hall Road. The route then follows Hulme Hall Road on narrow footways towards Wood Lane and the school. For cyclists it is a 1.1 mile (1.8km) ride along busy main roads and Cheadle Hulme District Centre, with very limited cycling facilities.

The site is located in the District Centre.

Bus

The nearest bus services can be accessed from Station Road, with southbound services accessible from outside the Station House Public House (approximately 30m south of the access road) and Northbound services accessible from outside of Oak Meadow, approximately 150m north of the access road.

Both bus stops provide shelters and seating. Services include:

Service	Route	Frequency (approx.)	Operator
42B	Woodford-Picadilly Gardens	60 mins	Bee Network
313	Manchester Airport-Stockport	30 mins	Bee Network
378/379	Stockport-Bramhall-Heald Green-Cheadle Hulme Circular	60 mins	Bee Network

There are also school bus services (860 and 863) to Cheadle Hulme High School from this stop.

Rail

As discussed, the site is directly adjacent to a rail station which is set to be incorporated into the Bee Network (currently operated by Northern). There are frequent services into Manchester Picadilly as well as Alderley Edge, Stoke and Crewe (as well as intermediate stations). All services are operated by Northern.

The station has four platforms, a staffed ticket office, lifts and a pedestrian bridge to access all platforms. There is access to the station from Station Road (stepped) and ramped access from the car park.

Destination	Typical daytime trains per hour (3tph)
Manchester Picadilly	3tph
Stoke	1tph
Crewe	1tph
Alderley Edge	0.5tph

The proximity of the station to the allocation is likely to be very attractive for those who wish to commute into Stockport or Manchester as well as use public transport for leisure trips.

Proposed

Walking and Cycling

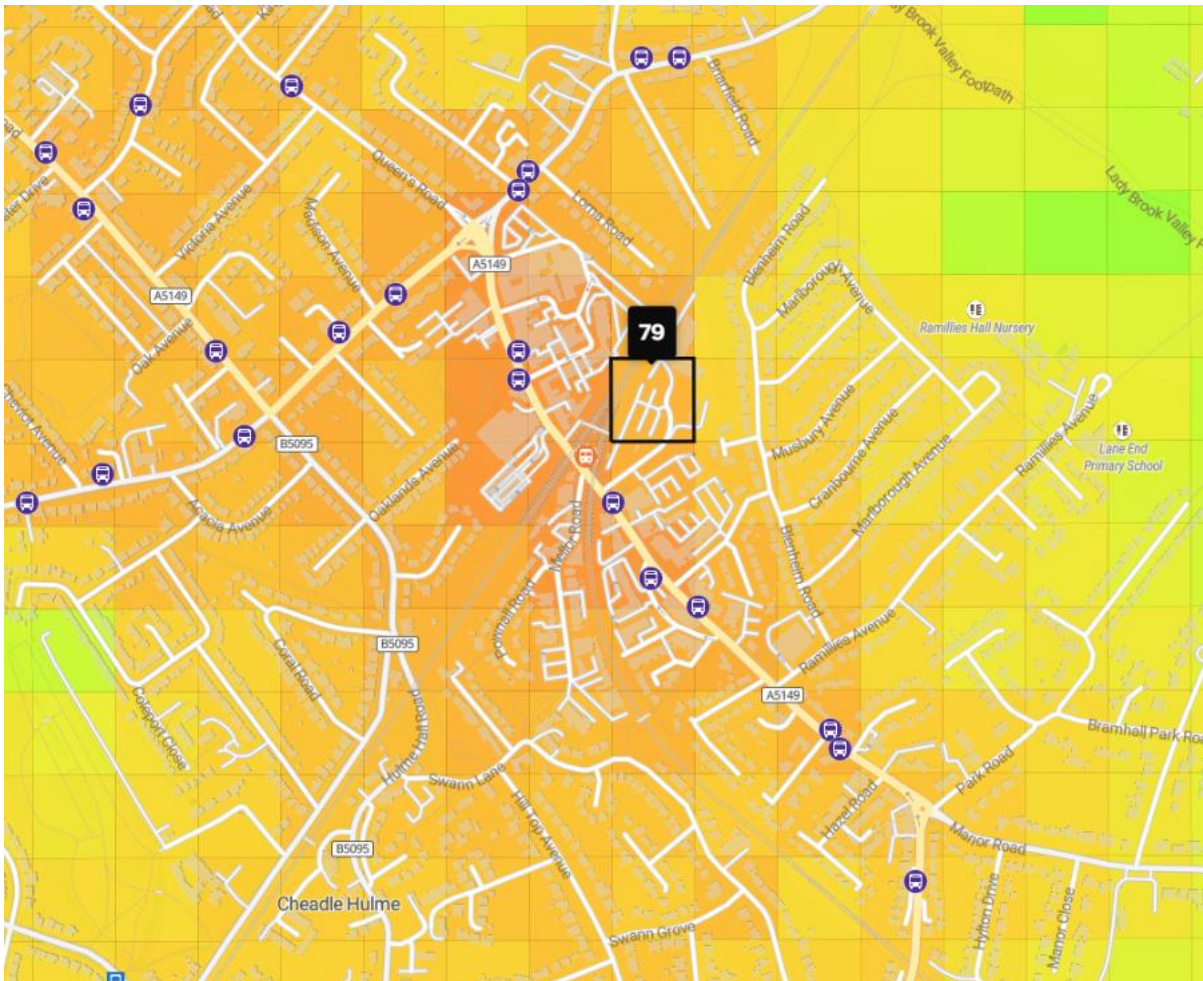
There are proposed walking and cycling improvements along the Ladybrook Valley which include a link to Blenheim Road which connects into the District Centre. This is currently under construction in 2026.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores a 79 of out 100 on the DfT's Connectivity Tool, a relatively high score for Stockport that reflects the proximity to Cheadle Hulme Station.

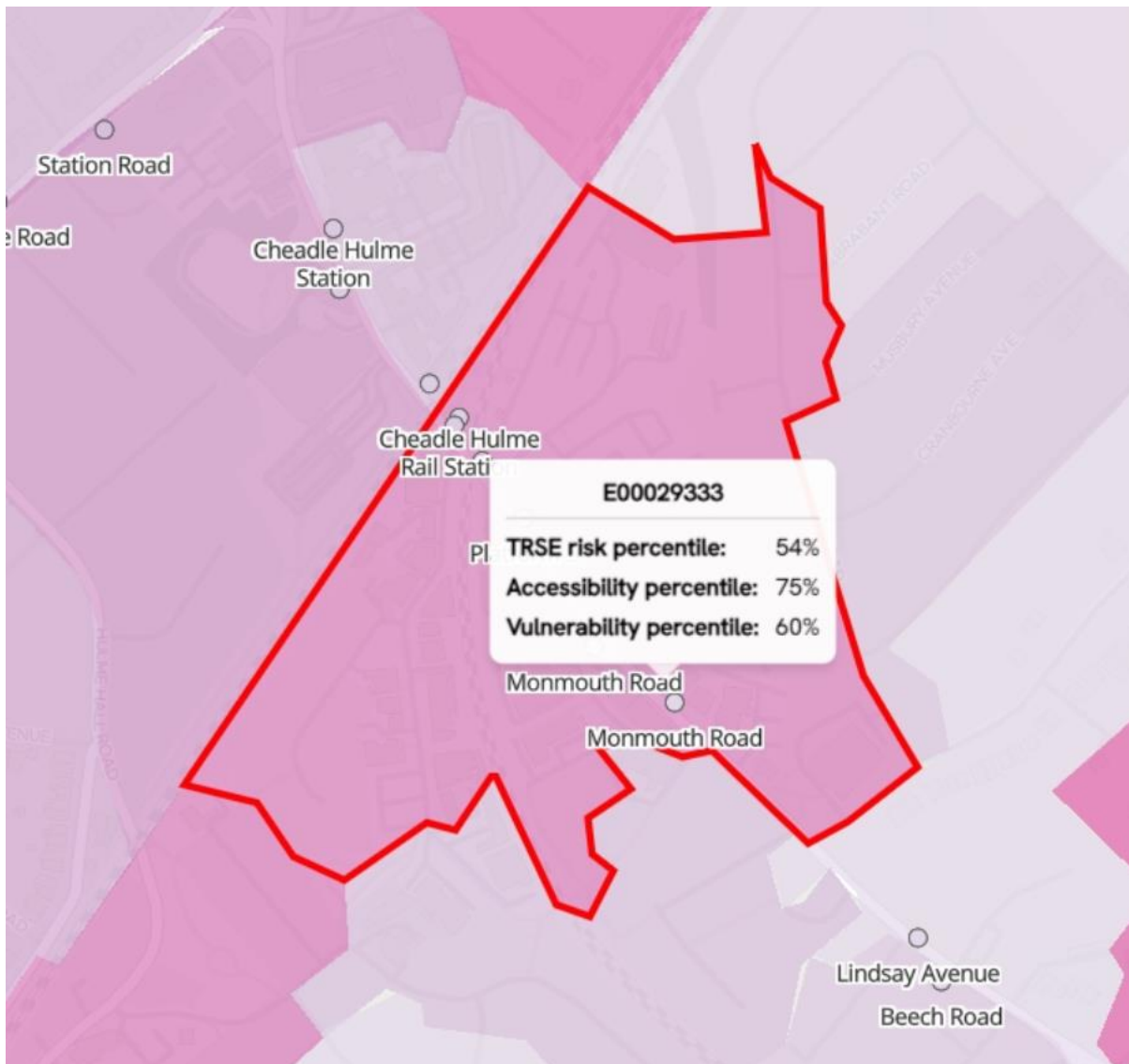


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average (100% being a very low score) and accessibility is good, given proximity to the station.

The site has below average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

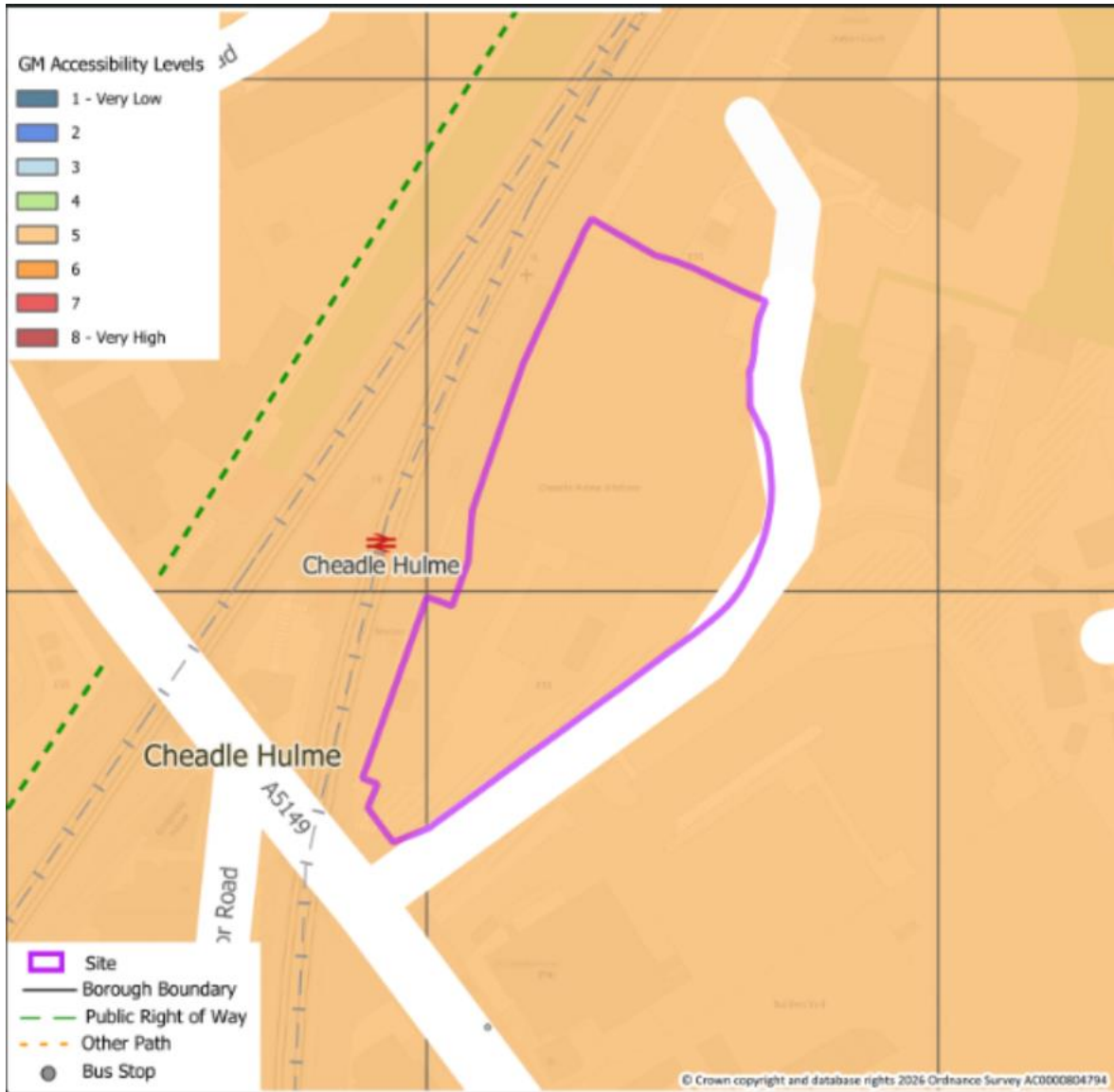
The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and

- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is above average on this metric, reflecting proximity to the rail station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

The site is a public car park for rail ticket holders, who are not charged.

It comprises 123 spaces including 6 disabled bays. It is lit, with a reasonable surface and is well used during the day.

There is another public car park 'Station Approach Car Park', approximately 50m from the site, not part of the allocation which is also accessed from the station access road. This has 55 spaces, is surfaced and lit. This does charge for use, with a pay and display machine in operation.

A further long stay Pay and Display car park is located on Mellor Road, approximately 240m from the Station entrance. It has a capacity of about 70 spaces. It is unlikely that these car parks will be able to accommodate all displaced demand from the station car park.

There is a further car park associated with the Station House Public House, however this is a private car park for use by patrons.

The loss of car parking spaces at the station is likely to have a significant impact on rail users and therefore the wider transport network if not mitigated. Current users are likely to park on-street or elsewhere in District Centre or decide not to use the station in favour of alternative means of transport.

6. Current Highway Capacity Review

As discussed, the Station access road is a single carriageway road which provides access to the station, associated car parks, existing housing and the Station House Public House. There is no through route to other locations for vehicles. There is a footway on the north side of the carriageway.

A5149 Station Road is a busy road which is the primary route to and through Cheadle Hulme District Centre. It has heritage lighting columns and a footway on both sides of the carriageway. Parking restrictions are in place on certain sections, whilst there are also parking bays for short-term use in place (e.g. 30-minute maximum stay).

The road is narrowed by hatching at wider sections and there is guardrail and bollards in place on the footway. Station Road is crossed by two railway bridges close to the allocation and is fronted by a variety of shops (including Waitrose), food/drink establishments and offices.

An existing Puffin crossing at the Station was designed for possible conversion to a Toucan crossing at a later date including footway and crossing widths and provision of drop crossings.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Thorough analysis will be required of the possible impacts of any loss of long loss of long stay parking. This may need to be mitigated in the form of alternative provision on site or in the vicinity of the station. There may also be a requirement to establish and maintain Resident Parking Schemes (RPS) on residential streets up to approximately 800m walking distance of the station to prevent displaced parking impacting the safety and amenity of residents.
- Developers will need to demonstrate whether any loss of parking provision will result in an increase in general traffic levels if rail becomes less attractive as a result.
- Mitigation for loss of parking might include improved active travel access to and facilities at Cheadle Hulme Station. This might include enhanced cycle parking, upgrading of the existing crossing to a Toucan crossing, improved pedestrian and cycle links from Mellor Road and Station Road to Swann Lane, an improved path from Heathbank Road (including the crossing point of Hulme Hall Road) and an improved path from Ladybridge Road to allow foot and cycle use.
- The access road will need to be improved / reconstructed to adoptable standard to serve residential use. This will include provision of a full standard (2m width) footway from Station Road to the site pedestrian entrance.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Cheadle Hulme station into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- A34 Handforth-Cheadle Improvements Phase 1
- Stockport Rail Station redevelopment
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Cheadle Economic Corridor Improvement Package

Explore and develop:

A34 Handforth-Cheadle Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

9. Summary and Conclusions

This allocation is well located for public transport connects (particularly rail) as it is adjacent to Cheadle Hulme Station. It's central location in Cheadle Hulme District Centre also means that there is a large amount of amenities in close proximity to the allocation. Schools are also in relatively close proximity,

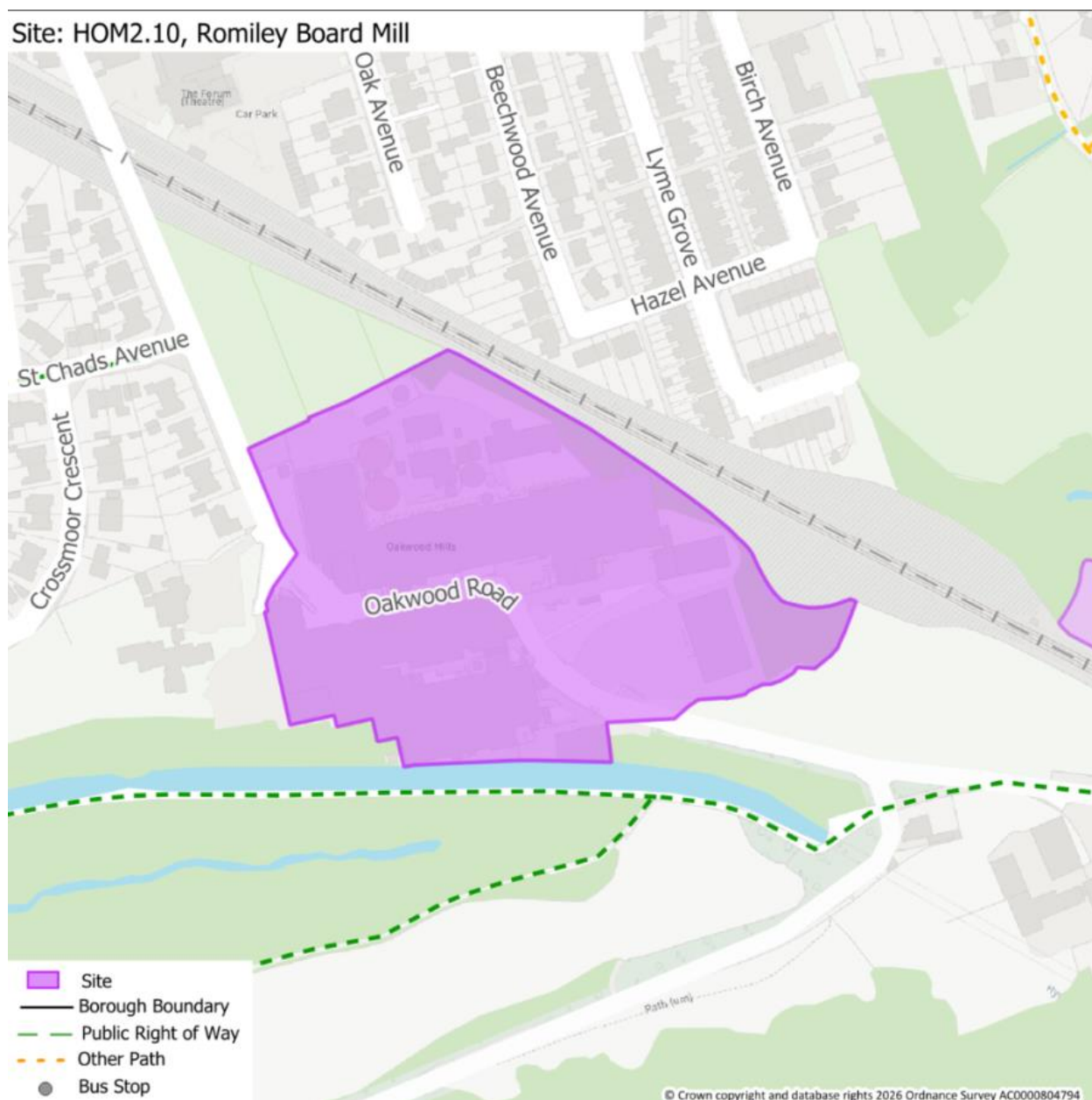
Should the loss of parking be mitigated then it is considered that this site is developable for housing.

HOM 2.10 Romiley Board Mill

This Locality Assessment has been developed to support the proposed allocation of housing at Romiley Board Mill as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 120 dwellings for this site, which is located in Romiley. It currently operates as Romiley Board Mill and is accessed off Oakwood Road. A railway line forms the northern boundary of the site and there are the River Goyt and Green Belt land to the south.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

This allocation satisfies these aims, representing a Brownfield site adjacent to an established residential area with strong public transport links.

3. Allocation Access

The site is bisected by Oakwood Road, which provides access to buildings associated with Romiley Board Mill (an active business). Oakwood Road forms a through route, ultimately linking Romiley and Marple for pedestrians.

4. Multi-modal accessibility

Existing

Walking and Cycling

As discussed, Oakwood Road has narrow footways, generally on one side of the carriageway. There are no cycle facilities on Oakwood Road.

The catchment primary school is Romiley Primary, 0.8km away (10 min. walk), along Oakwood Road which has narrow or non-existent footways in places. The catchment High School is Marple Hall School, which is a 2 mile (3.2km) walk along unlit, unsurfaced, off-road paths via Chadkirk Estate Country Park. These will need surfacing and lighting to allow development of this site for residential use. The most direct cycling route follows roughly the same approach.

There are a number of public rights of way in the vicinity of the site, including PROW 85(a) BR along the Peak Forest Canal and PROW 20BR which links the Peak Forest Canal to Chadkirk Estate Country Park. These would benefit from better connections to the wider network and improvements to steps on the canal towpath.

Bus

There are good quality bus stops (shelter, raised kerbs) on Compstall Road served by 2 routes:

- 382 (hourly, Stockport – Woodley)
- 384 (every 20 -30 mins, Stockport - Bredbury - Romiley - Marple - Offerton circular)

These are 0.3 miles (480m) walk along Oakwood Road. The footway is narrow and/or on one side only in places, and non-existent under the railway bridge.

School bus services from Compstall Road to Marple Hall High School (service 801) is also available from this stop.

Rail

The nearest railway station is Romiley, located in the District Centre. It serves Manchester Picadilly (3-4 trains per hours), Sheffield (hourly), Rose Hill Marple (2 trains per hour) and New Mills Central (hourly) as well as intermediate stations.

Romiley Station has step free access via ramps, a ticket office and sheltered waiting area. It has a car park with 50 spaces and cycle storage.

The station is a 0.4 mile (640m) walk along Oakwood Road, which has narrow footway and/or on one side only in places, then via St Chad's Avenue and Beech Lane, which has footway on one side only. The equivalent cycling trip is along residential streets (there are no cycling facilities in the District Centre).

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 59 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects distance from the SRN and District Centres.

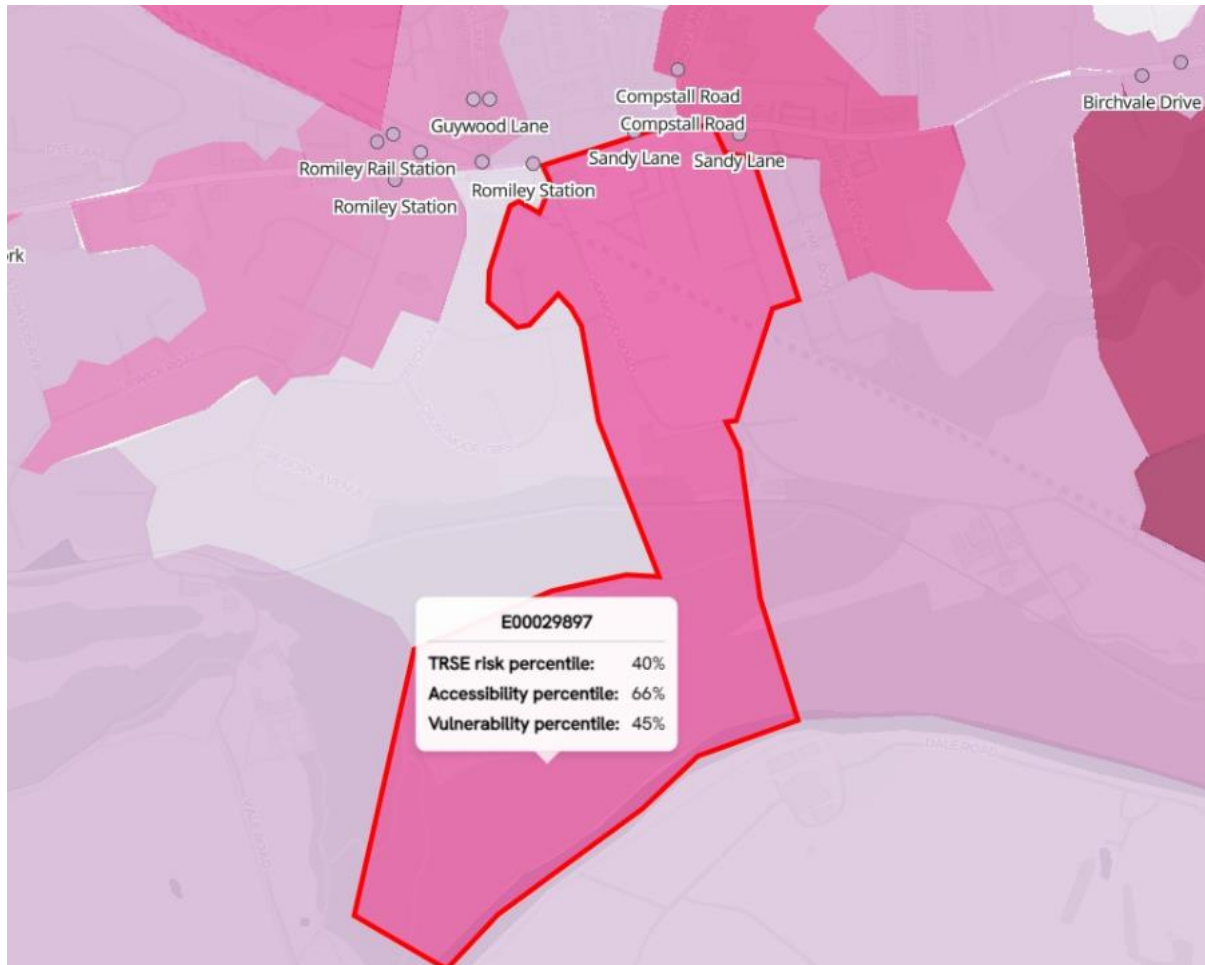


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is above average (100% being a very low score) and accessibility is above average.

The site also has average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

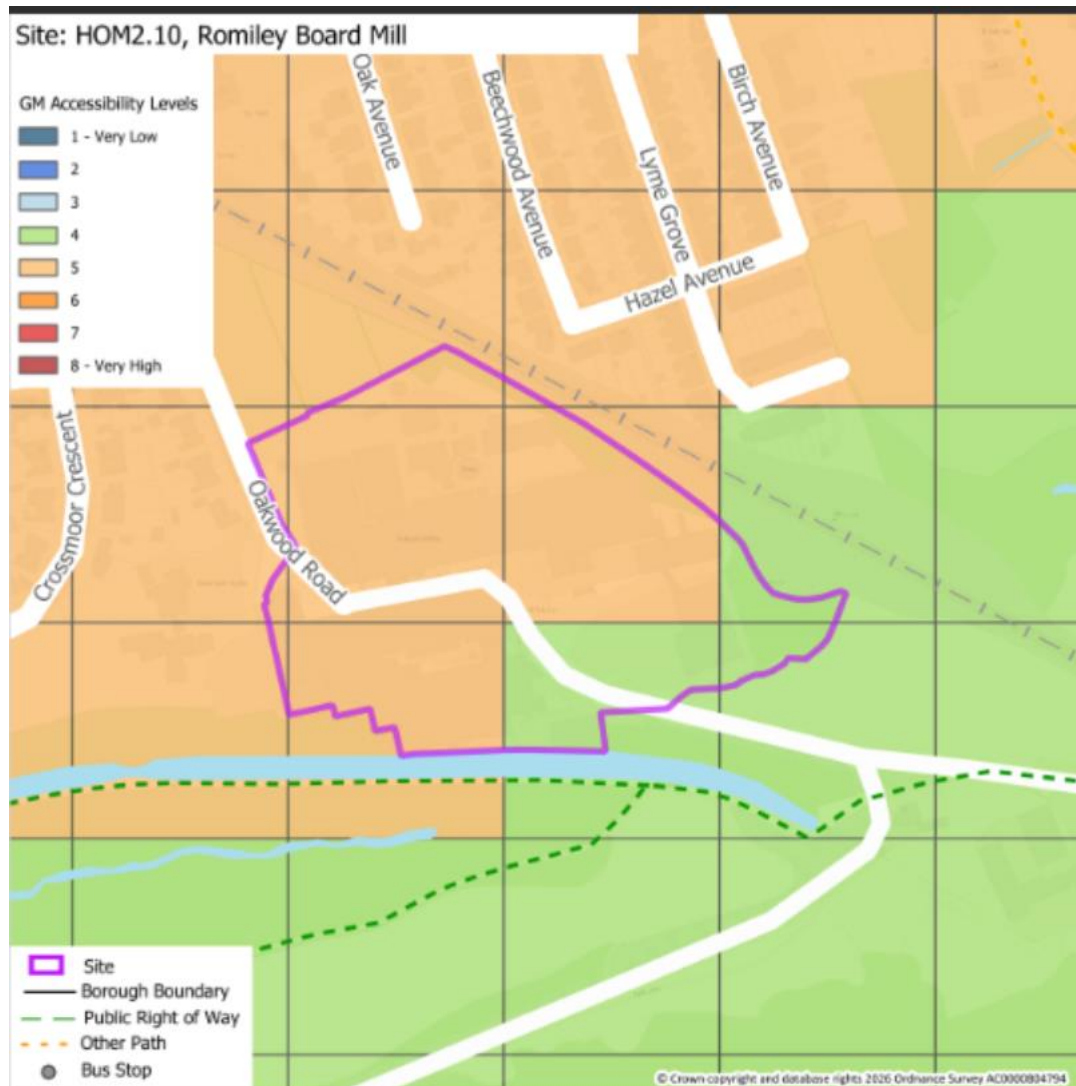
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is above average on this metric, reflecting proximity to Romiley Station and regular bus services on Compstall Road.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Oakwood Road is narrow and also has very narrow footways, generally on one side of the road. It is a lit, two-lane single carriageway road. It has multiple access points to the various Board Mill buildings, which are a combination of historic 19th century mill buildings and more recent constructions.

To the north of the site there is a narrow railway bridge which acts as a pinch point.

An alternative site access route to Compstall Rd exists via Beech Lane and St Chads Avenue. This route has a footway along it, albeit sub-standard in part.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Reconstruction of Oakwood Road through the Mill site to include footway provision, lighting and drainage to current standards.
- Provision of a safe cycle route through the Mill site.
- Improved connection to the Canal towpath from the Mill site to accessible standard (subject to conservation constraints).
- Improved access to Tangshutt Fields leisure facilities including surfacing and lighting of FP18 to bridleway standard.
- Provision of a footway and signal controlled shuttle working at the Oakwood Road railway bridge or alternatively examine closing the railway bridge to traffic and allowing only pedestrian, cycle and equestrian use of it. This may require provision of an adopted turning head on Oak Road at the location of the access to the Precinct service yard.
- Consideration is required of journeys to school including Romiley Primary School and Marple Hall High School. The latter may require enhancement to bus services and / or improvements to paths through the Goyt Valley for walking and cycling.
- Reconstruction (and, possibly realignment) of Oakwood Road through the Mill site to include footway provision, lighting and drainage to current standards.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into

action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Network wide rail service improvements
- Tram Train between Marple and wider Metrolink network

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- Increased bus service frequency for Woodley – Romiley – Marple – Hazel Grove and Stockport town centre – Romiley
- Bee Network Rail Reform (Tranche 1 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By December 2026 this will include Romiley.
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester’s rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-3 which require works include Romiley.

9. Summary and Conclusions

This allocation offers an opportunity to address a number of issues relating to traffic flows and active travel infrastructure at this location, including narrow footways and carriageway.

The allocation is located relatively close to Romiley and associated public transport options, although access to the catchment high school should be improved as part of any development.

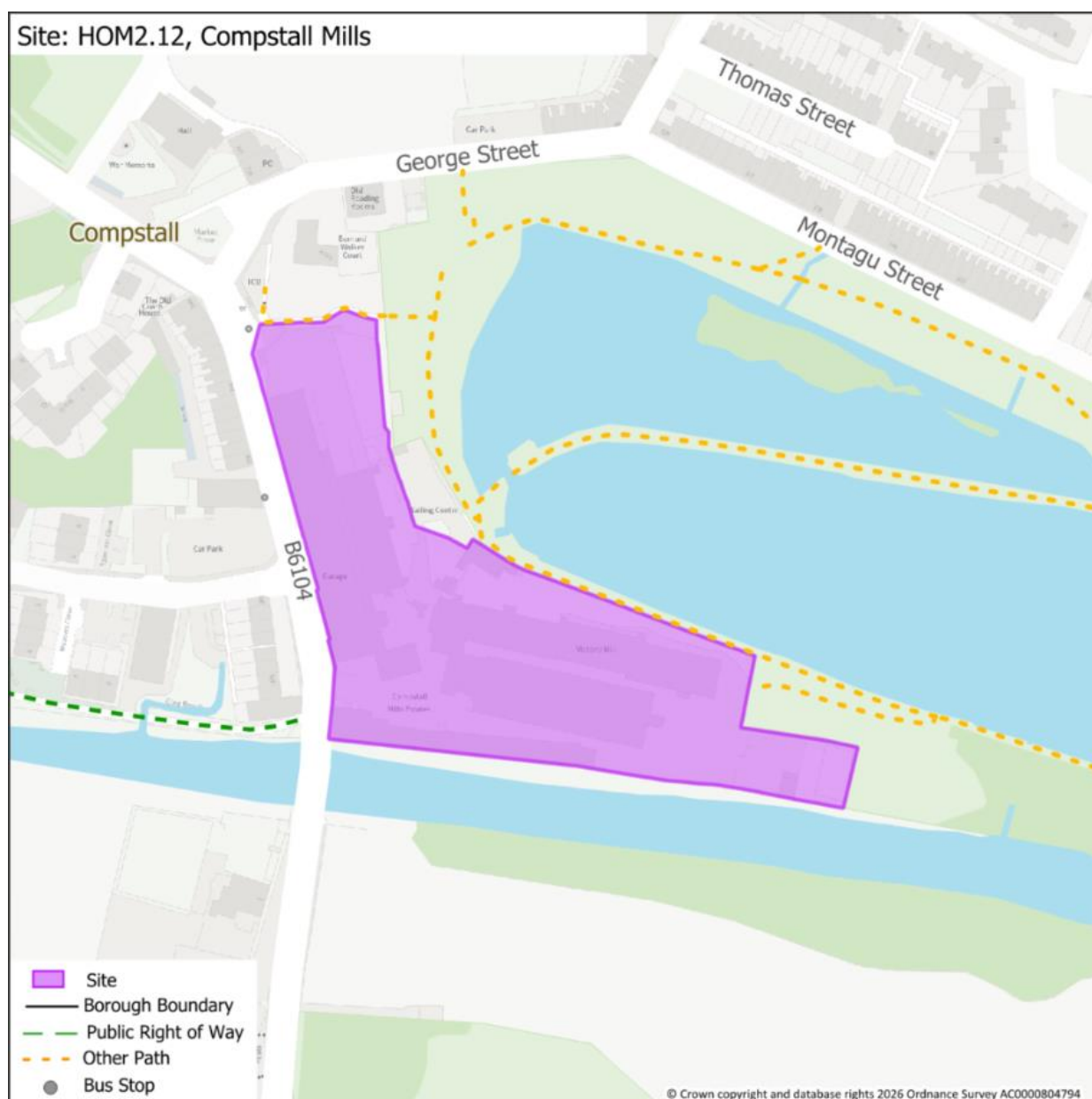
Should requisite mitigation be introduced then it is considered that this site is developable for housing.

HOM 2.12 Compstall Mills

This Locality Assessment has been developed to support the proposed allocation of housing at Compstall Mills as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 130 dwellings for this site, which is in Compstall. The site is currently a complex of disused Mill buildings. It can be accessed from Andrew Street on its western boundary. A sailing club and Etherow Lake form the eastern bound of the site, with the River Etherow forming the southern boundary.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

In line with the council's "Brownfield First" approach, this site comprises previously developed land. The existing baseline supply is identified in the council's Stockport Local Plan: Emerging draft for Regulation 18 consultation 103 Strategic Housing Land Availability Assessment (SHLAA), around 90% of which is on brownfield land.

3. Allocation Access

The site is accessible from B6104 Andrew Street, which forms part of a route between Compstall and Marple Bridge and Romiley.

4. Multi-modal accessibility

Walking and Cycling

Andrew Street is a has narrow footways on both sides of the carriageway and there is a lack of crossing points, other than a narrow pedestrian refuge to the north of the site that lacks tactile paving. There is a single, very narrow footway across the bridge over the River Etherow.

There are footpaths around Etherow Lake and a Public Right of Way alongside the River Etherow.

There is a lack of cycling facilities in the vicinity of the site.

The catchment school is Ludworth Primary, which is a 0.8 mile (1.3km) walk along Compstall Road and Lower Fold, which is steep and has narrow footways.

The footway is often obstructed by parked vehicles.

The catchment High School is a 2.6mile (4.2km) walk along Compstall Rd and Lower Fold (which is steep and has narrow footways) then up Brabyns Brow and Station Road, which again have narrow footways. The route continues through Marple town centre and along Stockport Road, which has good footways and some signalised crossings, although near the turn off to Hilltop Drive there is footway on one side only. Cyclists are required to follow a similar route, which is in parts has challenging topography, narrow and heavily trafficked.

Bus

There are good quality bus stops with shelters on Andrew Street served by the 383/384 circular (20-30 mins. frequency) serving Stockport - Offerton - Marple - Romiley - Bredbury circular). These are 0.1 miles (160m) walk from the centre of site along narrow footways. There are no controlled crossing facilities to access the northbound bus stop.

Rail

The nearest railway station is Marple Station, a 1.1 mile (1.8km) walk along Compstall Road on footways that are narrow in places. The route is steep, requiring pedestrians to travel up and down Lower Fold and Brabyns Brow. Cycle routes to the station are likely to involve travelling a similar route on busy roads. There is an opportunity to improve cycle access to the station alongside the river if improvements were made.

There is an alternative pedestrian / cycle route to Marple Bridge / Marple Station via Brabyns Park, although this is unlit and poorly surfaced. Some wayfinding signage has recently been installed.

The station has step-free access to all platforms, lifts, toilets, a ticket office and sheltered waiting areas. There is a car park at the station and cycle storage available.

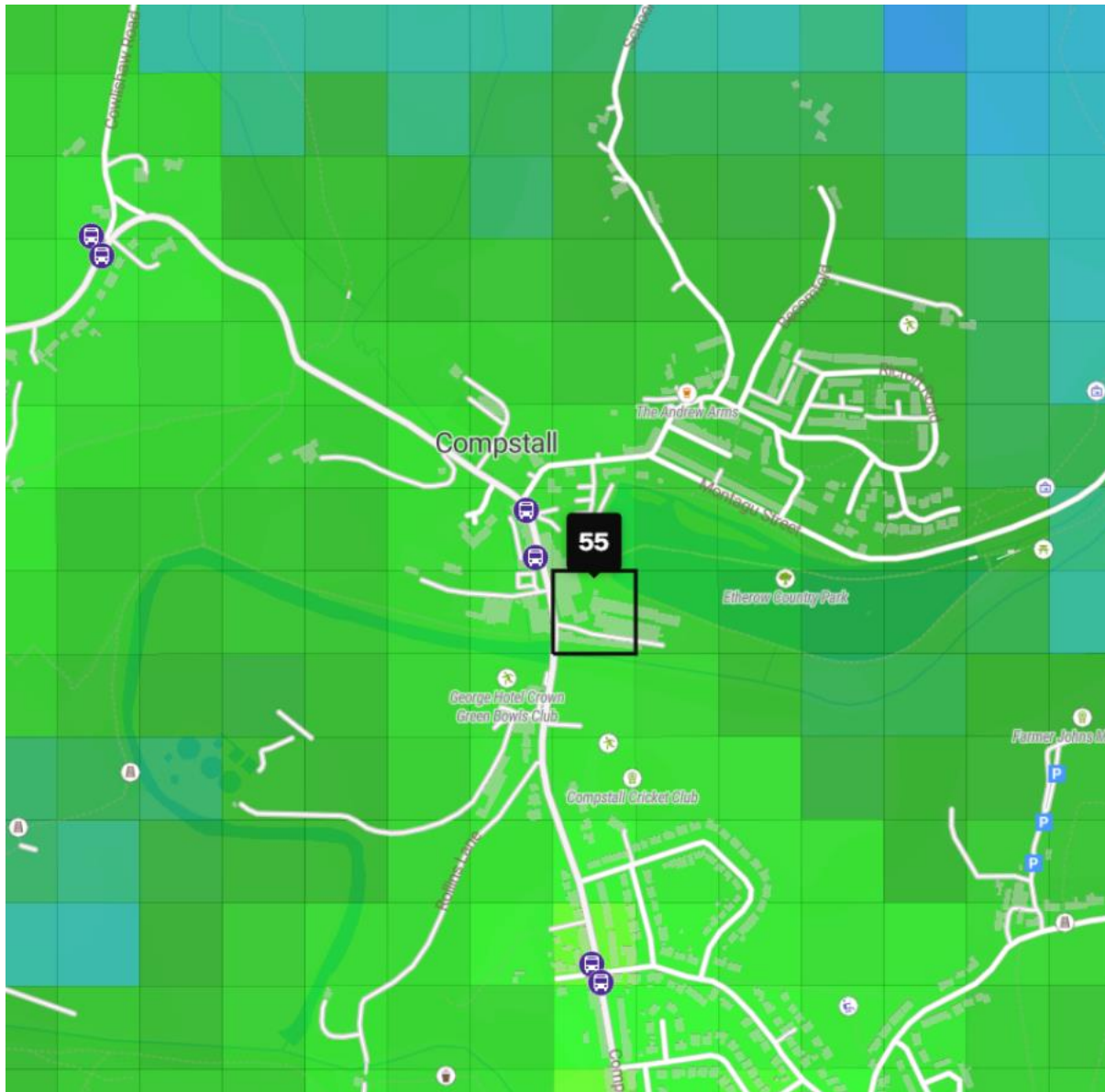
Marple provides access to services to Manchester Picadilly (2 per hour), Sheffield (hourly) and New Mills Central (2 per hour) as well as intermediate stations.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 55 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and the Strategic Road Network.

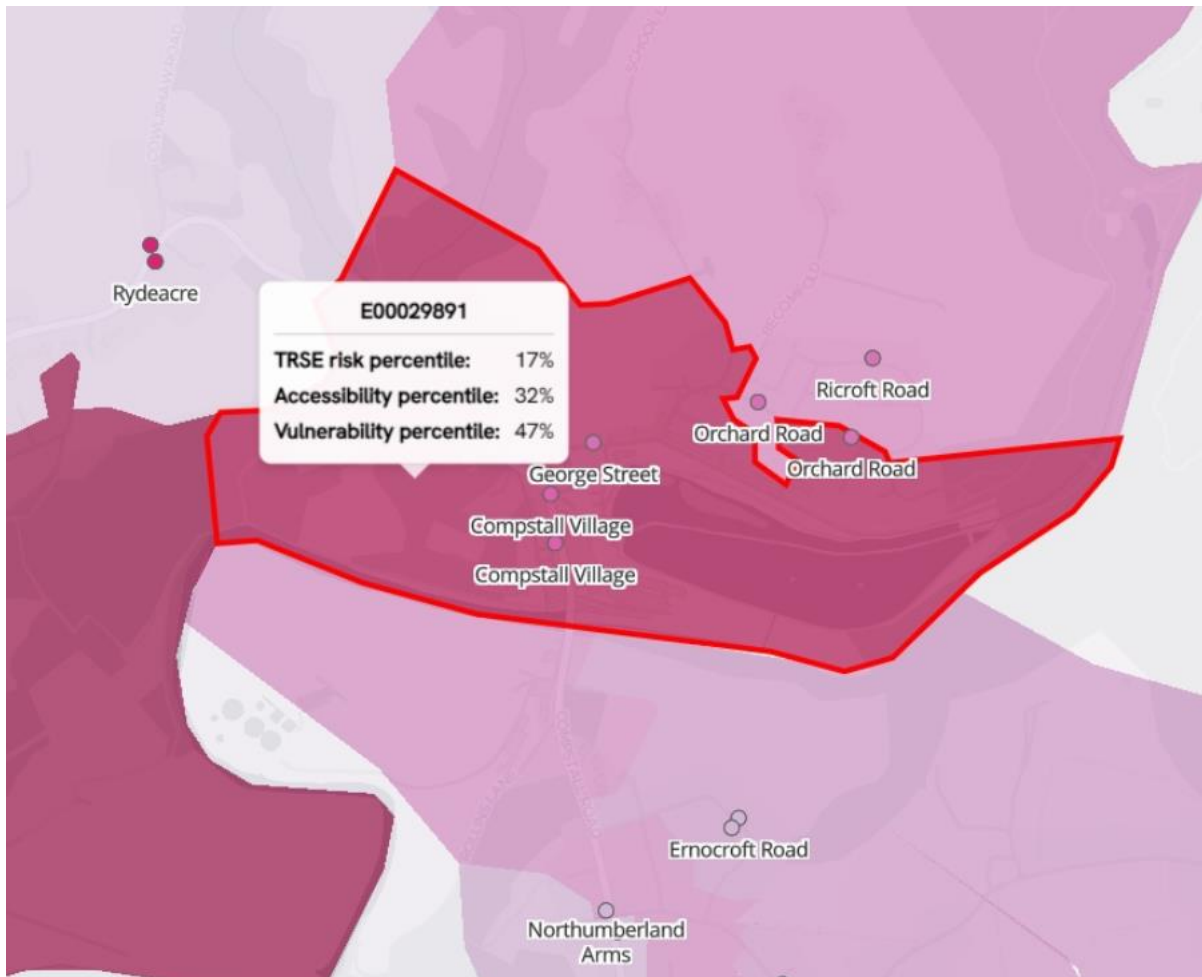


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is high (100% being a very low score) and accessibility is also poor.

The site has average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



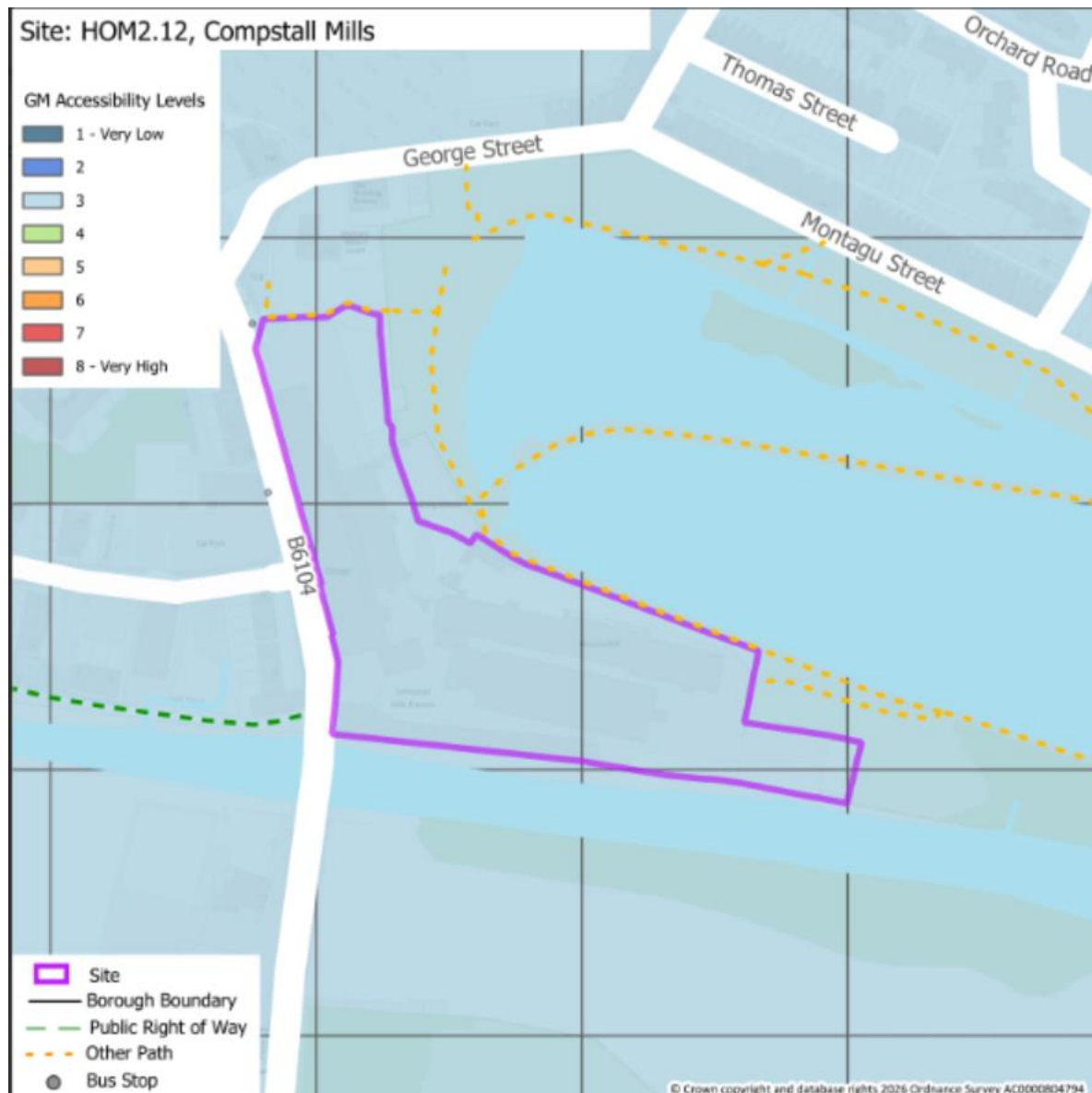
Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange. The site is below average on this metric, reflecting distance from a rail station and less regular bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

B6104 Andrew Street is a narrow, lit two-lane, single carriageway road which carries around 9,000 ADT with over 10% HGVs. There are geometry and visibility issues to resolve for safe and accessible access.

As discussed, footways are very narrow and there is a lack of crossing points on Andrew Street, with the bridge to the south of the site providing a very poor pedestrian environment.

7. Treatment of Cumulative Impacts

There are no other allocated sites in the vicinity of the allocation that would cause a cumulative impact with this development.

8. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Traffic management measures on Andrew St / Compstall Rd (e.g. gateway)
- Widen footways on Andrew Street on the site frontage or provide an alternative adopted footway within the existing site boundary.
- Provide uncontrolled pedestrian crossings at junctions / kerbed accesses on key access routes in the vicinity of the site
- Provide pedestrian crossing points to current standards for the nature and volume of traffic on Andrew Street. This is likely to include a controlled pedestrian crossing or crossings on Andrew Street to facilitate access to bus stops and the riverside path including possible replacement of the current refuge with a controlled facility.
- Provide a pedestrian crossing on Compstall Road in vicinity of Rollins Lane and / or contribute to a new pedestrian / cycle bridge over the Etherow to the west of the existing bridge and a footway / cycleway connection to Rollins Lane on the west side of Compstall Road.
- Improve walking and cycle access to Marple Station and Marple Hall School including improving the cycle route along Rollins Lane and through Brabyns Park

- Consider bus access to Marple Hall School including possible contribution to additional services.
- Provide wayfinding signage
- Consider the relationship of bus stops to improved footways and crossings and relocate and improve as necessary to facilitate good bus access.
- Consider the walking route to Lulworth Primary School and the need to provide crossing facilities and a clear footway to the school including crossing Compstall Rd, side road treatments and keeping footways clear of obstruction by parked vehicles.
- Provide sufficient parking on site to prevent on-street parking
- Provide suitable access for vehicles, pedestrians and cyclists onto Andrew Street including consideration of pedestrian priority at crossing points.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Network wide rail service improvements
- Tram Train between Marple and wider Metrolink network

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- Increased bus service frequency for Woodley – Romiley – Marple – Hazel Grove and Stockport town centre – Romiley
- Bee Network Rail Reform (Tranche 3 Stations) The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By 2030, this will include Marple.

10. Summary and Conclusions

The locality assessment supports the proposed allocation of approximately 130 dwellings at the Compstall Mills site, a brownfield location comprising disused mill buildings in Compstall. The site is accessed via Andrew Street and is constrained by surrounding features including Etherow Lake, the River Etherow, and nearby recreational uses. Its allocation aligns with Stockport’s housing target and “Brownfield First” approach. However, the site has relatively poor accessibility, with limited walking and cycling infrastructure, narrow and obstructed footways, steep gradients, and constrained routes to local schools, services, and Marple railway station. Public transport provision is modest, with bus services available nearby but limited frequency, and overall connectivity is below average, contributing to a higher risk of transport-related social exclusion.

The assessment identifies several highway and accessibility concerns, particularly on Andrew Street, which experiences high traffic levels, constrained geometry, and poor pedestrian conditions. To mitigate these impacts, a range of measures is required, including traffic management measures on Andrew Street and Compstall Road, widening footways, and delivering new or upgraded pedestrian crossings at key locations. Improvements to cycling infrastructure, including better links through Brabyns Park, enhanced wayfinding, and upgraded bus stop facilities, are also recommended. Contribution to a new foot / cycle bridge over the Etherow and path improvements to Rollins Lane could transform foot and cycle access to Marple Bridge, Marple Station and Marple Hall School. In addition, provision of adequate on-site parking and safe access arrangements for vehicles, pedestrians, and cyclists will be necessary to minimise on-street parking pressure and improve overall safety and connectivity. Longer-term strategic transport improvements, including rail enhancements and Bee Network integration, may further support accessibility to the site.

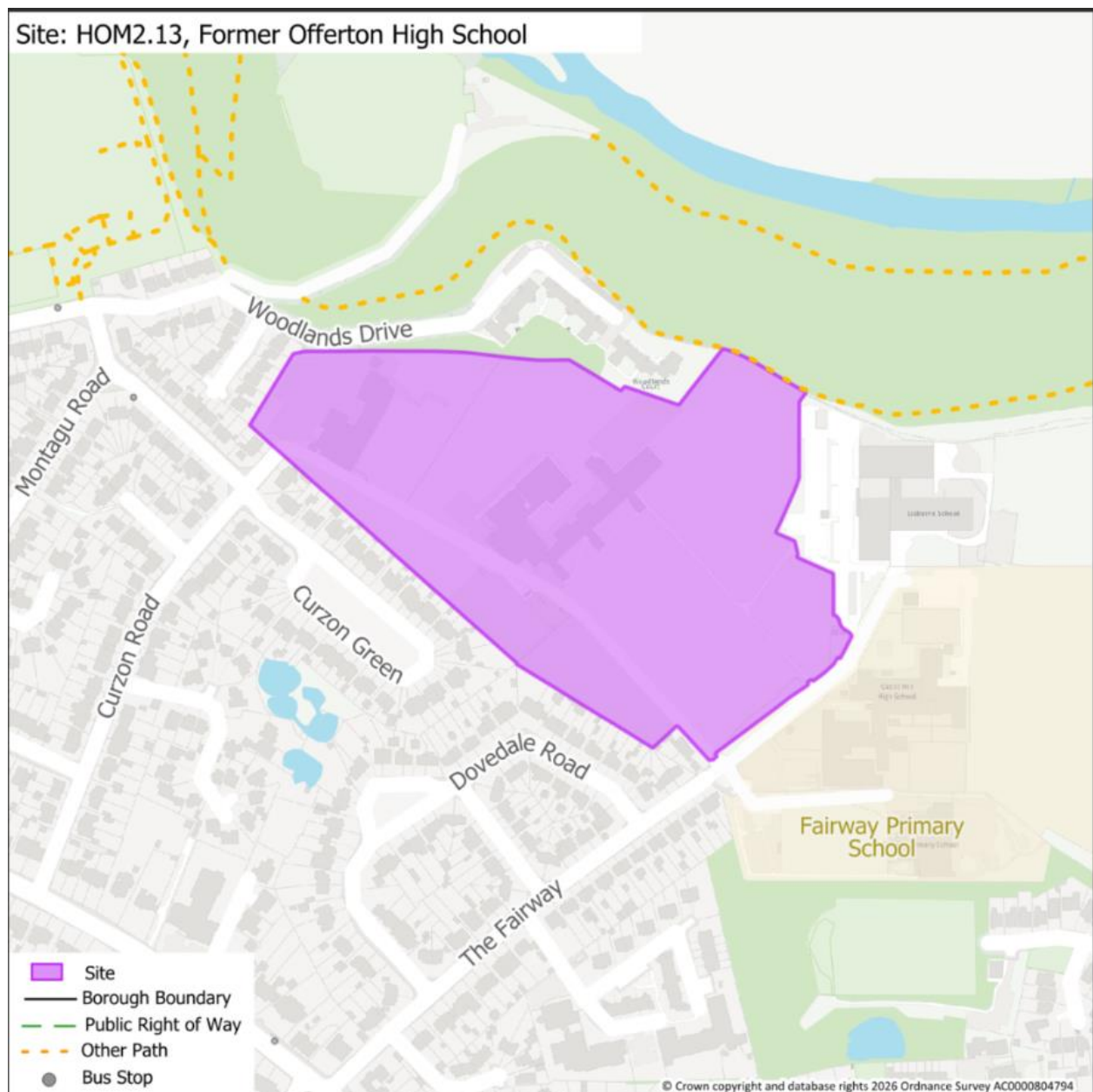
Overall, with mitigation, with allocation is considered developable for housing.

HOM 2.13 Former Offerton High School

This Locality Assessment has been developed to support the proposed allocation of housing at the former Offerton High School as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 185 dwellings for this site, which is located in the east of Offerton. The site is currently a complex of disused school buildings, car parks and associated playing fields and other outdoor space. It can be accessed from residential streets Curzon Road and The Fairway to the South-West of the site.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

A significant proportion of the allocation is previously developed. It is intended to bring the allocation forward in conjunction with the ongoing regeneration of the wider Offerton area which seeks to deliver a range of new and replacement leisure and community facilities alongside new residential development.

3. Allocation Access

Current

Currently vehicular access to the allocation is available via The Fairway to the south-east end of the site and Curzon Road to the western corner of the allocation. Both of these are local roads and subject to 20mph speed restrictions. Both The Fairway and Curzon Road currently serve existing residential dwellings fronting onto both sides of the carriageways.

The Fairway also serves Fairway Primary School, Lisburne Special School and Castle Hill High School. It is very busy and congested at school start and finish times and has been subject to recent works to improve side road crossing points and provide traffic calming.

On Marple Road immediately to the east of The Fairway there is an existing Puffin crossing which links the site to Sundial Road and Lisburne Lane where there are local shops and a small supermarket.

The Curzon Road access offers a choice of routes to the A626 Marple Road / Offerton Lane.

Traffic may reach the A626 through a number of existing residential streets from Curzon Road in the east to Graham Road in the west. Whilst in uncongested conditions drivers are likely to take the shortest route to Marple Road in the peak hours it may be quicker to travel further west through estate roads.

In 2025 a new signalised Toucan crossing and associated footway / cycleways were installed on Marple Road between the junctions of Montagu Road and Hemphshaw Lane. As part of the scheme a raised carriageway was installed on Montagu Road to facilitate pedestrian crossing and access to the foot / cycleway on Marple Road.

As part of Mayor's Challenge Fund (MCF) works the controlled crossing on Offerton Lane near Salcombe Road was improved to Toucan standard with associated footway / cycleways and a

widened footway and speed table installed on Salcombe Road. The latter facilitated access to / from the footway / cycleway for cyclists using Salcombe Road. The works formed part of an Offerton to Stockport cycle route.

Proposed

Primary vehicular access to the allocation would be via The Fairway and Curzon Road through existing residential development areas.

Traffic calming was installed along The Fairway by SMBC in 2019. As part of any development of this allocation, it would be necessary to provide comprehensive traffic calming on the rest of the estate roads between the allocation and the A626. Junction improvements may also be required at the junctions with the A626, in particular for Greave Rd, Woodlands Drive, Curzon Road and The Fairway.

4. Multi-modal accessibility

Existing

Walking and Cycling

Footways and street lighting are provided on both sides of the carriageway along both The Fairway and Curzon Road.

A Public Right of Way (S 148) runs along the eastern boundary of the allocation area, connecting the A626 to the Midshires Way footpath. This follows the course of the River Goyt alongside the northern boundary of the allocation area.

Whilst the local catchment Primary School, Fairway Primary borders the site, the catchment high school is Marple Hall School, which is 2.2 miles (3.5km) walk along A626 Marple Road. Marple Road has narrow footway in places or footway on one side only and is stepped in sections. There is a signalised crossing at the Dooley Lane/Marple Road/ Stockport Road junction. The route then continues uphill along Stockport Road, on a shared footway / cycleway. It then continues up Hilltop Drive to the school. For cyclists, Marple Road is a very busy A-road with few cycle facilities and challenging topography. It does not meet current guidance to promote as a cycle route. Whilst the catchment is for Marple Hall School in fact Stockport School is somewhat closer and some children may attend that site or the nearby fee paying Stockport Grammar School. The nearest sixth form provision in the area is at Aquinas College, located on Nangreave Road approximately 2km or 1.3 miles from the allocation.

The nearest District Centre is Hazel Grove, which is a 2.2 mile (2.5km) walk along Hillcrest Road and Dialstone Lane which have good footways. However, there are few cycling facilities on this route.

Bus

Regular bus services operate along the A626 close to the development allocation. The nearest bus stop is located approximately 450m away at The Fairway, or 400m via the eastern edge, and can be accessed using the existing footways and crossing facilities. The 364 service passes 145m-230m from the western Life Leisure point of entry. From here, there are frequent bus services travelling into Stockport town centre. The table below summarises the routes and frequencies of these bus services.

Service	Route	Frequency	Operator
314	Stockport – Offerton Fold – Offerton circular	30 mins	Bee Network
358	Stockport – Offerton – Marple – New Mills – Hayfield	60 mins	Bee Network
364	Stockport – Woodbank Park – Bosden Farm – Heaton Moor circular	60 mins	Bee Network
383/384	Stockport – Bredbury – Harrytown – Romiley – Marple – Offerton circular	30 mins	Bee Network

* The 364 service also has stops around Woodlands Park (Woodlands Dr; Woodlands Park Rd), closer to the western (Life Leisure) edge of the allocation.

Rail

There is no railway station within the immediate vicinity of the allocation. The closest railway station to the allocation is Woodsmoor railway station, located approximately 2.9km south-west of the allocation, therefore the walking distance to the station is outside of what is considered to be reasonable.

Woodsmoor Station is approximately a 1.8 mile (2.9km) ride along Hillcrest Road and Mile End Lane with no cycling facilities, and no cycle crossing over A6.

The next two nearest stations are Davenport and Hazel Grove at 3.2km and 4.1km driving distances respectively. As they have car parks, they represent more realistic split car-rail journeys.

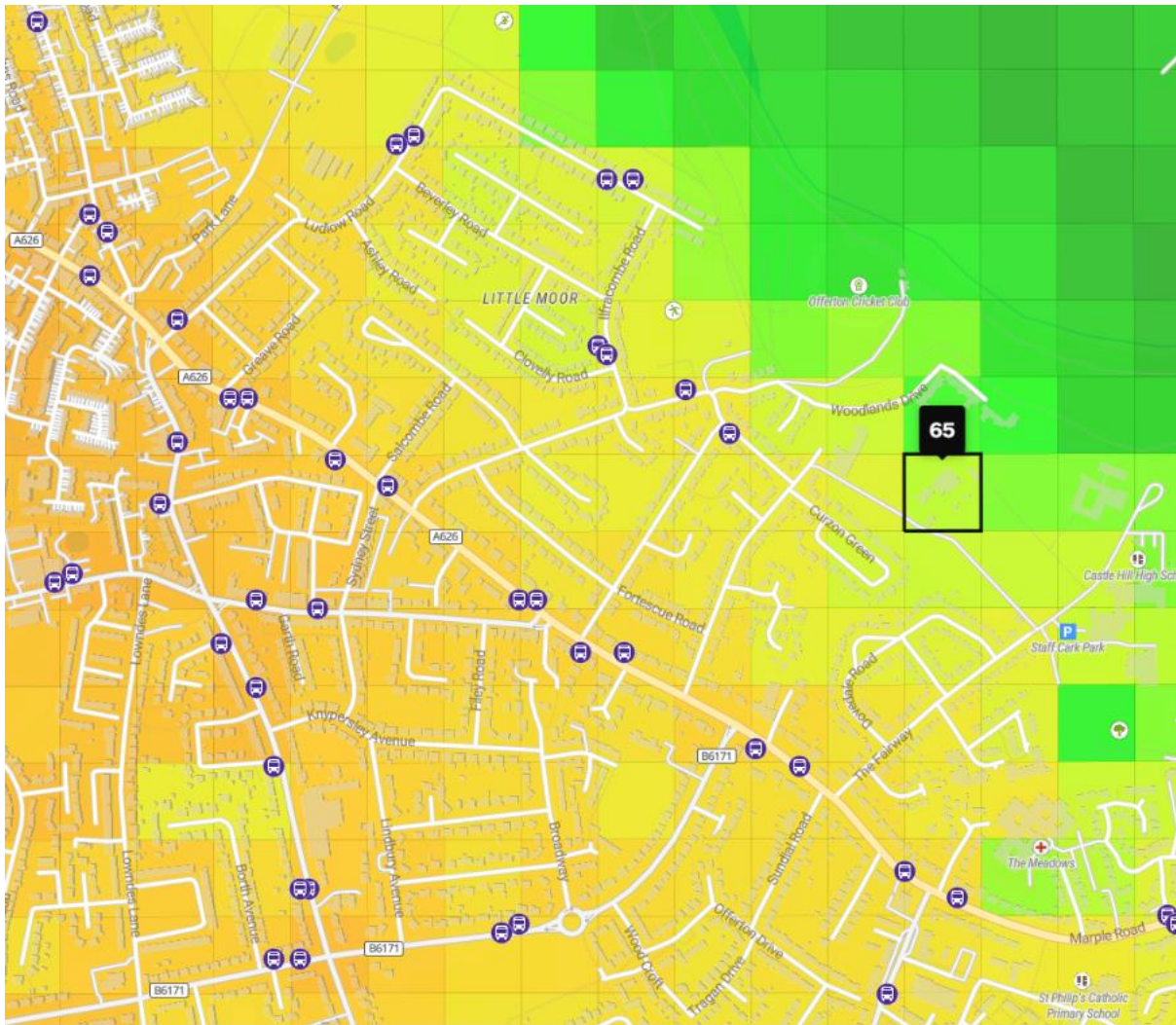
The stations are on the Buxton line, which offers regular train services between Manchester and Buxton at three trains per hour to Stockport and Manchester Piccadilly from Monday to Saturday, and two trains per hour on a Sunday. Hourly services operate to Buxton from Monday to Sunday. A range of regional and national connections are available from Manchester Piccadilly and Stockport. Each station has two platforms, with shelter available on each platform for waiting passengers. They operate manned ticket offices during peak times, with ticketing machines available at other times.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 65 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects often distant public transport options.

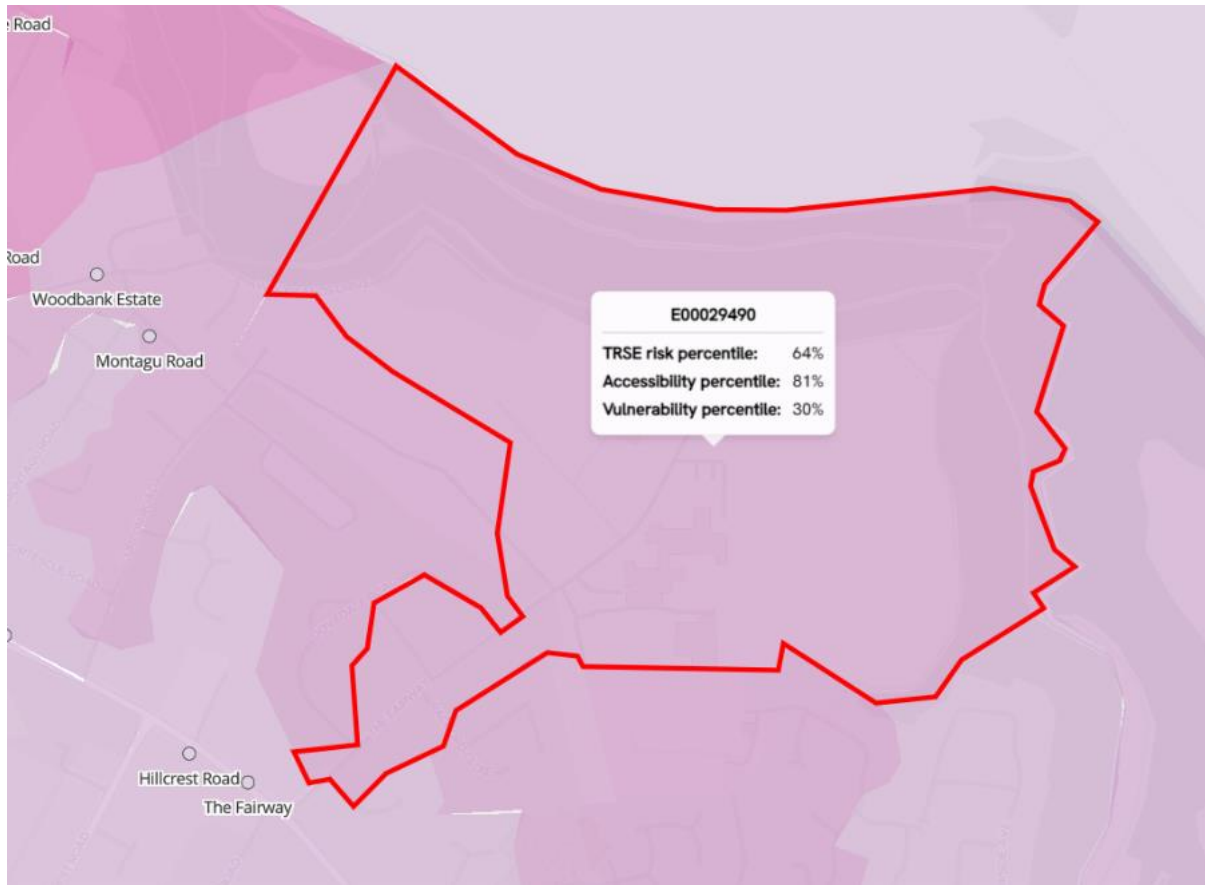


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score) and accessibility is good.

The site has relatively high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is below average on this metric, reflecting distance from a rail station and less regular bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

It is anticipated that vehicular traffic accessing the allocation will be served via The Fairway and Curzon Road. Both of these roads currently serve existing residential dwellings fronting onto both sides of the carriageway. As observed above drivers may take a number of routes from the Curzon Road access to the A626, particularly in congested conditions on the main road. As part of any development of this site it would be necessary to provide comprehensive traffic calming on the estate roads between the site and the A626.

The northern end of the Fairway is unadopted and the junction of the Fairway with the school accesses is sub-standard / complex.

Queuing occurs at the junction of The Fairway with Stockport Road at school start / finish times. The capacity of this junction will need to be reviewed. There are also capacity issues with the Lisburne Lane junction.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Consideration needs to be given to the construction of The Fairway and Curzon Road and whether they are suitable for construction access and increased use by the developments. Comprehensive investigation is needed and it may be necessary to carry out improvements to make them suitable for this purpose.
- A traffic calmed 20mph zone is required on residential streets to the north of Marple Road between Graham Road and The Fairway. Works should include physical traffic calming, improvements to pedestrian crossing points, junction protection and necessary signage and markings.
- Raised carriageways and improved pedestrian crossing points should be provided on Greave Rd, Woodlands Drive, Curzon Road and The Fairway at their junctions with the A626.
- The existing Puffin crossing on Marple Road east of The Fairway should be upgraded to a Toucan crossing with associated footway / cycleways linking The Fairway and Sundial Road. This will facilitate cycle access from the site to Local Shops, Stockport School and Aquinas College.
- An improved foot and cycle path should be provided along the north side of the site linking the site access at Curzon Road to the Path to Hall Pool Drive. This path, along with that to Hall Pool Drive, should be surfaced and lit. This path will provide access to a proposed foot / cycle connection over a new bridge linking to Dark Lane.
- Any scheme should include proposals to extend The Fairway into the site and modify access arrangements for the existing schools

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Access for all scheme at Woodsmoor Station

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- Increased bus service frequency for routes between Stockport Town Centre and Offerton and improved routes connecting Marple, Offerton and Stockport town centre.

9. Summary and Conclusions

The locality assessment supports the proposed allocation of 185 dwellings at the Former Offerton High School site, a predominantly brownfield location comprising disused school buildings, car parks and associated land in east Offerton. The site is accessed via Curzon Road and The Fairway through existing residential areas, aligning with Stockport’s housing target and “Brownfield First” policy, while contributing to wider regeneration aspirations in Offerton. In terms of accessibility, the site benefits from established pedestrian infrastructure, proximity to a primary school, and a range of bus services along the nearby A626. However, access to secondary schools, district centres and rail stations is less convenient, with relatively long distances, limited cycling provision, and some constrained pedestrian routes. As a result, overall accessibility is moderate, reflected in a below-average public transport accessibility score, although the site performs better in terms of transport-related social exclusion risk.

The assessment identifies that while there are no significant strategic highway capacity issues, localised impacts are expected, particularly from increased traffic using residential streets and at key junctions with the A626. To address these impacts, mitigation measures include comprehensive traffic calming, the introduction of a 20mph zone and junction improvements at the residential street junctions with the A626 are needed. Enhancements for sustainable travel are also required, including improved walking and cycling connections, new crossings, and upgraded bus stop facilities. A key intervention is the provision of a new walking and cycling path around the north side of the site which will contribute to a new route (approximately 2.1km) linking the site to

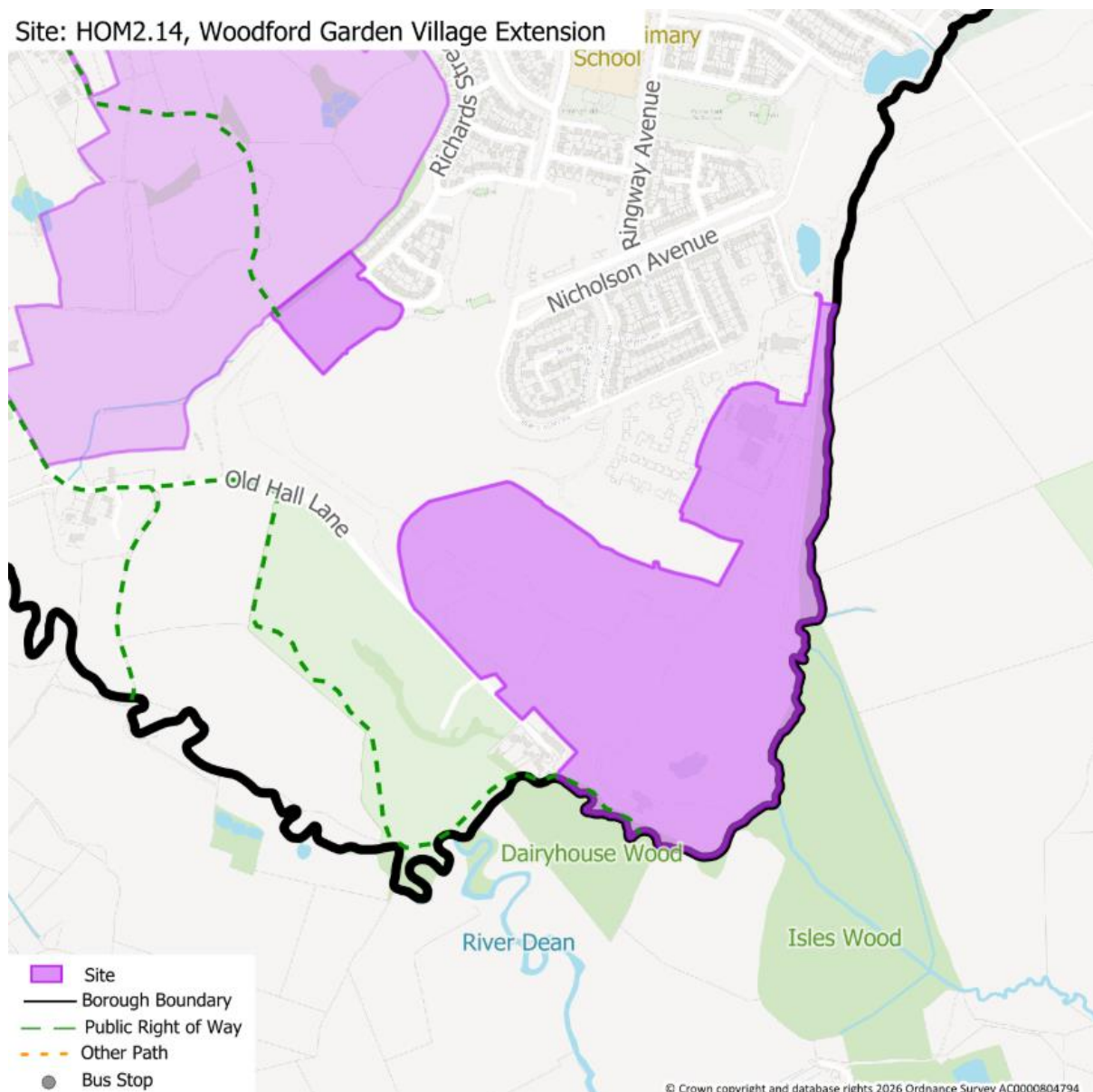
the Goyt Valley cycle network via a new bridge. Together, these measures aim to improve accessibility, promote sustainable travel, and ensure the development can be accommodated safely within the local transport network.

HOM 2.14 Woodford Garden Village Extension

This Locality Assessment has been developed to support the proposed allocation of housing at Woodford Garden Village as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 545 dwellings for this site, which is located to the south of Woodford Garden Village, along the boundary with Cheshire East Local Authority. The site forms part of the former Woodford Aerodrome and can be accessed from Old Hall Lane and roads associated with the wider Woodford Garden Village development.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

Stockport Council has adopted a "Brownfield First" approach which aims to enable and prioritise delivery on land that has been developed previously. The majority of new housing will therefore be delivered on previously developed land.

3. Allocation Access

The site can be accessed from Old Hall Lane, a narrow single carriageway road with no footways or lighting. More appropriately, the site is accessible via adjacent residential roads such as Pierse Street, Everett Drive and Woodhouse Crescent, which are all recent constructions.

There are already congested and busy roads in the area, with 9,000 ADT on Chester Road, 10,000 on Woodford Road, plus cumulative effect of developments 2.14, 2.27 and 2.38 on Woodford Road / A555 junction.

4. Multi-modal accessibility

Walking and Cycling

Woodford Garden Village is a newer and ongoing development and the village benefits from high quality walking and cycling facilities in the form of good footways, crossings and segregated cycle routes.

The nearest District Centre is Bramhall. It is a 2 mile (3.2km) walk along a shared path through new housing estate to Chester Road and then along footways on Woodford Road which are narrow in places. The route then continues on good footways to Bramhall.

Woodford Primary School and Queensgate Primary School are both located relatively close to the site. Woodford Primary School is located 800m from the site on newly constructed footways.

Queensgate Primary is located along currently unmade paths and then along narrow footways on Woodford Road, continuing on an off-road path to the school.

Bramhall High School is a 3 mile (4.8km) walk along a shared path through a new housing estate to Chester Road and then along footways on Woodford Road which are narrow in places. The route then continues on good footways through Bramhall to Dairyground Road and Seal Road.

There are plans to significantly improve active travel links between Woodford and Bramhall via a segregated cycle and walking facilities on Woodford Road, Chester Road and Moor Road.

Bus

There are good quality bus stops on Chester Road serviced by 2 routes:

- 42B (hourly) - Piccadilly Gardens - Cheadle - Cheadle Hulme – Woodford (including Bramhall District Centre)
- 378/379 circular (hourly) - Stockport - Bramhall - Heald Green - Cheadle Hulme circular

These stops are 1.2 miles (1.9km) walk from the centre of 2.14a along currently unmade paths then through new estate on shared footway. There is no crossing on Chester Road. It is 0.9 miles (1.4km) walk from centre 2.14b along shared path through new housing estate. There is no crossing on Chester Road.

A school bus (service 877) stops on Chester Road.

It should be noted that a second Bus Agreement will be needed as existing bus services are insufficient. It is a requirement that services are within 400m of all parts of site to offer frequent service to District Centre, High School and Town Centre. Any commitment should not be time limited.

Rail

There are two stations of similar distance to the site: Poynton and Bramhall, a distance of 2.5 miles.

Whilst these are outside of what would be considered a reasonable walking distance, cycle routes to Poynton Station require using heavily trafficked roads.

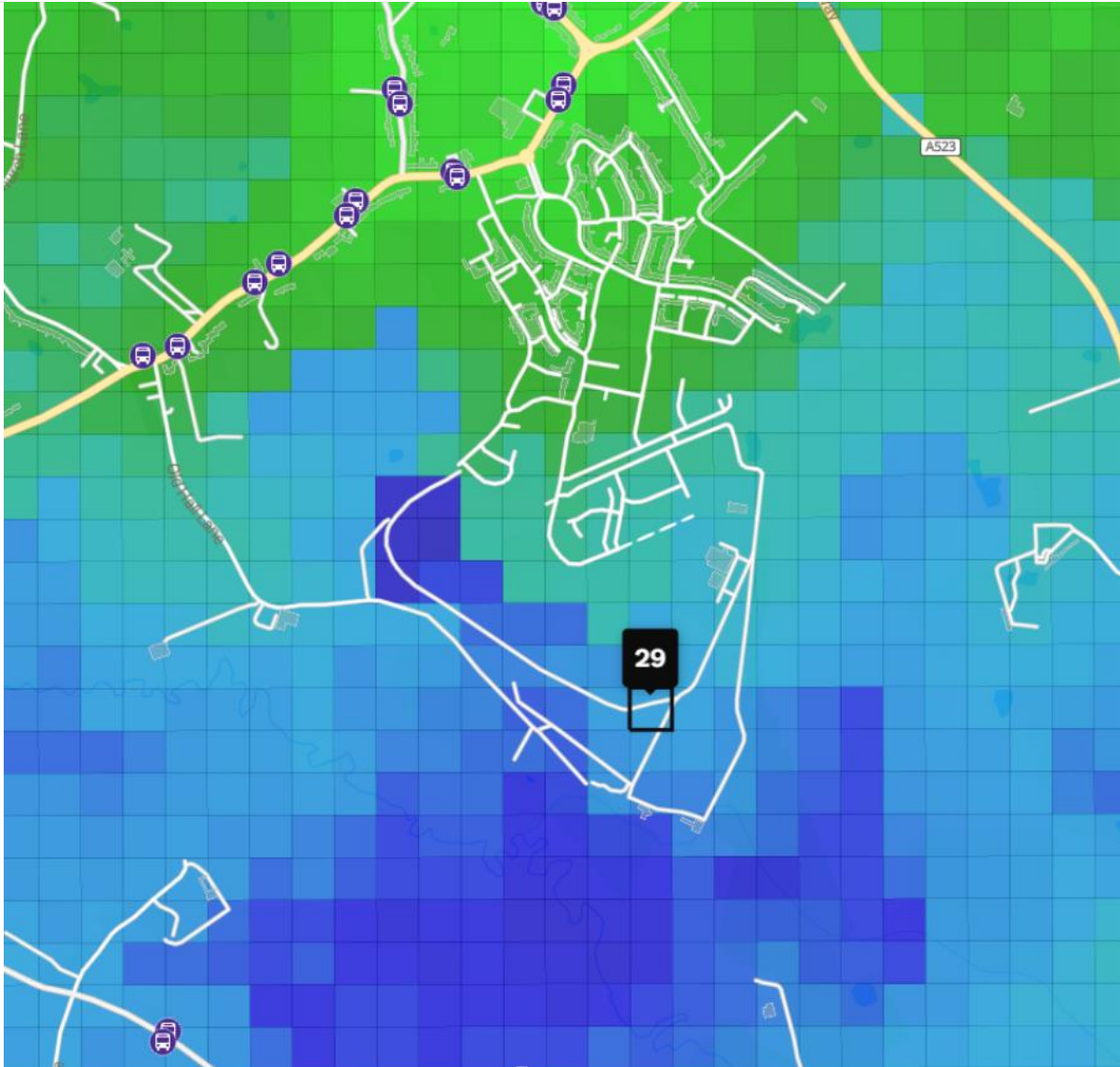
Bramhall Station requires cycling 2.5 miles (4km) along currently unmade paths and then on-carriageway through the new housing estate and then via Chester Road /Woodford Road which are very busy roads with no cycling facilities.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 29 of out 100 on the DfT's Connectivity Tool, a very low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

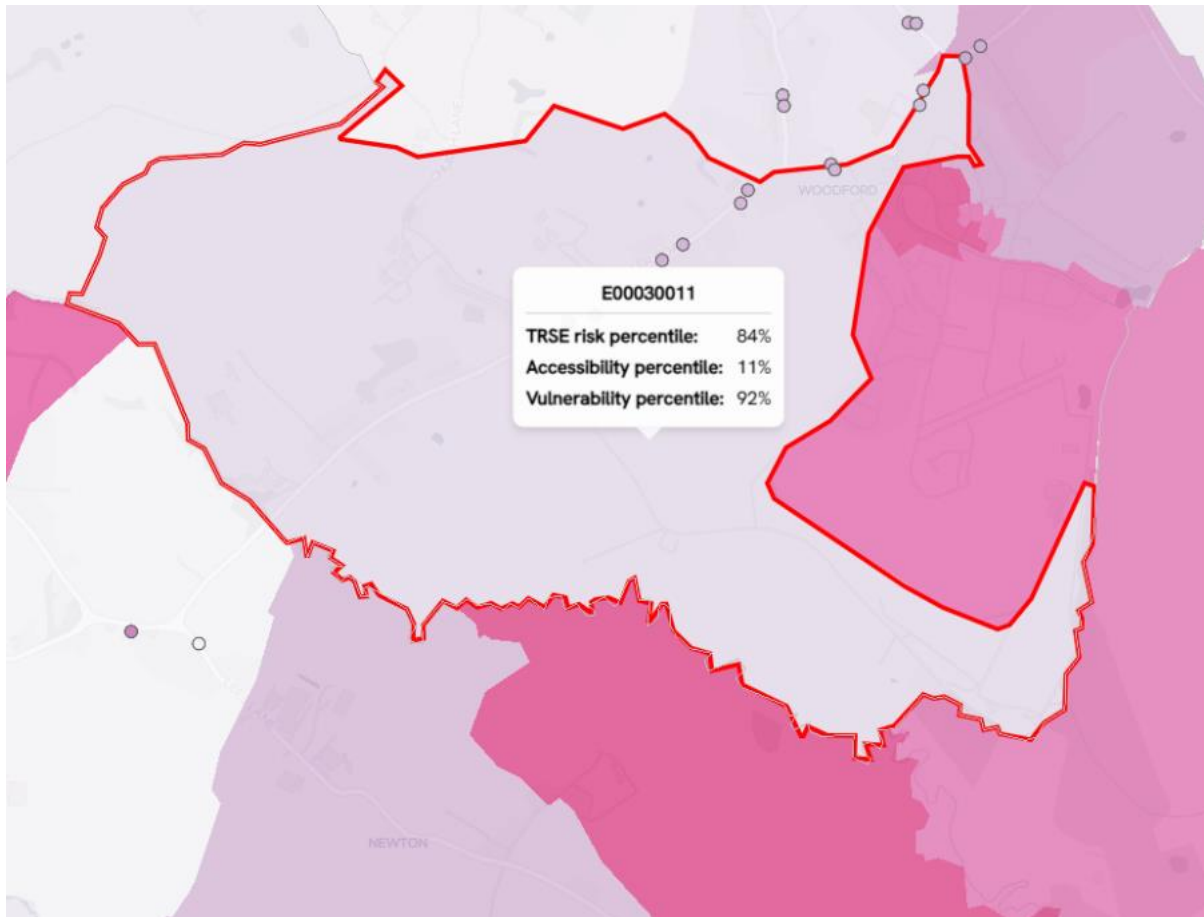


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score) whilst accessibility is poor.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

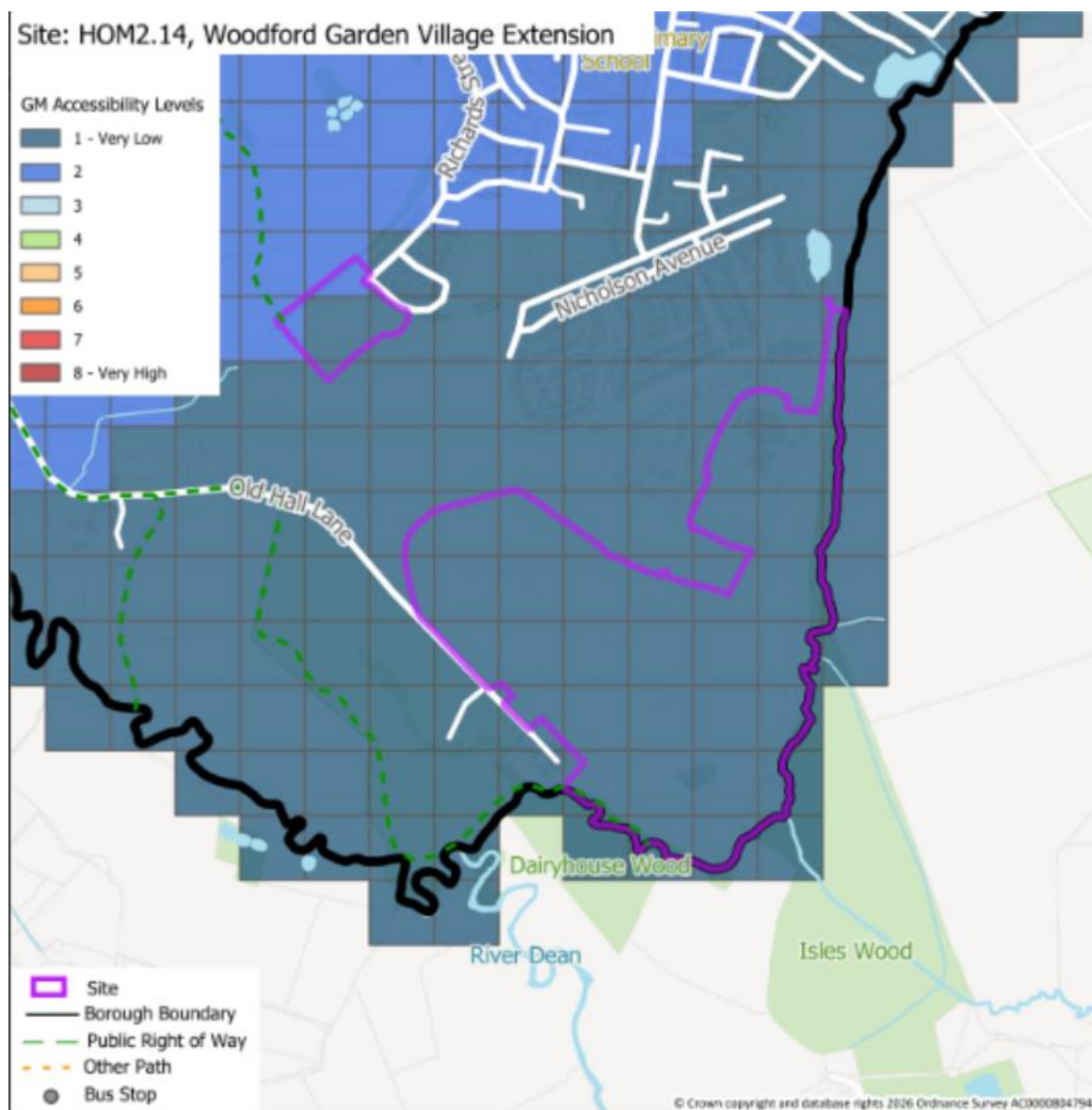
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is very low on this metric, reflecting distance from any regular public transport provision.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, Pierse Street and adjacent residential streets have recently been constructed, with good quality footways and carriageway surface.

Pierse Street is fronted by new housing with driveways and Avro Heritage Museum. Old Hall Lane to the west of the site is a narrow, unlit single carriageway road that provides access to residential properties and a golf club. It is unsuitable for site access given its condition and likely traffic generation associated with the site.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- A 2nd Bus Agreement will be needed as existing bus services are insufficient. A service is required to enable access within 400m of all parts of site to offer frequent services to District Centre, High School and Town Centre. Any Commitment should not be time limited.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Bramhall Station Travel Hub (Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station)

The Stockport Transport Strategy also has a number of interventions that related to Woodford, including:

- Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect including the Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport route

9. Summary and Conclusions

The locality assessment supports the allocation of approximately 545 dwellings at the Woodford Garden Village extension, located on land forming part of the former aerodrome to the south of the existing development. The proposal aligns with Stockport’s housing target and “Brownfield First” approach, contributing to the ongoing expansion of Woodford Garden Village. The site benefits from high-quality internal walking and cycling infrastructure within the newer development, and reasonable access to nearby primary schools. However, overall accessibility is poor, with limited access to frequent public transport, distant rail stations, and reliance on busy roads with constrained cycling provision. Bus stops are over 1km from parts of the site and lack safe crossing facilities, and connectivity scores (including the DfT Connectivity Tool and GMAL) are very low, indicating a strong dependence on private car travel despite relatively low population vulnerability.

The assessment also identifies local highway pressures, including congestion on Chester Road and Woodford Road, as well as unsuitable access via Old Hall Lane, meaning access should primarily be taken through the existing residential network. To mitigate these issues, the key requirement is a second, long-term bus service agreement that ensures all parts of the site are within 400m of frequent and reliable services connecting to district centres, schools and Stockport town centre. This should be supported by enhancements to the wider transport network, including improved walking and cycling routes between Woodford and Bramhall and upgrades to nearby rail facilities such as the proposed Bramhall Station Travel Hub. Together, these measures are intended to improve accessibility, reduce car dependency, and ensure the development integrates sustainably with the surrounding transport network.

HOM 2.15 Hall Moss Lane

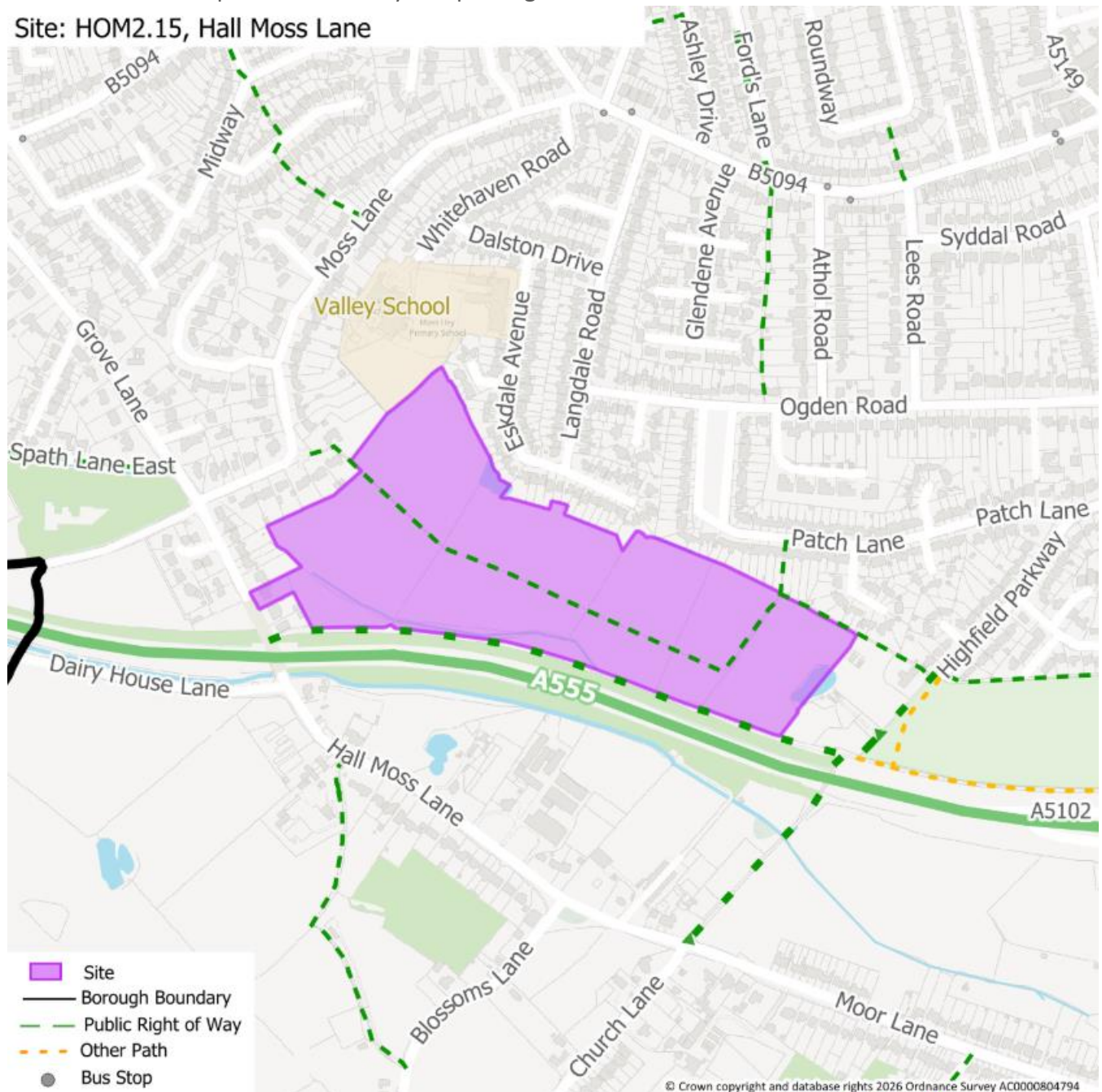
This Locality Assessment has been developed to support the proposed allocation of housing at Hall Moss Lane, Bramhall as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 400 dwellings for this site, which is located off Hall Moss Lane to the South of Bramhall.

The site is undeveloped and currently comprises grassland across a number of fields.

Site: HOM2.15, Hall Moss Lane



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site is likely to be accessed from Hall Moss Lane (requiring demolition of a property), which forms part of a north-south link between Woodford and the A34 at Cheadle Hulme. Hall Moss Lane is a lit, two-lane single carriageway road with a narrow footway on one side of the road.

It may also be required that emergency, pedestrian and cycle access is provided onto Patch Lane, Syddal Green or Eskdale Avenue, residential roads to the north of allocation. This is likely to require demolition of properties to provide access. Patch Lane, Syddal Green and Eskdale Avenue are all narrow with on-street parking.

4. Multi-modal accessibility

Existing

Walking and Cycling

There is a Public Right of Way (26 CG) that bisects the site and a further Public Right of way along the southern boundary of the site (alongside the A555), which is a shared cycle/footpath. This provides an important east-west link between Hazel Grove and Manchester Airport.

Footways on Hall Moss Lane are narrow or one side only, whilst footways are also narrow on Patch Lane, Syddal Green and Eskdale Avenue.

There are plans to significantly improve active travel links between Woodford and Bramhall via off carriageway cycle and walking facilities on Woodford Road, Chester Road and Moor Lane.

Bus

The allocation is currently served by low-frequency bus services.

For the west of the site there are varying quality bus stops on Acre Lane. From the east of the centre, there are poor quality bus stops on Athol Road on estate footways (footway only on one side of Syddal Gardens) served by 2 services:

- 42B (Varying frequency, hourly during the day) - Piccadilly Gardens - Cheadle - Cheadle Hulme – Woodford (including Bramhall District Centre)

- 378/379/378A circular (Approx. hourly)- Stockport - Bramhall - Heald Green - Cheadle Hulme circular

Rail

The nearest railway station is Bramhall Rail Station, approximately 2.3km away from the allocation. It provides step-free access, a sheltered waiting area, ticket office and bicycle storage. There is a lack of car parking available at the station. It provides an hourly service to Manchester Picadilly (and Stockport) and an hourly service to Stoke on Trent.

The station is a 1.4 mile (2.3km) walk along Moss Lane, which has narrow footways or footways on one side only on its southern side. The route continues through Bramhall village centre, where there are only uncontrolled pedestrian crossings over Ack Lane East and Bramhall Lane South. The route continues along Bramhall Lane South to the station.

The equivalent cycling route is 1.4 miles (2.3km) along Moss Lane. The route passes through the roundabout at Woodford Road / Ack Lane East / Bramhall Lane South then continues through Bramhall District Centre where there are no cycling facilities, then onto Bramhall Lane South which has no cycling facilities and an ADT of 10,000 & 34.1 85th %ile speed.

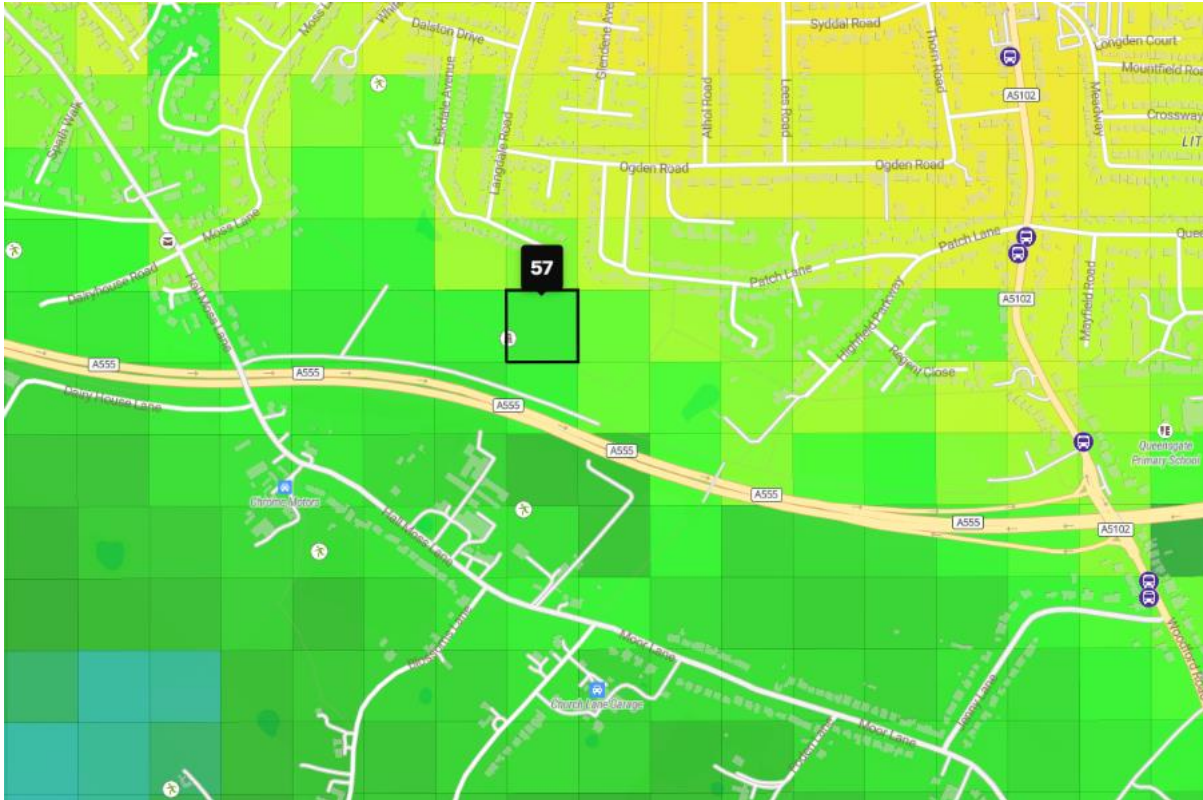
There is potential for a quiet road route via local roads, improved crossings and possible off-carriageway route on Ack Lane East.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 57 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

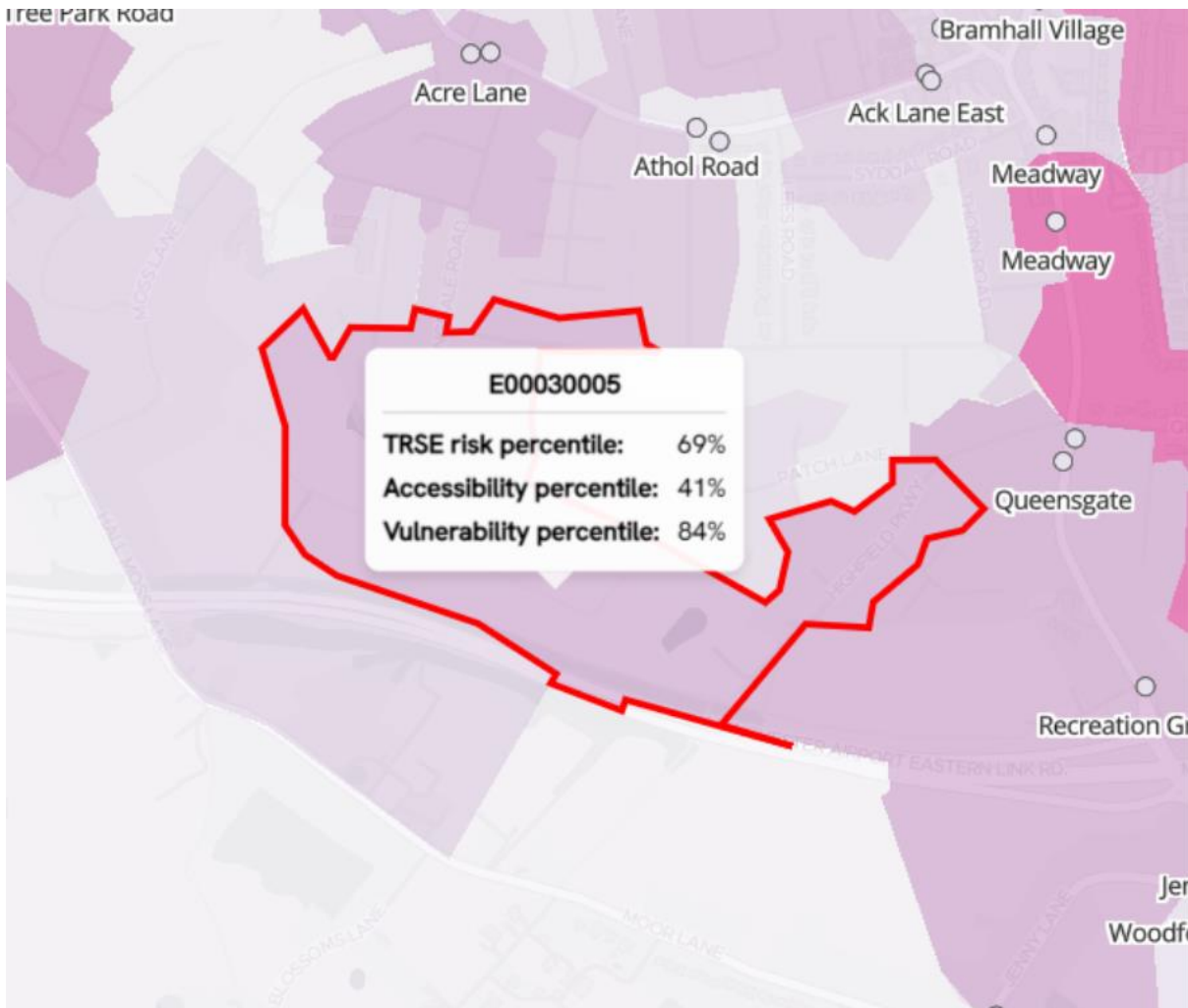


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score) whilst accessibility is slightly below average.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

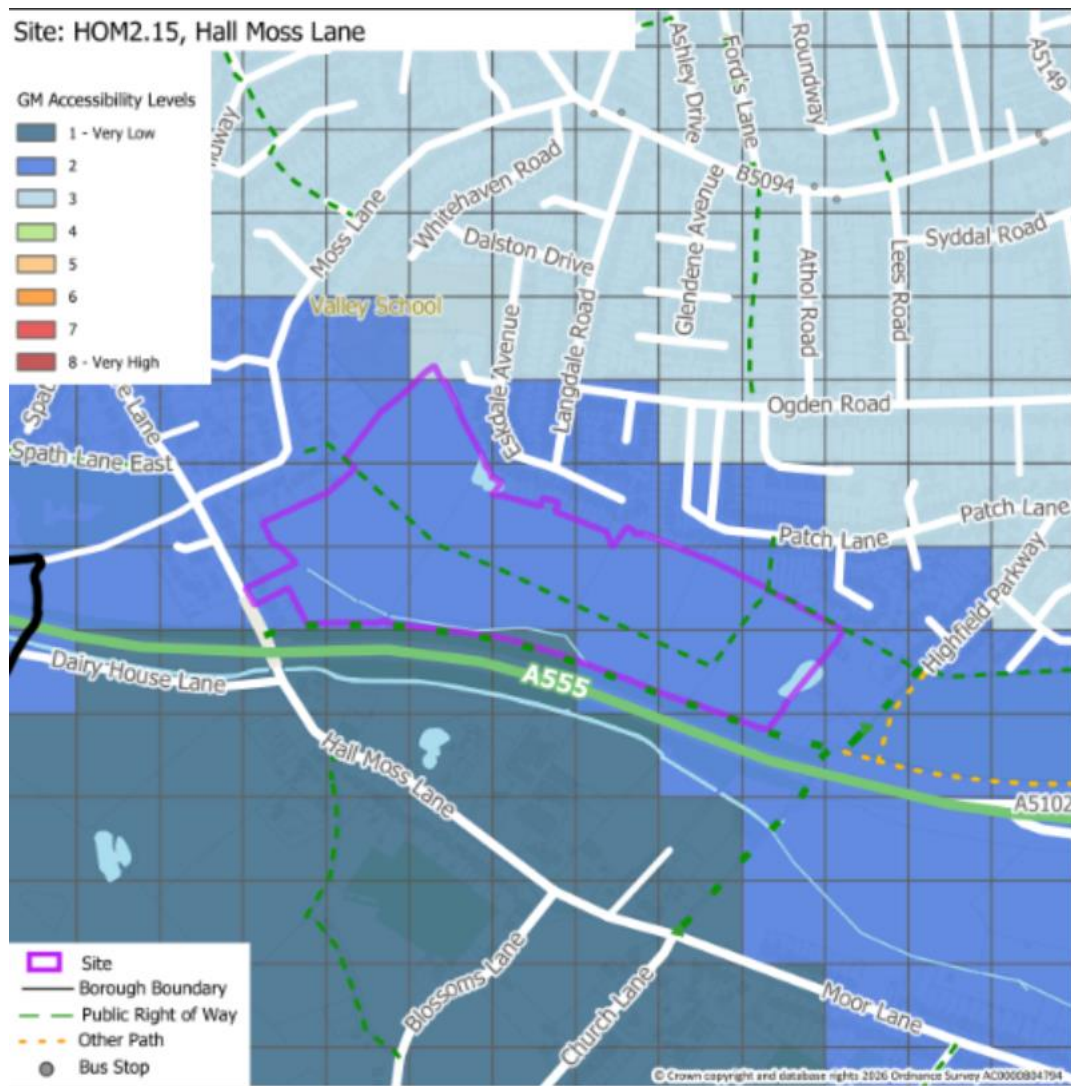
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The site is low on this metric, reflecting distance from regular public transport provision.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

It should be noted that higher densities will be required subject to viability to maximise dwelling units on site, in accordance with Manual for Streets and planning policy. Eastern half of southern site should be accessed by vehicles from Buxton Road via a new access on Buxton Road that will serve all of the southern part of the site.

6. Current Highway Capacity Review

The site currently comprises of open fields, with access likely to be provided by Hall Moss Lane and nearby residential streets.

Any increase in traffic is likely to have detrimental impact on Moss Lane between Hall Moss Lane and Acre Lane, Acre Lane / Grove Lane junction and Gillbent Road / Grove Lane / Stanley Road junction which already has long queues during peak hour.

7. Required Mitigation

To ensure any adverse impacts are mitigated the following interventions and considerations should be applied:

- Thorough evaluation of traffic impact at the Moss Lane / Hall Moss Lane / Grove Lane, Acre Lane / Grove Lane and Grove Lane / Gillbent Road / Stanley Road junctions. Proposal of mitigation measures as necessary to mitigate impact on traffic capacity, pedestrian movement and cycle safety.
- Provision of an off-road / quiet road cycle route from the site to Bramhall High School. This is likely to require a secondary access point from Eskdale Ave, Syddal Green or Patch Lane, and new controlled Toucan type crossings with associated foot / cycleway connections on Moss Lane (Linking Athol Rd to Ford's Lane), Ack Lane East (to link Kitts Moss Lane with Hillbrook Road). This can link via Robins Lane, St Michaels Ave, Holland Rd to an existing Toucan crossing at Pownall Green Primary School from which there is onward connection to the School via the Dairyground estate.

- To improve the walking and cycling links to Bramhall District Centre and Station by provision of a 20mph speed limit, comprehensive traffic calming and junction pedestrian improvements on residential streets south and east of Moss Lane and west of Woodford Rd between the allocated site and the District Centre.
- To provide improved bus stops, including raised kerb platforms and shelters, at stops on Moss Lane located close to the proposed signal controlled crossing.
- To provide a controlled crossing on Hall Moss Lane to link the A555 cycle route to Dairy House Lane to improve access to Stanley Green and Manchester Airport on foot and by cycle.
- To provide improved bus service provision on Hall Moss Lane, particularly for school bus services.
- Ensure access into A555 cycle path and provide improvement to it between the site and Woodford Road by funding diversion of it away from the recreation ground car park access road.
- Ensure that there is no disruption to the operation of the A555 foot / cycle route during the construction and operation of the development and not to use that route for vehicle access to the site at any time or for any purpose.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Bramhall rail station - Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.

Stockport's Transport Strategy also has a number of interventions relating to Bramhall, including:

- Bee Network Rail Reform (Tranche 3 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By 2030, this will include Bramhall
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester’s rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-3 which require works include Bramhall
- Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect: Hazel Grove – Bramhall – Stanley Green – Manchester Airport
- Improved bus service provision for routes connecting: Hazel Grove – Bramhall – Heald Green – Wythenshawe and Heaviley – Davenport – Bramhall – Stanley Green

9. Summary and Conclusions

The locality assessment supports the allocation of around 400 dwellings at Hall Moss Lane in Bramhall, located on currently undeveloped land designated as “grey belt.” The site sits to the south of the existing urban area and would primarily be accessed from Hall Moss Lane, with potential additional emergency, foot and cycle access from nearby residential streets, which may require some property acquisition. While the site benefits from Public Rights of Way and proximity to the A555 shared walking and cycling corridor, overall accessibility is constrained by narrow footways, limited cycling provision, and low-frequency bus services. Bramhall rail station is over 2km away and accessed via routes with poor pedestrian and cycling conditions. As a result, accessibility is below average, reflected in relatively low public transport accessibility metrics, although transport-related social exclusion risk is considered low due to low underlying vulnerability.

The assessment identifies likely impacts on the local highway network, particularly increased traffic along Hall Moss Lane and pressure on already congested junctions such as Acre Lane/Grove Lane and Gillbent Road. To mitigate these impacts, a range of measures is proposed, including the provision of a secondary access point, enhancement of local bus services, and significant upgrades to walking and cycling infrastructure. This includes improving connections to Bramhall District Centre, local schools and the railway station, safeguarding and enhancing existing Public Rights of Way, and ensuring strong linkages to the A555 active travel route. These local interventions, combined with wider strategic improvements to bus and rail services through the Bee Network, are intended to improve accessibility, reduce reliance on private vehicles, and support the sustainable integration of the development within the surrounding area.

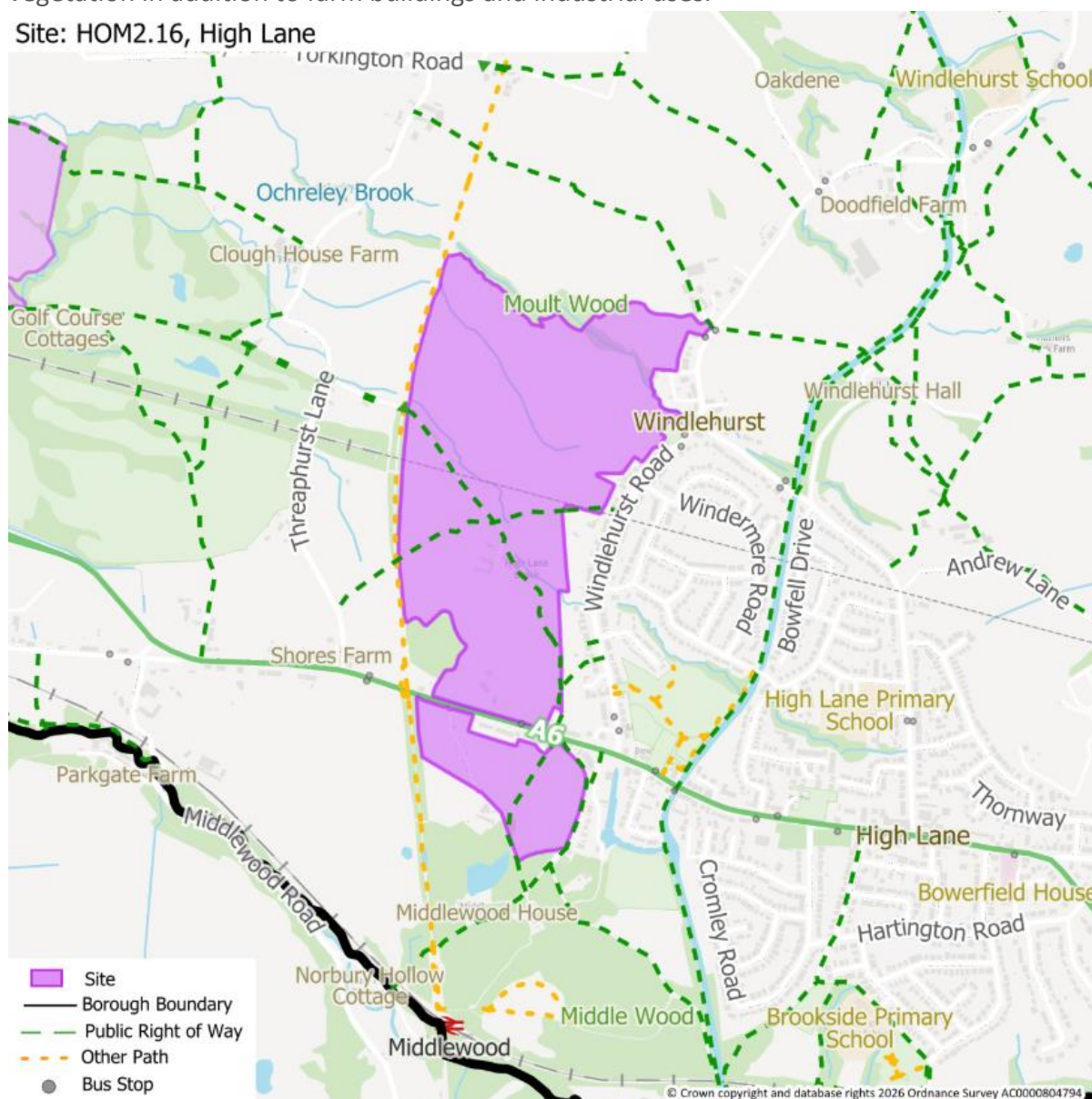
HOM 2.16 High Lane

This Locality Assessment has been developed to support the proposed allocation of housing at High Lane as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 1,000 dwellings for this site, which is located off the A6 Buxton Road to the west of High Lane. The A6 splits the site into two separate areas, north and south of Buxton Road, with the larger area to the north. The allocation largely comprises of open fields and vegetation in addition to farm buildings and industrial uses.

Site: HOM2.16, High Lane



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site is split by the A6 and 1,000 houses will generate significant volumes of traffic. Major new junctions are likely to be needed for site accesses. These will need adequate capacity to operate safely for site access/egress but not introduce additional delay on the A6.

The allocation currently has frontage to the A6 and Middlewood Road. There is also a farm access of Windlehurst Road. Both the north and south parts of the allocation are accessible via existing footpaths (HGB 70 (a) and HGB 74) located to the eastern side of the allocation off the A6 Buxton Road.

The A6 Buxton Road is Nationally Classified as an A-Road, forms part of the TfGM Key Route Network and the DfT Major Road Network. It is a Primary Distributor Road and is subject to 40mph speed restrictions to the west of the allocation. Approximately 100m from the eastern side of the allocation frontage onto the A6, the speed restriction is reduced to 30mph. The reduction in speed restriction is highlighted by the presence of a traffic island and narrowing of the lanes through the introduction of a hatched internal area. There are existing, in most part sub-standard, footways on both sides of the A6 Buxton Road.

The northern parcel of the allocation is adjacent to Windlehurst Road. Traffic calming has been implemented along this road and it suffers from congestion at present, despite the upgrade to the junction with the A6. The A6 also suffers from congestion, and provision of additional junctions off the A6, to serve the development, would need to ensure that this existing congestion is not exacerbated.

Access to the allocation area would be required via two new access points, one to the north of the A6 Buxton Road and one to the south of the A6. These would need to be carefully considered, as additional access junctions directly onto the A6 could exacerbate existing congestion along this route. Further consideration will need to be given to the exact locations of access points and it is possible that the existing 30mph speed restriction may require extending to the west to improve safety at any proposed junction(s) and in order to help include the High Lane allocation within the village environment.

All allocation vehicle access should be taken from a new high standard junction or junctions on the A6. No allocation access should be taken from Middlewood Road (other than for emergency, pedestrian and cycle access) or the Middlewood Way (other than for pedestrian and cycle access).

Pedestrian and cycle connections into the allocation should also be provided. The closest existing pedestrian crossing is located to the eastern end of the allocation frontage, and a new crossing location may be required to the west of the allocation; however, access to Middlewood Way to the west of the allocation is possible from both north and south of the A6. Any crossing provision should link to proposed bus stop locations and will need to be signal controlled.

4. Multi-modal accessibility

Middlewood Station is the nearest rail station and is located around one kilometre walking distance from the allocation. Cycle and pedestrian access to the allocation is relatively direct via Middlewood Way although it is unlit and the path is not hard surfaced making it unsuitable as a commuter route. Vehicular access is more circuitous via the A6 and Middlewood Road (approximately two kilometres).

There is a bus service on the A6 Buxton Road.

Aside from the Middlewood Way cycle path, there is no other dedicated cycle provision in the immediate vicinity. The A555 walking and cycling route starts approximately 500m west of the allocation site as does the A6-Bramhall Park cycle route, which is being extended towards Cheadle by Active Travel Fund 4 and MRN projects. The only way between the allocation and these facilities is along the A6 which is a particularly hostile cycling environment and does not comply with any cycle design guidance.

Walking

Existing footways are present on either side of the A6 Buxton Road although they are in most part of sub-standard width. A pedestrian refuge island is present on A6 Buxton Road along the allocation frontage. This crossing point has dropped kerbs and tactile paving on either side. There are a number of facilities on A6 Buxton Road to the east of the allocation that are approximately 400m, or a five-minute walk, from the allocation. Facilities include convenience stores, restaurants, public houses, take-aways and hairdressers. In order to gain access to large supermarkets and banks, residents will have to travel further into Hazel Grove. Pedestrian access is via sub-standard footways on the A6. Whilst there are bus services the frequency is low.

Facilities within High Lane, including local shops, restaurants, doctors surgery, public houses and a hairdresser are within a 2km walking distance of most of the site allocation.

There are a number of Public Rights of Way within the vicinity of the High Lane allocation: HGB 72; HGB 70(a); AGB 71; HGB 74; HGB 97; M199; and M200.

It is considered that walking could be a sustainable travel option for residents and users, in and around the allocation area, due to the proximity to High Lane village centre. It is, however, noted that the northern extremities of the allocation are likely to exceed the preferred maximum distance to the High Lane village centre.

Cycling

The allocation is bounded to the west by Middlewood Way which is part of the National Cycle Network (NCN) route 55 which links the 180 miles from Preston to Ironbridge. Within the vicinity of the allocation the Middlewood Way section is a traffic-free link from Rose Hill in the north to Macclesfield in the south. It is in most part unsurfaced and unlit. At present, the closest access to the route is approximately 100m west of the allocation boundary, to the western side of the existing bridge.

Middlewood Way connects the allocation with Middlewood and Rose Hill railway stations. From the allocation site it could potentially be used to access Rose Hill Primary School; Marple Sixth Form College; Marple Hub (Library and swimming pool); Post Office; Regent Cinema and Iceland Supermarket, to the north. Middlewood Way is not surfaced or lit so is currently unsuitable as a commuter route or for use after dark.

In the vicinity of the allocation, there is a cycle route which runs north-south, to the east of the allocation, following the canal. It does not, however, comply with current guidance for cycle facilities as it is not surfaced or lit and is very constrained at bridges.

It is considered that cycling to and around the High Lane development could potentially be a sustainable method of transport for residents and users of the allocation. It would be necessary to improve the cycle connectivity through the extension of the existing cycle route alongside the A555, to the west, to connect with this allocation and to High Lane to the east. This should be provided as an off-road connection, parallel to the A6. Within the Village this could be extended through High Lane on parallel quiet roads to link towards Lyme Park.

Significant improvement is also needed to Middlewood Way to make it suitable for all weather day and night use. Such improvement would need, as a minimum, to provide a surfaced and lit route from Rose Hill to Middlewood but would be better extended to the south to connect to Poynton. Further improvement could be made from the north part of the allocation towards High Lane and by improvement to the canal side route.

Public Transport

Bus

The nearest bus stop to the allocation is Royal Oak bus stop located along Buxton Road (A6). The westbound stop is approximately 80m walk from the existing northern allocation entrance. Buxton Road is the main 'A' road connecting High Lane to Stockport and the surrounding area. This stop serves three bus routes: the 199; 360; and 394. The table below summarises the routes and frequencies of these bus services.

Service	Route	Frequency
199	Manchester Airport – Stockport – Hazel Grove – High Lane – New Mills – Dove Holes – Buxton	Every 30 mins

394	Glossop – Gamesley – Charlesworth – Marple – High Lane – Stepping Hill	Every 120 mins
-----	---	----------------

Rail

The closest railway station is Middlewood, which can only be accessed from the Middlewood Way (NCN 55). From the closest existing access point onto the route (at the A6), it is approximately 750m, a nine-minute walk or two-minute cycle, along an unlit path through woodland to the station.

From Middlewood station, connections are available to Manchester Piccadilly and Buxton. Services to Buxton and Manchester Piccadilly are once every 2 hours with trains to Manchester Piccadilly being more frequent during commuting hours of 06:32 - 09:02 and 16:09 - 18:27. From Manchester Piccadilly, onward connections are available to London, Birmingham and other national destinations.

The station itself does not have a dedicated ticket office or ticket machines; however, it does have cycle parking facilities.

Existing Public Rights of Way should be incorporated within the masterplan design in order to maximise the accessibility of the allocation.

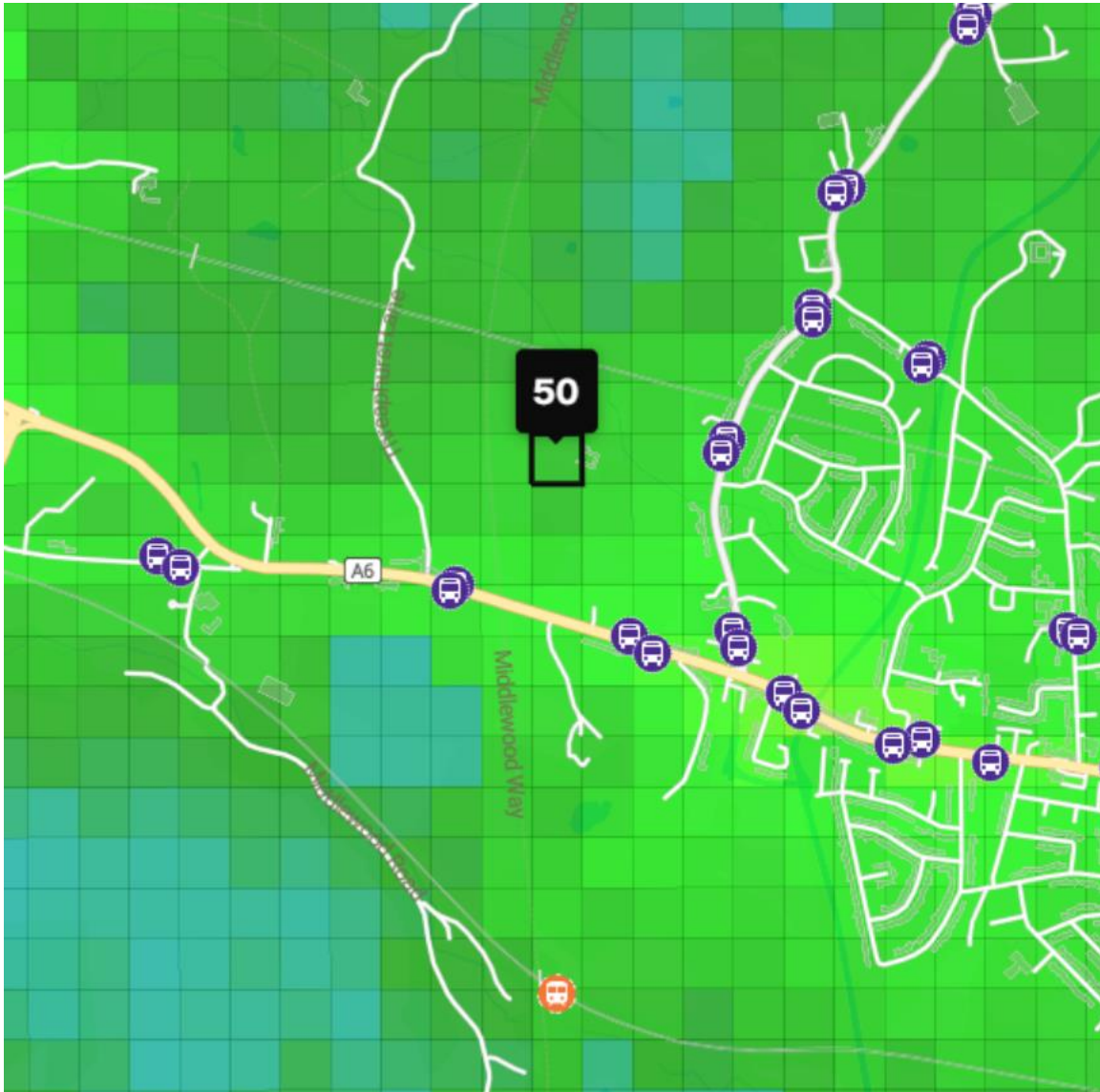
The allocation should benefit from additional walking and cycling links to connect with the existing infrastructure to facilitate a joined up provision. This should include a connection running parallel to the A6 westwards to Hazel Grove and the existing cycle route alongside the A555 and eastwards into High Lane, along with improvement to the NCN 55 Middlewood Way cycle route, which provides a connection to Rosehill Station to the north and Middlewood railway station to the south. All proposed walking and cycling routes should provide surfaced, lit routes suitable for use by an unaccompanied 12-year-old. This includes provision of controlled crossings on main roads. Connections should be made to residential areas of Hazel Grove and High Lane to provide connections to local destinations including schools.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 50 of out 100 on the DfT's Connectivity Tool, a low score for Stockport that reflects relatively poor public transport options and distance from key employment centres and essential services.



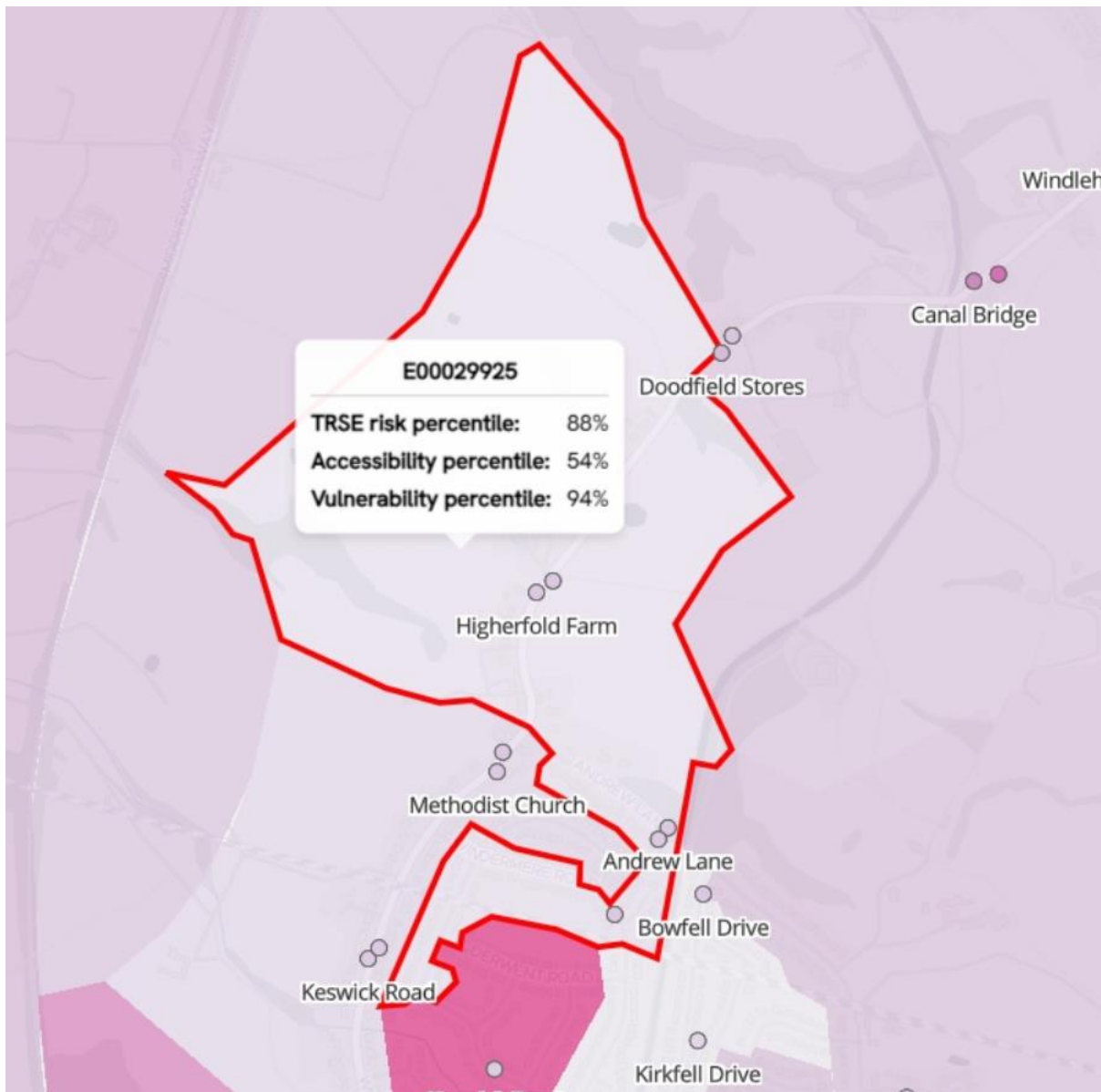
Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal

is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score) whilst accessibility is average.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation is low on this metric, reflecting distance from regular public transport provision.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

However, higher densities will be required subject to viability to maximise dwelling units on site, in accordance with Manual for Streets and planning policy. Eastern half of southern site should be accessed by vehicles from Buxton Road via a new access on Buxton Road that will serve all of the southern site.

6. Current Highway Capacity Review

The A6 is a two-lane, single carriageway road and forms the main route linking Stockport town centre, Hazel Grove, New Mills and Buxton. The A6 Buxton Road is a Primary Distributor Road and is subject to 40mph speed restrictions to the west of the allocation. Approximately 100m west of the eastern edge of the allocation frontage onto the A6 the speed restriction is reduced to 30mph. The reduction in speed restriction is highlighted by the presence of a traffic island and narrowing of the lanes through the introduction of a hatched internal area. There are existing footways on both sides of the A6 Buxton Road.

The A6 is heavily trafficked and suffers from congestion. Traffic count data for the A6 in the vicinity of the allocation indicates a two-way AADT of approximately 23,000 vehicles. Provision of additional junctions off the A6 to serve the allocation would need to ensure that this existing congestion is not exacerbated.

The northern parcel of the allocation is adjacent to Windlehurst Road. Traffic calming has recently been implemented along this road, and it also suffers from congestion at present despite the recent upgrade to the junction with the A6.

7. Required Mitigation

Several necessary local mitigations and considerations were identified for High Lane and are detailed below.

Site Access and Traffic Mitigation:

- The site access junction(s) to the A6 will need to have high capacity in order to avoid increase in delay to through traffic whilst providing safe access to the development

allocations. Any signalised junction will need to have a high standard of pedestrian and cycle crossing facilities. Any priority junction(s) will need to provide a ghost island right turn of sufficient dimension to allow right turns onto the A6 in two movements by a car or light van.

- No vehicle access shall be taken from Middlewood Road save for emergency vehicle use.
- Increased traffic associated with the allocation may have an adverse impact on the safety or capacity of Buxton Road, which suffers from congestion, delays and queuing at peak time. To the west the A6 / Norbury Hollow and A555 / A6 junctions suffer congestion and delay. To the east the junction with Windlehurst Road is also a source of congestion.
- To address congestion at the A6 / Norbury Hollow and A6 / A555 junctions measures should be proposed to improve capacity to prevent queues back from these junctions adversely impacting the site access junction(s) and to avoid site generated traffic worsening congestion at these locations.
- To address congestion at the A6 / Windlehurst Road junction the site access road through the northern site should enable a future link to be provided to Windlehurst Road. This should include a junction configuration on the A6 suitable to serve such a link and provision of the internal site spine road to a standard suitable for through use including by bus services and goods vehicles.

Improve pedestrian and cycle facilities including:

- A footway to standard width and a cycleway to connect the A555 foot / cycle route at 'Simpsons Corner' to High Lane Village centre. The cycleway to comply with LTN 1/20 Cycle Design Guidance.
- Improve Middlewood Way from Rose Hill to Middlewood Station including provision of a hard surface, lighting and to address drainage issues.
- Provide surfaced and lit pedestrian and cycle links within the allocations including dedicated cycle routes needed, north-south through the northern site between Buxton Road and Windlehurst Road and west-east through the southern site from Middlewood Way to Middlewood Road.
- Provide foot and cycle links from the site allocations to Middlewood Way, the A6 foot / cycle route and Middlewood Road. Links to Middlewood Way should be to design guidance gradients.
- At least one controlled crossing on the A6 located to facilitate north-south travel between the sites, to access the east-west pedestrian and cycle route and to provide access to bus stops.
- Provide a surfaced and lit pedestrian and cycle route from the northern part of the northern allocation to Windlehurst Road, a crossing on Windlehurst Road and links to residential streets on the east side of Windlehurst Road.
- Improve links on foot and by cycle from the allocations north and south of the A6 to primary schools within High Lane.

Improved access to bus services including:

- To provide well located bus stops north and south of the A6 to a high design standard including shelters, seating, real time passenger information and raised boarding facility.
- To improve bus frequency on the A6 past the site to provide a minimum 12 minute service during weekdays and 20-minute service at weekends between High Lane and Stockport.
- To provide bus turning facilities on the A6 at Park Road to facilitate higher frequency services to High Lane.
- Improved access to Marple

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- To improve reliability and speed of buses on A6 on Stockport - High Lane corridor, which forms part of one of the Streets for All corridors. The scheme will also deliver active travel and public realm improvements.
- A6 High Lane and Disley bypass

Stockport’s Transport Strategy also includes a number of schemes that relate to the allocation and its environs:

- Enhanced Bus Service Provision Improved bus service provision for routes connecting Marple – High Lane – Hazel Grove.
- Targeted highways capacity improvements will be necessary to maintain a safe, reliable and efficient highway network, which may subject to feasibility studies include improvements at High Lane

9. Summary and Conclusions

The locality assessment evaluates the proposed allocation of around 1,000 dwellings at High Lane, a large “grey belt” site situated to the west of the A6 Buxton Road and divided into northern and southern parcels.

The allocation is strategically significant due to its scale and its position along a key transport corridor, with reasonable proximity to local amenities in High Lane and access to bus services on the A6. The site also benefits from nearby active travel assets such as Middlewood Way (NCN Route 55) and a network of Public Rights of Way, offering potential for sustainable travel. However, existing infrastructure is currently inadequate, particularly with sub-standard footways, limited dedicated cycling provision, and poor-quality access to Middlewood rail station. Accessibility is therefore moderate, with reliance on private car travel remaining likely despite some opportunities for sustainable travel improvements.

The assessment identifies substantial transport and capacity challenges, primarily linked to the heavily trafficked A6 corridor, which already experiences congestion and operational issues at key junctions such as Windlehurst Road. The scale of development would add significant trip demand, exacerbating these issues unless mitigated. As a result, a comprehensive package of interventions is required, including new high-quality access junctions onto the A6, junction upgrades along the A6 and A555, and a potential internal link to Windlehurst Road to relieve congestion.

Major enhancements to walking and cycling infrastructure are also critical, including improved and safer connections along and across the A6, upgrades to Middlewood Way (surfacing, lighting, drainage), and new routes linking the site to High Lane, Hazel Grove, schools, and public transport. These measures, alongside wider strategic improvements to bus services and corridor capacity, are essential to enable sustainable travel, reduce car dependency, and ensure the development can be integrated without significantly worsening existing network constraints.

HOM 2.17 Hyde Bank Meadows

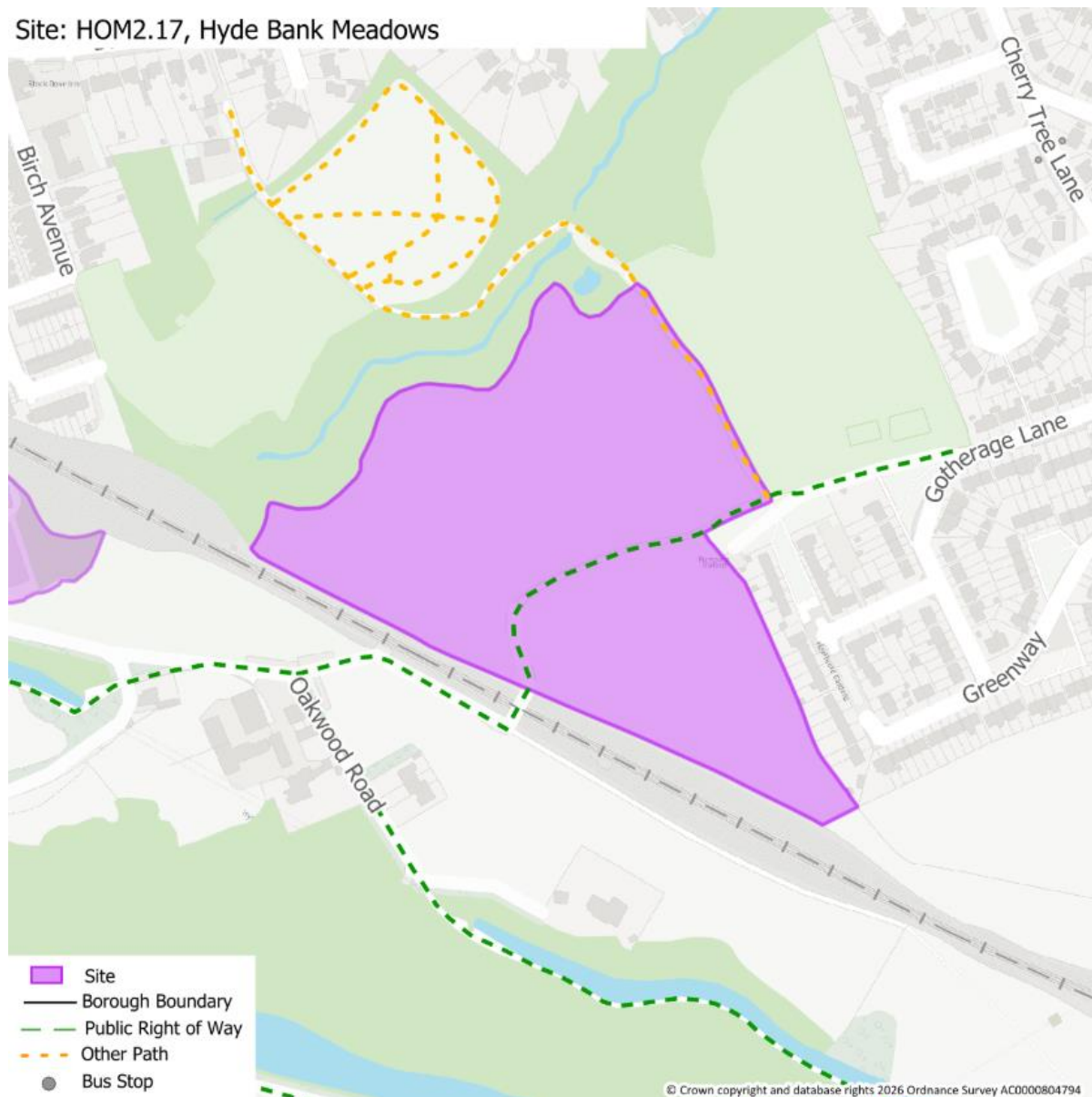
This Locality Assessment has been developed to support the proposed allocation of housing at Hyde Bank Meadows as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 250 dwellings for this site, which is located off Tangshutts Lane in Romiley, to the south of B6104 Compstall Road.

The site is largely open fields with other vegetation. A footpath routes through roughly the centre of the site.

Site: HOM2.17, Hyde Bank Meadows



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access could be provided off Gotherage Lane, which is very narrow and will need localised widening and parking restrictions near the new junction. A new access road will be required adjacent to an existing play area, requiring removal of trees and greenspace. Emergency access likely to be required given the size of the site.

Gotherage Lane will need provision of No Waiting At Any Time (NWAAT) on both sides (other than in laybys) to provide access. Cherry Tree Lane is wider and traffic calmed, however it will need junction crossing improvements and NWAAT junction protection from Gothenage Lane to Compstall Road.

The site will need a secondary emergency access road. A sole access via Gothenage Lane would leave the site very vulnerable to this being blocked. A secondary access point is therefore required. Any proposed access from Oakwood Road will need to be in agreement with Network Rail.

4. Multi-modal accessibility

Existing

Walking and Cycling

The site is bisected by a Public Right of Way (18BR), which provides an east-west link across the Tangshutt Field, ultimately linking with the Peak Forest Canal towpath (20BR). It also links with Tangshutts Lane, which provides a largely north-south link through the site and Romiley. To meet current design guidelines, PROW 18BR would need widening, surfacing and lighting.

The catchment school is Romiley Primary, which is a 0.6 mile (1km) walk along Tangshutts Lane, which is unlit, steep and secluded, and Compstall Lane, which has good footways. To meet current design guidelines Tangshutts Lane would need reduced gradients and lighting. The District Centre can also be accessed via this route.

The catchment High School is Marple Hall School is a 2.3 miles (3.7km) walk along unlit, unsurfaced, off-road paths via Chadkirk Estate Country Park. To meet current design guidelines this route would need improving including lighting and surfacing.

Cycle access to the school is either a 2.5 miles (4km) ride along off-road paths, which are secluded, or semi-rural, undulating A-roads with poor alignments, with high traffic flows and >10% HGVs.

Bus

There are bus stops with shelters on Compstall Road served by two routes:

- 382 (hourly service) - Stockport - Lower Bredbury - Bredbury - Romiley - Woodley
- 383/384 circular (20-30 mins.) Stockport - Offerton - Marple - Romiley - Bredbury circular

These stops are a 0.4 mile (640m) walk from site to Compstall Road along good footways. There is no controlled crossing in the vicinity of the Eastbound stop.

Additionally, a school bus stops on Cherry Tree Lane (service 808), which is a 0.3 mile (480m walk) from the allocation. The 384 also provides access to Marple Hall School.

Rail

The nearest railway station is Romiley, located in the District Centre. It serves Manchester Picadilly (3-4 trains per hours), Sheffield (hourly), Rose Hill Marple (2 trains per hour) and New Mills Central (hourly) as well as intermediate stations.

Romiley Station has step free access via ramps, a ticket office and sheltered waiting area. It has a car park with 50 spaces and cycle storage.

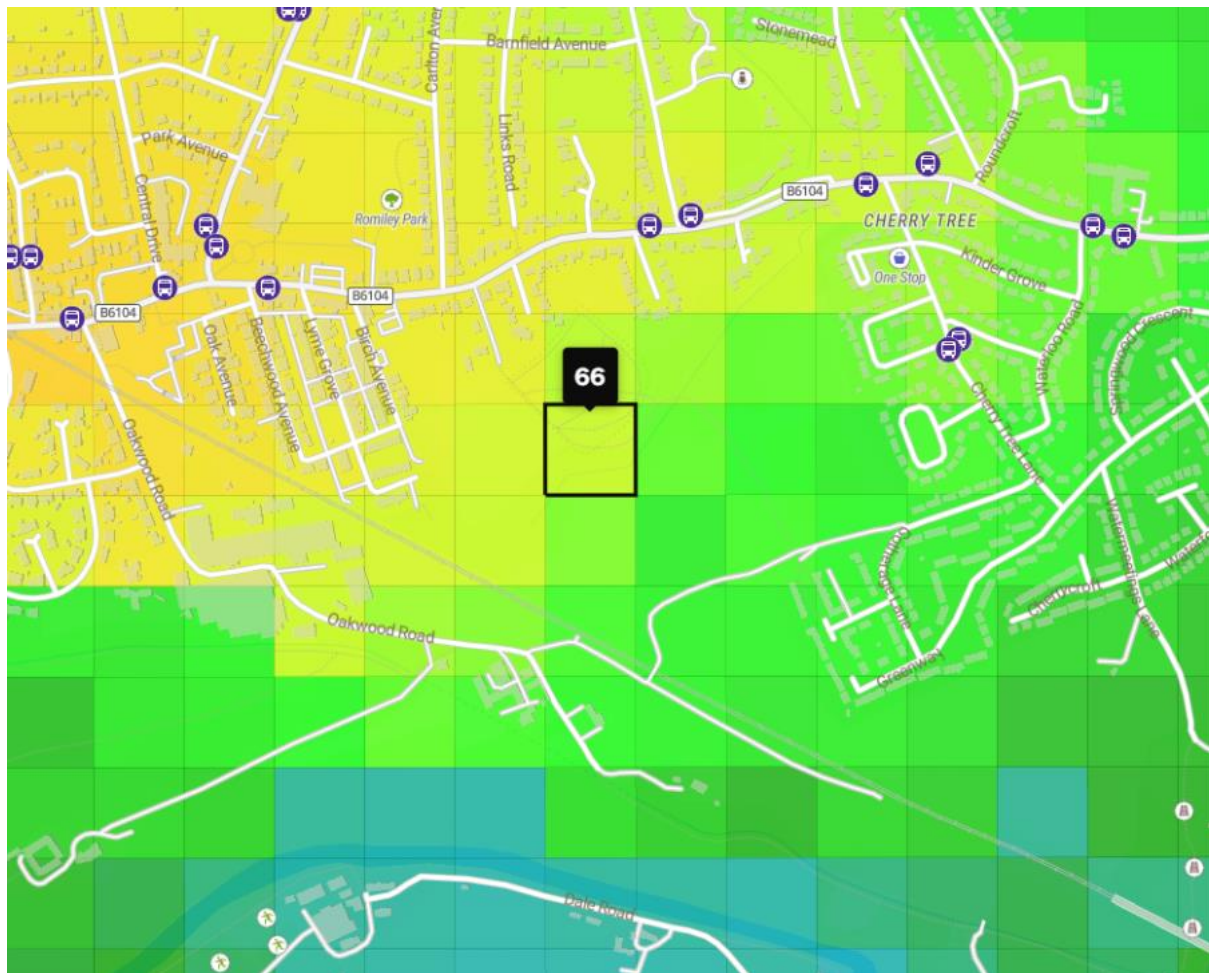
The station is a 0.6 mile (1km) walk along Tangshutts Lane, which is unlit, steep and secluded, and Compstall Lane, which has good footways. To meet current design guidelines Tangshutts Lane will need reduced gradients and lighting.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 66 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.

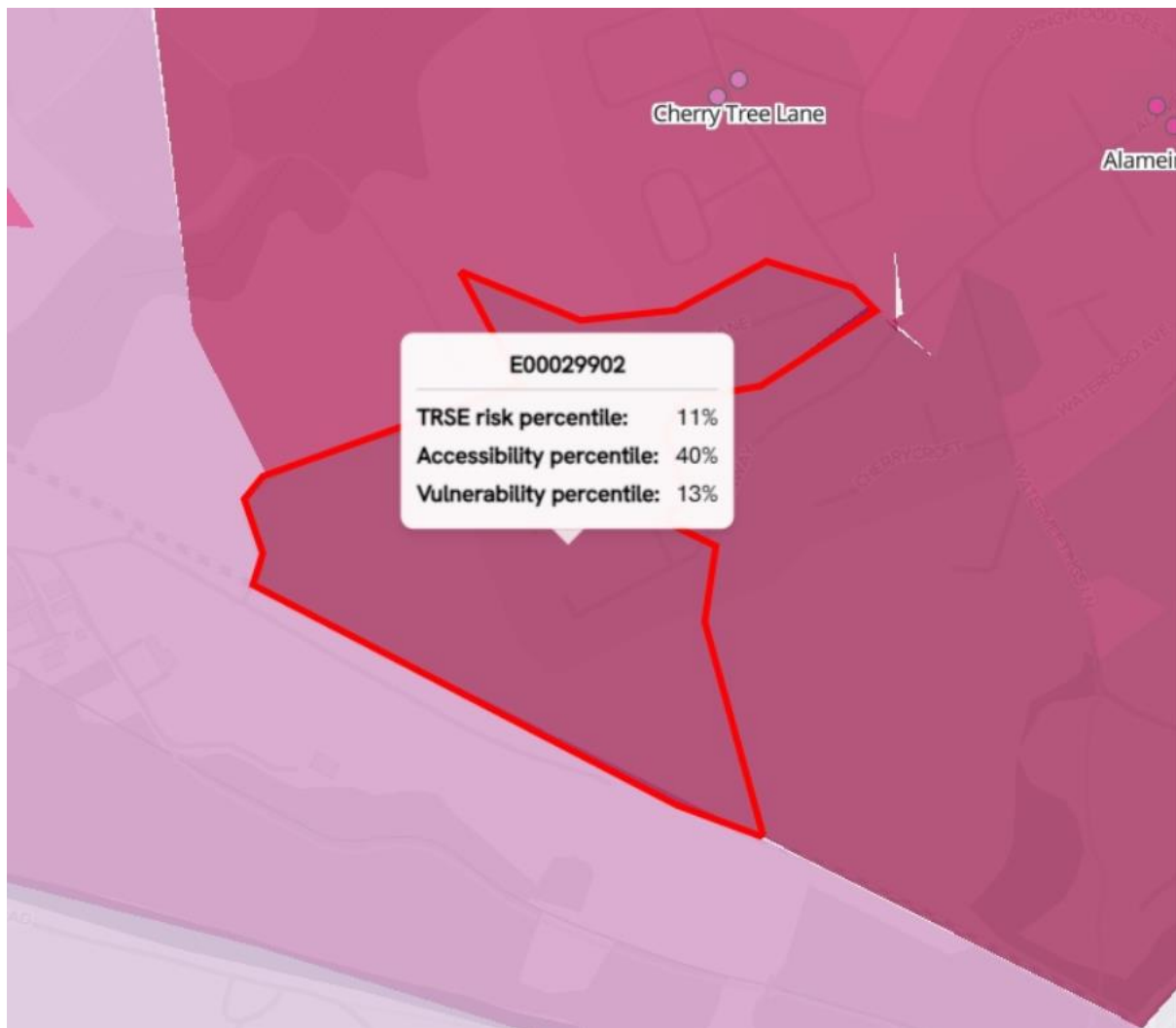


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is very high (100% being a very low score) whilst accessibility is below average.

The site has very high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

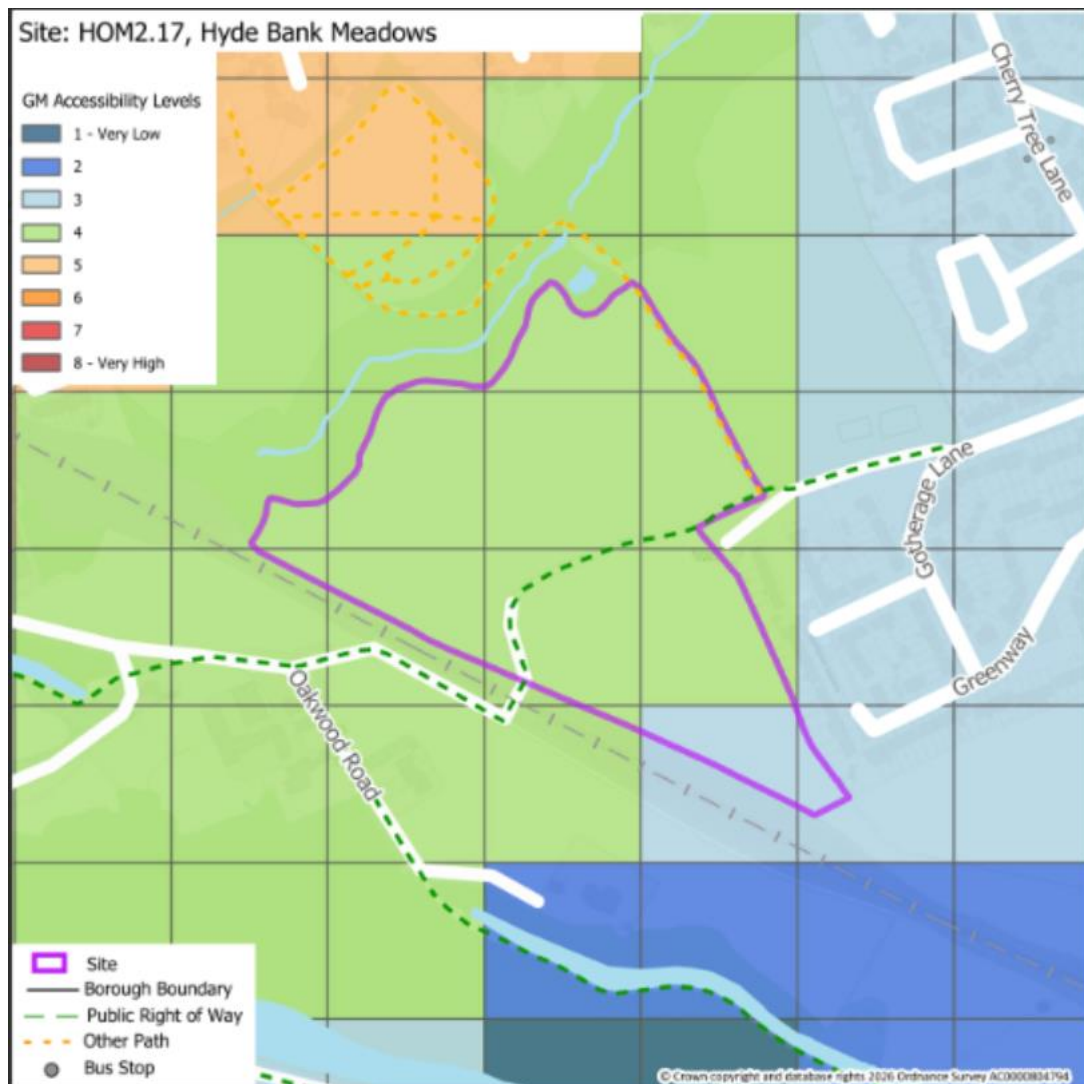
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation is average on this metric, reflecting its relative proximity to Romiley Station as well as bus services on Compstall Road.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

The allocation site is currently made up of fields and vegetation. As discussed, Gotheridge Lane and Cherry Tree Lane are relatively narrow residential streets with on-street parking as well as driveways for some properties. Traffic associated with the allocation will likely use B6104 Compstall Road which is relatively busy and provides access to Romiley District Centre and ultimately the Strategic Road Network.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Site access to Gotherage Lane with pedestrian priority over the junction and provision of NWAAT TRO's on Gotherage Lane to avoid parked vehicle obstructing access and blocking footways.
- Funding of drop crossings and off-street parking for up to two vehicles / dwelling for properties on Gotherage Lane which meet minimum adopted Stockport Council standards for drop crossing provision.
- Reduction of junction radii if greater than 6m, provision of drop crossing and tactile paving and funding of NWAAT junction protection at junctions on Cherry Tree Lane from Gotherage Lane to Compstall Road.
- Analysis of the Cherry Tree Lane / Compstall Road junction for capacity and safety with possible provision of mitigation measures including a ghost island right turn lane and a raised junction surface on Cherry Tree Lane to improve the pedestrian crossing point.
- A new controlled pedestrian and cycle Sparrow or Toucan type crossing on Compstall Road with associated foot / cycleway links to provide access to the eastbound bus stop and improved pedestrian and cycle links between Cherry Tree Lane, Roundcroft and Birchvale Drive.
- A suitable junction being provided between the cycle track and Gotherage Lane, to enable cyclists to join and exit the cycle track in a safe and practical manner.
- Possible improvements at the Waterloo Road / Compstall Rd junction including provision of a pedestrian refuge and relocated bus stops.
- Upgrades to east and westbound bus stops on Compstall Road closes to the Cherry Tree Lane junction including relocation if necessary and provision of shelters, seating, real time passenger information and raised boarding facilities.
- Emergency access will be required, other than to Gotherage Lane.

-
- A high-quality pedestrian / cycle route through the site approx. along the route of PROW 18BR, to LTN 1/20 standard including the crossing of the railway, the link to Oakwood Road and Oakwood Road as far as Romiley Board Mill.
 - Towpath improvements on the Peak Forest Canal.
 - New / improved wayfinding signage to key pedestrian / cycle routes.
 - Upgrading sub-standard sections of Tangshutts Lane, including addressing issues of steep gradients, lighting and the width of the path.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Network wide rail service improvements
- Tram Train between Marple and wider Metrolink network

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- Increased bus service frequency for Woodley – Romiley – Marple – Hazel Grove and Stockport town centre – Romiley
- Bee Network Rail Reform (Tranche 1 Stations)
- The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By December 2026 this will include Romiley
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester's rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-3 which require works include Romiley

9. Summary and Conclusions

The locality assessment supports the allocation of around 250 dwellings at Hyde Bank Meadows in Romiley, a largely undeveloped "grey belt" site accessed primarily from Gotheridge Lane. The site benefits from proximity to Romiley District Centre, nearby bus services on Compstall Road, and Romiley rail station within walking distance, providing connections to Manchester and beyond. It also includes established Public Rights of Way linking to the Peak Forest Canal and wider walking network. However, accessibility is constrained by poor-quality routes, including steep, unlit and unsurfaced path, particularly along Tangshutts Lane and routes to schools along with limited cycling infrastructure and challenging road conditions. While overall connectivity is average, high levels of vulnerability and weaker local access result in a high risk of transport-related social exclusion. The site also requires emergency access, the provision of which could be challenging.

The assessment highlights local highway and access constraints, particularly the narrow nature of Gotheridge Lane and surrounding residential streets, which would require improvement to accommodate development. To address these issues, a comprehensive package of mitigation is proposed, focused on enhancing sustainable travel and local connectivity. This includes delivering a high-quality pedestrian and cycle route through the site along the existing Public Right of Way, upgrading links to Oakwood Road and the canal towpath, and improving Tangshutts Lane to address gradients and safety concerns. Additional measures include new pedestrian crossings, upgraded bus stops and enhanced wayfinding. These interventions aim to improve accessibility, reduce reliance on private vehicles, and ensure the site is safely integrated into the surrounding transport network.

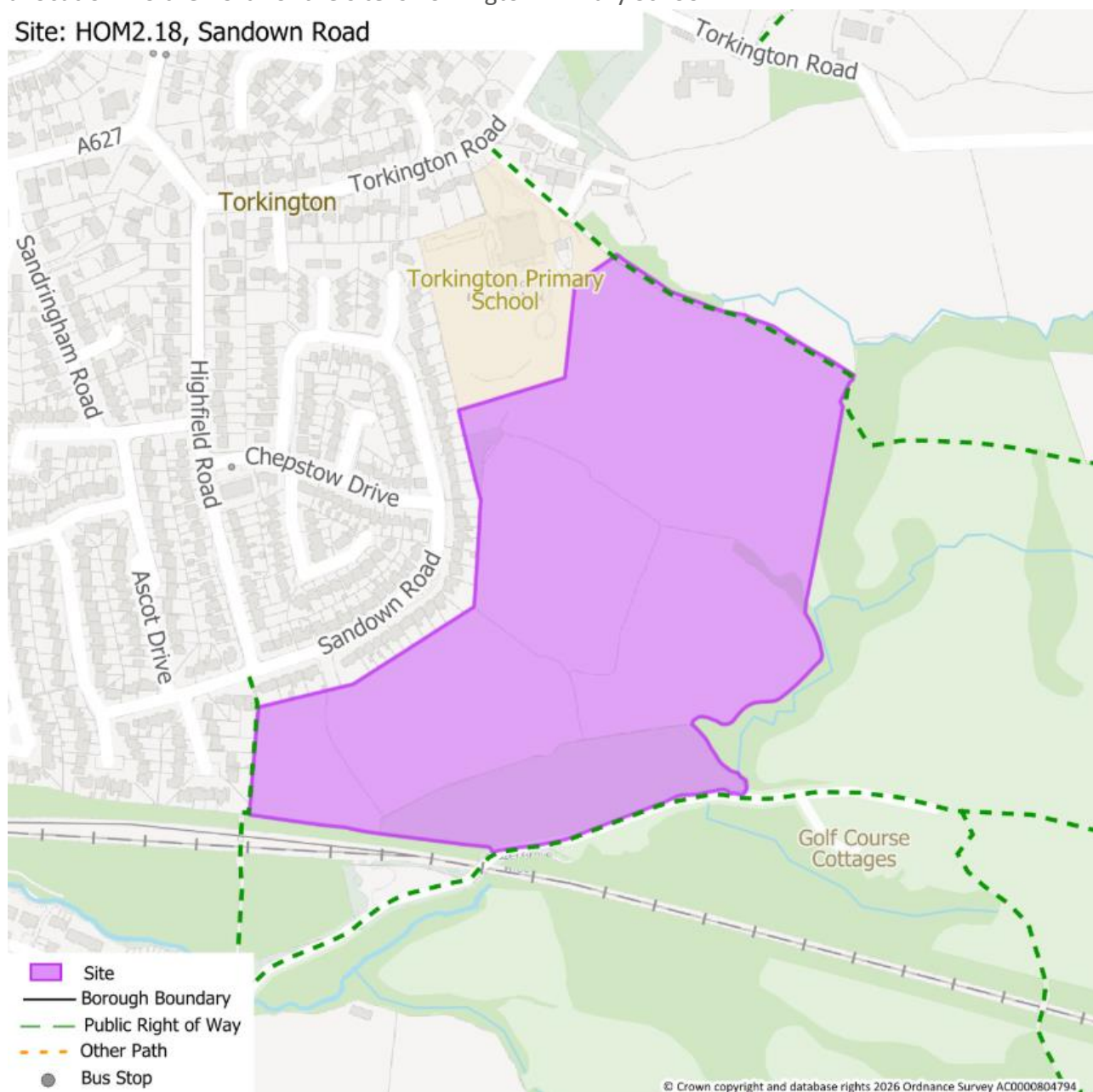
HOM 2.18 Sandown Road

This Locality Assessment has been developed to support the proposed allocation of housing at Sandown Road, Hazel Grove as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 300 dwellings for this site, which is located off Sandown Road into the east of Hazel Grove. The site is currently open fields with vegetation. There is a cul-de-sac spur from Sandown Road on the 'Racecourse' housing estate which could provide access to the allocation. To the north of the site is Torkington Primary School.

Site: HOM2.18, Sandown Road



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site is currently open fields and site can be accessed via an existing cul-de-sac between 56 and 58 Sandown Road. Sandown Road has access to the main A627 via Sandringham Road and Highfield Road / Torkington Road. Potential impacts on safety from introducing additional traffic onto the estate roads will need to be thoroughly mitigated. Access to the A627 will need close analysis and mitigation measures are likely to be necessary. The A627 Torkington Rd / A6 and A627 Offerton Road/ A626 Marple Road junctions both suffer significant congestion and again analysis and likely mitigation will be needed. Any development will depend on agreement of acceptable emergency access arrangements.

4. Multi-modal accessibility

Walking and Cycling

The site is currently open fields, however there are Public Rights of Way along the North (78 HGB), South (77 HGB) and Western (65 HGB) boundaries of the site. These provide links under the railway line to the A6 via Occupiers Lane and to destinations east of the site.

There is a footway on the A6 Buxton Road on the south side of the carriageway in proximity to the Occupiers Lane/A6 Buxton Road junction, with the northern side a sub-standard shared pedestrian-cycle facility leading to a Toucan crossing.

The route to Hazel Grove High School is mostly served by a good quality quiet road and off-road route built as part of the MCF A6- Bramhall Park project. This extends from Mill Lane to the School but does not reach the allocation site.

Bus

There is a flagpole only-type bus stop on Chepstow Drive served by the hourly 374 (Stockport - Adswold - Davenport - Hazel Grove circular) and a 0.25 mile (400m) walk on good footways.

- Alternatively, there are better bus services on A6 Buxton Road served by 3 routes:
- 199 (20-30 mins. frequency) Buxton - Chapel en le Frith - Disley - Manchester Airport
- 360 (infrequent, daily early service) Stockport - Hazel Grove - Disley - New Mills - Hayfield

- 394 (2-hourly) Glossop - Chisworth - Marple - Hazel Grove - Stepping Hill

However, access to these services requires a 0.6 mile (1km) walk on an unlit partly unmade PROW going under railway tracks via a subway.

There is also a service from Torkington Road, Service 364 (Stockport - Woodbank Estate -Offerton circular) a 0.5 mile (800m) walk on narrow footways. There are pavement parking issues on Highfield Road.

Additionally, the 834 school bus stops on Buxton Road around 0.6 miles (1km) walk on an unmade PROW with poor lighting going under the railway.

Rail

The nearest rail station to the site is Hazel Grove, approximately 750m south of the allocation generally footways. Cycle access is also approximately 750m mostly via residential streets however there is no cycle crossing of the A6.

It has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

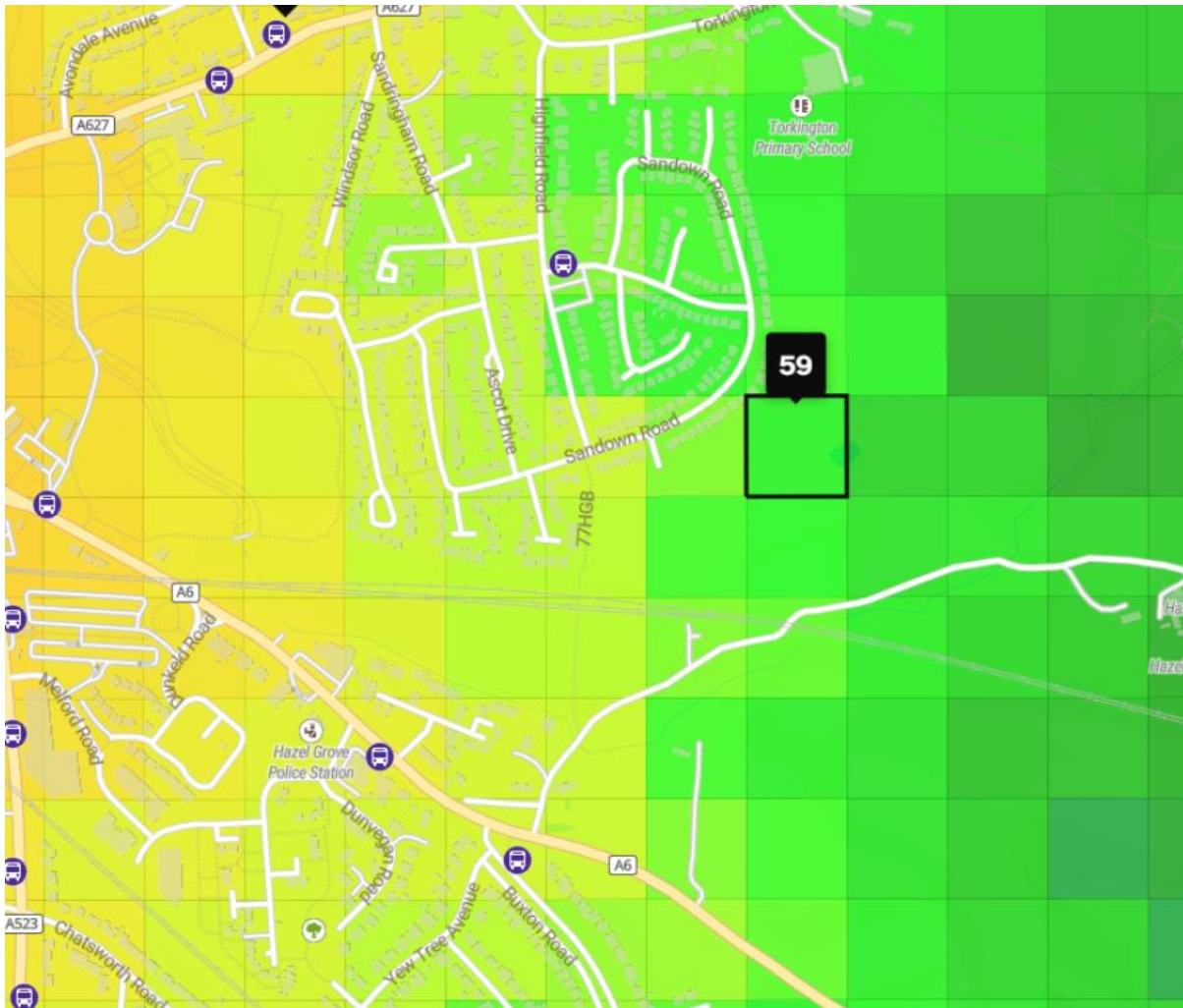
- Manchester Picadilly (2 tph)
- Buxton (2tph)

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 59 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

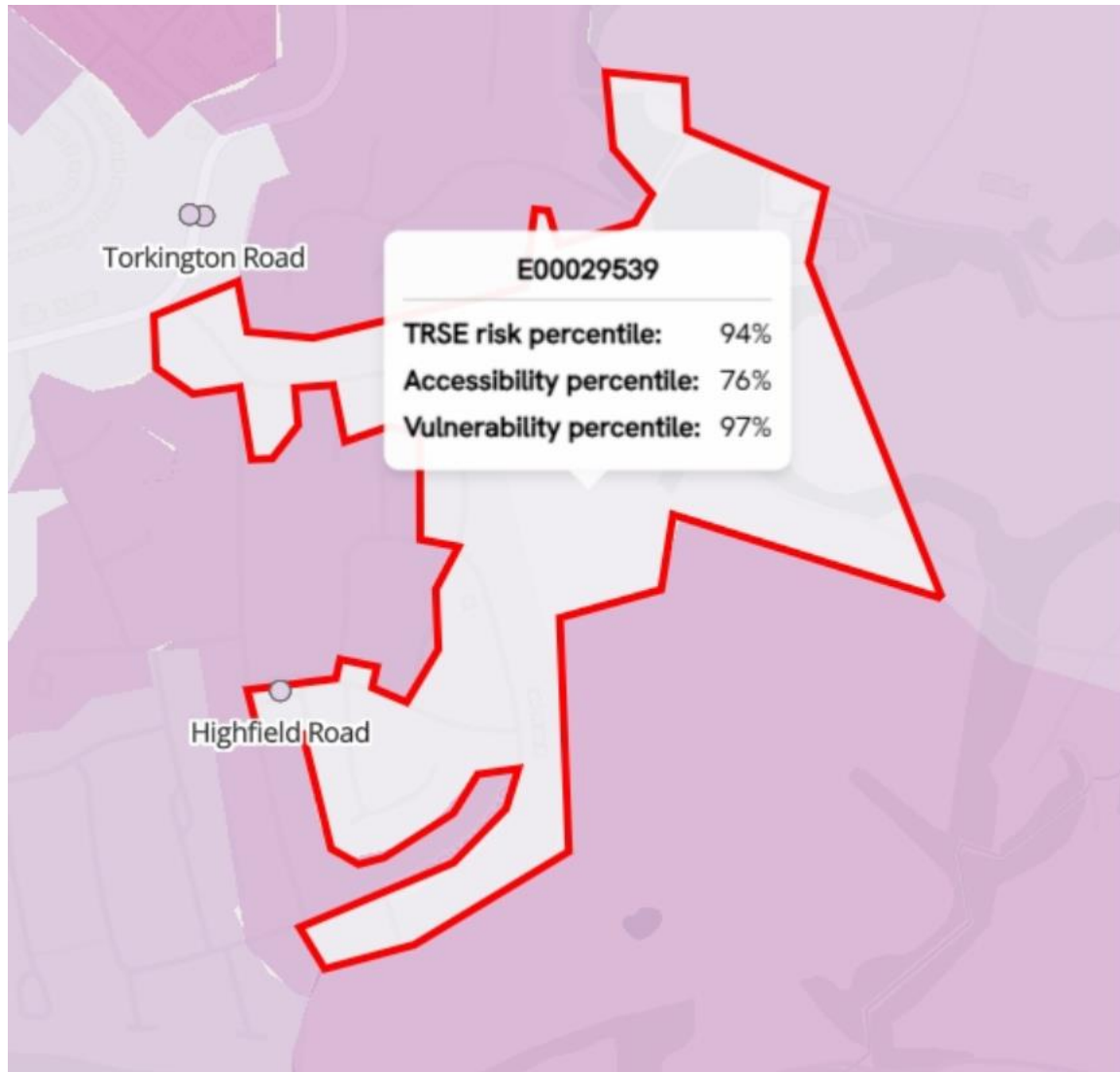


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is very low (100% being a very low score) whilst accessibility is good.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

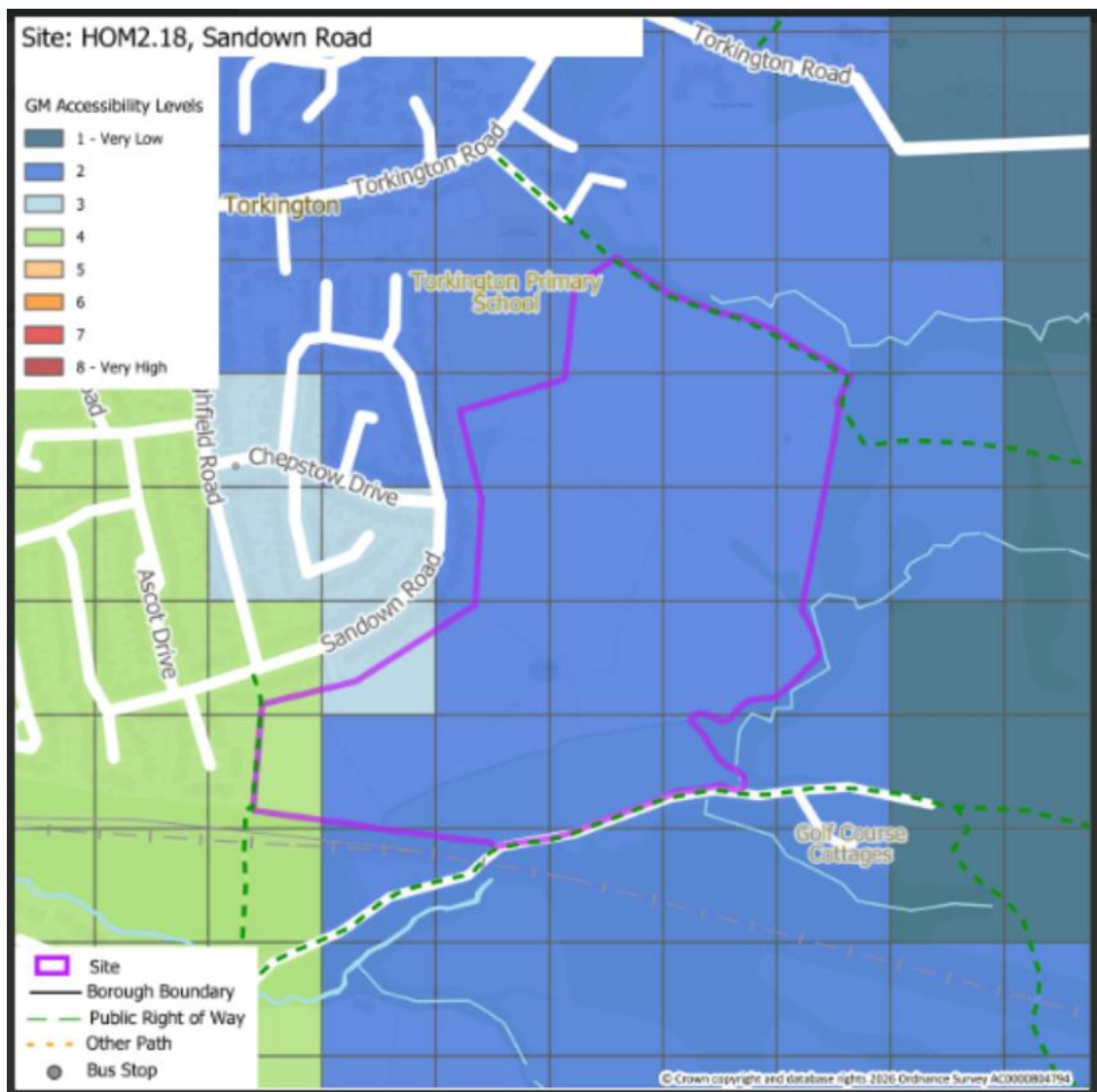
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low on this metric, reflecting its distance from a rail station or regular bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Sandown Road forms part of a residential estate fronted by semi detached housing and driveways. It junctions with the A627 Torkington Road via other estate roads. Torkington Road is an important east-west link and links the A6 to the A626.

Traffic from estate will feed onto Torkington Road, which already has an ADT of around 12,000, and ultimately onto the A6 through Hazel Grove which is very congested (ADT 22,500).

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- The internal site layout should be designed to optimise walking and cycling links both for new residents and for through trips by existing residents in the area. Consideration should be given to the provision of bus services within the site with provision of adequate width roads, junction geometry and No Waiting At Any Time (NWAAT) TRO's implemented from the outset at junctions and other key locations.
- Comprehensive traffic calming and mitigation will be needed on the 'Racecourse' Estate including Sandringham Rd, Windsor Rd, Highfield Rd and the unclassified part of Torkington Road (to the extent of the 30mph speed limit). This is likely to include junction radius reduction, raised carriageway levels at junctions, pedestrian drop crossings with tactile paving, speed table traffic calming on links, a 20mph speed limit and No Waiting At Any Time (NWAAT) waiting restrictions at junctions to protect operation and safety.
- Following analysis proposals should be brought forward to improve the junction of Torkington Road / Offerton Road to improve capacity for traffic exiting the estate and to improve safety on the A627. A controlled pedestrian crossing should be provided in the vicinity of the junction.
- Following analysis proposals should be brought forward to mitigate impact at the A627 Torkington Road / A6 London Road junction.
- Following analysis proposals may be needed to mitigate impact at the A627 Offerton Road / A626 Marple Road junction.
- Development should not impinge on proposed A6/M60 corridor alignment.
- The walking and cycling route to Hazel Grove station will need to be improved to meet LTN 1/20 design guidance standard including possible improvements to off road routes, quiet road routes and a new / improved pedestrian and cycle signalised crossing of the A6.
- To improve access to Hazel Grove High School by cycle the developer will need to widen and light the existing path from the site to Occupiers Lane to allow cycle use and traffic calm and light Occupiers Lane from the path to the A6. They will also need to provide

treatment for the part of Buxton Road between Yew Tree Avenue and Mill Lane to provide a segregated cycle facility. This should be possible within the existing carriageway space.

- Access to bus services on Buxton Road will need to be improved by provision of a lit, surfaced path from the site to Occupiers Lane, traffic calming and lighting to improve pedestrian safety on Occupiers Lane, improvements to the existing eastbound stop and a new westbound stop close to the junction with Yew Tree Avenue. The stops will need to be provided with shelters, seating, real time passenger information and raised loading facilities. An improved crossing point of Buxton Road to the westbound stop will be required.
- Bus services to the site should be improved by increasing the frequency of the 374 service and considering routing it via Sandown Road past the site or within the site itself. Bus stop facilities will be required to support this including shelters, seating, real time passenger information and raised loading facilities.
- Developers should ensure a suitable level of parking for cars and cycles is provided as an important part of a vision-led strategy. They should outline what parking will be provided and justify it and include details of a parking strategy and set out in detail what provision will be made for car club vehicles etc
- The developer should look at options for improving accessibility, such as providing new pedestrian and cycle routes and improving the frequency of buses. This could include a new path through Torkington Park.
- Consideration as to how the scheme impacts the A6-M60 proposals needs to be taken into account

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Deliver (before 2032 subject to final funding and business case approvals):
- Hazel Grove Active Travel Improvements Phase 1

- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport
- As well as improved bus service provision for routes connecting:
- Hazel Grove – Bramhall – Heald Green – Wythenshawe

9. Summary and Conclusions

Whilst the site access itself may appear to be quite straightforward, mitigating the impacts of the development and linking the site to local amenities is challenging. The impact on safety on the local residential road network could be detrimental if not comprehensively mitigated as part of development proposals. When traffic reaches the main road network mitigation measures are likely to be needed to allow junctions to operate safely, for all road users, and to avoid increased congestion on the A627. Extensive works will be needed to improve to acceptable standard walking and cycling links to local amenities including Hazel Grove station and High School. Finally, there will be a need for the developer to provide an acceptable emergency access route.

Whilst the above conditions are demanding it is considered that they should all be possible to be met. If so, then it should be possible to develop this allocation for housing as proposed.

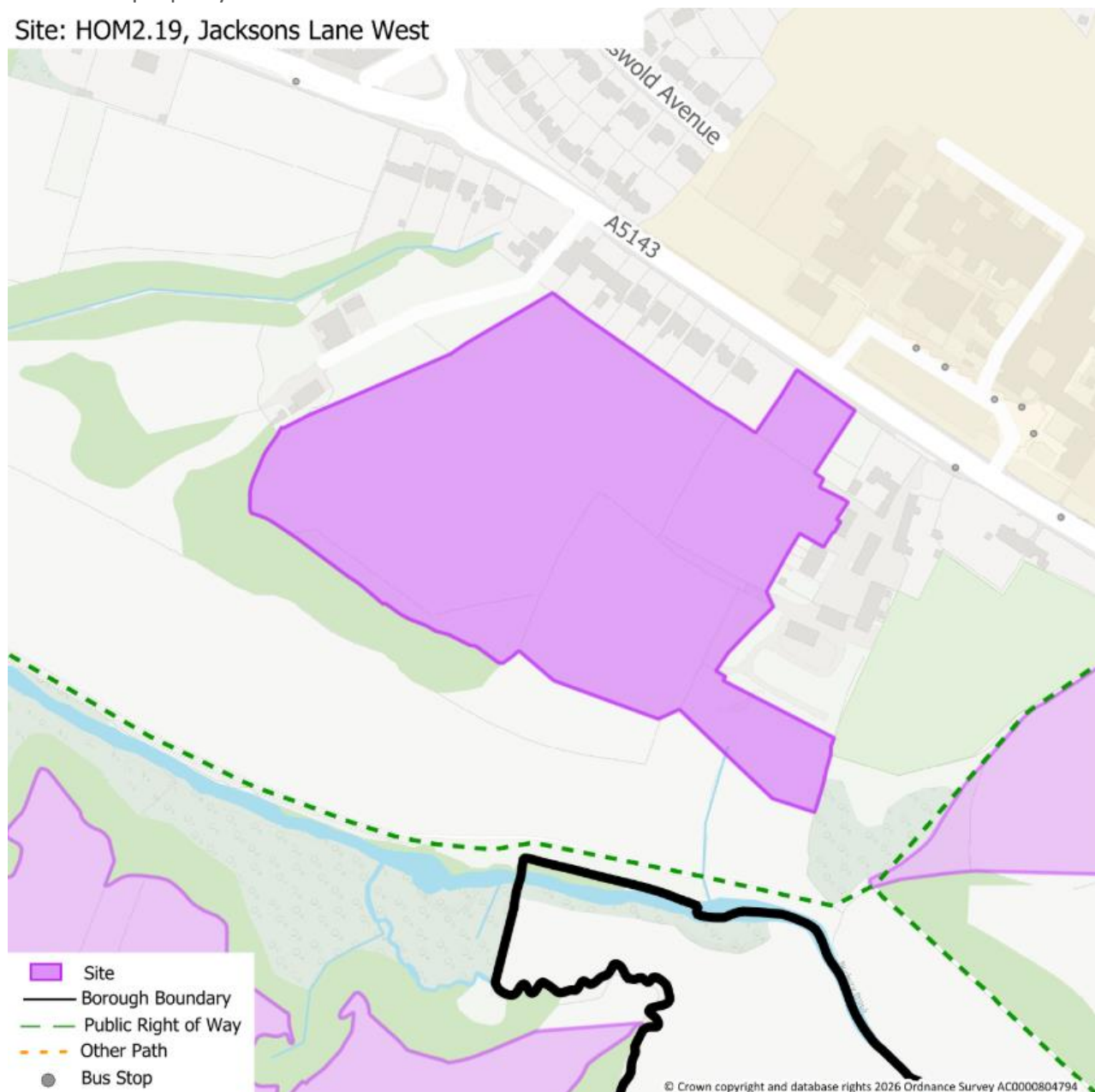
HOM 3 Jackson's Lane West

This Locality Assessment has been developed to support the proposed allocation of housing at Jackson's Lane West, Bramhall as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 170 dwellings for this site, which is located immediately south of the A5143 Jackson's Lane, Bramhall. The site is currently open fields with vegetation. The site is also bound by Happy Valley Nature Reserve to the south, Norbury Farm Café to the east and a residential property and associated access road to the west.

Site: HOM2.19, Jacksons Lane West



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site will be accessed from the A5143 Jackson's Lane, a single carriageway, lit, two lane road. Immediately opposite the access point is Hazel Grove High School, which has the potential to conflict with allocation vehicle movements.

4. Multi-modal accessibility

Walking and Cycling

There is good active travel provision in the vicinity of the site.

The A5143 Jackson's Lane has a continuous segregated cycle path on the south side of the carriageway and adequate footways. There is a controlled Toucan crossing point close to the site access point.

The catchment primary school is Moorfield Primary, a 0.7 mile (1.1km) walk along good quality footways through residential areas. Tactile paving is needed at some crossings.

Hazel Grove High School is directly opposite the site and can be accessed via a Toucan Crossing. Bramhall High School is approx. 1.2 miles (2km) away by walking routes across the Valley.

Hazel Grove District Centre is approximately a 1.3 mile (2.1km) walk to Hazel Grove Station along Chester Road, which has good footways. For cyclists it is a 1.5 mile (2.4km) ride along Jackson's Lane, which has segregated cycleways & Sparrow crossings, and Chester Road, which has discontinuous on-carriageway cycle lanes but only on part of the route. Cycle provision near to the centre of Hazel Grove and across the A6 is poor.

There is considered to be scope to provide improved cycle connections into Hazel Grove and across the A6.

Stockport Town Centre lies approximately 3 miles or 5km north of the site. There is potential for cycling trips into Stockport as an alternative to car use. A route has been identified which could be improved following an off-carriageway, off-road and quiet road route. The route diverges from the

A6-Bramhall Park cycle route at Dorchester Road and follows that and Pennine Road to link up with a path to Ringmore Road. In the vicinity of the site the route requires works to Dorchester Rd and signals to cross Bramhall Moor Lane.

Bus

There are flagpole type only bus stops on Jackson's Lane around 100 metres from the site access point on good footways. However, these only provide access to school bus services.

For other services there are poor quality bus stops (flagpole only) on Chester Road, served by two infrequent services:

- 374 (hourly) - Stockport - Adswold - Davenport - Hazel Grove circular
- 391 (approx. hourly) - Macclesfield - Bollington - Poynton - Heaviley - Stockport

These are a 0.6 mile (1km) walk from the allocation on good footways and provide access to Hazel Grove District Centre.

Rail

The nearest rail station to the site is Hazel Grove, approximately a 1.3 mile (2.1km) walk to Hazel Grove Station along Chester Road, which has good footways.

It has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

- Manchester Picadilly (2 tph)
- Buxton (2tph)

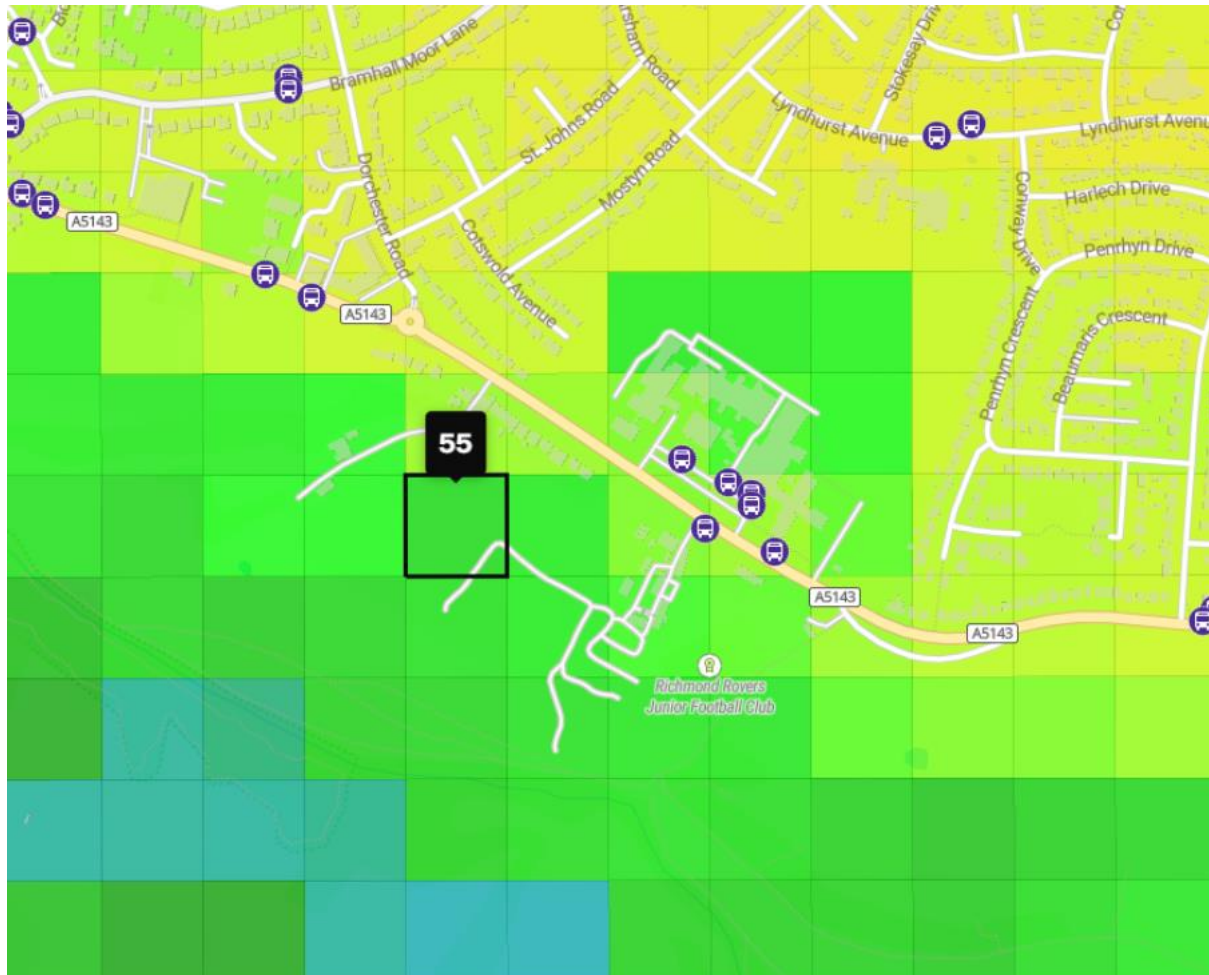
Cycle access is a 1.3 mile (2.1km) ride along Jackson's Lane, which has segregated cycleways & Sparrow crossings. However, the route continues along Chester Road, which has discontinuous on-carriageway cycle lanes for a section of the route. There is considered to be scope to provide improved cycle connections to Hazel Grove station.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 55 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

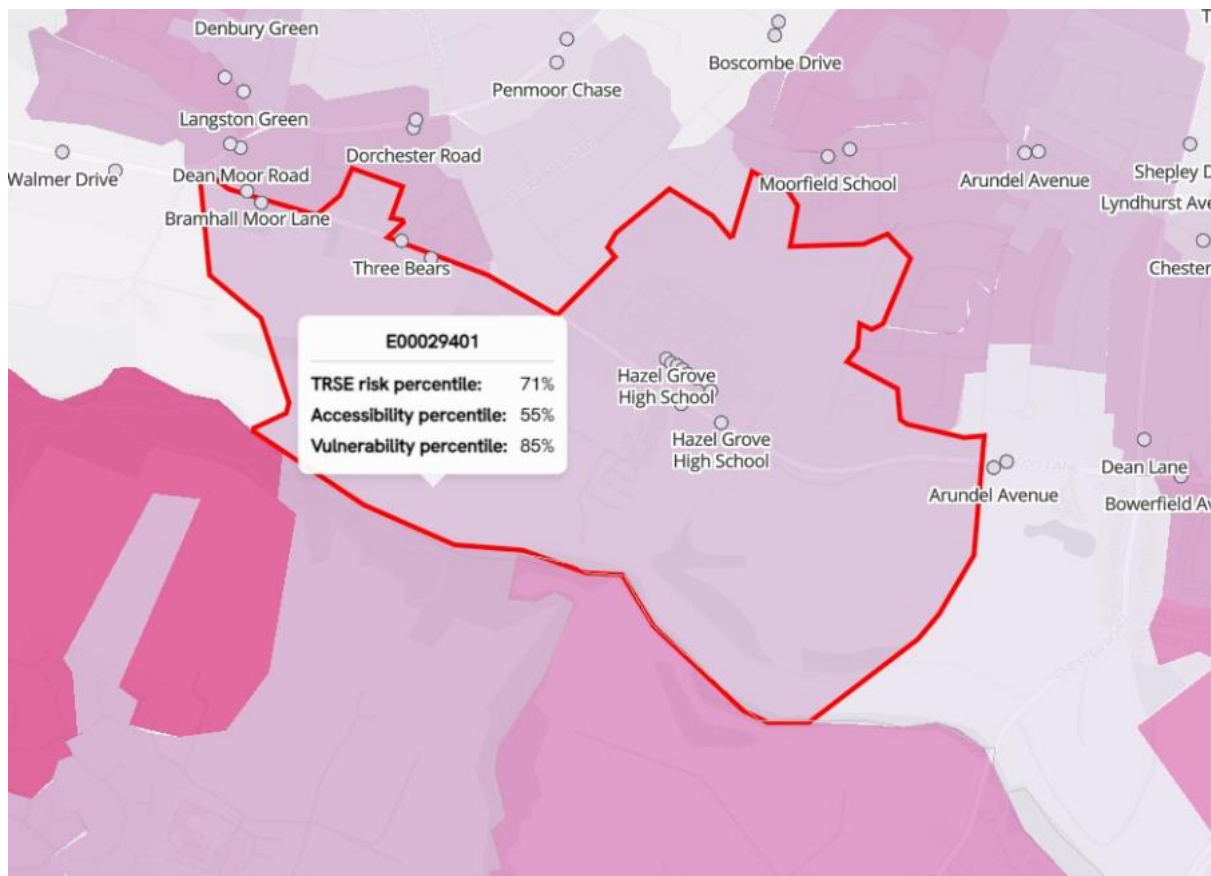


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score) whilst accessibility is around average.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

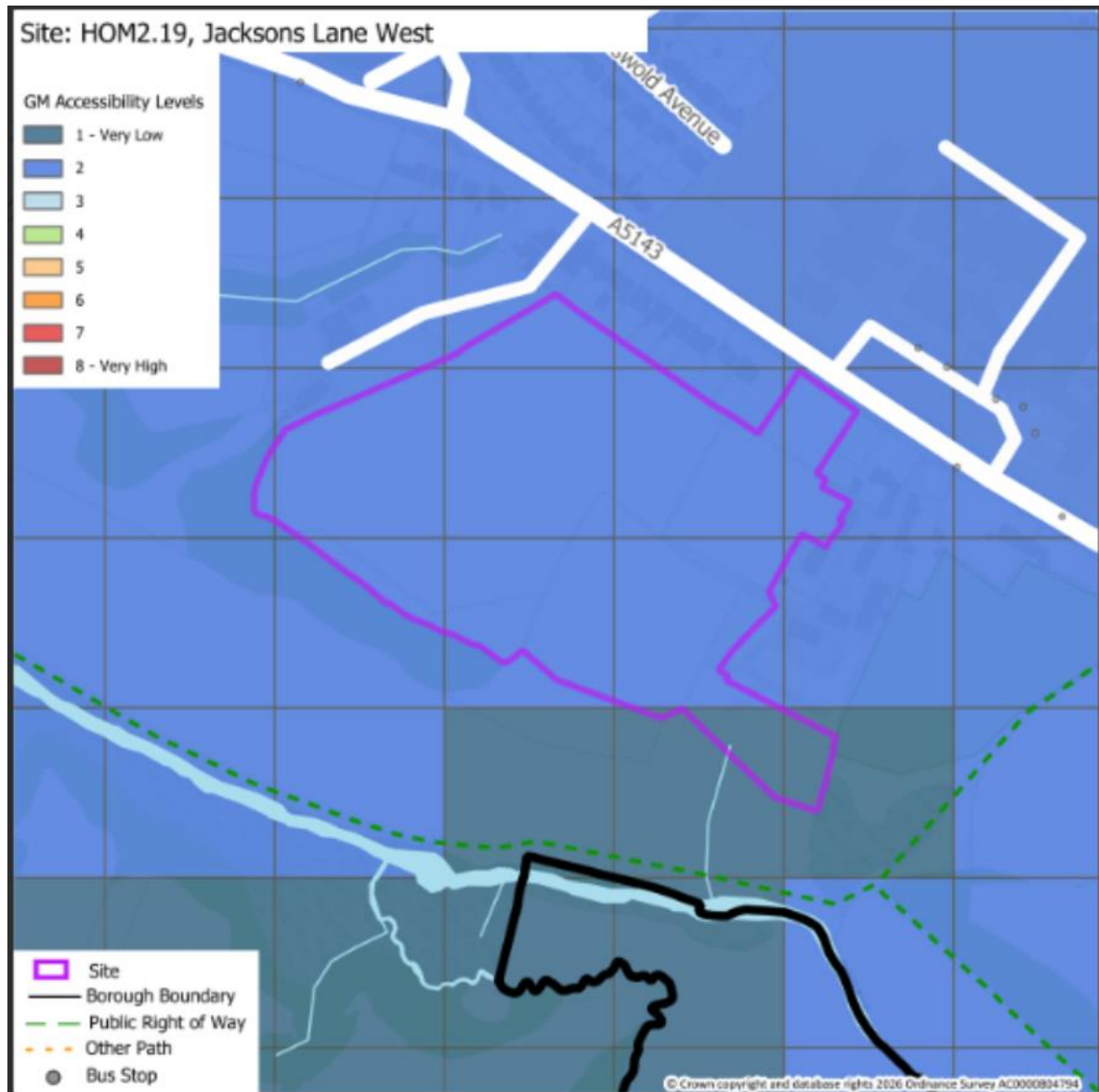
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low on this metric, reflecting its distance from a rail station or regular bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

A5143 Jackson's Lane is a key east-west route linking Bramhall with Hazel Grove and the A555. It experiences high traffic flows at peak times. In the vicinity of the site it is fronted by residential properties, Hazel Grove High School and a restaurant, takeaway and a public house.

As discussed, it has a segregated cycleway and a number of Toucan crossings along its length.

Whilst the A5143 has to some extent been bypassed by the A555 it remains a busy route that experiences peak hour congestion. In particular this occurs at the Dean Lane / A523 Macclesfield Road junction where long queues can occur.

In conjunction with other allocated sites on Jackson's Lane and Chester Road the development is likely to have a material impact on the following junctions for which cumulative assessment should be carried out:

- Jacksons Lane / Dean Lane / Chester Road
- Dean Lane / Macclesfield Road/Mill Lane (which has capacity issues, resulting in queues and delays).
- The developments may impact Macclesfield Road / A555 as a result of increased queues from the Macclesfield Rd / Dean Lane junction.
- Other junctions should be assessed including those on Chester Road / Woodford Road to the south of the site, as well as the Bridge Lane / Bramhall Moor La South roundabout and Dorchester Road / Bramhall Moor Lane

7. Treatment of Cumulative Impacts

Given the proximity of the sites, this development should be considered in conjunction with development with HOM 2.20 Jackson's lane East.

8. Required Mitigation

A Transport Assessment is required. Several necessary local mitigations were identified and are detailed below:

- The site access junction should provide a ghost island right turn lane and a ‘bend-in’ type cycle priority crossing to carry the cycleway over the side road. This should be on a raised carriageway. Provide segregated pedestrian and cycle access from Jackson’s Lane footway and cycleway into the site.
- Site layout should give consideration to future bus provision within the site whilst maintaining a safe pedestrian and cycling environment.
- In conjunction with other allocated sites on Jackson’s Lane / Chester Road to provide improved capacity at the Dean Lane / Macclesfield Road junction by introducing a two-lane approach on Dean Lane.
- Nearby bus stops should be upgraded to current standards including shelters, seating, real time passenger information and raised boarding facilities.
- In conjunction with nearby allocations a regular public bus service should be provided on Jackson’s Lane to serve the improved stops.
- Provide cycle facilities and traffic calming measures on Dorchester Road and a signal crossing of Bramhall Moor Lane, including cycle access between the site and the Rutters Lane/Newby Road cycle route
- In conjunction with other allocated sites on Jackson’s Lane and Chester Road improve cycle access between the site and Hazel Grove Station and District Centre by works to Chester Road between Lyndhurst Ave and Station Rd to provide off-carriageway segregated / shared cycle facilities. This should include a Cyclops type junction at Chester Rd / Lyndhurst Ave / Cavendish Rd, controlled crossings to replace existing refuges and a crossing near Station Road.
- In conjunction with other allocated sites on Jackson’s Lane and Chester Road improve cycle access to Hazel Grove District Centre by upgrading of the existing Puffin Crossing at Hatherlow Lane / Chapel St to provide a Toucan crossing with associated foot / cycleway links.
- Provide uncontrolled pedestrian crossings at junctions on key routes to / from the site
- Upgrade Public Right of Way 41HGB between Jackson’s Lane and PROW 46 HGB with an all-weather surface to an agreed width including linkage to it from the allocation site.
- Improve the walking and cycling route to Stockport Town Centre by means of works to Dorchester Road and a controlled crossing of Bramhall Moor Lane between Dorchester Rd and Pennine Road.
- Providing uncontrolled pedestrian crossings at junctions that do not benefit from them on key routes to / from the site

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport
- As well as improved bus service provision for routes connecting:
- Hazel Grove – Bramhall – Heald Green – Wythenshawe

10. Summary and Conclusions

The locality assessment supports the proposed allocation of approximately 170 dwellings at Jackson’s Lane West in Hazel Grove, a “grey belt” site currently comprising open fields. The site is located adjacent to the A5143 Jackson’s Lane, a key route linking Bramhall and Hazel Grove, and benefits from strong east-west walking and cycling infrastructure, including segregated cycleways,

wide footways, and a controlled Toucan crossing near the access point. It has good access to local education facilities, with Hazel Grove High School directly opposite and Moorfield Primary within walking distance, as well as potentially improvable links to Hazel Grove District Centre and rail station. However, public transport provision is relatively limited, with nearby bus stops offering mainly school services and more frequent services located further away, resulting in moderate overall accessibility.

The assessment highlights potential highway impacts due to direct access from Jackson's Lane, particularly given existing traffic flows and interaction with school traffic. To address these issues, a package of mitigation measures is proposed, including (in conjunction with other allocated sites on Jackson's Lane / Chester Rd) a junction improvement at the Dean Lane / Macclesfield Rd Junction. Sustainable access should be improved by upgrading nearby bus stops, improving bus service provision (potentially routing services through the site), and enhancing cycle connectivity to Hazel Grove Station and District Centre. Additional measures include improving cycle links towards the Town Centre, new pedestrian and cycle crossings, improvements to Public Rights of Way and wayfinding signage. These interventions are intended to improve accessibility, promote sustainable travel, and ensure the development can be integrated safely into the local transport network.

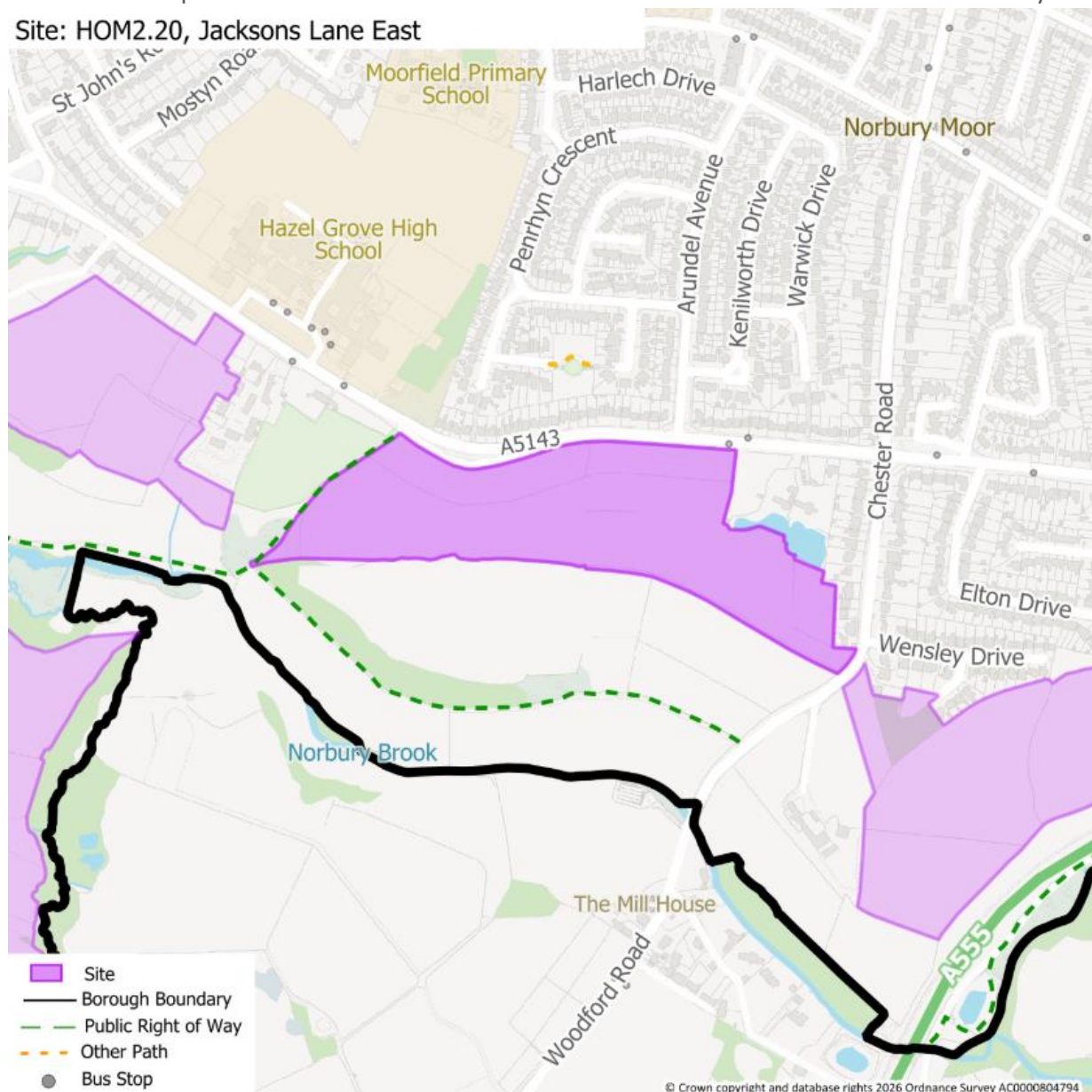
HOM 2.20 Jackson's Lane East

This Locality Assessment has been developed to support the proposed allocation of housing at Jackson's Lane East, Bramhall as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 270 dwellings for this site, which is located immediately south of the A5143 Jackson's Lane, Bramhall. The site is currently open fields with some vegetation. The site is also bound by further fields to the south, Jacksons Lane to the North, Chester Road to the East and a footpath to the west. An access road to the fields forms the southern boundary.

Site: HOM2.20, Jacksons Lane East



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site will likely be accessed from the A5143 Jackson's Lane, a single carriageway, lit, two lane road. There is sufficient frontage to build a good standard priority junction or possibly signal junction opposite Arundel Avenue. Access arrangements will need to take account of the segregated cycleway on the site frontage, affording priority to users of this path over vehicles entering or exiting the site.

Access could also be considered from Chester Road, a lit, two lane, single carriageway road that ultimately provides a north-south link to Poynton. Road geometry, gradient and width will make such access considerably more challenging, so it might be more suitable for emergency, pedestrian and cycle access.

4. Multi-modal accessibility

Walking and Cycling

There is good east-west active travel provision in the vicinity of the site. The A5143 Jackson's Lane has a continuous segregated cycle path on both sides of the carriageway and wide footways. There is a controlled toucan crossing close to the site access point.

The catchment primary school is Moorfield Primary, a 0.6 mile (0.9km) walk along good quality footways through residential areas. Tactile paving is needed at some crossings.

Hazel Grove High School is on the opposite side of Jackson's Lane about 200m to the west. It can be accessed via a Toucan Crossing.

Hazel Grove Station is approximately a 0.9 mile (1.5km) walk along Chester Road, which has good footways. For cyclists it is a similar distance ride along Jackson's Lane, which has segregated cycleways and sparrow crossings, and Chester Road, which has discontinuous on-carriageway cycle lanes but only on part of the route. Cycle provision near to the centre of Hazel Grove and across the A6 is poor. There is considered to be scope to provide improved cycle connections into Hazel Grove and across the A6.

Stockport Town Centre lies approximately 3.25 miles or 5.2km north of the site. There is potential for cycling trips into Stockport as an alternative to car use. A route has been identified which could be improved following an off-carriageway, off-road and quiet road route. The route diverges from the A6-Bramhall Park cycle route at Dorchester Road and follows that and Pennine Road to link up

with a path to Ringmore Road. In the vicinity of the site the route requires works to Dorchester Rd and signals to cross Bramhall Moor Lane.

Bus

There are flagpole type only bus stops on Jackson's Lane around 100 metres from the site access point on good footways. However, these only provide access to school bus services.

For other services there are poor quality bus stops (flagpole only) on Chester Road, served by two infrequent services:

- 374 (hourly) - Stockport - Adswold - Davenport - Hazel Grove circular
- 391 (approx. hourly) - Macclesfield - Bollington - Poynton - Heaviley - Stockport

These are a 0.6 mile (1km) walk from the allocation on good footways and provide access to Hazel Grove District Centre.

Rail

The nearest rail station to the site is Hazel Grove, approximately a 1 mile (1.6km) walk to Hazel Grove Station along Chester Road, which has good footways.

It has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

- Manchester Picadilly (2 tph)
- Buxton (2tph)

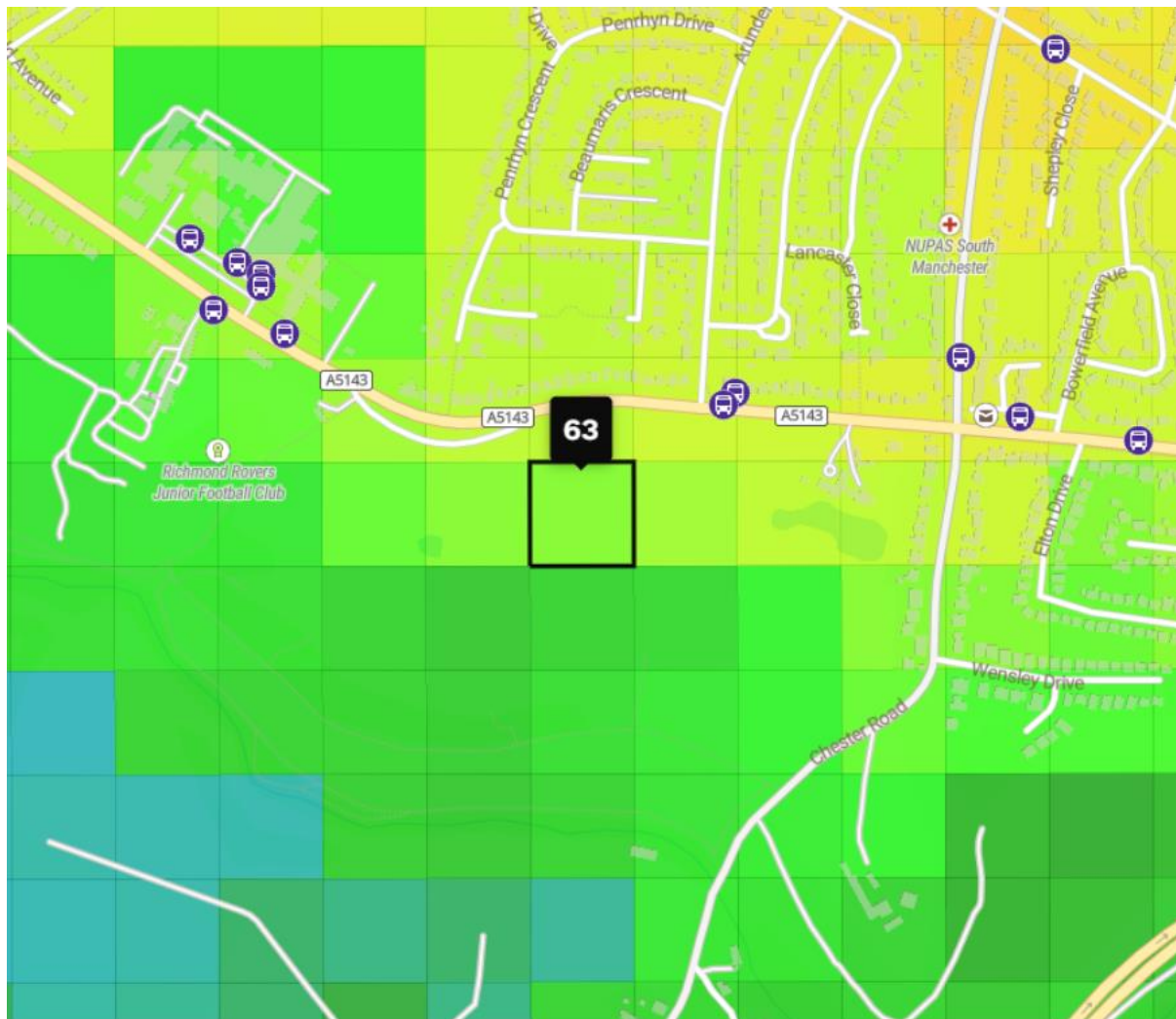
Cycle access is a 1 miles (1.6km) ride along Jackson's Lane, which has segregated cycleways & Sparrow crossings. However, the route continues along Chester Road, which has discontinuous on-carriageway cycle lanes for a section of the route. There is considered to be scope to provide improved cycle connections into Hazel Grove and across the A6.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 63 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.



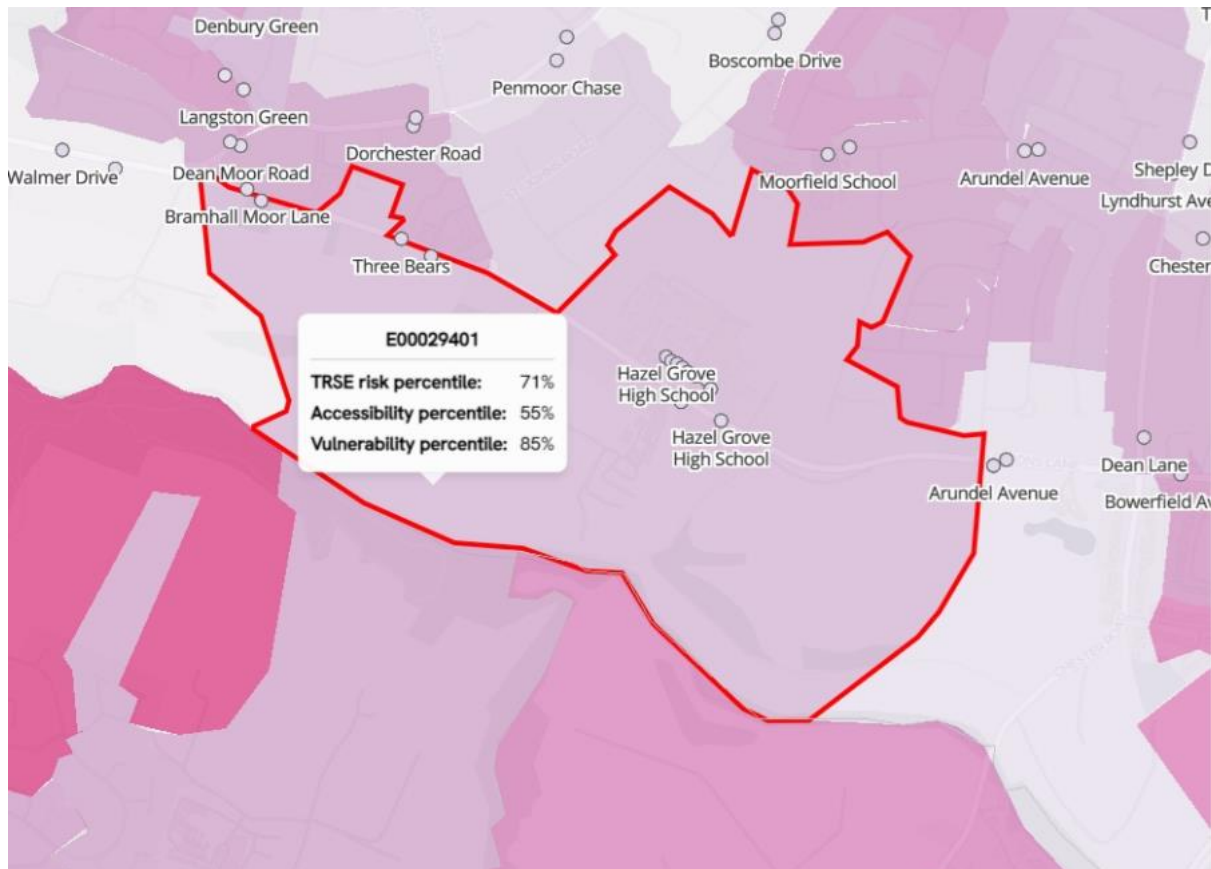
Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal

is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score) whilst accessibility is around average.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

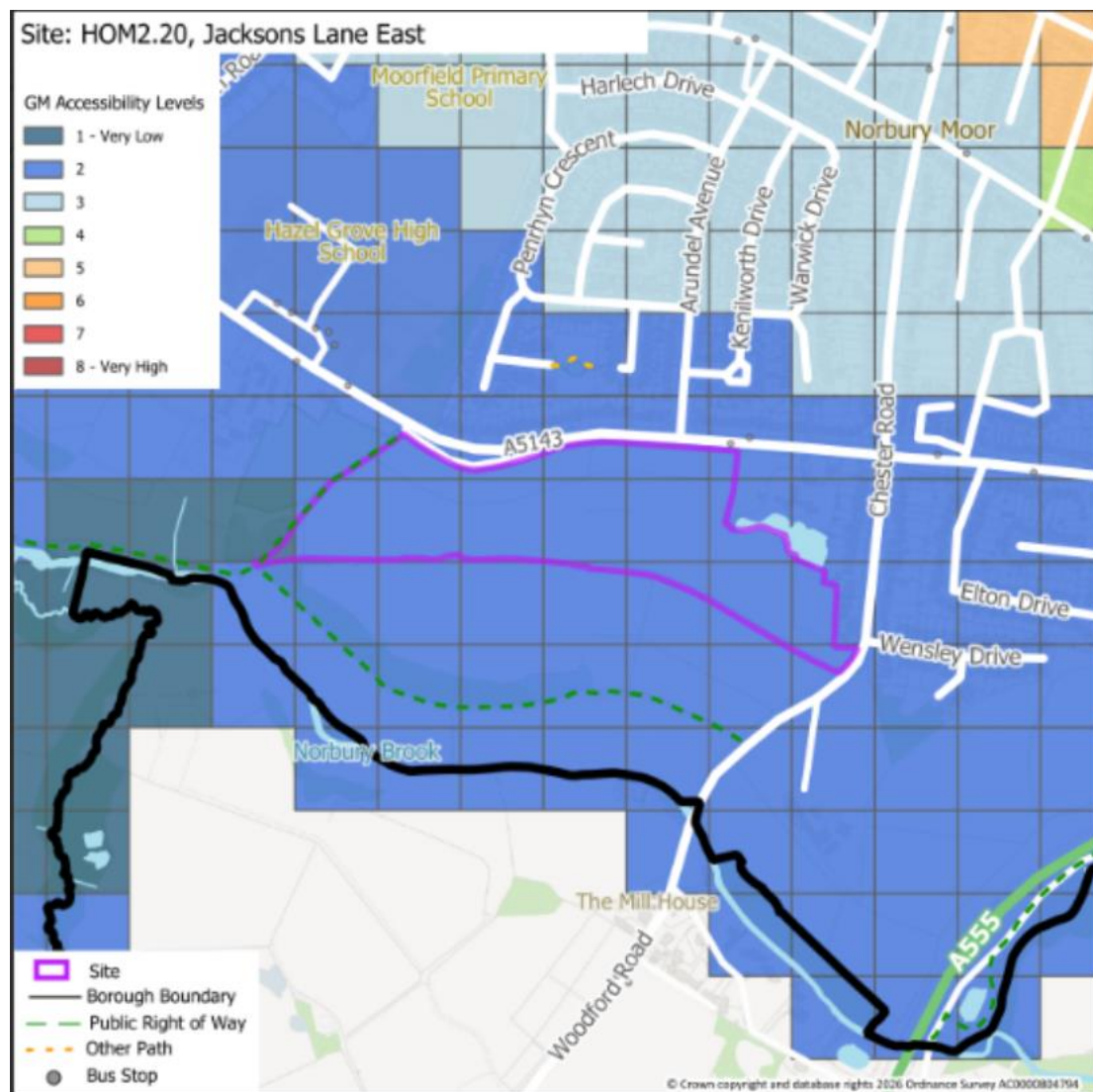
The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;

- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low on this metric, reflecting its distance from a rail station or regular bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;

- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

A5143 Jackson's Lane is a key east-west route linking Bramhall with Hazel Grove and the A555. It experiences high traffic flows at peak times. In the vicinity of the site it is fronted by residential properties, Hazel Grove High School and a restaurant, takeaway and a public house.

As discussed, it has a segregated cycleway and a number of Toucan crossings along its length. Whilst the A5143 has to some extent been bypassed by the A555 it remains a busy route that experiences peak hour congestion. In particular this occurs at the Dean Lane / A523 Macclesfield Road junction where long queues can occur.

In conjunction with other allocated sites on Jackson's Lane and Chester Road the development is likely to have a material impact on the following junctions for which cumulative assessment should be carried out:

- Jacksons Lane / Dean Lane / Chester Road
- Dean Lane / Macclesfield Road/Mill Lane (which has capacity issues, resulting in queues and delays).
- The developments may impact Macclesfield Road / A555 as a result of increased queues from the Macclesfield Rd / Dean Lane junction.
- Other junctions should be assessed including those on Chester Road / Woodford Road to the south of the site, as well as the Bridge Lane / Bramhall Moor La South roundabout and Dorchester Road / Bramhall Moor Lane

7. Treatment of Cumulative Impacts

Given the proximity of the sites, this development should be considered in conjunction with development with HOM 2.19 Jackson's lane West and HOM 2.37 Norbury Hall/Land off Chester Road.

8. Required Mitigation

A Transport Assessment is required. Several necessary local mitigations were identified and are detailed below:

- If a priority junction the site access junction should provide a ghost island right turn lane and a 'bend-in' type cycle priority crossing to carry the cycleway over the side road. This should be on a raised carriageway. Provide segregated pedestrian and cycle access from Jackson's Lane footway and cycleway into the site.
- If a signal junction opposite Sandown Road the junction should be in the form of a 'cyclops' layout with pedestrian and cycle crossings on all arms.
- Active travel route should be provided into the site from Chester Road

- Site layout should give consideration to future bus provision within the site whilst maintaining a safe pedestrian and cycling environment.
- In conjunction with other allocated sites on Jackson's Lane / Chester Road to provide improved capacity at the Dean Lane / Macclesfield Road junction by introducing a two lane approach on Dean Lane.
- Nearby bus stops should be upgraded to current standards including shelters, seating, real time passenger information and raised boarding facilities.
- In conjunction with nearby allocations a regular public bus service should be provided on Jackson's Lane to serve the improved stops.
- Provide cycle facilities and traffic calming measures on Dorchester Road and a signal crossing of Bramhall Moor Lane.
- In conjunction with other allocated sites on Jackson's Lane and Chester Road improve cycle access between the site and Hazel Grove Station and District Centre by works to Chester Road between Lyndhurst Ave and Station Rd to provide off-carriageway segregated / shared cycle facilities. This should include a Cyclops type junction at Chester Rd / Lyndhurst Ave / Cavendish Road, controlled crossings to replace existing refuges and a crossing near Station Road.
- In conjunction with other allocated sites on Jackson's Lane and Chester Road improve cycle access to Hazel Grove District Centre by upgrading of the existing Puffin Crossing at Hatherlow Lane / Chapel St to provide a Toucan crossing with associated foot / cycleway links.
- Provide uncontrolled pedestrian crossings at junctions on key routes to / from the site.
- Upgrade Public Rights of Way 41 and 43 HGB between Jackson's Lane and Chester Road with an all-weather surface to an agreed width including linkage to it from the allocation site.
- Improve the walking and cycling route to Stockport Town Centre by means of works to Dorchester Road and a controlled crossing of Bramhall Moor Lane between Dorchester Rd and Pennine Road.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Deliver (before 2032 subject to final funding and business case approvals):
- Hazel Grove Active Travel Improvements Phase 1
- Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)
- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport
- As well as improved bus service provision for routes connecting:
- Hazel Grove – Bramhall – Heald Green – Wythenshawe

10. Summary and Conclusions

The locality assessment supports the allocation of approximately 270 dwellings at Jackson’s Lane East in Bramhall, a “grey belt” site currently consisting of open fields. The site benefits from strong east-west walking and cycling provision, including segregated cycleways along Jackson’s Lane, good footways, and a nearby controlled crossing, as well as convenient access to local schools and potentially improvable access to Hazel Grove District Centre and rail station. However, public transport accessibility is more limited, with only infrequent bus services available within walking distance and stronger reliance on services further afield. Overall, accessibility is considered moderate, reflected in average connectivity scores and low transport-related social exclusion risk due to low population vulnerability.

The assessment highlights potential highway impacts due to direct access from Jackson’s Lane, particularly given existing traffic flows and interaction with school traffic. To address these issues, a package of mitigation measures is proposed, including (in conjunction with other allocated sites on Jackson’s Lane / Chester Road) a junction improvement at the Dean Lane / Macclesfield Road Junction. Sustainable access should be improvements to bus stop infrastructure and service provision, enhanced cycling links along Chester Road to connect with Hazel Grove Station and District Centre, and better pedestrian connectivity through new crossing points and upgraded Public Rights of Way. Additional measures include improving cycle links towards the Town Centre, new pedestrian and cycle crossings, improvements to Public Rights of Way and wayfinding signage. These interventions are intended to improve accessibility, promote sustainable travel, and ensure the development can be integrated safely into the local transport network.

HOM 2.21 Offerton Sand and Gravel

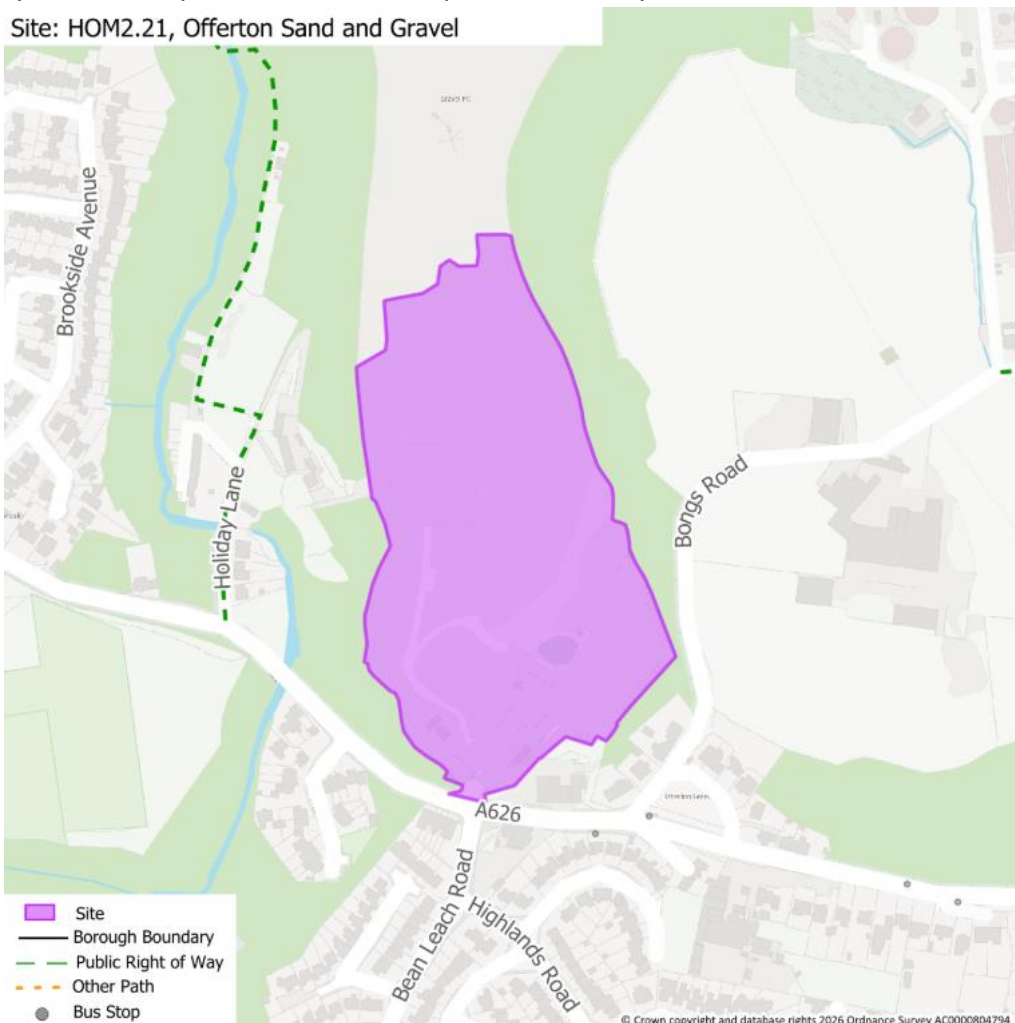
This Locality Assessment has been developed to support the proposed allocation of housing at Offerton Sand and Gravel, to the east of Offerton as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 150 dwellings for this site, which is located immediately north of the A626 Marple Road. The site currently operates as a sand and gravel supplier and the site is largely made up of associated workings and associated buildings.

There is an access to the workings from the A626 Marple Road and a BP fuel and recharging station adjacent to the site. Residential properties front the A626 Marple Road on its southern side.

The allocation is adjacent to the protected line of the proposed extension of the A555 from the A6 to Bredbury and development of it could impact on delivery of that scheme.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport’s housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes ‘grey belt’. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The existing site use has an access off the A626 Marple Road, which is a single carriageway road with one lane in each direction. The access is located opposite that junction with Bean Leach Road. There is a ghost island right turn lane immediately adjacent to the access road serving Bean Leach Road. Due to the offset of the junction there is no ghost island right turn lane to the site.

Visibility of the access is restricted, which is located on the inside of a tight bend and very close to Fuel Station access immediately to the east of the allocation. The site will require emergency access.

4. Multi-modal accessibility

Walking and Cycling

Footways on A626 Marple Road are relatively narrow, although there is a pedestrian refuge in place adjacent to the site with dropped kerbs and tactile paving. There is a public right of way to the west of the site (148S) that provides a north-south link through Poise Brook Nature Reserve between the A626 and the River Goyt and associated active travel network.

There are few cycle facilities in the vicinity of the site, however National Cycle Network Route 55 route to the north side of the River Goyt. The Jim Fearnley Bridge which links across the Goyt is not suitable for cycling.

Warren Wood Primary School is the catchment school for the site, a 0.6 mile (1km) walk along Marple Road (with very poor footway provision), Shearwater Road and Turnstone Road. The catchment high school is Marple Hall School, which is a 1.25 mile (2km) walk along Marple Road involving a steep climb in both directions. In places footways are narrow, on one side only, or non-existent. Cycle access is a 1.25-mile (2km) ride along Marple Road, which is narrow, winding steep and very busy.

The nearest District Centre is Hazel Grove, which is 1.7 miles (2.7km) along Bean Leach Road, which has a footway on one side only, and this is narrow.

There is very limited scope to provide cycle facilities on Marple Road or Bean Leach Road due to the narrow alignments and heavy traffic flows.

Bus

There are good quality bus stops (shelters/raised kerbs) on Marple Road near the site at a distance of 0.2 mile/320m entrance from the entrance, however there is no controlled crossing to reach the westbound stop. The stops are served by four bus services:

- 358 (approx. hourly) - Hayfield - New Mills - Marple - Offerton - Stockport
- 383 / 384 (20-30 mins.) - Stockport - Offerton - Marple - Romiley - Bredbury circular/ Stockport - Bredbury - Romiley - Marple - Offerton circular
- 385 (approx. hourly) - Mellor - Marple - Offerton - Heaviley - Stockport

Rail

The nearest rail station is Rose Hill Marple, which is a 1.7 mile (2.7km) walk along A626 Marple Road involving a steep climb in both directions. In places footways are narrow, on one side only, or non-existent. Cyclists are required to travel the same route, however there are no cycle facilities on this section of Marple Road.

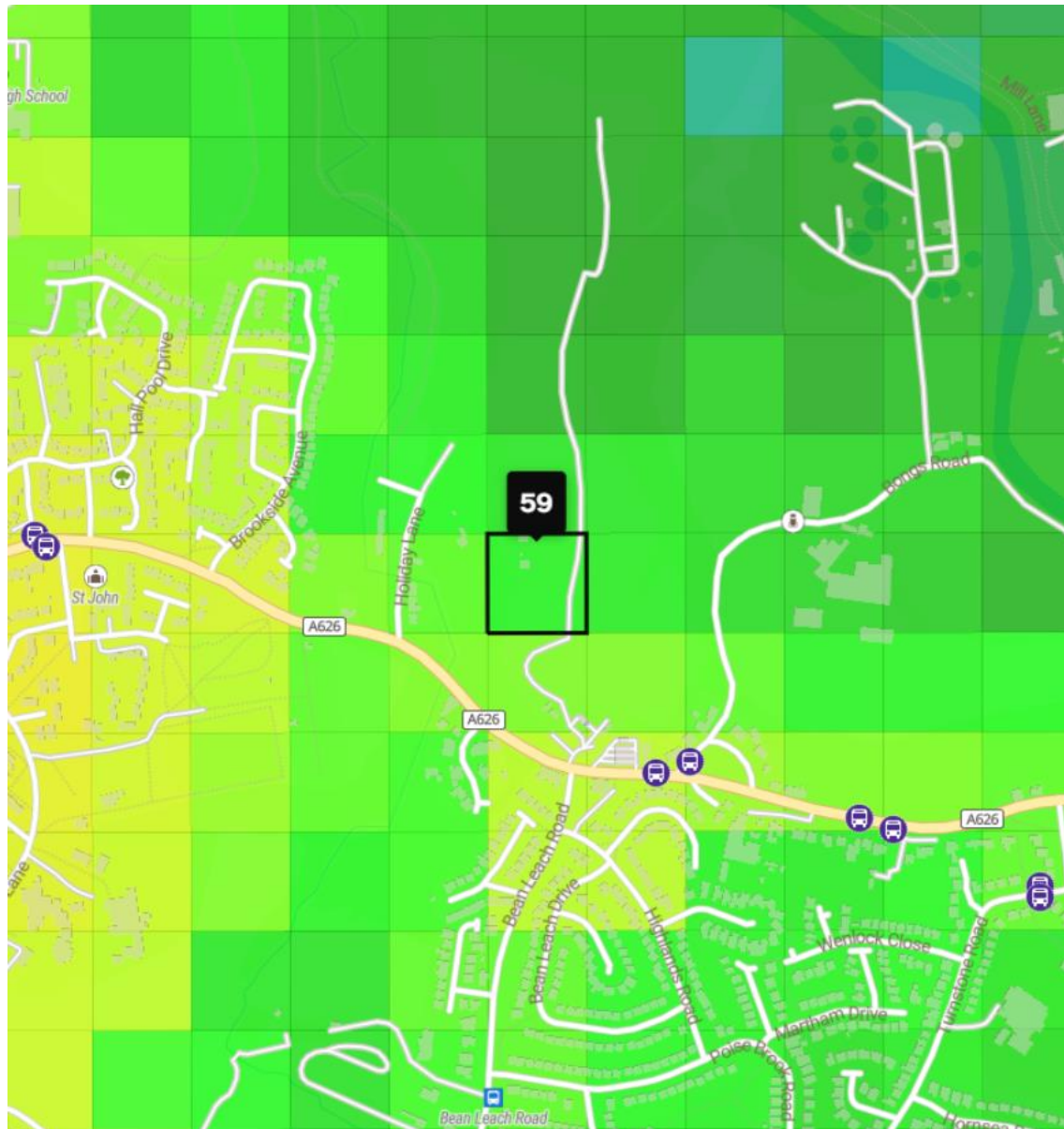
Rose Hill Marple has step-free access, a ticket office, sheltered waiting area a car park, covered cycle parking and CCTV. There is an hourly service to Manchester Picadilly. Rose Hill Marple is a terminus station.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 59 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

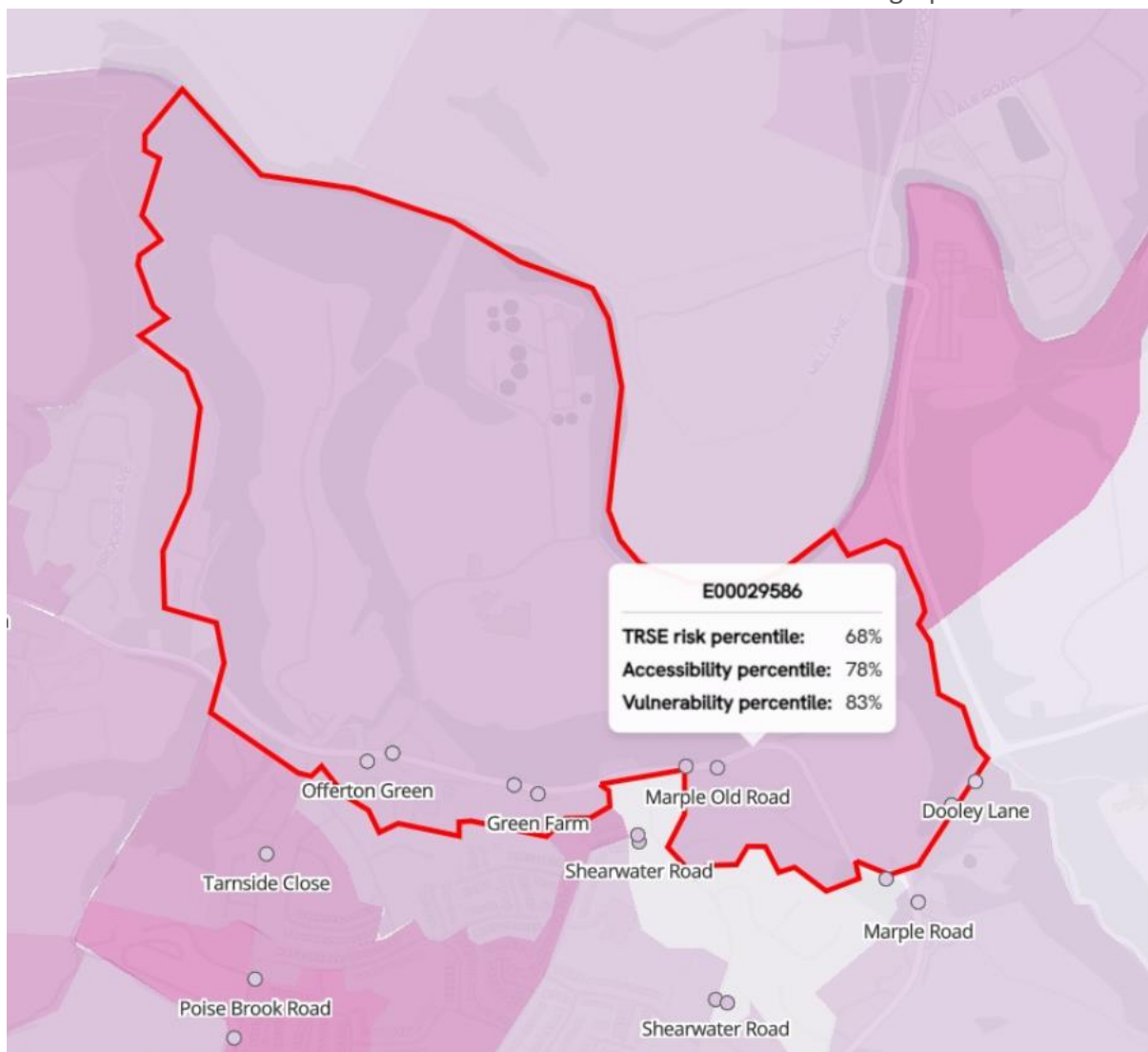


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score), whilst accessibility is above average.

The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;

- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores below average on this metric, in part reflecting its distance from a rail station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)

- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

The A626 Marple Road experiences high traffic volumes at peak times. The A626 Marple Road provides an important route between Marple and Stockport Town Centre and the Strategic Road Network.

The site is on the route of the proposed A6 to M60 extension so development of it will need to be in such a way that does not prejudice delivery of that scheme. Marple Road is very congested, however 150 houses unlikely to have severe impact on signal junctions.

It the access is on the current site frontage then gaining access to Marple Road for an adopted spine road for the development will be very challenging. The proximity of the junction of Bean Leach Road opposite and the adjacent filling station access mean that any junction layout must fully take account of traffic movement to and from those.

It is likely that a signalised cross-roads will be required with Bean Leach Road. A priority crossroads would not be an acceptable arrangement due to high levels of potential conflict. Retaining the filling station access immediately adjacent to a signal junction could create conflicting traffic movements and prejudice provision of an acceptable junction layout so this may need to be moved or incorporated in the northern arm of the junction. A footway will be required on the north side of Marple Road from Poise Brook to the site entrance to provide acceptable forward visibility and improve the pedestrian route to the west. Any access layout will require capacity analysis to demonstrate no overall increase in congestion on the A626 corridor and must take full account of pedestrian and cycle movement and access to bus stops.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- A junction on Marple Road which provides safe site access and takes full account of traffic movement to Bean Leach Road and the adjacent filling station whilst providing for pedestrian and cycle movement
- Pedestrian crossings should be provide on Marple Road
- Provision of emergency access to the site
- The provision of an improved footway and cycleway along the north side of Marple Road between the site access and the junction with Bongs Road and on the east side of Bean Leach Road from Marple Road to Highlands Road
- The provision of a footway on the north side of Marple Road between the site access and Poise Brook
- Pedestrian cycle connections between the site and Bongs Road and opening up of Bongs Road for pedestrian and cycle use with a minimum 3m width surfaced path

- Pedestrian connections between the site and FP 148S to the east of the site
- Fund improvements to FP 148S including provision of a bound surface between Marple Road and the 'Jim Fernley' bridge over the Goyt and upgrade to Bridleway standard
- Mitigate any loss of existing parking that occurs as part of the development

The scheme needs to take into account that part of the A6 Hazel Grove to M60 Bredbury link of the SEMMMS Road Scheme passes through the site. This needs to include both the road itself and accommodation works, such as a proposed link road to Holiday Lane.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Explore and Develop (longer term transport priorities)

- Marple Tram Train

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include enhanced Bus Service Provision Improved bus service provision for routes connecting Marple – Offerton – Stockport town centre.

Building on the existing bus network there is also an aspiration to improve the provision of further higher frequency services that better connect Stockport town centre and Offerton.

9. Summary and Conclusions

The Offerton Sand and Gravel site is proposed for allocation of 150 homes to help meet Stockport's housing requirement, making use of previously developed 'grey belt' land that currently operates as a sand and gravel facility. The site is accessed from the A626 Marple Road and benefits from nearby bus services, but its location on a busy, constrained corridor with limited visibility, adjacent accesses, and congestion presents considerable challenges. While basic public transport provision exists, active travel opportunities are limited by narrow or incomplete footways, steep gradients, and a lack of cycle infrastructure. Key destinations such as schools, Hazel Grove district centre, and rail services are accessible but involve relatively long and less attractive journeys. Accessibility metrics, including the DfT Connectivity Tool and GMAL, indicate the site performs below average, reflecting its relative remoteness from key services and reliance on car travel.

To support development, a range of mitigation measures are required, focused on improving walking, cycling, and site access arrangements. These include enhanced pedestrian and cycle infrastructure on Marple Road, new and improved connections to nearby routes such as FP148S and Bongs Road, and better links to the wider active travel network. Consideration must also be given to future strategic transport infrastructure, notably the proposed A6 to M60 link road, which partly affects the site. Although traffic impacts from 150 dwellings are not expected to be severe in isolation, the surrounding network is already congested. Longer-term improvements through the Greater Manchester Transport Strategy, including enhanced bus services and potential tram-train connections, could improve accessibility over time. Overall, while the site offers redevelopment potential, it requires careful mitigation to address connectivity and transport constraints.

HOM 2.22 Cow Lane

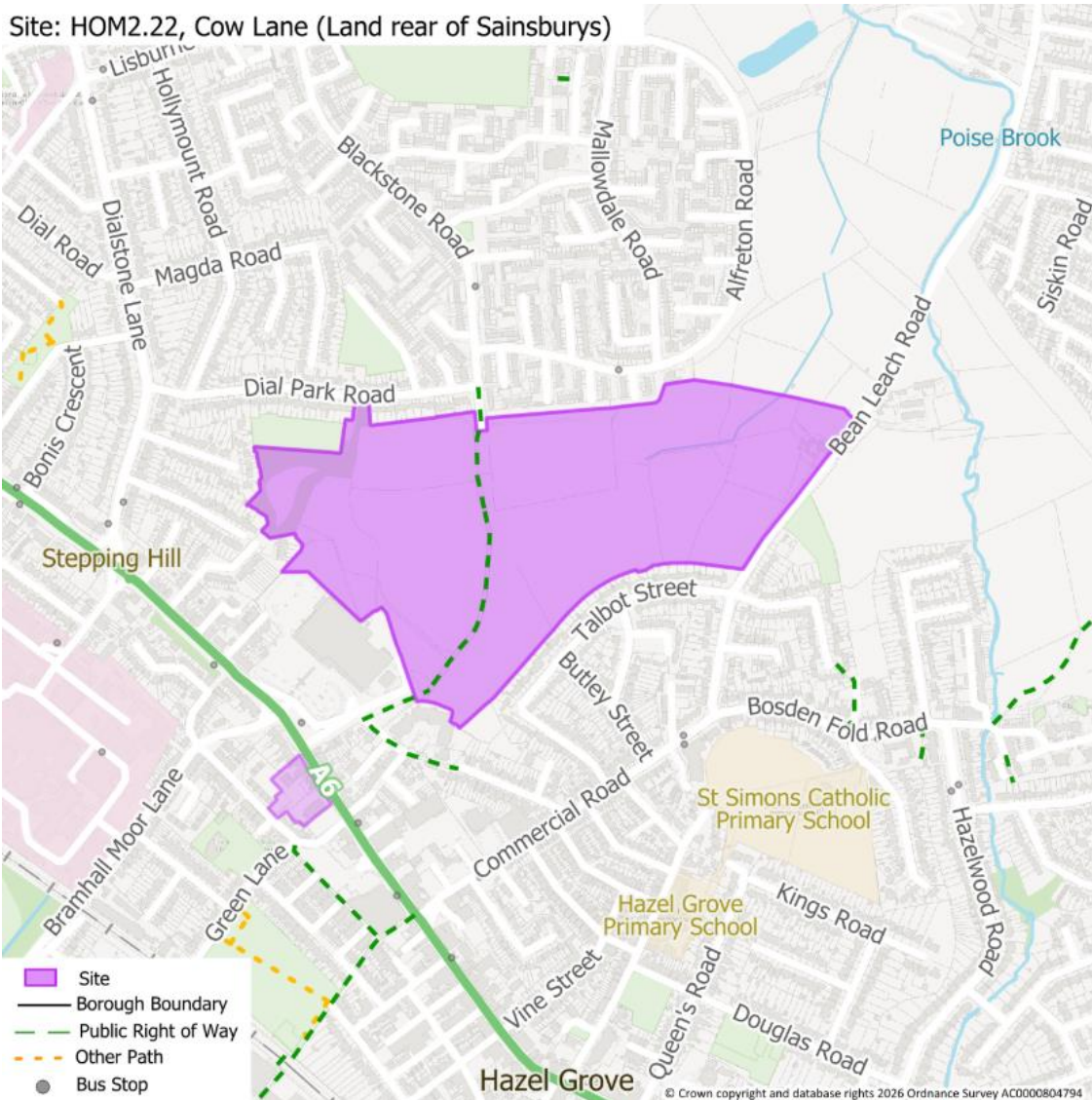
This Locality Assessment has been developed to support the proposed allocation of housing at Cow Lane, to the rear of Hazel Grove Sainsbury's as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 500 dwellings for this site, which is located off Cow Lane to the rear of Hazel Grove Sainsbury's. The site currently comprises of fields and vegetation.

Cow Lane is a footpath (102HGB) which routes through the site and links Peter Street in Hazel Grove with Blackstone Road in Offerton.

The site forms part of the proposed alignment of a link road between the A6 and future A555 extension.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

As discussed, 102 HGB (known as Fred Perry Way / Cow Lane) runs north-south through the site which will need to be diverted onto paths running through the new residential area or diverted onto the estate. Access will likely be provided from Mill Street via its junction with the A6 London Road. Mill Street also provides access to Sainsbury's supermarket and associated fuel station. The junction with the A6 experiences significant congestion so a mitigation strategy will be needed to deal with any impact at this location.

To the north of Mill Street is the linked junction of Bramhall Moor Lane and further to the north Dialstone Lane. Recent works for the CRSTS Bus Pinchpoints programme has sought to improve capacity at the Dialstone Lane junction. To the south is the A6 / Commercial Road junction. All the A6 junctions suffer from congestion in the peak hours and at other busy periods.

Mill Street is a wide single/dual carriageway road providing two lanes in each direction. The layout was designed such that, with some modification, it could serve as the northern end of the Stepping Hill Link should the A555 extension from the A6 to the M60 at Bredbury be constructed.

Access could also be provided from Bean Leach Road, Blackstone Road, Alfreton Road or for walking / cycling or emergency access only, Crowsdale Place.

Emergency access could be addressed by having multiple points of entry and through roads.

4. Multi-modal accessibility

Walking and Cycling

As discussed, Cow Lane is a footpath which is also a Public Right of Way linking Hazel Grove and Offerton. It was improved approximately 25 years ago to allow for foot and cycle use and is very well used. Other cycling infrastructure is limited in the vicinity of the allocation, however there are some toucan crossings and foot / cycleways at the Mill Street/A6 London Road/New Moor Lane signalised junction. There is a further Toucan crossing over the A6 linking Vernon St / Grosvenor St with Mount Pleasant.

The catchment school is Hazel Grove Primary School, approximately 0.4 miles (500m) via a housing estate on narrow footways along Peter Street, across Commercial Road and continuing onto Grove Street and Chapel Street to the school. The catchment High School is Hazel Grove High, a distance of 1.3 miles (2.1km) via Bramhall Moor Lane, which has very narrow footways or footways on one side only for some of its length, and Dorchester Road, which has good quality footways. Cycling to the high school requires travelling approximately 2.8km via the relatively narrow and busy

Bramhall Moor Road, quieter residential streets and A5143, which has segregated and continuous cycle facilities.

The allocation borders the District Centre of Hazel Grove.

Bus

There are bus stops close to the site on the A6 London Road. Services include:

- 192 Manchester to Hazel Grove (6ph)
- 364 Stockport to Torkington (1ph)
- 199 Skyline – Manchester Airport to Buxton (2ph)
- 394 Buxton- Stepping Hill (0.5ph)

The nearest northbound bus stop is flagpole-only and raised kerb, however there is a second stop north of Bramhall Moor Lane with a shelter. The southbound bus stop provides a shelter. There are also school bus services available from these stops including to Hazel Grove High school.

Alternatively, there are good quality bus stops (shelters and raised kerbs) on Blackstone Road, served by the 314 (Stockport - Woodbank Estate - Offerton circular) which has a frequency of every 15 minutes. These are 400m from the site on Cow Lane (a lit footpath). This stop also provides access to school bus services.

Rail

The nearest rail station to the site is Hazel Grove, approximately 750m south of the allocation on generally good footways. Cycle access is also a distance of approximately 750m via quiet residential streets.

It has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

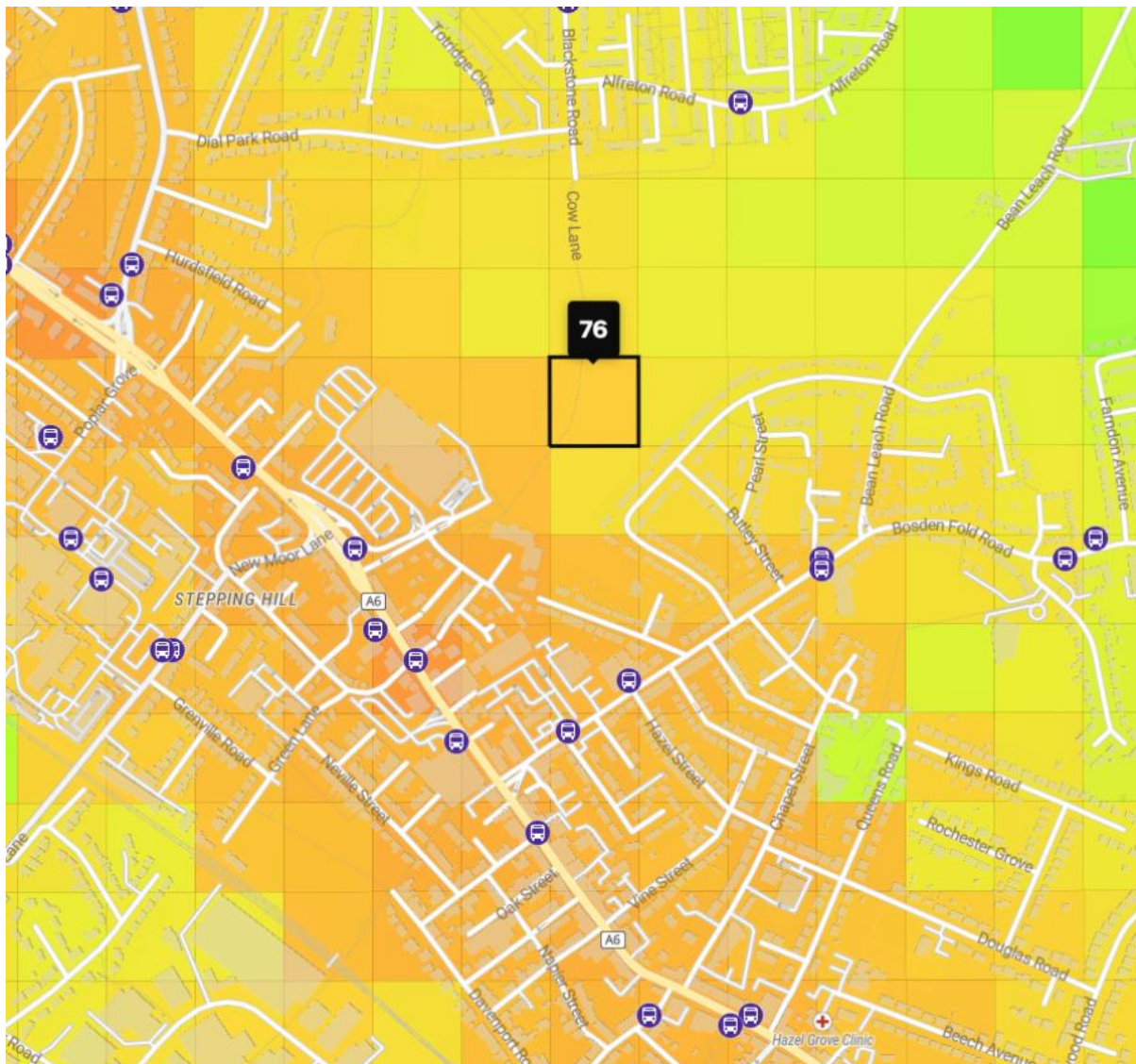
- Manchester Picadilly (2 tph)
- Buxton (2tph)

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 76 of out 100 on the DfT's Connectivity Tool reflecting its good public transport links and proximity to the key road network in Stockport.



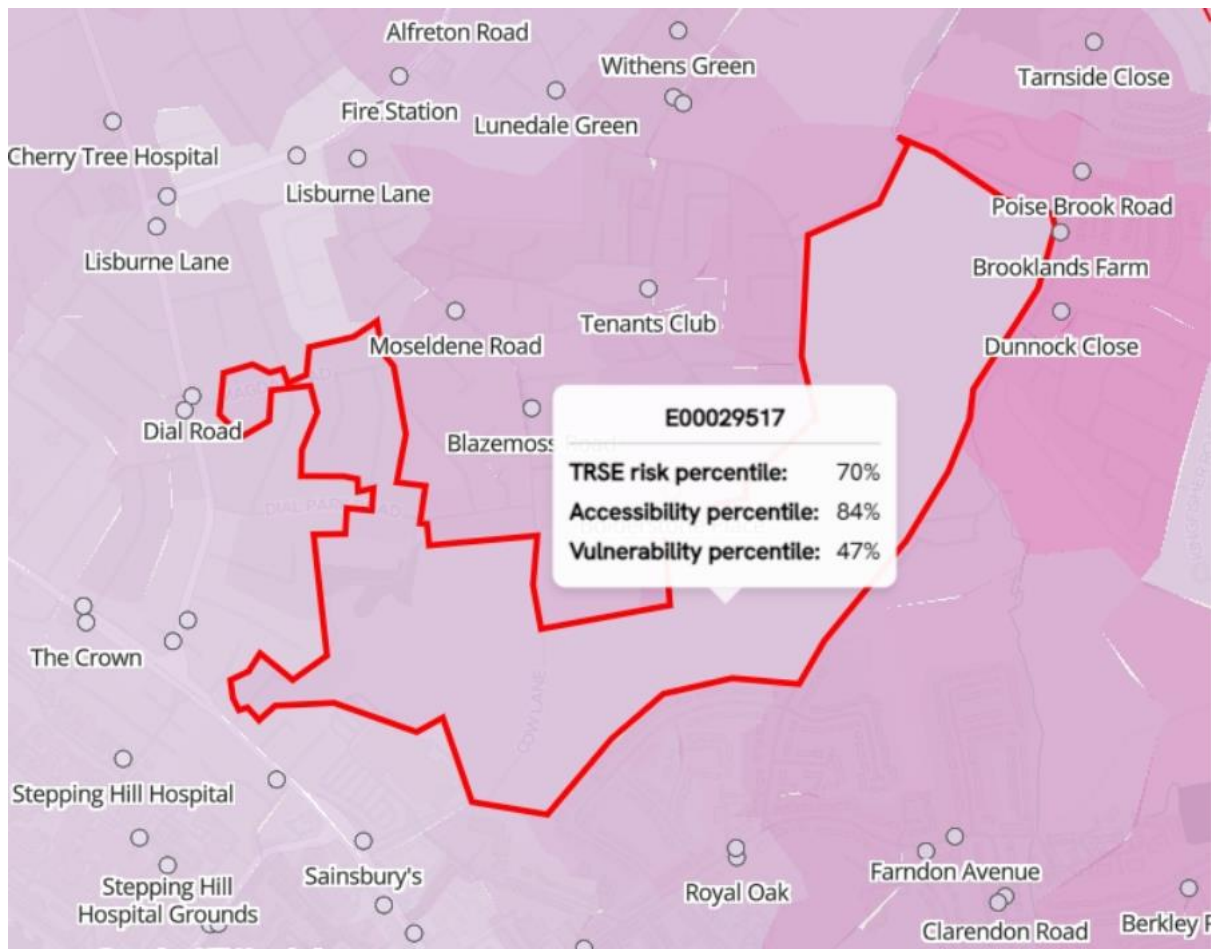
Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal

is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score), whilst accessibility is good.

The site has average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

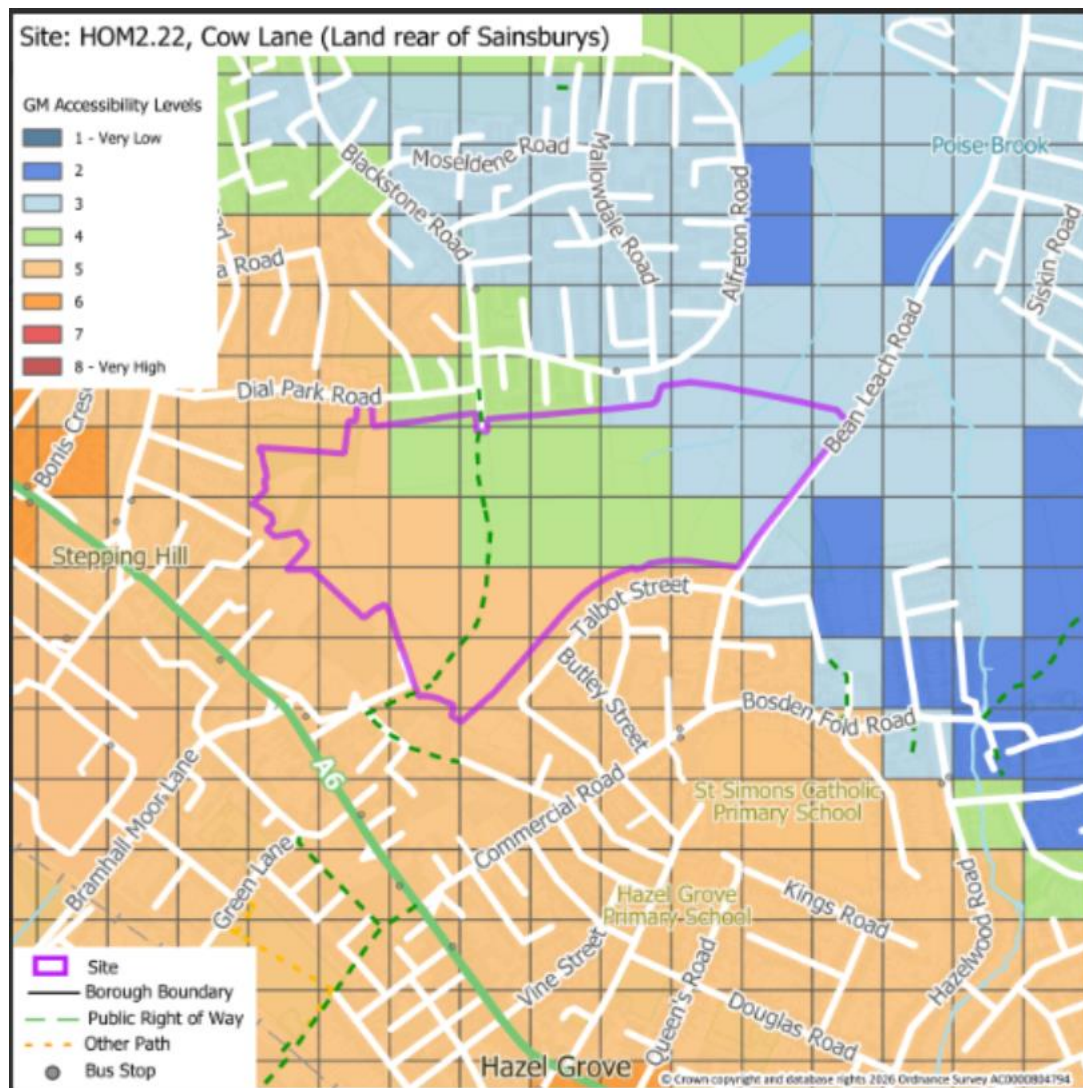
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation generally scores above average on this metric, in part reflecting its proximity to regular bus services on the A6 London Road and Hazel Grove Rail Station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;

- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

A6 London Road is a single carriageway road, providing two lanes in each direction and protected by parking restrictions. It is a heavily trafficked road which forms a key north-south route linking Manchester and ultimately Derbyshire through Stockport. It also accommodates a high frequency bus route.

Mill Lane feeds directly onto A6 through Hazel Grove, which has an ADT of over 28,000. This could have a severe impact at Mill St / A6, A6 / Dialstone Lane and A6 / Commercial Rd junctions, although linkage of roads within the site could mitigate this impact.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- The protected line of the Stepping Hill Link runs across the site. Any proposals should protect this line or could provide a length of the Stepping Hill Link as a development spine road built to a layout and standard suitable for conversion to an A Classified main road at a future date. Any side road layouts will need to take account of future A road traffic flows in layout and facilities.
- Any frontage development onto the spine road should take account of future heavy traffic flow on the Stepping Hill Link including provision of waiting restrictions and off carriageway parking and servicing facilities.
- Site access should seek to link Mill Street, Blackstone Road and Bean Leach Road for local active travel trips, reducing their need to travel through the junctions on the A6 and so mitigating impact from the development. Access to Blackstone Road and Bean Leach Road should be width and / or weight limited.
- Detailed traffic modelling will be required of development impact on A6 junctions and if detrimental mitigation measures proposed.
- Any development will need to ensure that the Cow Lane is retained and improved as a PRow. Diversion of Cow Lane to segregated foot / cycle facilities adjacent to access roads may be considered.
- Improved linkage to Hazel Grove Primary School should be provided including a controlled crossing on Commercial Road.
- A walking and cycling link should be funded between Bosden Fold Road in Hazel Grove, Siskin Road in Offerton Green and Alfreton Road in Offerton including a new signal controlled crossing on Bean Leach Road.
- Provision of wayfinding signage
- Upgrading nearby bus stops

- Providing uncontrolled pedestrian crossing at junctions / accesses on key pedestrian routes to the site
- Introducing 20mph speed limits on streets in the vicinity of the site, in particular on roads east of Dialstone Lane and south of Lisburne Lane including Blackstone Road and Alfreton Road.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport

As well as improved bus service provision for routes connecting:

- Hazel Grove – Bramhall – Heald Green – Wythenshawe

9. Summary and Conclusions

The Cow Lane site is proposed for around 500 homes to help meet Stockport’s housing needs, making use of ‘grey belt’ land located immediately adjacent to Hazel Grove district centre. The site is currently undeveloped and includes a well-used Public Right of Way linking Hazel Grove and Offerton. It benefits from strong transport accessibility, with frequent bus services on the nearby A6, good connections on Blackstone Road, and Hazel Grove rail station within easy walking and cycling distance. Local schools, services, and the district centre are also close by, contributing to a high DfT Connectivity Tool score and above-average accessibility overall, despite some localised constraints such as narrow footways and busy roads.

However, the scale of development and its location on the busy A6 corridor present challenges, particularly in terms of traffic impact on key junctions and integration with existing infrastructure. The site also lies along a safeguarded route for the future A6–A555 Stepping Hill Link road, which must be accommodated within any development proposals. Mitigation will be required, including new and improved access points, retention and enhancement of the existing Public Right of Way, and improved walking and cycling connections. Planned strategic improvements, including enhanced active travel routes, better bus services, and potential tram-train connections, are expected to further strengthen accessibility and reduce reliance on car travel over time.

HOM 2.23 Brindale Road

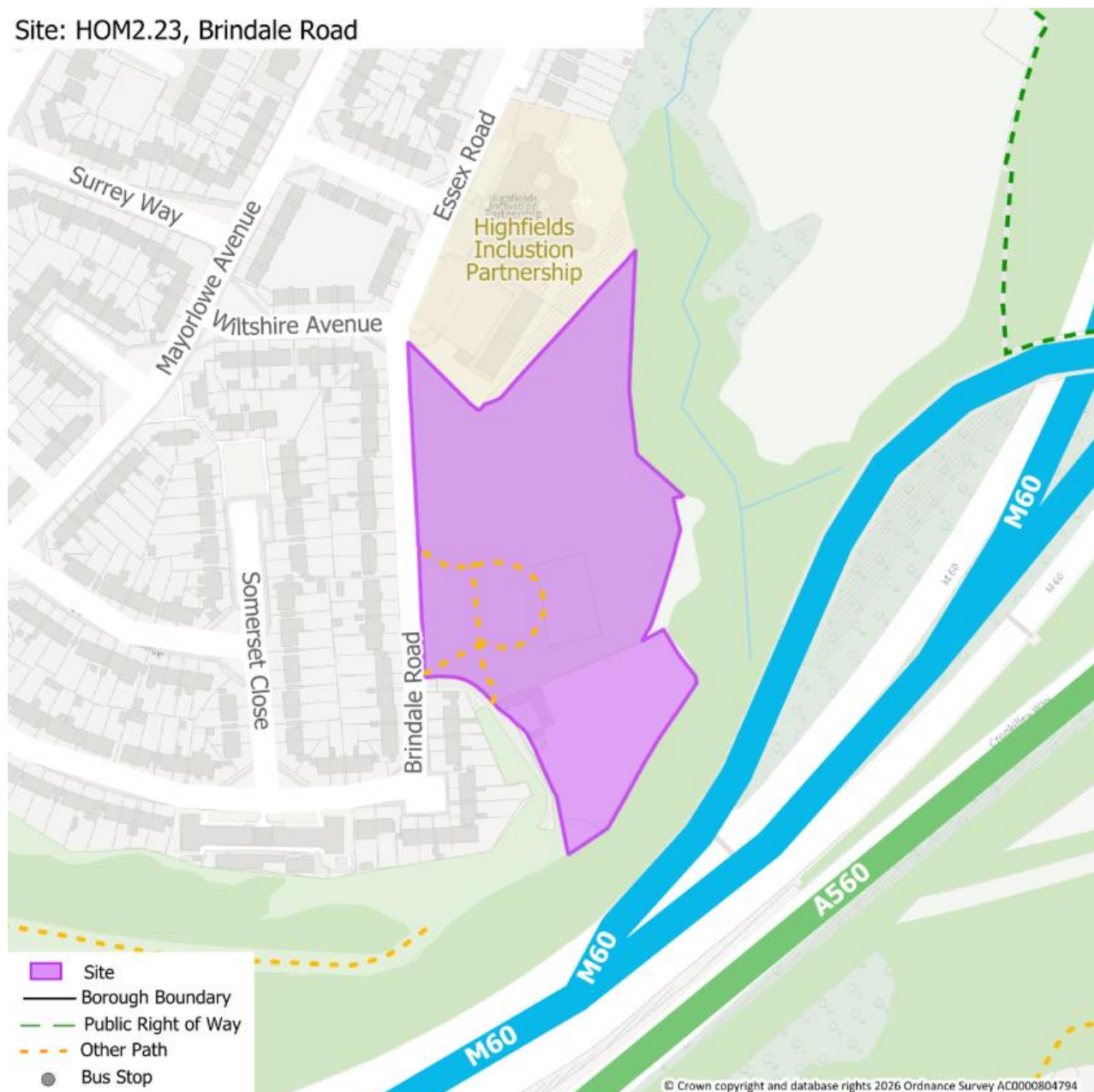
This Locality Assessment has been developed to support the proposed allocation of housing off Brindale Road, Brinnington as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 100 dwellings for this site, which is located off Brindale Road, Brinnington. The site currently comprises of a play area, football pitch and other grassed areas.

The opposite side of Brindale Road to the site is fronted by residential properties.

Site: HOM2.23, Brindale Road



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site will be accessed from Brindale Road. Brindale Road is narrow (5.5m) and has extensive pavement parking. This will need parking restrictions (No Waiting at Any Time) on site frontage and opposite junctions. The site is at a lower level than Brindale Road.

4. Multi-modal accessibility

Walking and Cycling

A footpath links the site to Brinnington Road and ultimately Stockport Town Centre. Access controls are in place at the access to the path on Brindale Road which do not align with Stockport Council Policy.

Footways on Brindale Road are of reasonable standard and Brindale Road is traffic calmed by speed humps. There are no cycle facilities on Brindale Road.

Public Right of Way 53BR provides a link between Brinnington and Bredbury, however it crosses a slip road associated with M60 J25 and is narrow in places. Better access to Bredbury Parkway industrial area is available on Lingard Lane which has a footway, albeit one liable to obstruction by parked vehicles. The Trans Pennine Trail is in the vicinity of the site and there is the potential to better link to this via a disused railway line.

The catchment primary school is St Paul's Primary, which is 0.7 miles (1.1km) on quiet, residential streets and Brinnington Road, which have good footways.

The catchment High School is Werneth High School, which is 2.4 miles (3.9km) along Essex Road, and has narrow footways and pavement parking issues, across the M60 on Lingard Lane bridge, then continuing on good footways along Ashton Road. The route continues onto Stockport Road West and then Lower / Higher Bents Lane, which have narrow footways in places.

It is also a 2.75-mile (4.4km) cycle ride via poor quality, isolated, undulating off-road paths joining to Shakespeare Road. This needs substantial path improvements to provide an acceptable route. The site is located closer to Reddish Vale School which is a walking distance of 1.8 miles (2.9km) away via residential street footways and a path across Reddish Vale.

The nearest centre is Stockport Town Centre, a 1.75 mile (2.8km) walk on generally good footways, with some pavement parking issues on Brinnington Road and a large junction to cross using subways in the Portwood area. There are some cycle facilities from the M60 bridge into Stockport Town Centre (although not along the whole route). An off-carriageway cycle facility required on Brinnington Rd between Brindale Rd and the M60 bridge.

Bus

There are good bus stops (shelter raised kerbs) on Brinnington Road, served by 3 routes:

- 322 (30-60 mins. frequency) - Haughton Green - Castle Hill - Brinnington - Stockport
- 325 (10-30 mins. frequency) - Stockport - Brinnington circular
- 327 (30-60 mins. frequency) - Haughton Green - Denton - Brinnington - Stockport

The nearest stops are accessed by Brindale Road (south part of site) or Hampshire Avenue and Surrey Way (north part of site) and are approximately 0.3 miles (460m) distant. The relationship of the bus stops, crossing points and side roads on this part of Brinnington Road is sub-optimal. Stops should be arranged close to crossings and crossings located for key desire lines. The location of stops and crossings should be reviewed with a view to better locating them for the safety and convenience of all users, including new residents at this allocation. Walking routes from the allocation need improvement at side road junctions and crossing points which are currently poor and commonly obstructed by parked vehicles.

Additionally, a school buses stops on Brinnington Road at W2 Rutland Crescent (0.4 miles / 600m walk) and W3 Northumberland Road (0.25 miles / 400m walk).

However, there is no direct bus service to Werneth School from Brinnington Road. These must be accessed from Northumberland Road and Rutland Crescent, in north Brinnington approximately 700m from the site via Essex Road.

Rail

Brinnington Rail Station has step-free access, a ticket office and sheltered waiting area. It lacks car parking and secure cycle parking. It is a 0.75 mile (1.2km) walk along Essex Road, which has narrow footways and pavement parking issues, and Middlesex Road. Cycling is a ride along quiet residential streets to Brinnington Station.

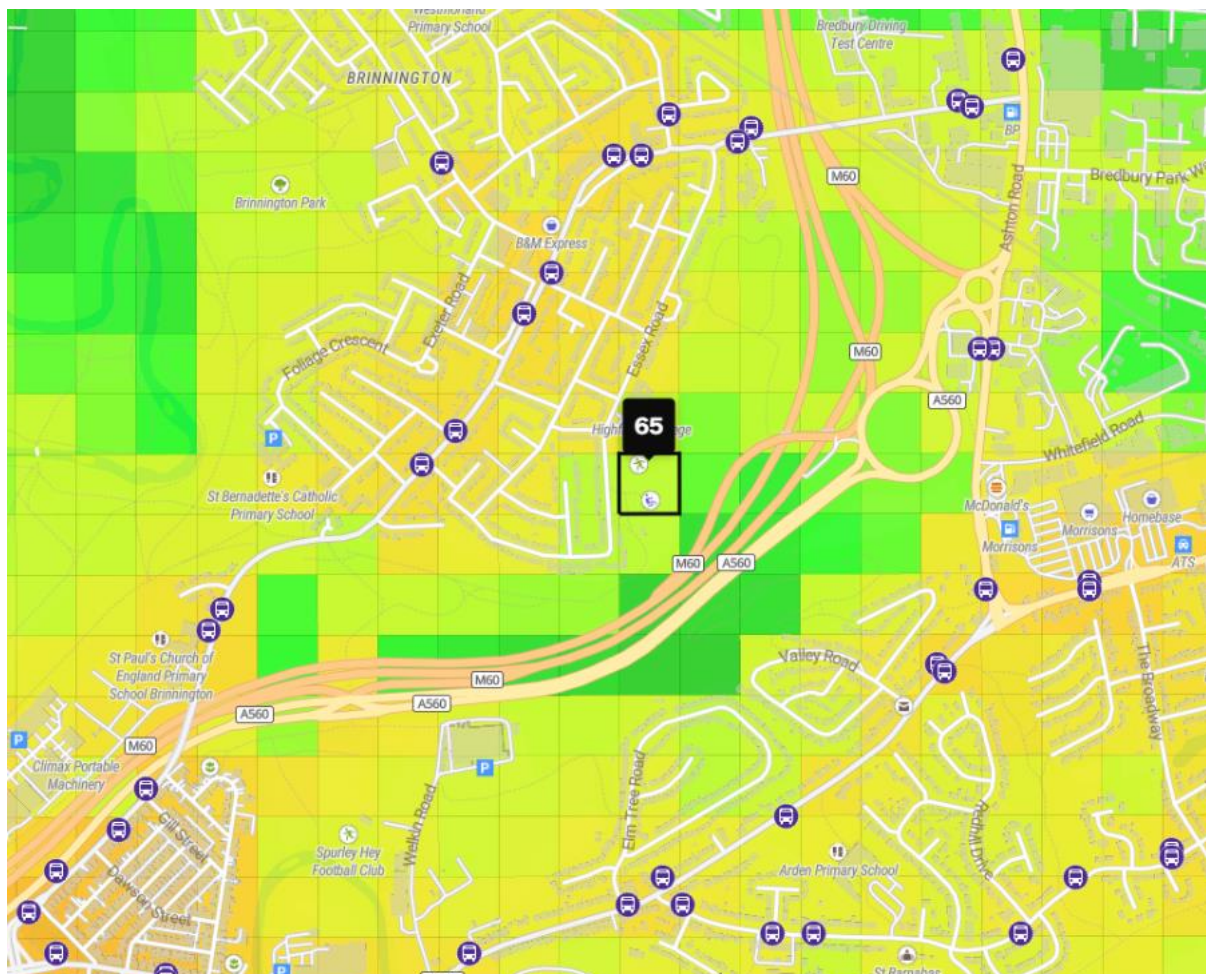
Services from Brinnington Station include Sheffield (hourly), New Mills (every 30 mins), Manchester Piccadilly (every 30 mins).

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 63 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.

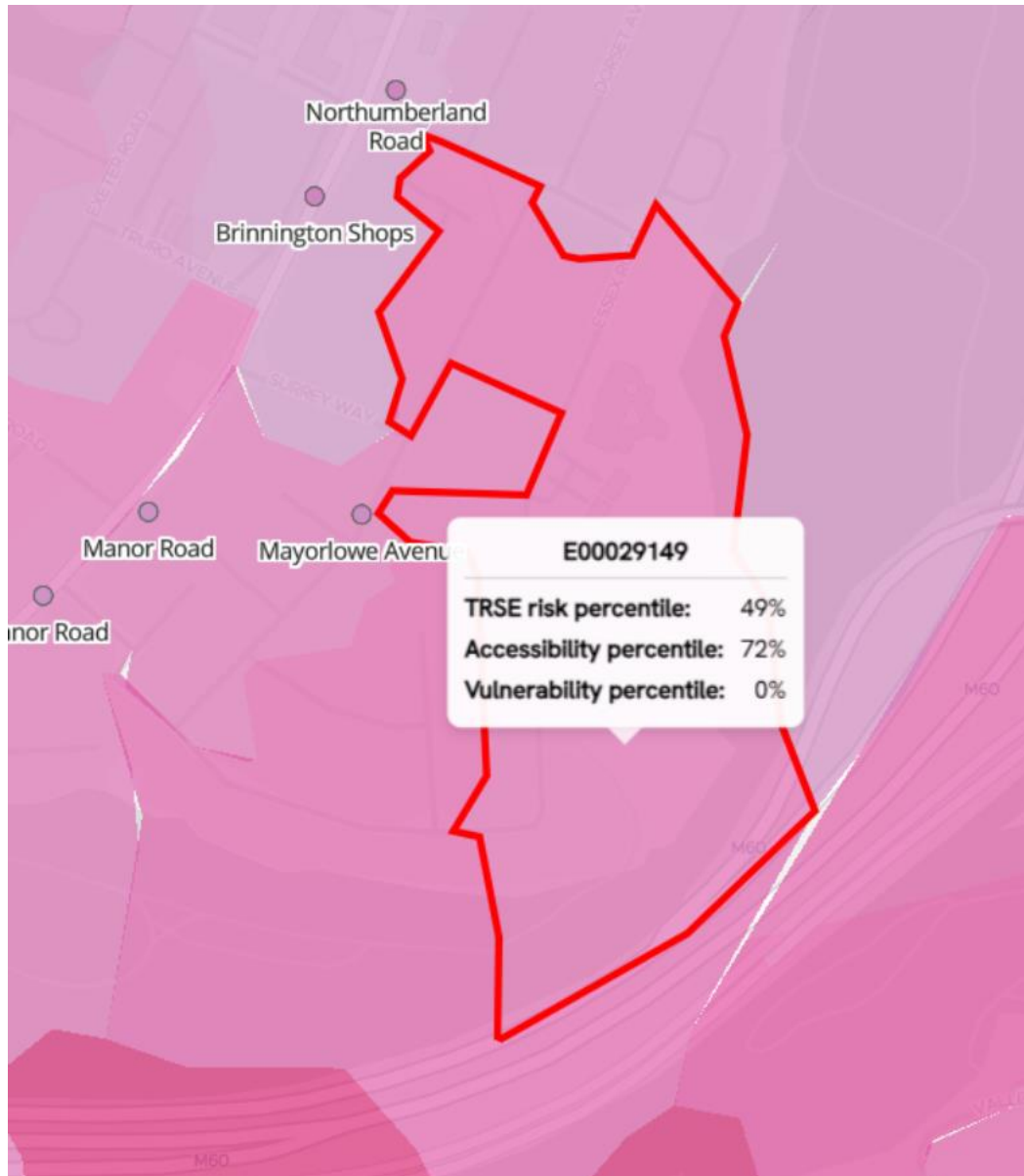


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average (100% being a very low score), whilst accessibility is good.

The site has very high vulnerability (amongst the highest in England), which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester’s Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;

- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation generally provides an average score on this metric, in part reflecting its proximity to regular bus services and Stockport Town Centre.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed Brindale Road is a relatively narrow road with footways on both sides of the carriageway. Brindale Road connects to Brinnington Road and traffic may also access Brinnington Road further east by via Surrey Way, Hampshire Avenue or Essex Avenue.

Generated traffic is thus likely to dissipate over a number of routes and over a number of access points to Brinnington Road. All the roads have simple priority junctions with Brinnington Road, which is a key north-south link through Brinnington between Bredbury Park Industrial Estate and Stockport Town Centre. The choice of access routes also ensures that site is well served for emergency access. All the routes to Brinnington Road are on relatively narrow residential streets with footways, however the narrow carriageways mean that footways are often partially blocked by parked vehicles.

It is not anticipated that the level of traffic generated by this site will have a material impact beyond the immediate access junctions onto Brinnington Road however analysis may be required to demonstrate this.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- The allocation will require several new or improved access points, which should be provided in the form of priority junctions, dropped kerbs and tactile paving
- Level difference between site and Brindale Road will need to be mitigated with vehicles approaching Brindale Road on a level carriageway to avoid difficulties with visibility and headlamps shining into windows opposite.
- To mitigate additional traffic on estate roads there will be a need to introduce a 20mph speed limit and additional traffic calming to support this. Pedestrian crossing points at junctions will need provision of drop crossings with tactile paving and No Waiting At Any Time Restrictions will be required on site frontage and as junction protection on the estate to ensure crossing points are kept clear of parked vehicles. At key junctions on the walking route to bus stops, local shops and the primary school consideration could be given to reduction in junction radius and raising of carriageway levels.

- The location of bus stops on Brinnington Road should be reviewed. In particular opportunity should be examined to move the westbound stop closest to Surrey Way nearer to the junction to reduce walking distance from the allocated site and the existing controlled crossing and introduce an additional westbound stop located to the west of Monton Road.
- Possible re-routing of school bus services to Werneth School should be investigated to bring the service close to this allocation. Additional costs of providing this may need to be funded by development of the site.
- Improvements will be required to the path along the disused railway line to the rear of Brindale Road to help bring it up to bridleway standard to better link to the Trans Pennine Trail and Welkin Road

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (to be delivered by 2032)

- Stockport Metrolink extension to Town Centre

Develop and Deliver (to be delivered by 2037)

- Access for all Brinnington Rail Station
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester's rail stations accessible to everyone by 2040. Stations outside of the

identified Tranches 1-3 which require works are: • Stations with steps: Brinnington, Reddish South and Middlewood.

- Bee Network Rail Reform (Tranche 3 Stations) The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By 2030, this will include the remaining stations of Bramhall, Bredbury, Brinnington, Marple, Reddish North and Reddish South.

9. Summary and Conclusions

The Brindale Road site is proposed for around 100 homes to contribute towards Stockport's housing target, utilising 'grey belt' land currently used as open space including a play area and football pitch. Located within a predominantly residential area in Brinnington, the site would be accessed from Brindale Road, which is relatively narrow and affected by significant on-street parking. The site benefits from moderate accessibility overall, with links to Stockport Town Centre, local schools, and Brinnington rail station within reasonable walking and cycling distance. Bus services are available on nearby Brinnington Road, although walking routes to stops are constrained by narrow footways and parking issues. Active travel routes exist, including links towards the Trans Pennine Trail, but many are of poor quality, indirect, or require significant improvement. Accessibility indicators, including the DfT Connectivity Tool and GMAL, suggest average performance, although the area has very high vulnerability to transport-related social exclusion.

The development presents a number of constraints that will require mitigation, particularly in relation to access, local highway conditions, and active travel connectivity. Measures will be needed to address pavement parking, provide safe access arrangements, and overcome level differences between the site and Brindale Road. Significant improvements are also required to walking and cycling routes, better connections to schools, and enhanced links to the wider active travel network such as the Trans Pennine Trail. A key concern is safety on the local road network which needs to be addressed by reducing vehicle speeds through reduced speed limits and physical measures. Planned strategic improvements, including enhanced bus services, rail accessibility upgrades, and integration into the Bee Network, are expected to improve connectivity over time. Overall, the site offers redevelopment potential but requires targeted interventions to address accessibility and social inclusion challenges.

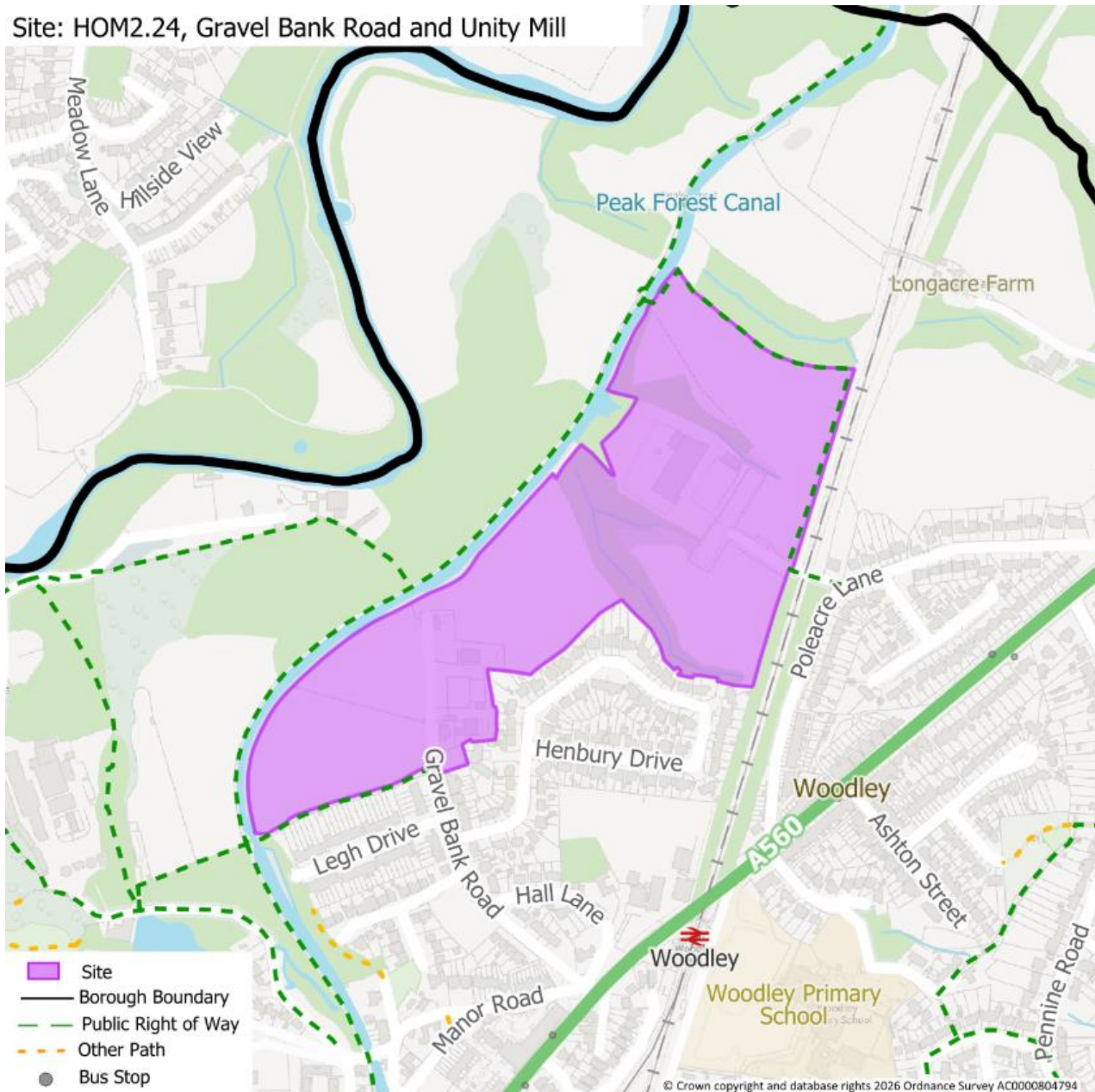
HOM 2.24 Gravel Bank Road and Unity Mill

This Locality Assessment has been developed to support the proposed allocation of housing off Gravel Bank Road and Unity Mill as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 400 dwellings for this site, which is located off Gravel Bank Road and Unity Mill to the north of Woodley. The site currently comprises of fields and buildings associated with Gravel Bank Farm and the large disused 19th Century Unity Mill and ancillary buildings.

Site: HOM2.24, Gravel Bank Road and Unity Mill



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport’s housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes ‘grey belt’. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The development will likely be accessed from Gravel Bank Road, which is a narrow, two lane single carriageway residential road which currently provides access to Gravel Bank Farm. It is fronted by residential properties with driveways and has a priority junction with A627 Hyde Road.

Poleacre Lane is unlikely to be suitable for access as it currently requires use of a very narrow bridge with low parapets. Other parts of Poleacre Lane are narrow and have a cobbled surface. It is fronted by largely detached properties with driveways, Poleacre Lane also has a priority junction with A560 Hyde Road. It may be able to provide emergency access.

Further access could be provided onto Davenport Drive.

if properties are secured, however associated traffic would still ultimately need to use Gravel Bank Road to access the A560 and the wider highway network.

4. Multi-modal accessibility

Walking and Cycling

The housing estate adjacent to the allocation has narrow footways and pavement parking. Sections of Poleacre Lane have only very narrow footways on one side of the carriageway. There are controlled pedestrian crossings on A627 Hyde Road (which has narrow footway widths), but these are located to the east of the site. Gravel Bank Road has a cobbled footway on one side, and pavement parking issues on the other.

There is a lack of cycle facilities in the vicinity of the site.

There is a Public Right of Way (66BR) on the north side of the Peak Forest Canal which forms the northern boundary of the allocation. There is also a network of footpaths to the west of the site, including 87BR which links Gravel bank Lane to the Peak Forest Canal. There is also a bridge over the canal to the north of the site.

Bus

There are flagpole only type bus stops on Hyde Road, served by 2 services:

- 330 (12 -15 mins. frequency) Ashton-under-Lyne - Dukinfield - Hyde - Woodley - Stockport

- 382 (hourly) Stockport - Lower Bredbury - Bredbury - Romiley - Woodley

These are approximately a 0.3 mile (500m) walk along Gravel Bank Road or Poleacre Lane. There is no controlled crossing to the westbound bus stop near Gravel Bank Road. The eastbound bus stop nearest Poleacre Lane is located midway between the junctions so is a long walking distance from the site. The gap between eastbound stops is very long (at 550m) so there may be a case to introduce an intermediate stop.

Rail

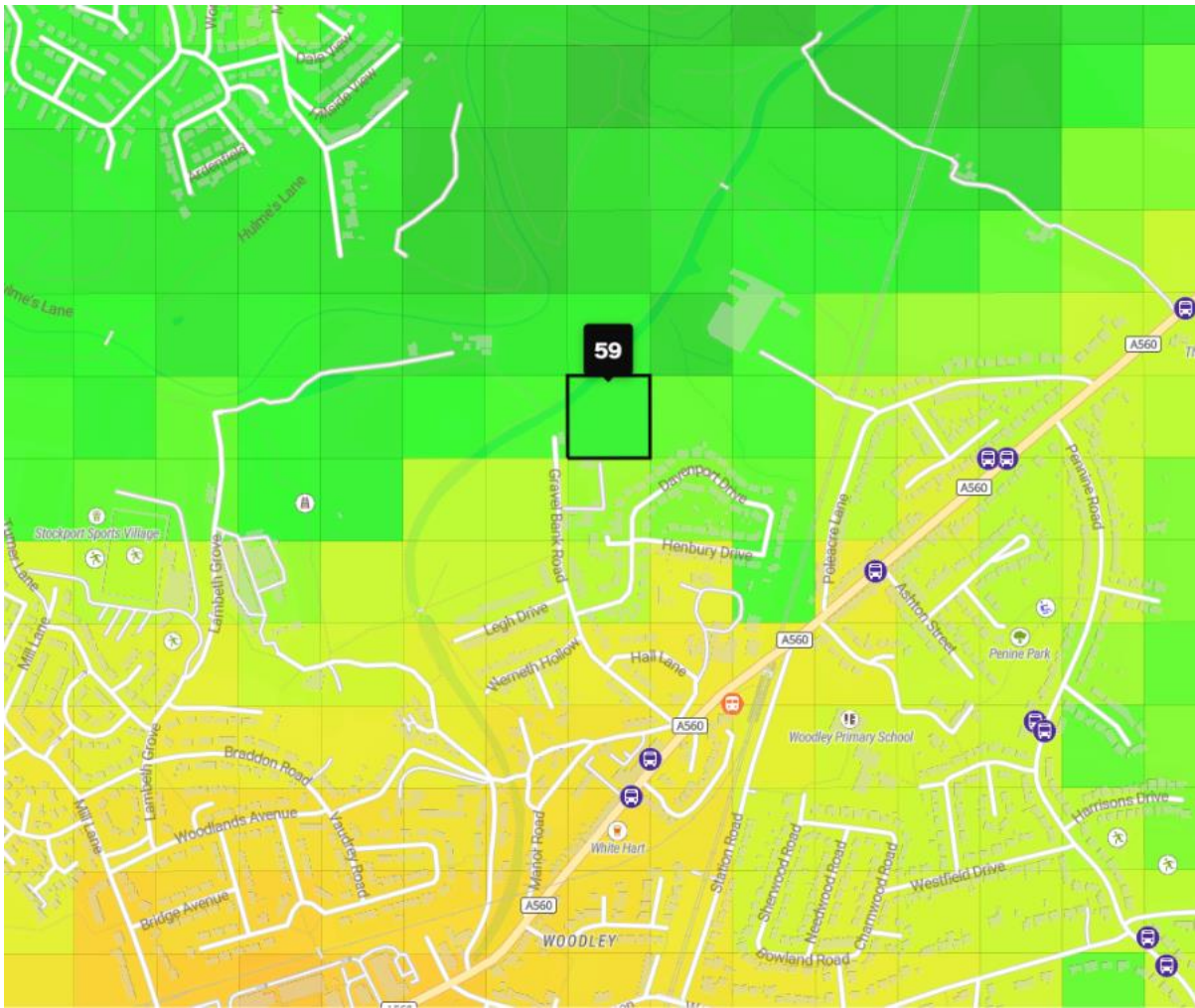
Woodley Rail station is located approximately 350 metres from the site on A627 Hyde Road. It does not have step-free access, but has a sheltered waiting area and a small car park (5 spaces). Services that can be accessed from Woodley include those travelling to Rose Hill Marple (2 trains per hour) and Manchester Piccadilly (2 trains per hour). There is a controlled crossing between Gravel Bank Road and the eastern entrance to Woodley Station but none between Gravel Bank Road and the western station entrance.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destinations within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 59 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects distance from key employment centres and essential services.

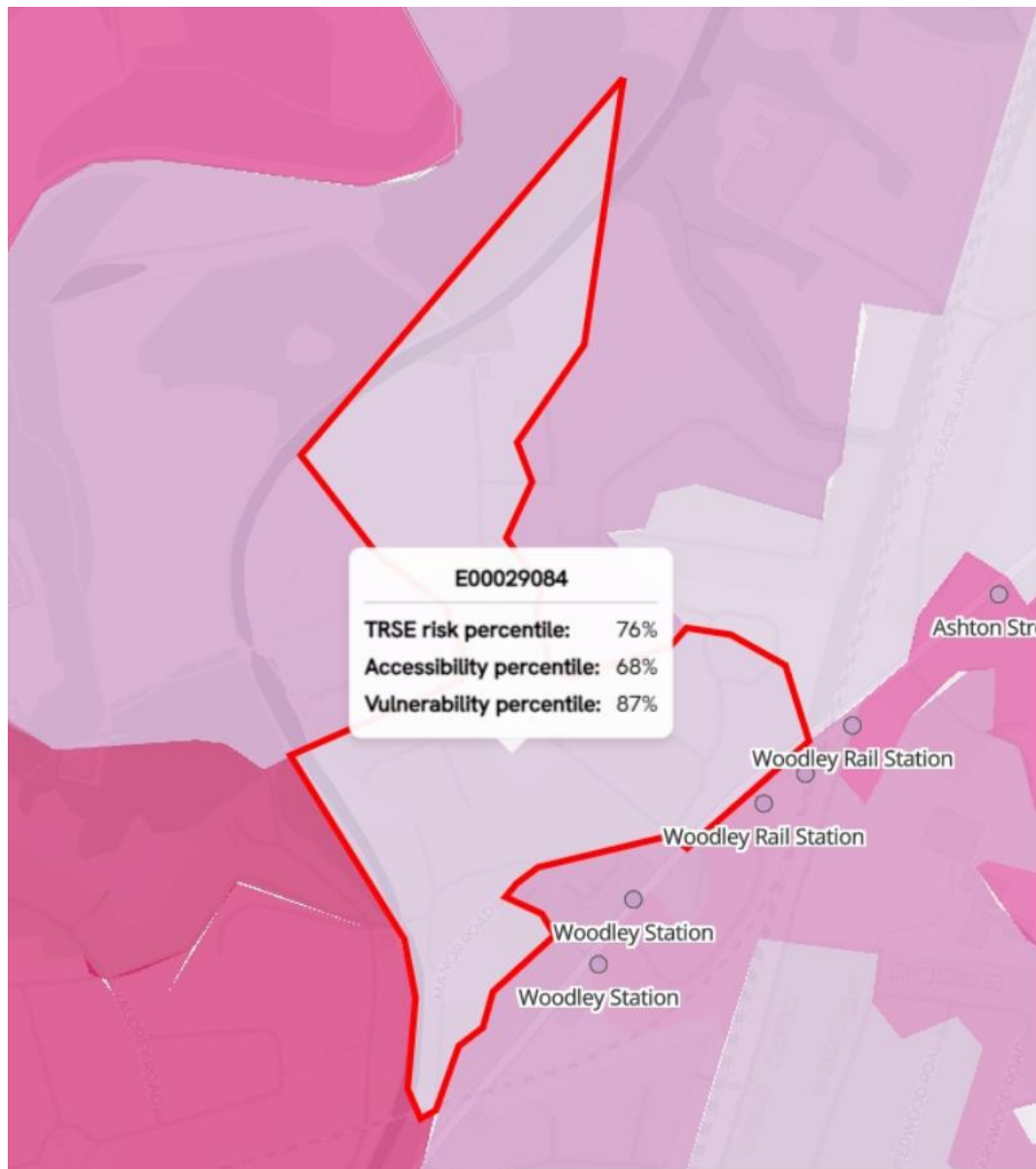


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score), whilst accessibility is above average.

The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

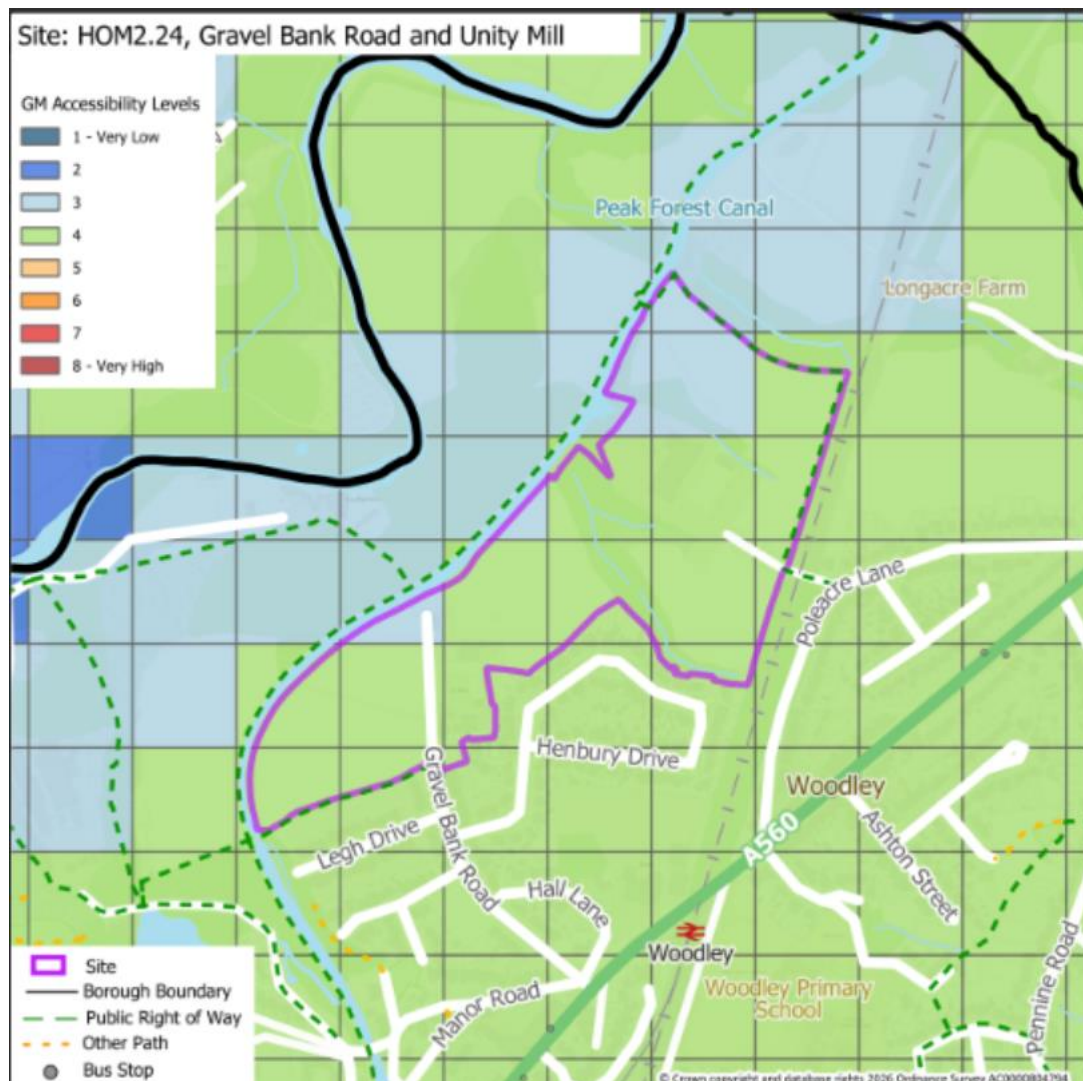
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation generally provides an average score on this metric, in part reflecting its proximity to Woodley Station and regular bus services on Hyde Road.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, the key access roads to the allocation are likely to be Gravel Bank Road and Polacre Lane. Gravel Bank Road is a residential street fronted by largely semi-detached and terraced housing with driveways. Despite this, pavement parking is prevalent. The footway is separated from the carriageway by a grass verge. It has a priority junction with the A560 Hyde Road which is very wide and provides a poor pedestrian crossing point. This is of particular concern as there is no footway on the south side of Hyde Road over the railway bridge so pedestrians need to cross the junction to follow the only available route.

There is a road haulage firm location off Gravel Bank Road via Hall Lane that acts as a depot for a number of Heavy Goods Vehicles. The presence of the depot limits any changes that can be made to the junction of Gravel Bank Road with Hyde Road.

Poleacre Lane is fronted by detached bungalows and larger properties. It is narrow with cobbled surfacing on some sections. It connects with the A627 Hyde Road at either end in the form of a priority junction.

The A560 is a busy two lane, single carriageway road which ultimately links the M67 with Bredbury via Woodley. In the vicinity of the site it is fronted by terraced housing and flats.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Prior to any development commencing to conduct a thorough survey of the existing construction and condition of Gravel Bank Road and make any improvements necessary, up to and including reconstruction of kerbs, carriageway and drainage, to ensure that it is fit to carry construction traffic and future residential traffic.
- Gravel Bank Road requires improvements to mitigate development traffic and provide improved pedestrian access including:
 - Traffic calming measures and a 20mph limit
 - Widened footways and improved side road crossing points

- No Waiting At Any Time (NWAAT) waiting restrictions at junctions and on one side to allow for construction and future site service vehicle access
- Provision of emergency access to the site.
- Improvements to pedestrian crossing facilities at the junction of Gravel Bank Road and Hyde Road (including adjacent side roads) including reduction of the crossing distance, provision of drop crossings and tactile paving and bollards to prevent footway parking / over-run.
- The provision of a controlled pedestrian crossing on Hyde Road close to Gravel Bank Road to improve access to bus stops and the station.
- Relocation of bus stops close to Gravel Bank Road to fit with the controlled crossing and upgrading of the stops including provision of shelters, seating, real time passenger information and raised loading facilities.
- Introduction of a new eastbound bus stop adjacent to the southern junction of Poleacre Lane with Hyde Road including necessary clearway, raised kerbs and waiting facilities.
- Replacing the existing footbridge which links PROW 87BR with the canal towpath with a bridge which meets current design standards and can be used by pedestrians and cyclists and improvements to the towpath of the Peak Forest Canal, including surfacing improvements and lighting of Woodley tunnel
- Providing uncontrolled pedestrian crossings at junctions that do not benefit from them on key routes to / from the site
- Improvements to existing public rights of way, including 64BR and 87BR.
- Wayfinding signage
- Enhancements to the safety of users of the bridge on Poleacre Road including potential increases in parapet height and restricting access to pedestrian, cycle and emergency access only.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include Woodley Rail Station Access for All which looks to improve access for everyone, providing step-free access between street and platforms.

Stockport Council’s Draft Transport Strategy (2026-2041)

Stockport Council’s Draft Transport Strategy contains a number of actions that relate to Woodley:

- Enhanced Bus Service Provision Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect Woodley – Romiley – Marple – Hazel Grove
- Bee Network Rail Reform (Tranche 1 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By December 2026, this will include Woodley.
- Station Accessibility Programme (Tranches 2 & 3 Stations) Prioritised delivery programme to make all Greater Manchester’s rail stations accessible to everyone by 2040. Tranche 3 is set to include Woodley.
- Travel Hubs Supporting interchange between travel modes within district centre, where bus, rail (and potential rapid transit) services meet, supported by active travel access. Woodley is a potential location to initially develop this approach outside of Stockport town centre.

9. Summary and Conclusions

The Gravel Bank Road and Unity Mill site is proposed for around 400 dwellings to contribute towards Stockport’s housing requirement, making use of ‘grey belt’ land comprising farmland and previously developed buildings, including the disused Unity Mill. The site is located to the north of Woodley and is likely to be accessed primarily via Gravel Bank Road, a constrained residential street with pavement parking and limited capacity, while alternative routes such as Poleacre Lane are also restricted. In terms of accessibility, the site benefits from close proximity to Woodley rail station and regular bus services on Hyde Road, but active travel provision is generally poor, with narrow or incomplete footways and a lack of dedicated cycle infrastructure. While there are nearby public rights of way and canal towpath routes, these require improvement to provide attractive and safe connections. Accessibility metrics, including the DfT Connectivity Tool and GMAL, indicate average to below-average performance, reflecting the site’s relative distance from key services despite good rail proximity.

The development will require a range of mitigation measures to address both local highway constraints and connectivity issues. These include upgrades to pedestrian crossings on Hyde Road, traffic calming and speed reductions on Gravel Bank Road, enhancements to local public rights of way and canal towpaths, and improved links for walking and cycling. Access arrangements will need to carefully respond to existing constraints, including nearby HGV movements and narrow road conditions. Strategic improvements, such as planned upgrades to Woodley rail station, enhanced bus services, and integration into the Bee Network, are expected to improve accessibility over time. Overall, while the site has strong redevelopment potential and good rail access, it will depend on targeted infrastructure improvements to support sustainable travel and manage local transport impacts effectively.

HOM 2.25 Land at Cheadle Hulme School

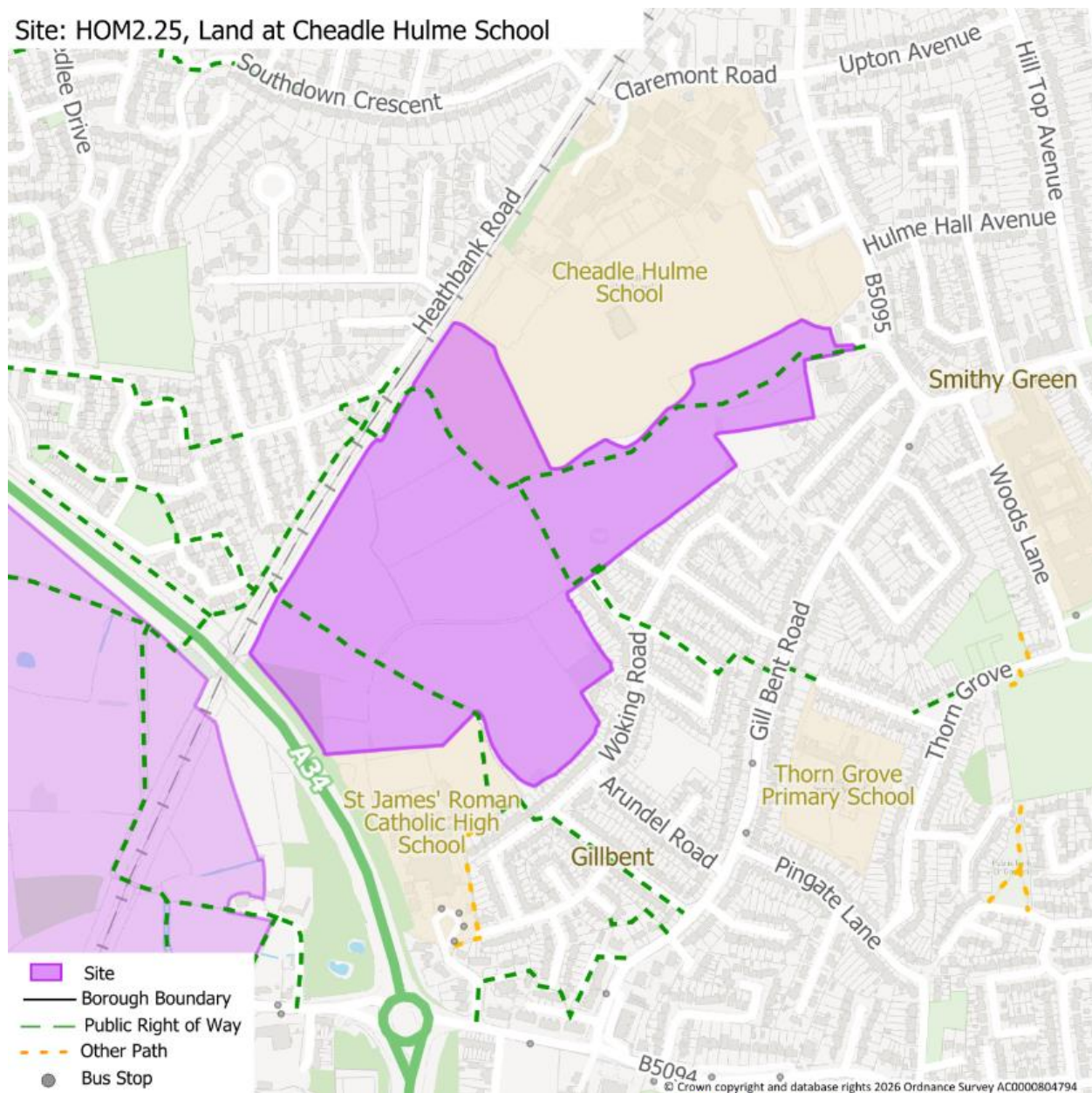
This Locality Assessment has been developed to support the proposed allocation of housing at land off Cheadle Hulme School as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 350 dwellings for this site, which is immediately east of the A34 Handforth Bypass and south west of Cheadle Hulme School in Cheadle Hulme.

The site largely comprises of open fields and vegetation. There are residential properties and St James RC High School to the south of the site.

Site: HOM2.25, Land at Cheadle Hulme School



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site has highway frontage to the A34 Kingsway South, Farnham Close and Newlands Close. The A34 Kingsway South is a heavily trafficked dual carriageway which is on a railway bridge embankment on the site frontage. Farnham Close and Newlands Close are both quiet residential cul-de-sacs, with Newlands Close too narrow to provide any but emergency, pedestrian and cycle access. Access to Gillbent Road from these cul-de-sacs is via Woking Road and Newlands Avenue.

These are designated as a cycle route connecting to a Sparrow crossing on Gillbent Road. Whilst the site has no frontage to Hulme Hall Road access from it should be considered.

4. Multi-modal accessibility

Walking and Cycling

There are several Public Rights of Way that route through the site (92CH, 105CG, 98CG, 104CG) providing north-south and east-west routes between B5095 Hulme Hall Road, Farnham Close and Woking Road as well as other permissive routes.

These are well used by those who live in the area. A footbridge provides access across the Manchester to Crewe railway line for pedestrians providing a link to Heathbank Road and Three Acres Lane from the allocation, however it is currently closed for structural repair work.

There are footways on the estate roads that are likely to provide access to the site, although they are relatively narrow. Similarly, there are footways on Hulme Hall Road, although these are relatively narrow.

The catchment Primary School is Thorn Grove Primary School, a 0.5 mile walk (800m) on quiet, residential streets, but which have issues with pavement parking. There is a Sparrow Crossing on Gillbent Road which provides access to Thorn Grove Primary School and Cheadle Hulme High School. Cheadle Hulme High School is a 0.7 mile (1.1km) walk and cycle on quiet, residential streets but which also have issues with pavement parking.

Cheadle Hulme District Centre is a 1.4 mile (2.25km) walk along narrow footways on Hulme Hall Road and then via a narrow off-road path along the railway line that is accessed via steps. The route then continues into the town centre along Station Road. For cyclists the District Centre is a

1.15miles (2.4km) cycle along quiet residential streets, however there are no cycling facilities on Hulme Hall Road or Station Road and these will need providing.

Bus

From the north of the site (assuming access into site from Hulme Hall Road) there are bus stops with shelters on Church Road served by three routes:

- 313 (30min. frequency) - Manchester Airport - Cheadle Hulme - Adswold - Stockport
- 378 / 379 / 378A (approx. hourly) Stockport - Bramhall - Heald Green - Cheadle Hulme circular
- 42B (approx. hourly) Piccadilly Gardens - Cheadle - Cheadle Hulme - Woodford

These are an approximate 0.25 mile (400m) walk on good footways.

From the south of the site, (assuming access into site from Farnham Close) the same services can be accessed using bus stops (with shelters and raised kerbs) on Gillbent Road.

These are a 0.3 mile (480m) walk on narrow estate roads with pavement parking issues and potentially along a narrow footpath between Sunningdale Avenue and Gillbent Road. As discussed, there is a Sparrow crossing on Gillbent Road.

Rail

The nearest rail station to the allocation is Cheadle Hulme Station which is set to be incorporated into the Bee Network (currently operated by Northern). There are frequent services into Manchester Picadilly as well as Alderley Edge, Stoke and Crewe (as well as intermediate stations). All services are operated by Northern.

The station has four platforms, a staffed ticket office, lifts and a pedestrian bridge to access all platforms. There is access to the station from Station Road (stepped) and ramped access from the car park.

Destination	Typical daytime trains per hour (3tph)
Manchester Picadilly	3tph
Stoke	1tph
Crewe	1tph
Alderley Edge	0.5tph

The station is approximately 1.4 miles (2.25km) walk along Gillbent Road and Hulme Hall Road, which has narrow footways or footways on one side only in places, along pedestrian cut-throughs and through residential areas on narrow footways.

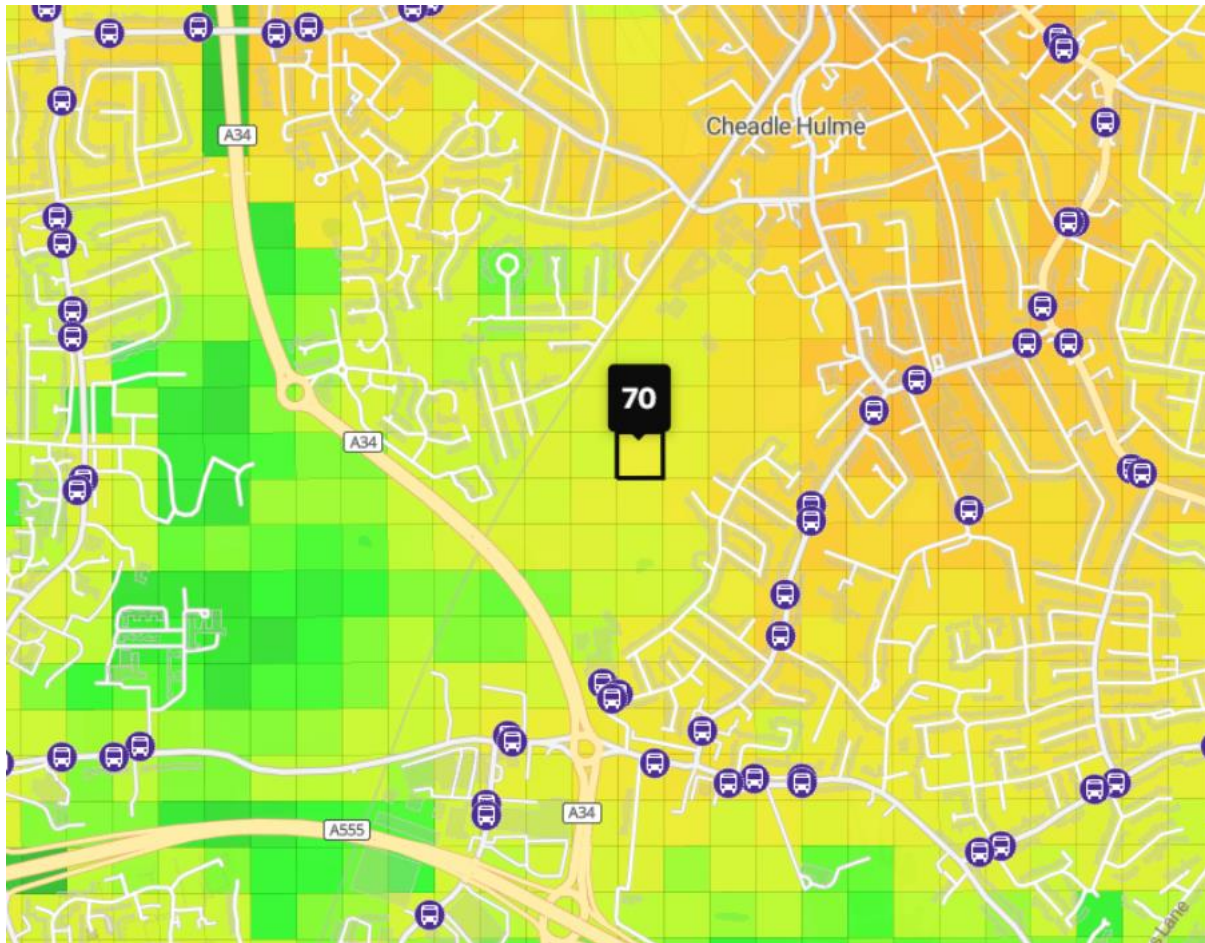
For cyclists, the station is a 1.6 mile (2.6km) ride to Cheadle Hulme Station along Gillbent Road, across a mini roundabout to Church Lane and then via a second roundabout onto Ravenoak Road. These are busy roads with no cycling infrastructure, and Ravenoak Road is also steep on the railway bridge. A third roundabout is encountered to join Station Road, also a very busy street with no cycling facilities.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 70 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score), whilst accessibility is slightly below average.

The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.

Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation is generally below average or low due to a lack of proximity to regular bus services or a train station.

5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

The adjacent residential estate including Farnham Close, generally has narrow roads and footways and is unsuitable for primary access, but could provide emergency access.

It is anticipated that a new or upgraded access off Hulme Hall Road would be needed to take most of the allocation traffic. Hulme Hall Road is a two lane, single carriageway road which provides access to Cheadle Hulme School and is fronted by largely semi-detached housing. It has footways of varying standard but quite sub-standard in some locations. It has an existing Zebra crossing and uncontrolled crossings which do not meet current guidance for a road carrying such a significant

volume of traffic. Any junction and access layout will need to take account of school traffic including school buses. The development may have a material traffic impact at Hulme Hall Road / Church Road / Gillbent Road junction and Hulme Hall Road / Turves Road / Albert Road / Cheadle Road junction which may need mitigation.

Increased traffic levels and demands may require relocation and upgrade of the existing zebra crossing on Hulme Hall Road to a signalised crossing.

Access from the A34 on a left in / left out basis may be considered. The presence of roundabouts at Eden Park and Stanley Green could facilitate this by allowing for U turns. The limited site frontage, combined with the large change in level between the road and the site are, however, likely to make such an arrangement very challenging.

It would need provision of a deceleration lane and an acceleration lane and merge for traffic leaving the site in accordance with DMRB standards for a 50mph dual carriageway. Adoption of this option may have an impact on the Eden Park and Stanley Road roundabouts for which analysis and possible mitigation measures might be needed.

7. Treatment of Cumulative Impacts

Given its proximity to this site, this assessment should be undertaken cumulatively with HOM 2.36 Heald Green East. Cumulatively the developments could have a material impact on the Strategic Road Network.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- If accessing from Hulme Hall Road an upgraded School Lane junction for access onto Hulme Hall Road including a ghost island right turn lane and provision of a central island to assist pedestrians in crossing the junction.
- If accessing from Hulme Hall Road provision of an adopted access road to serve school parking, school bus and development site access requirements including additional junction or junctions to distribute traffic to the various land uses.
- If accessing from Hulme Hall Road evaluation of impact at and any necessary mitigation measures at the Hulme Hall Road / Church Road / Gillbent Road and Albert Road / Turves Road / Hulme Hall Rd / Cheadle Road junctions with particular emphasis on the safety of pedestrians and cyclists.
- If accessing from the A34 a left in / left out access from the A34 with a fully DMRB compliant road layout and spine road of gradient to comply with DMRB design standards for a single carriageway road.

- If accessing from the A34 evaluation of impact at and possible mitigation measures to the A34 / Stanley Road and A34 / Eden Park / Turnpike Crescent roundabouts with particular emphasis on maintaining traffic capacity.
- To provide high quality walking and cycling links through the site including north-south and east-west segregated walking and cycling facilities along routes of existing PROW or on diverted routes to be agreed and running through green corridors.
- Upgrading of the railway bridge to Heathbank Road to be suitable for pedestrian and cycle use.
- Upgrade and possible relocation of the current zebra crossing on Hulme Hall Rd to Toucan signal crossing standard with associated foot / cycleway links from the site to Hulme Hall Avenue to facilitate onward connection towards Cheadle Hulme Station and District Centre.
- Provision of traffic calming on residential streets east of Hulme Hall Road which form part of the walking and cycling route from Hulme Hall Avenue to Cheadle Hulme District Centre and Station.
- Funding improvement of the footpath links from Swann Lane to Mellor Road and Swann Lane to Butterfield Close to be suitable for pedestrian and cycle use.
- All Public Rights of Way should be maintained as out-routes (keeping green corridors and not just as footways associated with the development)
- To fund improved bus stop facilities on Gillbent Road (at Newlands Rd) including shelters, seating, real time passenger information and raised loading facilities.
- To construct the main access road to the site suitable for use by bus services including carriageway widths and junction layouts to facilitate such use but without compromise to pedestrian and cycle safety

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Cheadle Hulme station into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- A34 Handforth-Cheadle Improvements Phase 1
- Stockport Rail Station redevelopment

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Cheadle Economic Corridor Improvement Package

Explore and develop:

- A34 Handforth-Cheadle Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

10. Summary and Conclusions

The Cheadle Hulme School site is proposed for around 350 homes to support Stockport's housing target, utilising 'grey belt' land on the edge of an established residential area. The site benefits from a number of existing Public Rights of Way and is relatively close to schools, bus services, and Cheadle Hulme district centre and rail station. However, walking and cycling routes are constrained in places by narrow footways, pavement parking, and a lack of dedicated cycling infrastructure. Overall accessibility is considered moderate, with an average DfT Connectivity Tool score, although public transport accessibility levels are relatively low due to distance from higher frequency services.

Access to the site is a key constraint, with surrounding residential streets unsuitable for significant traffic, meaning a new primary access from Hulme Hall Road or, possibly, the A34, will be required. Mitigation measures will include junction upgrades, improved crossings, provision of cycling infrastructure, and retention and enhancement of existing Public Rights of Way, with a potential new foot / cycle bridge over the railway offering further connectivity benefits. While impacts on the wider strategic road network are expected to be limited, cumulative impacts with nearby allocations will need to be considered. Planned strategic transport improvements, including

upgrades to the A34 corridor, rail network enhancements, and improved bus services, are expected to improve accessibility and support more sustainable travel patterns over time.

HOM 2.26 Land at Dairyground Farm

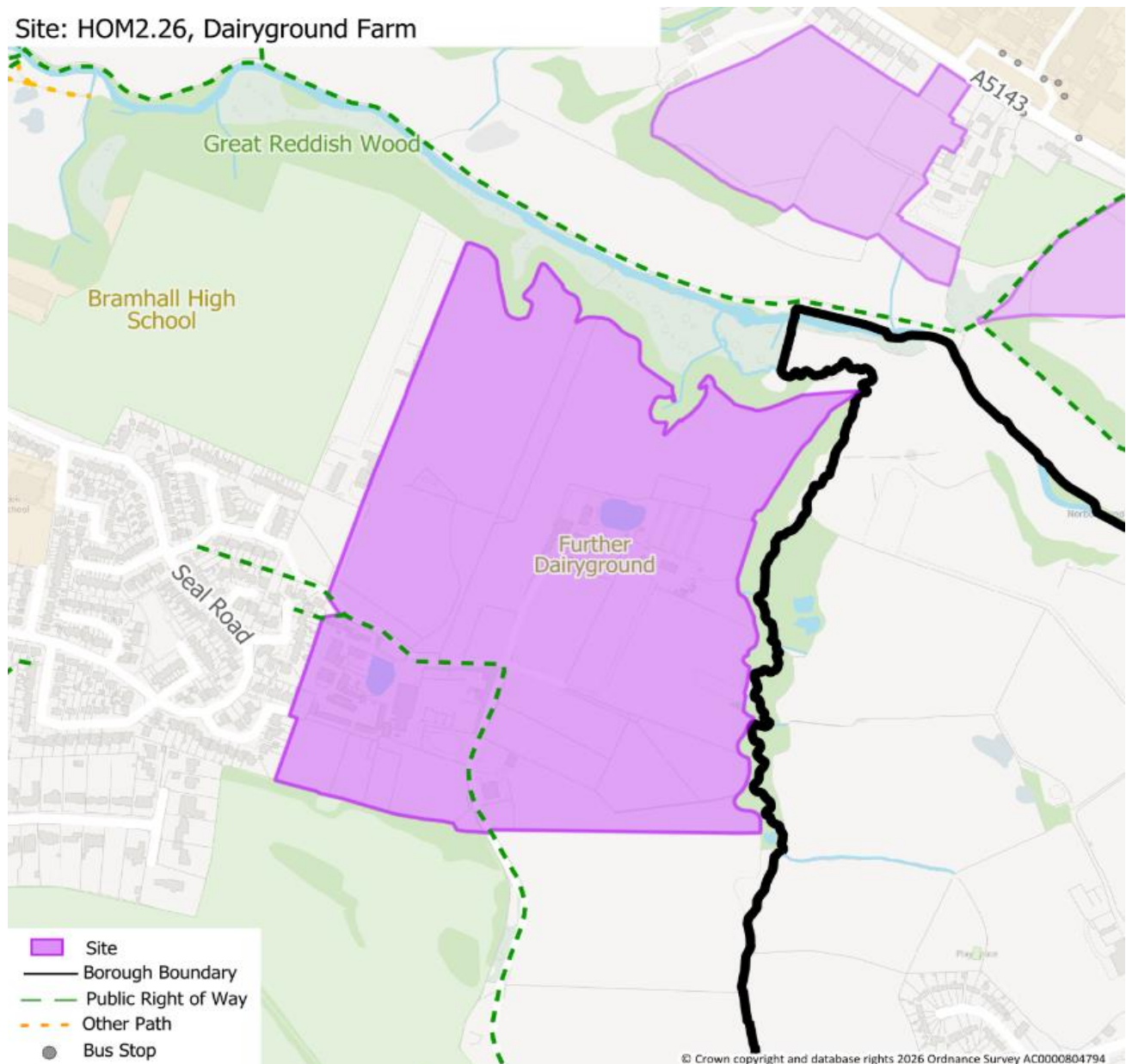
This Locality Assessment has been developed to support the proposed allocation of housing at Dairyground Farm, Bramhall as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 500 dwellings for this site, which is adjacent to Bramhall High School to the west of the site.

The site currently forms part of Dairyground Farm and associated buildings, plant nursery and fields. It is bound by greenspace to the north, east and south, including Bramhall Golf Club.

Site: HOM2.26, Dairyground Farm



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport’s housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes ‘grey belt’. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access to the site will likely be provided by the adjacent housing estate. Two existing including Seal Road. These are residential streets which ultimately link with Bramhall Lane South. The introduction of 500 dwellings here is likely to cause traffic-related issues on the estate. Existing junctions from Fir Road and Ladybridge Road to Bramhall Lane South are unlikely to be able to cope with the additional traffic generated by this scale of development and are likely to require major upgrading.

To help mitigate impact on the Dairyground Estate and routes to Bramhall Lane the developer may examine access to Woodford Road, Poynton, noting that this road is in the Cheshire East administrative area in the vicinity of the site. This road might also be suitable to provide an emergency access route to the site.

4. Multi-modal accessibility

Walking and Cycling

A Public Right of Way (27HGB) routes through the site linking Seal Road with Woodford Road (and ultimately the A555 and associated active travel infrastructure). There are reasonable footways provided on both sides of the carriageway on the adjacent estate, although there is a lack of cycle facilities in the vicinity of the site.

To the north of the site there is a further Public Right of Way (41HGB) that connects happy Valley Nature Reserve with Chester Road via Great Reddish Woods north of the Lady Brook.

Ladybrook Primary School is a 0.5 mile walk (800m) along the lane leading to Lytham Drive and then quiet estate roads with generally good footways (with some pavement parking issues). For cyclists it is a 1.6 mile (2.6km) ride on quiet estate roads and Bramhall Lane South, which experiences high traffic flows with no cycling facilities.

Bramhall High School is adjacent to the allocation on quiet roads with good footways.

Bus

There are flagpole-only type bus stops on Seal Road served by one route, the 378 / 379 Circular (Hourly) which serves Stockport - Bramhall - Heald Green - Cheadle Hulme. These are 0.6 mile (1km) on good footways but with some pavement parking issues.

These services provide access to Bramhall District Centre.

Rail

The nearest railway station is Bramhall Rail Station, approximately 2km away from the allocation. It provides step-free access, a sheltered waiting area, ticket office and bicycle storage. There is a lack of car parking available at the station. It provides an hourly service to Manchester Picadilly (and Stockport) and an hourly service to Stoke on Trent.

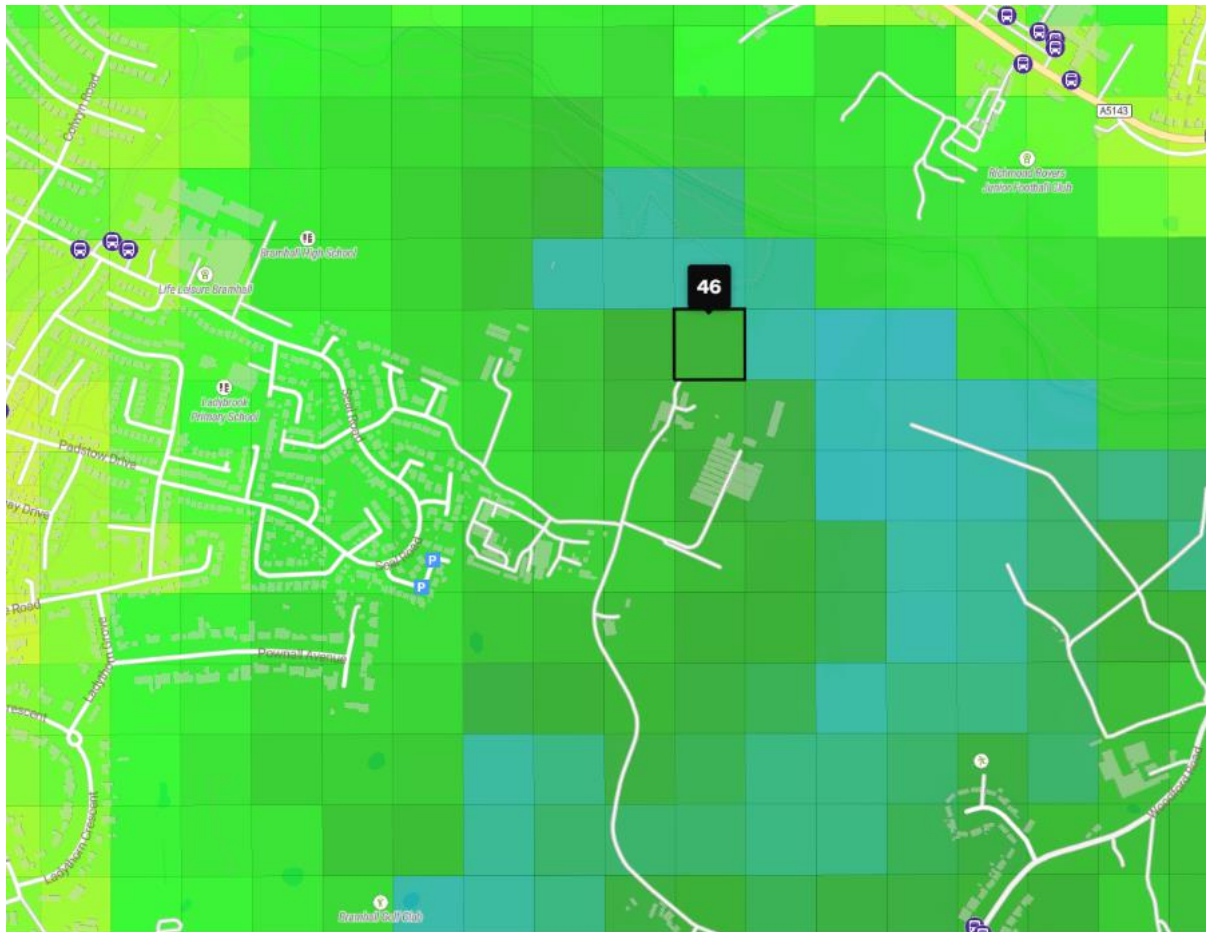
It is a 1.25 mile (2km) walk to Bramhall Station on good footways but with some pavement parking issues. Footways on Northcote Road are fairly narrow. For cyclists there is a lack of cycling facilities on Bramhall Road South, which experiences high traffic flows.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

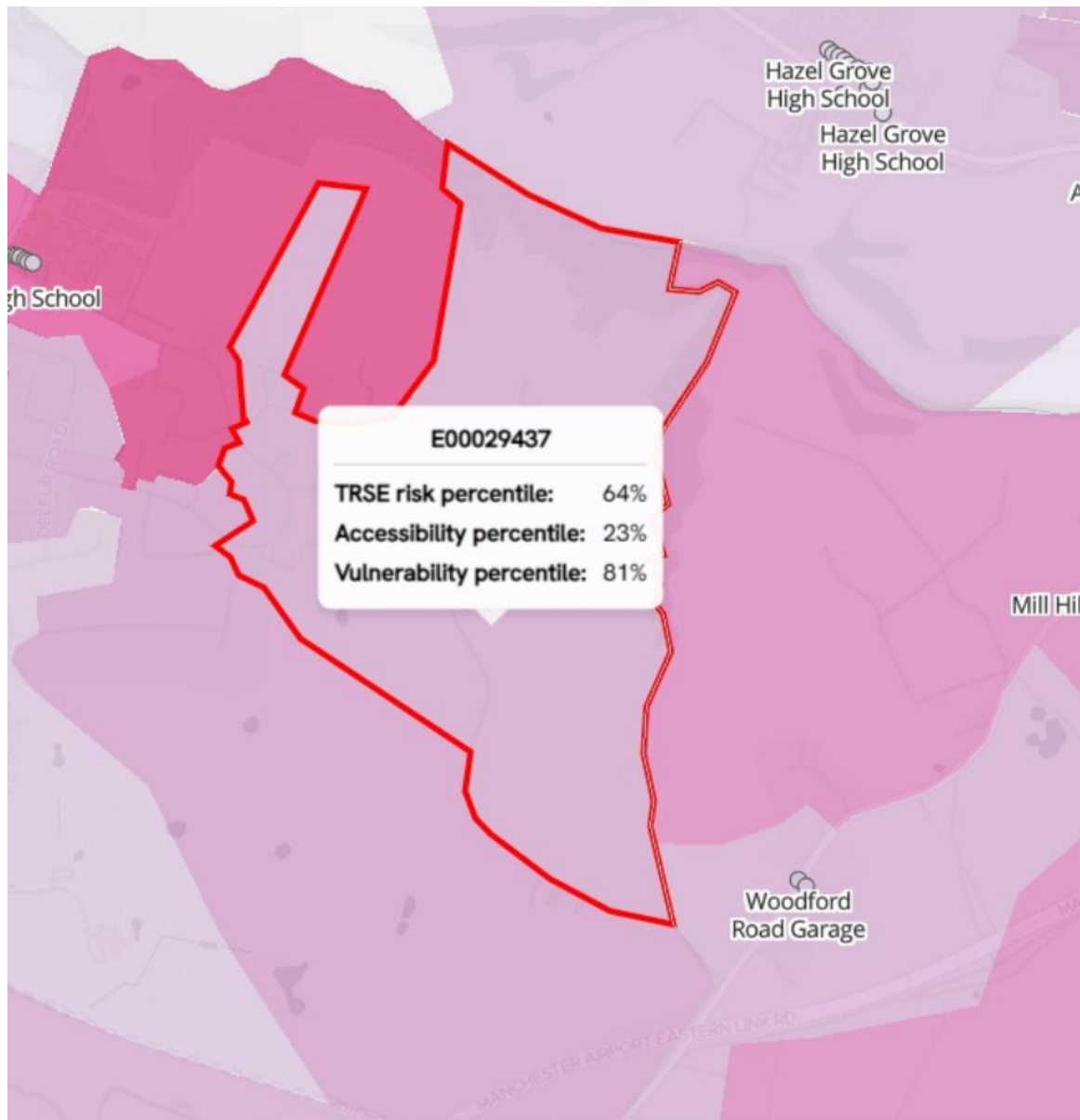
The site scores 46 of out 100 on the DfT's Connectivity Tool, a low score for Stockport that reflects relatively poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score), whilst accessibility is poor. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

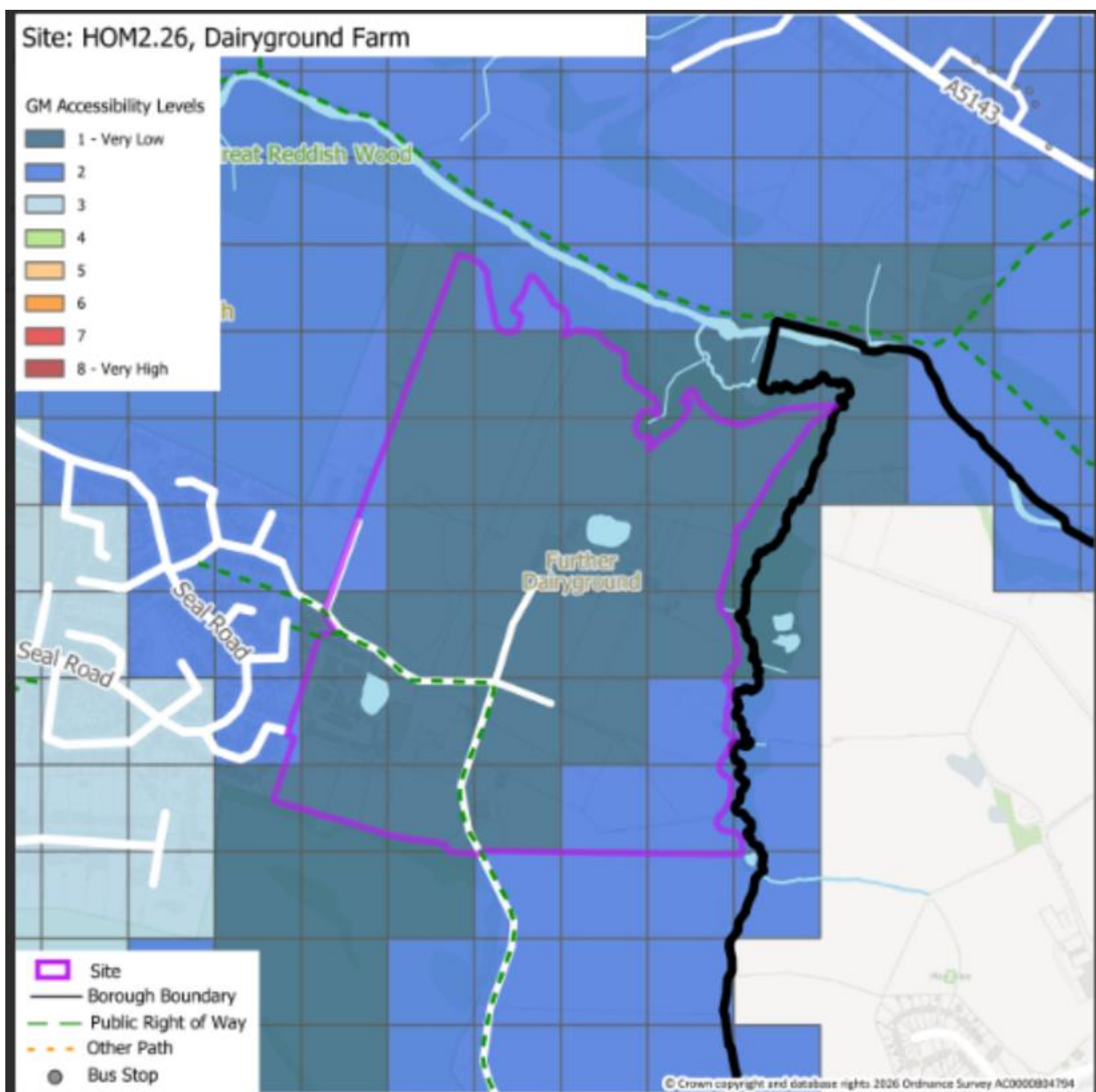
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation is generally scored very low to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, the residential estate adjacent to the allocation (around Seal Road) is a mixture of detached and semi-detached houses with driveways. Pavement parking is common. There are footways on both sides of the carriageway throughout the estate.

The addition of significant traffic flows through this estate is considered a fundamental issue with this allocation, with potential issues exiting onto A5102 Bramhall Lane South. Bramhall Lane South is a two lane, single carriageway providing a north south link between Stockport Town Centre and Bramhall. Near the allocation it is fronted by largely detached housing with driveways.

Allocation traffic will exit the residential estate onto Bramhall Lane South via Fir Road or Dairyground Road. Both Fir Road and Dairyground Road junctions with Bramhall Lane South are congested now and the impact of this development are likely to be severe. Any junction improvements may need third party land.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Provide enhanced bus services for the allocation
- Consider upgrade of access road from Woodford Road
- Deliver walking and cycling route across valley to Jackson's Lane (and Hazel Grove School) and Happy Valley Nature Reserve and associated active travel infrastructure
- Parking restrictions will be required on access points on estate roads to ensure flow of traffic
- Extensive traffic calming and 20mph zone will be required in adjacent housing estate
- Will also require emergency access – there is the potential to provide this to Chester Road
- Junction improvements at Fir Road/Bramhall Lane South and Dairyground Road/Bramhall Lane South may be required and need third party land
- The provision of a shared footway cycleway between the site and the easterly end of Lytham Drive,
- The upgrading of PROW 27HGB between the site access road and Camberley Close with corridor clearance and new surface treatment and lighting provision,
- The provision of dropped kerbs and tactile paving at side road crossings and junctions
- Entry radii tightening to at the Lytham Drive/Seal Road junction with Seal Road
-

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed

and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Bramhall rail station - Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.

Stockport’s Transport Strategy also has a number of interventions relating to Bramhall, including:

- Bee Network Rail Reform (Tranche 3 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By 2030, this will include Bramhall
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester’s rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-3 which require works include Bramhall
- Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect: Hazel Grove – Bramhall – Stanley Green – Manchester Airport
- Improved bus service provision for routes connecting: Hazel Grove – Bramhall – Heald Green – Wythenshawe and Heaviley – Davenport – Bramhall – Stanley Green

9. Summary and Conclusions

The Dairyground Farm site is proposed for around 500 homes to help meet Stockport’s housing target, utilising ‘grey belt’ land on the edge of Bramhall. While the site is located near Bramhall High School and benefits from some existing Public Rights of Way, overall accessibility is limited. Public transport provision is relatively weak, with infrequent bus services and a rail station around 2km away, while cycling infrastructure is minimal and key roads experience high traffic levels. Although local schools are reasonably accessible on foot, the site scores poorly on accessibility metrics, reflecting its distance from key services and strong reliance on car travel.

The main constraint is access and impact on the local highway network, as development would rely heavily on nearby residential streets that are not well-suited to accommodate significant additional traffic. Congestion at key junctions on Bramhall Lane South is already an issue and could worsen significantly without intervention. Mitigation measures will include

junction upgrades, enhanced bus services, traffic calming, parking controls, and new walking and cycling links, alongside provision of emergency access. While strategic improvements to bus services and rail infrastructure may improve connectivity over time, the site will require substantial intervention to address its transport and accessibility challenges.

HOM 2.27 Jenny Lane, Woodford

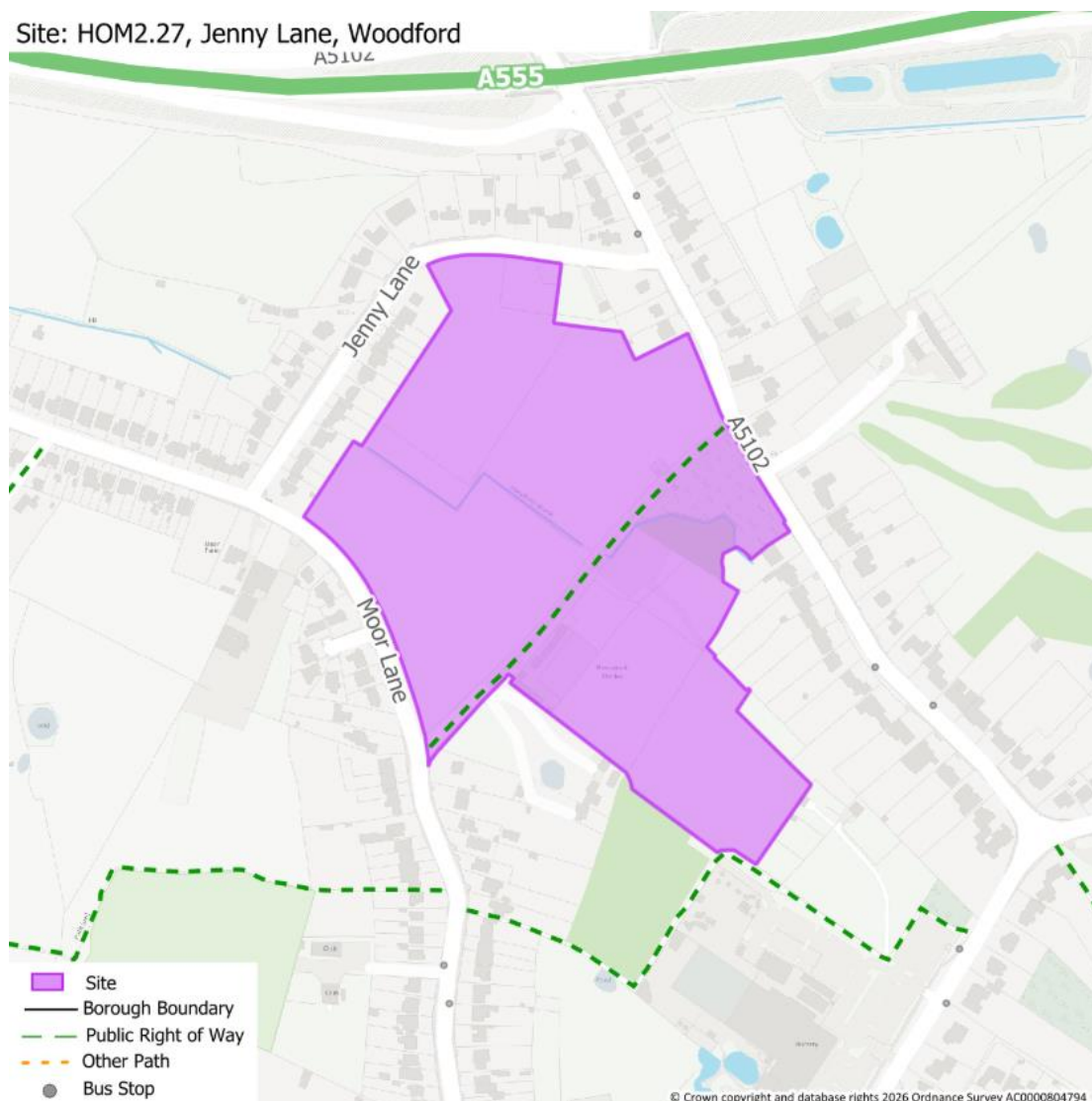
This Locality Assessment has been developed support the proposed allocation of housing at Jenny Lane, Woodford as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 190 dwellings for this site, which is located to south of Jenny Lane in Woodford.

The site is current comprised of fields, vegetation and other green space. It is located immediately south of residential properties on Jenny Lane and also bound by A5102 Woodford Lane and Moor Road, which are also fronted by housing.

A single lane road bisects the site, linking Moor Lane and A5102 Woodford Lane.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access to the allocation could be provided from Jenny Lane or Moor Lane.

4. Multi-modal accessibility

Walking and Cycling

There is a single narrow footway on Moor Lane, which is traffic-calmed and lit. Jenny Lane has two footways on either side of the carriageway (although there are sections where there is a footway only one side of the carriageway), although these are very narrow. Jenny Lane is also traffic-calmed by speed cushions.

A5102 Woodford Road has footways on both sides of the carriageway. There is a pedestrian refuge in place to aid crossing close to the junction with Jenny Lane.

A single-track lane links Moor Lane with Woodford Road, with vehicle access restricted by bollards. This is a Public Right of Way (11HGB). Further Public Rights of Way (8HGB and 10 HGB) route to the south of the site, linking Moor Lane and A5102 Chester Road alongside Notcutts Garden Centre.

There is a lack of cycle facilities in the vicinity of the site, other than at the A555 Manchester Airport Relief Road/A5102 Woodford Road junction and a cycle path alongside the A555.

The catchment school is Queensgate Primary, which is a 0.5 mile walk (800m) on good footways along Woodford Road, then on a surfaced, off-road path that needs lighting.

Bramhall High School is 1.8 miles (2.9km) walk along Woodford Road / Bramhall Lane South on footways that are narrow in places. The route continues onto Dairyground Road, which has a footway but some issues with pavement parking. The equivalent cycle route requires using the same busy roads which largely lack cycle facilities.

The District Centre can be similarly accessed via foot or cycle via A5012 Woodford Road, a distance of approximately 1km.

There is a proposed shared walking and cycling facility for Woodford Road, Chester Road and Moor Lane, which if delivered would significantly enhance active travel infrastructure for the allocation and connections to Woodford.

Bus

There are bus stops with shelters on Woodford Road served by the 42B, which is an approximately hourly service routing Piccadilly Gardens - Cheadle - Cheadle Hulme – Woodford. These stops are approximately 0.2 miles (320m) walk to bus stop along Woodford Road which has good quality footways. There is no controlled crossing to access the southbound stop.

There is a school bus service 877 provides access to Bramhall High School.

Rail

The nearest railway station is Bramhall Rail Station, approximately 2km away from the allocation. It provides step-free access, a sheltered waiting area, ticket office and bicycle storage. There is a lack of car parking available at the station. It provides an hourly service to Manchester Picadilly (and Stockport) and an hourly service to Stoke on Trent.

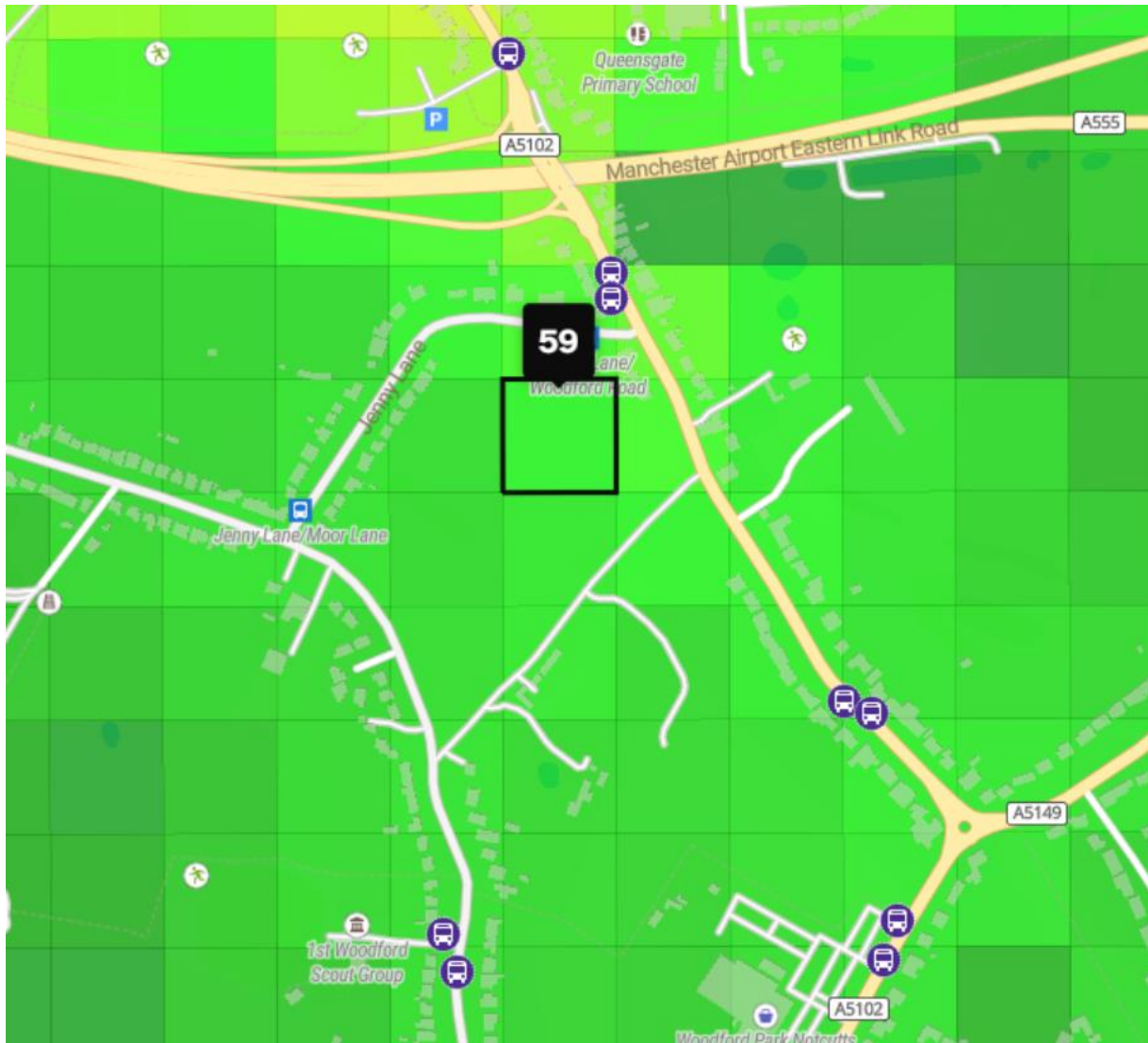
It is a 1.2 mile (2km) walk to Bramhall Station on good footways via A5012 Woodford Road/Bramhall Lane South. For cyclists, there is a lack of cycling facilities on Bramhall Lane South, which experiences high traffic flows.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

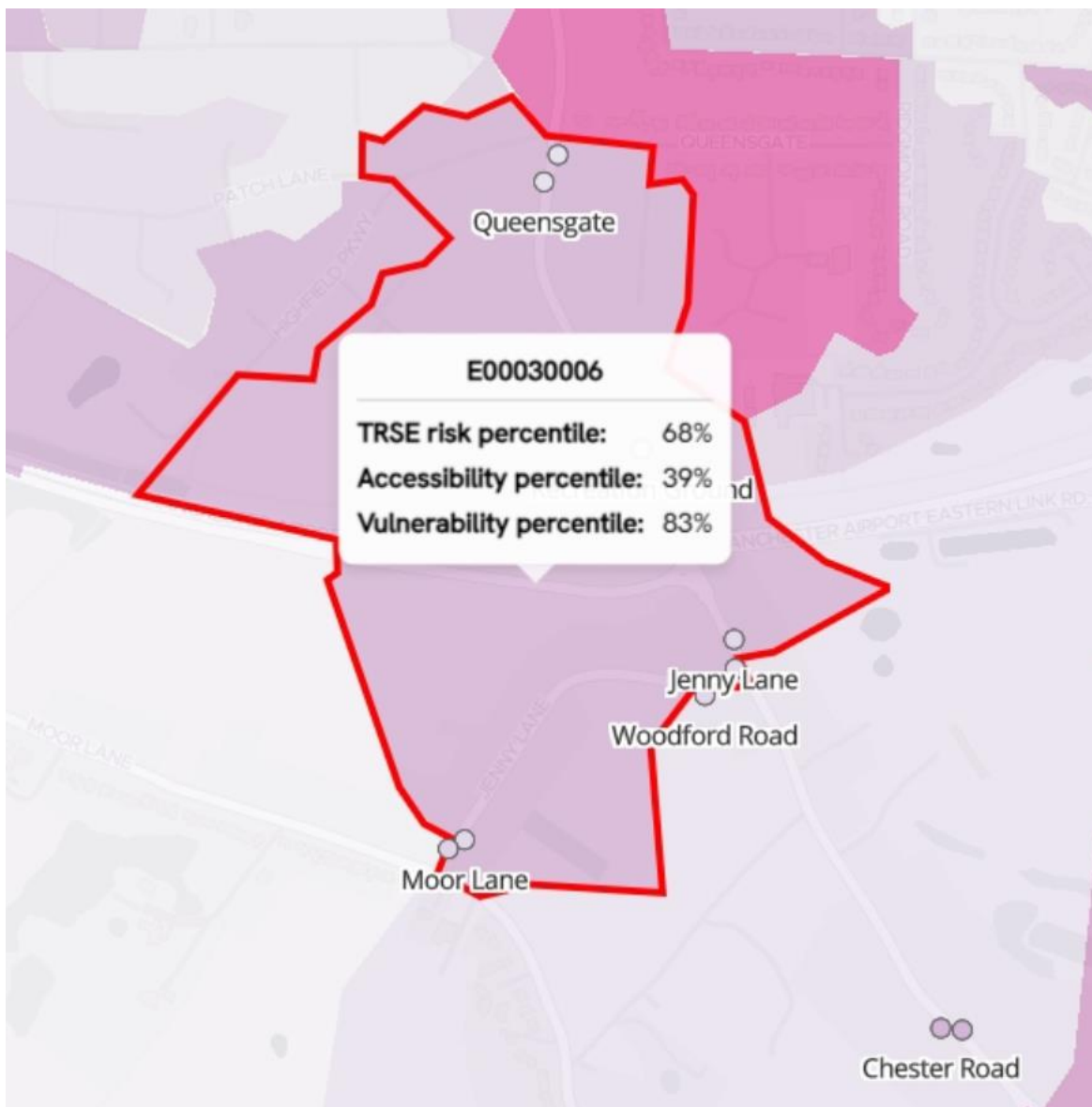
The site scores 59 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score), whilst accessibility is also below average. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

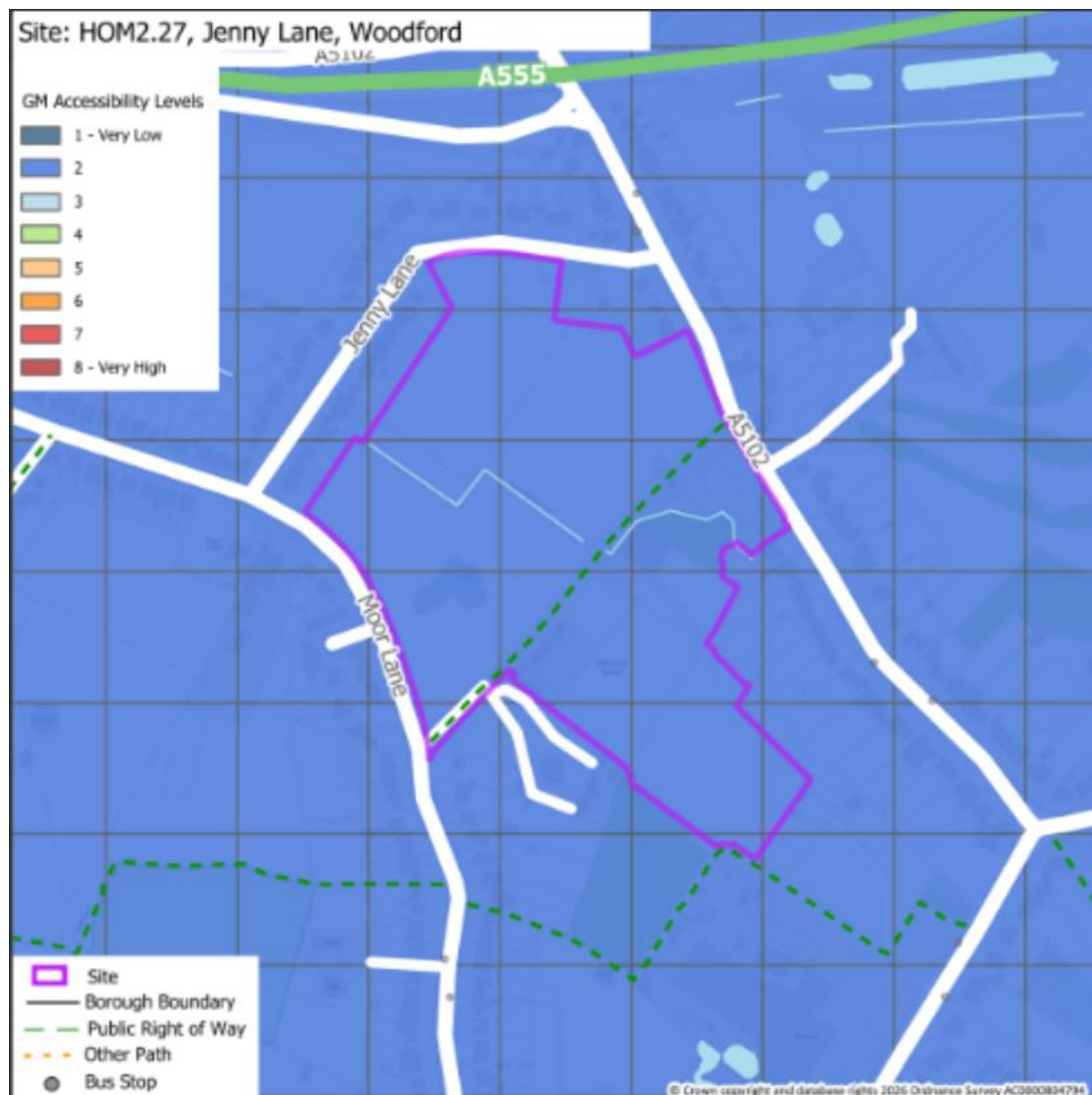
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low due to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Moor Lane and Jenny Lane are both lit, traffic calmed, two lane single carriageway roads. Moor Lane provides part of an important north-south link between Woodford, Cheadle Hulme and Handforth.

Both are fronted by fields and largely detached houses with driveways.

A5102 Woodford Road is also a two lane, single carriageway road, which is narrowed by hatching. It provides a key north-south link between Woodford and Bramhall. The A5102 is heavily trafficked with 9,000 ADT on Chester Road, 10,000 on Woodford Road.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Provision of a minimum 3m width foot / cycleway on the site frontages to Woodford Road, Jenny Lane and Moor Lane
- Provision of a signal controlled pedestrian crossing on Woodford Road to improve connection to the southbound bus stop and Queensway School.
- Upgrading of bus stops to include shelters, seating, real time information and raised boarding facilities. Possible relocation to better suit crossing location.
- Link site to 8HGB and 10HGB
- Enhanced frequency of bus services including direct bus service to Bramhall High School
- Upgrading of path 11HGB to bridleway status with a minimum 3m width traffic free bound surface lit path and connection to the crossing on Woodford Road.
- Provision of a footway / cycleway on Moor Lane and Chester Road from path 11HGB to Woodford Community Centre including provision of a parallel zebra or signal controlled crossing.
- Provision of lighting and widening (where corridor space allows) to allow for segregation of pedestrian and cycle use of the path from Woodford Road to Albany Road to improve access on foot to Queensgate Primary School.

-
- Upgrading nearby junctions to include for dropped kerbs and tactile paving, where absent, on Woodford Road between the site and Bramhall District Centre.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Bramhall Station Travel Hub (Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station)

The Stockport Transport Strategy also has a number of interventions that related to Woodford, including:

- Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect including the Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport route

9. Summary and Conclusions

The Jenny Lane site in Woodford is proposed for around 190 homes to help meet Stockport's housing needs, making use of 'grey belt' land currently comprising open fields and green space. The site is located adjacent to existing residential areas, with potential access from Jenny Lane and Moor Lane. While there are established walking routes and Public Rights of Way connecting the site to nearby areas, these are often constrained by narrow footways, and there is very limited cycling infrastructure. Access to local schools and amenities is reasonable on foot, but public transport provision is limited, with only infrequent bus services and a rail station approximately 2km away. As a result, the site scores relatively low on accessibility metrics, reflecting reliance on private car use despite low vulnerability to transport-related social exclusion.

To support development, a range of mitigation measures will be required to improve connectivity and promote sustainable travel. These include enhancing bus service frequency, improving walking and cycling routes, and better linking the site to nearby Public Rights of Way and local destinations. The surrounding road network, including Jenny Lane, Moor Lane and Woodford Road, will need to accommodate increased traffic, and improvements to active travel infrastructure will be important. Longer-term strategic interventions, such as enhanced bus

connectivity and improvements linked to the Bee Network and Bramhall Station, are expected to improve accessibility over time. Overall, the site has development potential but will depend on targeted transport improvements to overcome current accessibility constraints.

HOM 2.28 Mill Lane, Hazel Grove

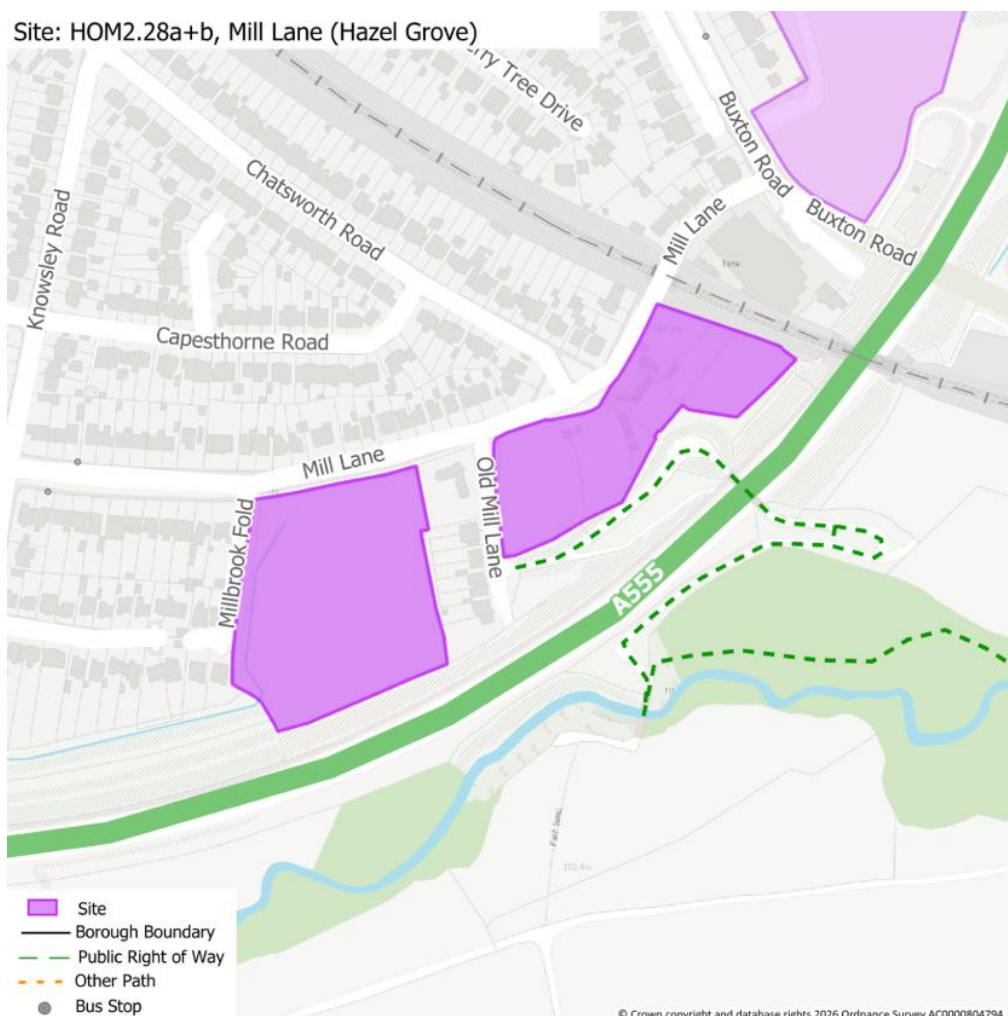
This Locality Assessment has been developed to support the proposed allocation of housing at Mill Lane, Hazel Grove as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 80 dwellings for this site, which is located to south off Mill Lane in Hazel Grove.

The western element of the site is currently comprised of undeveloped grassland bound by Mill Lane to the north and the A555 Manchester Airport Eastern Link Road to the south. Old Mill Lane and Millbrook Fold form the eastern and western boundaries respectively, with both providing access to residential properties.

The eastern element of the site is located in Hazel Grove off Mill Lane and is bound by Old Mill Lane, A555 Manchester Airport Eastern Link Road and the Buxton Rail Line. This part of allocation is currently outbuildings, open fields and vegetation.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access to the site will likely be provided from Mill Lane, a residential street which is relatively narrow and traffic calmed. Mill Lane has a signalised junction with A523 Macclesfield Road. Access to the western part of the allocation could be via a new priority junction on Mill Lane. The top (cul-de-sac section) of Mill Lane is very narrow and there is no Highway land available to widen it. All site access for the eastern portion of the allocation should therefore be from Old Mill Lane.

4. Multi-modal accessibility

Walking and Cycling

Mill Lane has a footway on either side of the carriageway and is traffic calmed with speed humps. Some pavement parking occurs. There are no cycle facilities on this section of Mill Lane, however the A523 Macclesfield Road /Dean Lane/Mill Lane junction has cycle facilities and there is a segregated cycleway on the A523 between Mill Lane and A555 Manchester Airport Eastern Link Road. The A555, immediately to the south of the allocation has a segregated cycle way.

The catchment school is Norbury Hall Primary, which is a 0.8 mile (1.3km) walk along average quality footways (though the footways on Haddon Road are narrow). There is a puffin crossing on A523 Macclesfield Road.

Hazel Grove High School is the catchment High School and is a 1.25 mile (2km) walk on good footways along Mill Lane and Dean Lane, on signalised crossings over Macclesfield Road & Chester Road, and via a Toucan crossing outside the school. For cyclists, there are high quality facilities with Mill Lane, which has a 20mph speed limit and traffic calming, across Macclesfield Road on a Sparrow Crossing and then onto a segregated cycleway along Jackson's Lane to a Toucan crossing near the school entrance.

Hazel Grove District Centre is a 1.2 mile (1.9km) walk along Mill Lane and Macclesfield Road and A6 London Road via good footways. Cyclists follow the same route, however whilst Macclesfield Road between Mill Lane and the District Centre has non-segregated cycle lanes, the A6 London Road is heavily trafficked and offers an intimidating environment for cyclists. Less direct routes may be preferred.

Bus

The are bus stops with shelters on Buxton Road served by three routes:

- 199 (20-40 min. frequency) (Buxton - Chapel en le Frith - Disley - Manchester Airport)
- 360 (infrequent, daily) Stockport - Hazel Grove - Disley - New Mills - Hayfield
- 394 (2-hourly) Glossop - Chisworth - Marple - Hazel Grove - Stepping Hill

Services 199 and 394 provide access to the District Centre.

These are a 0.35 mile (560m) walk to Buxton Road along Mill Lane. There is a railway bridge which narrows Mill Lane to a single lane with no footway, however bollards are in place to restrict vehicle use.

There is also a hail and ride service on this section of Mill Lane.

School buses stop on Dean Lane (827 and 858), Buxton Road (859) and Mill Lane (374).

Rail

The nearest rail station to the site is Hazel Grove, 1.25 miles (2km) walk to Hazel Grove Station along quiet residential streets and then Chester Road, which has good footways.

For cyclists it is a 1.4 miles (2.25km) ride to Hazel Grove Station along Mill Lane then Macclesfield Road, which has on-carriageway cycle lanes, then residential streets to Chester Road, which has no cycle provision.

It has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

- Manchester Picadilly (2 tph)
- Buxton (2tph)

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

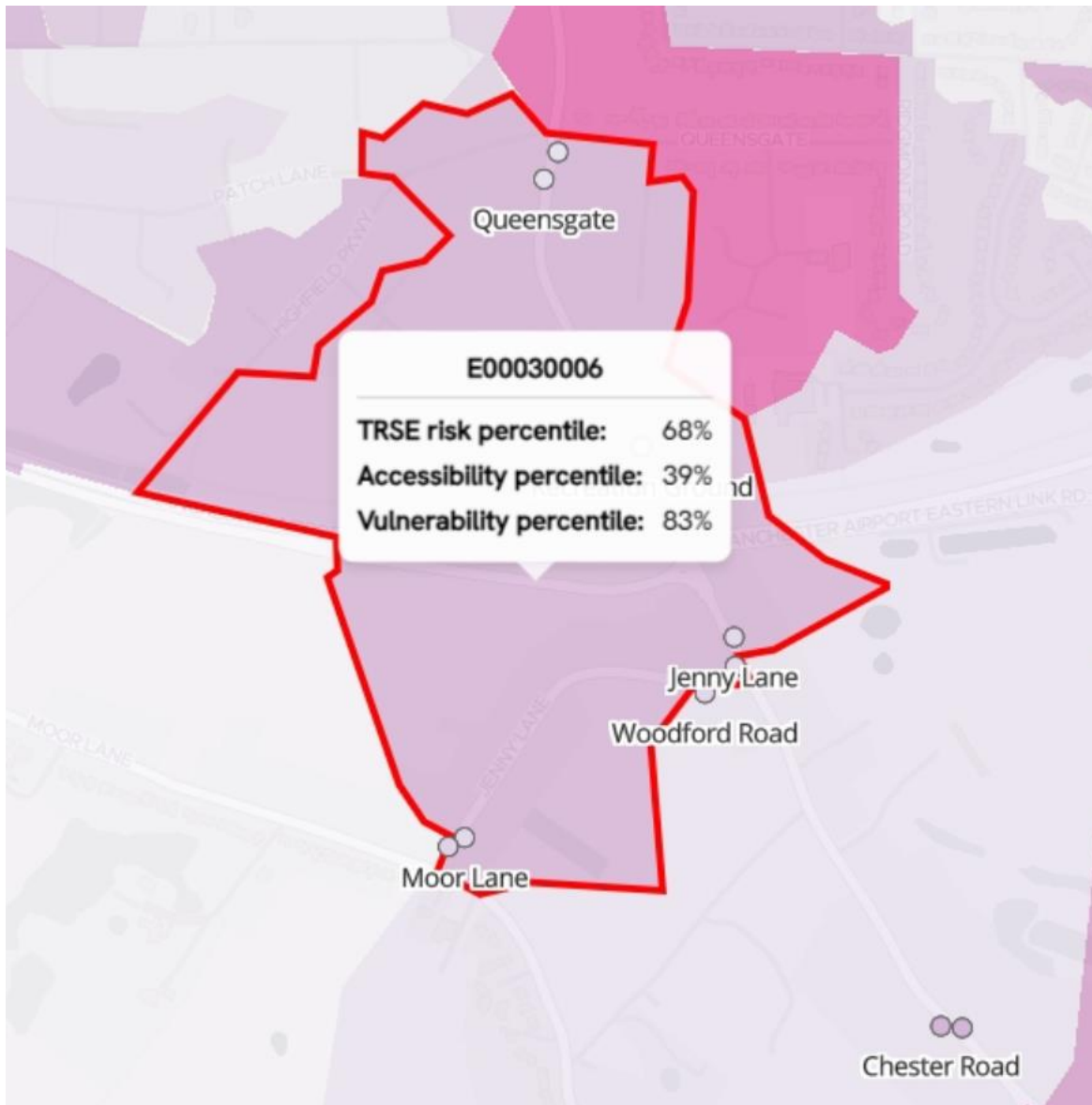
The site scores 60 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score), whilst accessibility is also below average. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible

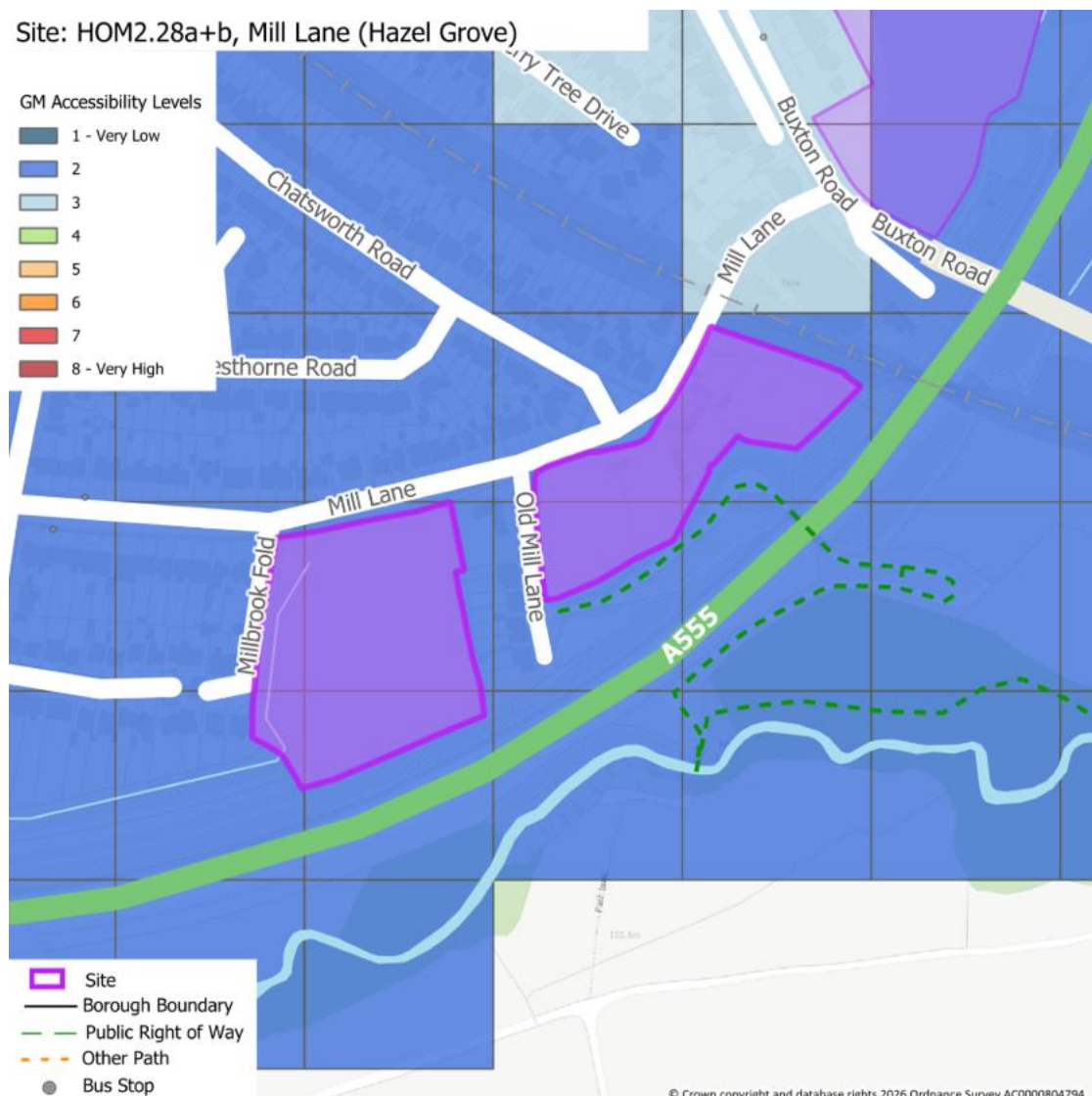
transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low due to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, Mill Lane is a lit, relatively narrow single carriageway traffic-calmed residential road. The scale of the allocation means it is unlikely to significantly impact on the Macclesfield Road/Mill Lane/Dean Lane junction. Site traffic heading towards Stockport or the M60 is likely to egress the estate via Knowsley Rd, Devonshire Road and Chatsworth Road. These roads, whilst subject to a 20mph speed limit, have not traffic calming and speeds on them commonly exceed 20mph.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Access to Mill Lane will require removal of trees / hedge on frontage to provide adequate footway and junction visibility and need to widen Mill Lane if access is from the Eastern end
- Minimum 2m width footways should be provided on site frontages to Old Mill Lane and Mill Lane.
- A scheme of traffic calming should be provided on Knowsley Road, Devonshire Road and Chatsworth Road.
- Pedestrian routes to the site should be improved between the sites and Macclesfield Road including side road radius reduction, raised carriageways at junctions, provision of drop crossings and tactile paving.
- The cycle route to Norbury Hall Primary School should be improved by upgrading the Puffin crossing on Macclesfield Road to a Toucan crossing with associated foot / cycleway connections to Chatsworth Road and Haddon Road.
- Provide direct, publicly accessible, access from the sites to the A555 foot and cycle path
- Enhanced active travel facilities to key destinations such as Hazel Grove Station and Hazel Grove District Centre

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed

and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:
Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport

As well as improved bus service provision for routes connecting:

- Hazel Grove – Bramhall – Heald Green – Wythenshawe

10. Summary and Conclusions

The Mill Lane sites in Hazel Grove are proposed for around 80 homes, making use of 'grey belt' land within an established residential area. The sites have reasonable access to local schools, Hazel Grove district centre, and some active travel infrastructure, including nearby cycleways along the A523 and A555. However, local constraints include narrow footways, sections of pavement parking, and limited cycling provision on key routes. Public transport access is moderate, with bus services within walking distance and Hazel Grove rail station around 2km away, resulting in a relatively low accessibility score and some reliance on private car use.

Due to the small scale of development, impacts on the highway network are expected to be localised, although access from Mill Lane will require careful design given its narrow, traffic-calmed nature. Mitigation measures include traffic calming on local roads, improving visibility at the access points, enhancing walking and cycling connections to key destinations, and providing direct links to the A555 cycle network. Longer-term strategic improvements, including enhanced active travel infrastructure, better bus services, and potential tram-train connections, are expected to improve accessibility and support more sustainable travel patterns over time.

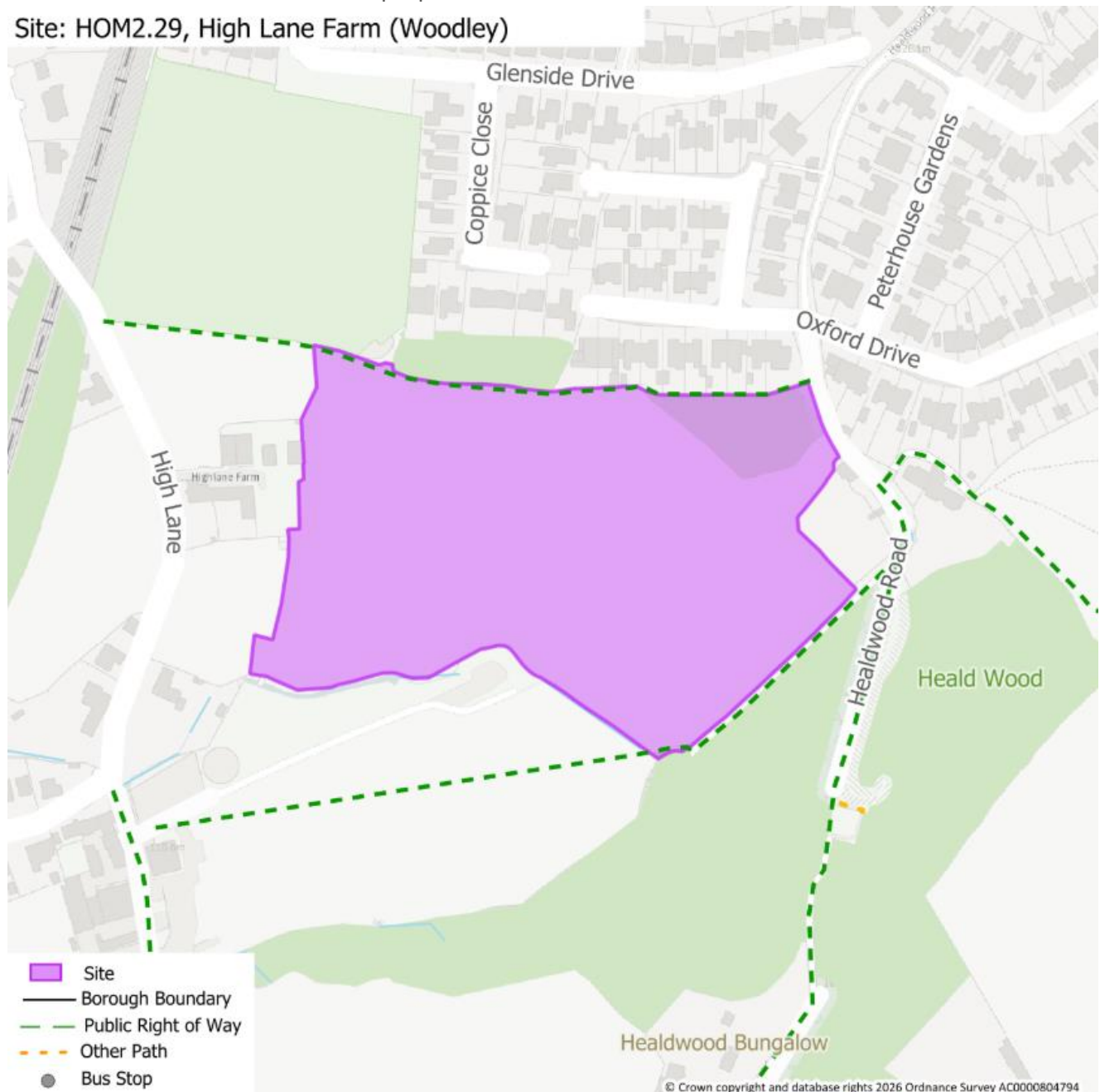
HOM 2.29 High Lane Farm (Woodley)

This Locality Assessment has been developed to support the proposed allocation of housing at High Lane Farm, Woodley as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 185 dwellings for this site, which off High Lane in Woodley. The site is currently comprised of open fields and vegetation. It is bound by fields and woodland to the south and east and residential properties to the north.

Site: HOM2.29, High Lane Farm (Woodley)



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport’s housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes ‘grey belt’. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access could potentially be provided off Healdwood Road, a Byway Open to all Traffic (BOAT). This would require improvements to Healdwood Road and that all allocation traffic to use Oxford Drive, a narrow residential road with pavement parking.

Alternatively, the allocation might be accessed from the west at High Lane. High Lane, however, has no footways and there is a narrow bridge over the railway line close to the site. Whilst there might be potential to provide widening and a footway on the east side of High Lane south of the bridge, the bridge need widening to provide a footway over it. High Lane to the north of the bridge is wider with potential to provide an improved width footway to link to Smithy Green.

4. Multi-modal accessibility

Walking and Cycling

Two Public Rights of Way are in place adjacent to the site. There is a footpath that routes east-west along the northern boundary of the site linking High Lane and Healdwood Road (36BR), which would benefit from improving, due in part to regular flooding. A further Public Right of Way (37BR), also linking High Lane and Healdwood Road also routes to the south of the allocation. There are no footways on High Lane.

Healdwood Road is an unlit narrow single lane road which has a rough surface. It forms part of a Public Right of Way that provides a link to Romiley. To the south of the existing dwellings, Healdwood Road narrows and changes to an unsurfaced public footpath. This section, which would provide access to the site, is currently not suitable for vehicles.

There is a narrow footpath that links Oxford Drive and Werneth Road. There are access controls in place.

There is a lack of cycle facilities in the vicinity of the allocation.

The catchment Primary School is Woodley Primary School, a 0.7-mile (1.1km) route along an unmade, unlit path with a poor crossing point at Werneth Road, narrow footways on Werneth Road and residential streets linking to the school.

The catchment High School is Werneth School, which has a 1.25 mile (2km) walk along High Lane, which has no footways, and George Lane, which has narrow footways. Cyclists follow the same

route, however the ride along High Lane has challenging alignment and high hedgerows reducing visibility and so increasing potential for conflict with traffic. The route then continues onto George Lane which has no cycling provision and an ADT of 7,238 and 85th %ile speed of 29.8mph, then along Berrycroft Lane and Harrytown which are busy roads with no cycling facilities.

Bus

There are bus stops shelters in place on Hyde Road, with two associated services:

- 330 (12 -15 mins. frequency) Ashton-under-Lyne - Dukinfield - Hyde - Woodley - Stockport
- 382 (hourly service) Stockport - Lower Bredbury - Bredbury - Romiley - Woodley

These are a 0.4 mile walk (700m) via High Lane, Smithy Green and Werneth Road.

Alternatively, there are bus stops on Higher Bents Lane served by one additional route:

- 383 / 384 circular (20-30 mins. frequency) Stockport - Offerton - Marple - Romiley - Bredbury circular

These are 1.1 miles (1.8kmm) from the centre of the site to Higher Bents Lane. The route has mixed quality footways and is steep in places. School buses (W2/W3) stop on Higher Bents Lane and provide access to Werneth High School (5 minute journey).

The 382 Service also has stops on Werneth Road approx 0.4 miles (700m) from the centre of the site along Oxford Drive. There is no controlled crossing to access stops on the east side of Werneth Road.

Local and District Centres

Local shops are situated on Bowland Rd, approx 650m walk along an unmade, unlit path.

Woodley Local Centre is located approx 800m walking distance from the site along High Lane and Smithy Green. The Local Centre includes a small supermarket and a medical centre. Access to the medical centre could be improved by provision of a controlled crossing close to the Smithy Green junction with Hyde Road. There is no dedicated cycle infrastructure on the route although if the crossing were provided as a Toucan type crossing with associated foot / cycleway links to Smithy Green and Woodley Precinct this could be improved.

Romiley District Centre is the closest District Centre to the allocation, which is a 1.1 mile (1.75km) walk along Oxford Drive, Werneth Road, Greave and Sandy Lane on footways (in part narrow). The route could be improved by making existing cycle lane on Sandy Lane mandatory with parking restrictions to prevent obstruction, however it might still not meet current guideline standards for cycle provision. A shorter and more attractive route could be provided by improvement to Healdwood Road (PROW 31 BR) between Oxford Drive and Guywood Lane. This reduces the walking distance to 0.75 miles (1.2km) and could be provided with an improved surface and lighting.

The 384 provides access to the District Centre.

Rail

The nearest rail station is Woodley Station. It has step-free access, a sheltered waiting area and a small car park (5 spaces). Services that can be accessed from Woodley include those travelling to Rose Hill Marple (2 trains per hour) and Manchester Piccadilly (2 trains per hour).

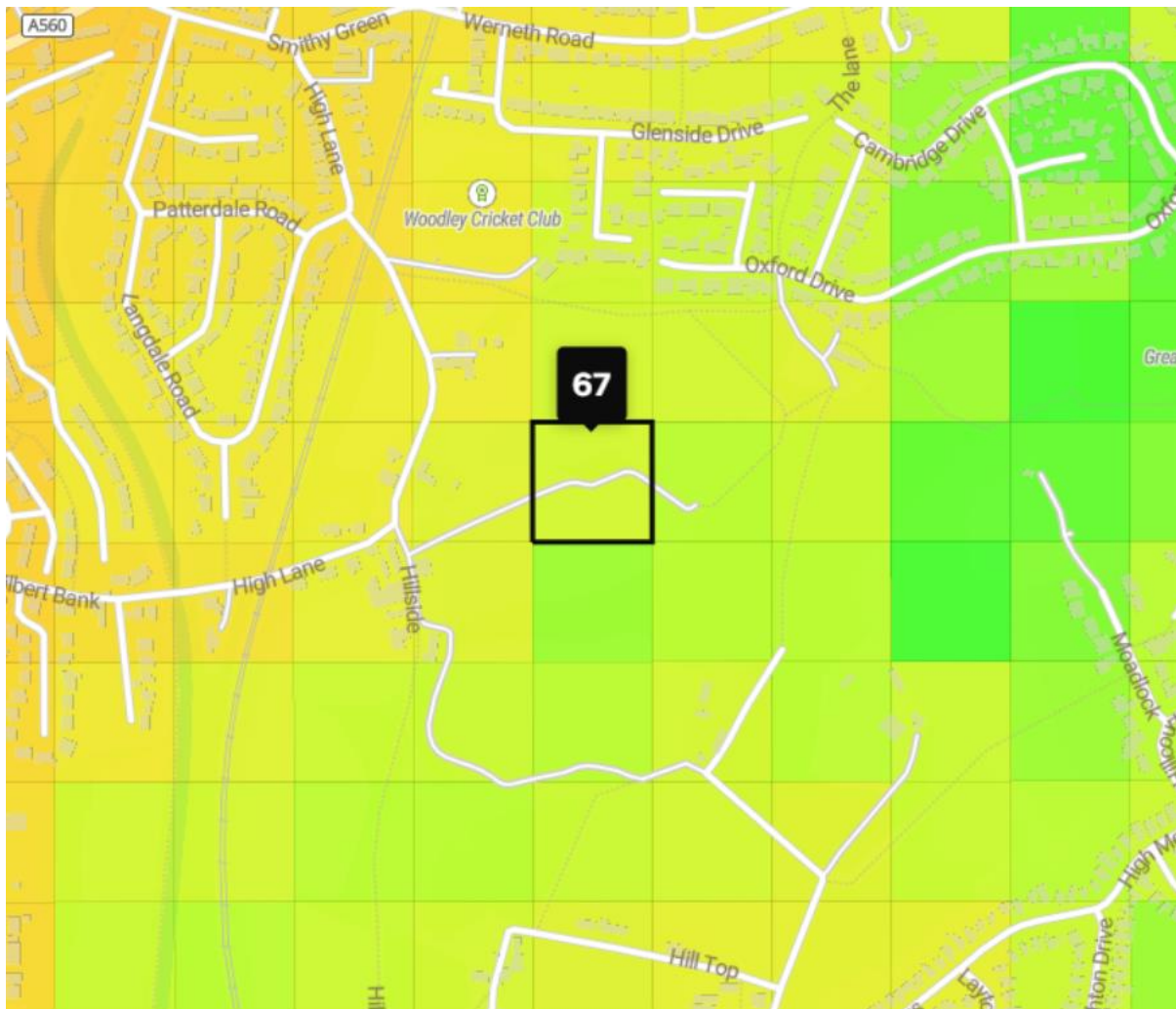
The station is a 0.6 mile (1km) walk and cycle via residential streets, across Werneth Road and along Station Road. There is no controlled crossing on Werneth Road.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

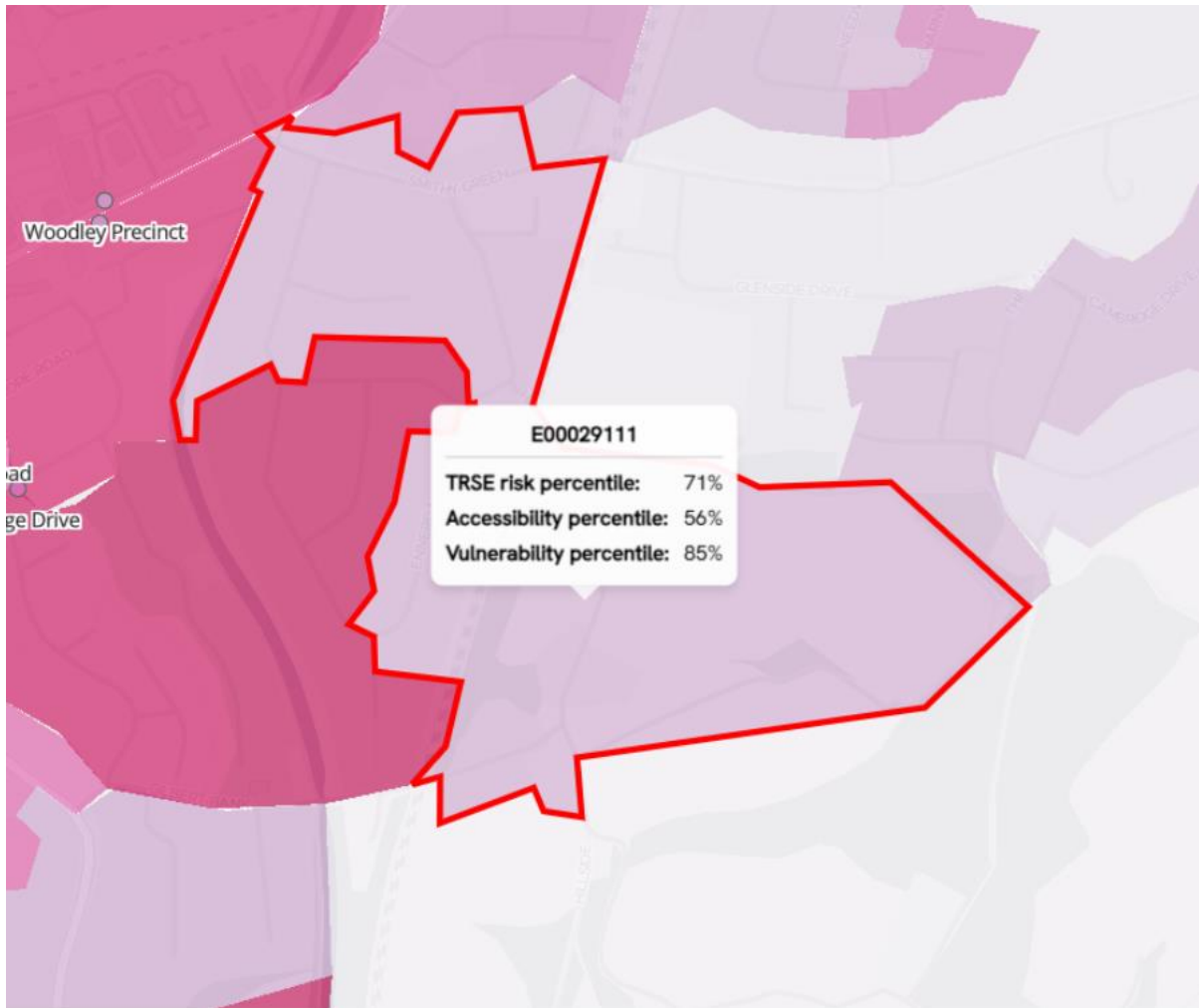
The site scores 67 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is below average (100% being a very low score), whilst accessibility is around average. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores below average due to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Oxford Drive is a narrow (4.8m) residential street with footway parking (although there are driveways associated with most houses). The Oxford Drive/Werneth Road priority junction is likely to be able to accommodate any resultant increase in traffic flows.

To the west of the site High Lane is a single carriageway narrow road bound by dry stone walls and vegetation. It crosses a railway line via a narrow historic bridge which is signed for single file traffic and access only for vehicles. It has a maximum width of 3 metres. There is no footway on High Lane.

North of the railway bridge High Lane widens significantly and is fronted by semi- detached housing with driveways, ultimately linking to the A627 Hyde Road.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Vehicle access will need to be either from Oxford Drive via Healdwood Road or from High Lane.
- If from Oxford Drive there will need to be widening of Healdwood Road from Oxford Drive into the site to a carriageway width of 5.5m with provision of at least one 2m width footway and provision of a scheme of traffic calming on Oxford Drive.
- If from High Lane the widening of High Lane between the railway bridge to the site access road to a width of 5.5m with provision of a 2m width footway on the east side and an access road of width 5.5m with provision of at least one footway of width 2m from High Lane to the site.

Pedestrian and Cycle Improvements include:

- Provision of pedestrian drop crossings with tactile paving at side road junctions on Oxford Drive Healdwood Road to Werneth Road and funding of a No Waiting At Any Time (NWAAT) TROs to provide junction protection.
- Provision of a surfaced, lit foot and cycle path to a minimum width of 3m on the route of PROW 36BR or on such diversion as shall be agreed.
- Provision of a 2m wide footway on High Lane from PROW 36BR to Smithy Green.
- Provision of a controlled toucan type crossing on Hyde Road close to the junction with Smithy Green with associated foot / cycleways linking Smithy Green to Woodley Precinct.
- Surfacing and lighting of Healdwood Road from Werneth Road to Guywood Road to a minimum width of 3m (or the maximum available between path boundaries if less).
- Improvement of the crossing point of Werneth Road at the north end of Healdwood Road including possible use of a build-out with shuttle working.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include Woodley Rail Station Access for All which looks to improve access for everyone, providing step-free access between street and platforms.

Stockport Council’s Draft Transport Strategy (2026-2041)

Stockport Council’s Draft Transport Strategy contains a number of actions that relate to Woodley:

- Enhanced Bus Service Provision Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect Woodley – Romiley – Marple – Hazel Grove
- Bee Network Rail Reform (Tranche 1 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By December 2026, this will include Woodley.
- Station Accessibility Programme (Tranches 2 & 3 Stations) Prioritised delivery programme to make all Greater Manchester’s rail stations accessible to everyone by 2040. Tranche 3 is set to include Woodley.
- Travel Hubs Supporting interchange between travel modes within district centre, where bus, rail (and potential rapid transit) services meet, supported by active travel access. Woodley is a potential location to initially develop this approach outside of Stockport town centre.

9. Summary and Conclusions

The High Lane Farm site in Woodley is proposed for around 185 homes to help meet Stockport’s housing target, making use of ‘grey belt’ land on the edge of an existing residential area. The site is relatively constrained in terms of accessibility, with limited walking and cycling infrastructure, including narrow or absent footways, unmade Public Rights of Way, and a lack of cycle provision. While bus services and Woodley rail station are within a reasonable distance, access to them relies on indirect routes of mixed quality. Key routes to schools and local centres are also constrained,

often involving rural or poorly provisioned roads, contributing to moderate overall accessibility but a continued reliance on private car use.

Access to the site is a significant challenge, with no straightforward solution. Potential routes via Healdwood Road and Oxford Drive are constrained by narrow residential streets, while access from High Lane would require major works including possible bridge replacement and road widening. As a result, substantial mitigation will be required, including improved access arrangements, enhanced walking and cycling links, upgrades to Public Rights of Way, and potential parking controls. Planned strategic transport improvements may help improve connectivity over time, but the site will depend on significant infrastructure interventions to address its current limitations.

HOM 2.30 Sanderling Road

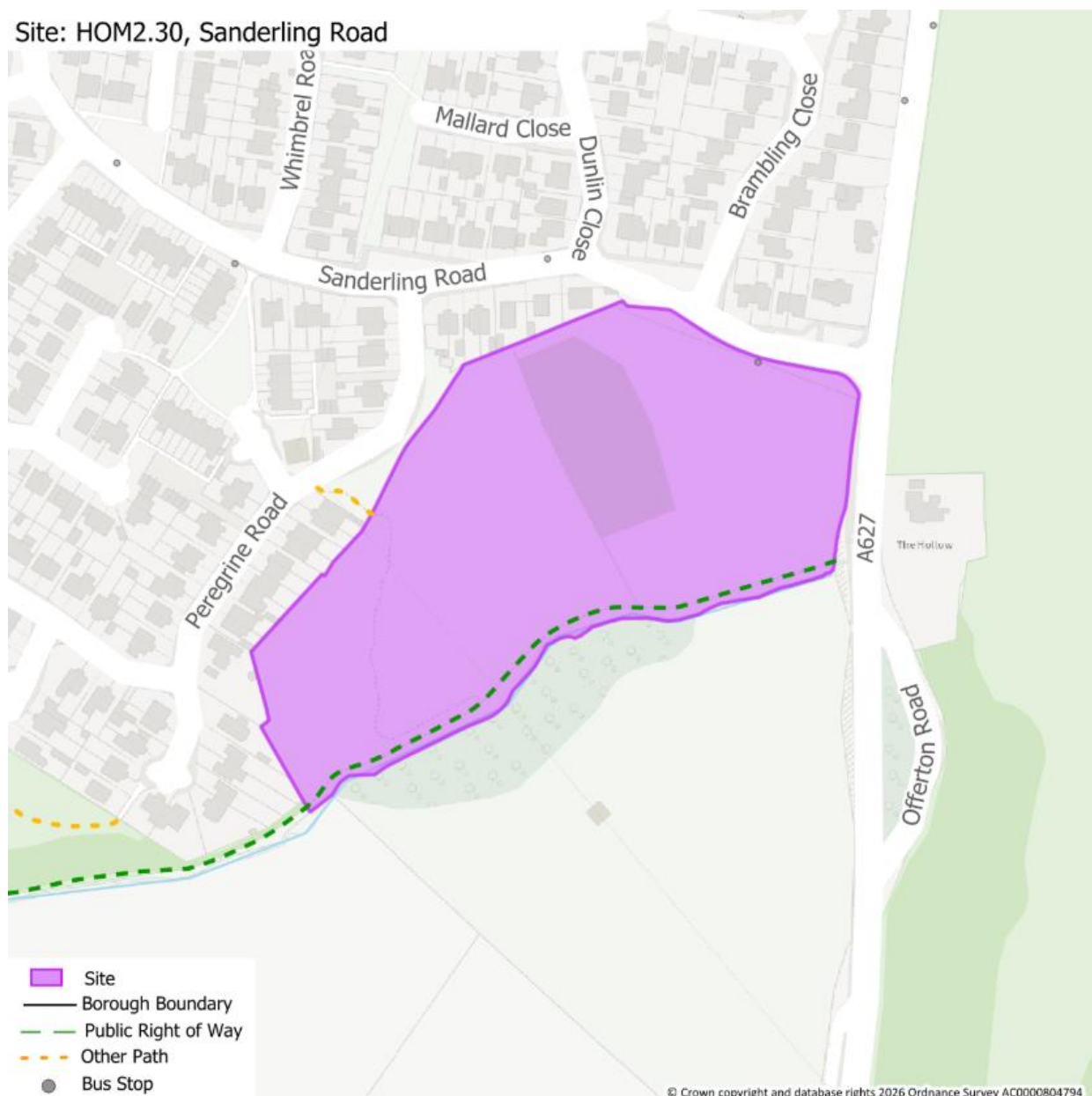
This Locality Assessment has been developed to support the proposed allocation of housing at Sanderling Road, Offerton as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 120 dwellings for this site, which is located off Sanderling Road in Offerton.

The site is currently comprised of open fields and vegetation. It is bound by Sanderling Road to the north, which is fronted by residential properties, the A627 Offerton Road to the east and further open space to the south.

Site: HOM2.30, Sanderling Road



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site will likely be accessed from Sanderling Road, a local distributor road with footways fronted by largely semi-detached houses with driveways. Footway parking occurs. Sanderling Road has access to the wider network via a priority junction with A627 Offerton Road.

Emergency access could be provided off Offerton Road or Peregrine Close.

4. Multi-modal accessibility

Walking and Cycling

A Public Right of Way forms the southern boundary of the site. There are good footways in place on Sanderling Road, whilst there is a single footway on A627 Offerton Road, which is narrow in places. There are no cycle facilities in the vicinity of the site.

The nearest catchment primary school is Warren Wood Primary, which is a 0.65 mile (1km) walk along average quality footways, although footway is missing in places and tactile paving is lacking.

The nearest catchment High School is Marple High School. It is a 1 mile (1.6km) walk along narrow footway on one side only of Offerton Road and Marple Road which are steep routes. There are pedestrian crossings at Seventeen Windows and over Dooley Lane. The section of Stockport Road towards the school is a shared foot / cycleway however this reverts to a footway only before it joins Hilltop Drive, which has very narrow footways. Cyclists would follow a similar route, but must navigate several junctions which have no cycling facilities. The route does not meet current guidance for safe or attractive cycling.

Hazel Grove is the nearest District Centre to the allocation, which is a 1.4 mile (2.2km) walk along a narrow footway on A627 Offerton Road. Cyclists would follow an equivalent route that generally lacks any cycle facilities.

Bus

There are poor quality bus stops (flagpole only) on Sanderling Road with one service, the 385 (approx. Hourly service) and serves Mellor - Marple - Offerton - Heaviley – Stockport. The bus stop is immediately outside the site.

Alternatively, there are flagpole only bus stops on Marple Road served by two additional routes:

- 358 (approx. hourly service) Hayfield - New Mills - Marple - Offerton - Stockport
- 383 / 384 circular (20-30 mins. frequency) Stockport - Offerton - Marple - Romiley - Bredbury circular

These are a 0.6 mile (1km) walk to bus stop on Marple Road along Offerton Road, which is steep in places with footway on one side only.

The 358, 383 and 385 all serve Marple Hall School. There is a lack of regular accessible services to Hazel Grove District Centre from Sanderling Road.

Rail

Rose Hill Marple has step-free access, a ticket office, sheltered waiting area, a car park, covered cycle parking and CCTV. There is an hourly service to Manchester Picadilly. Rose Hill Marple is a terminus station.

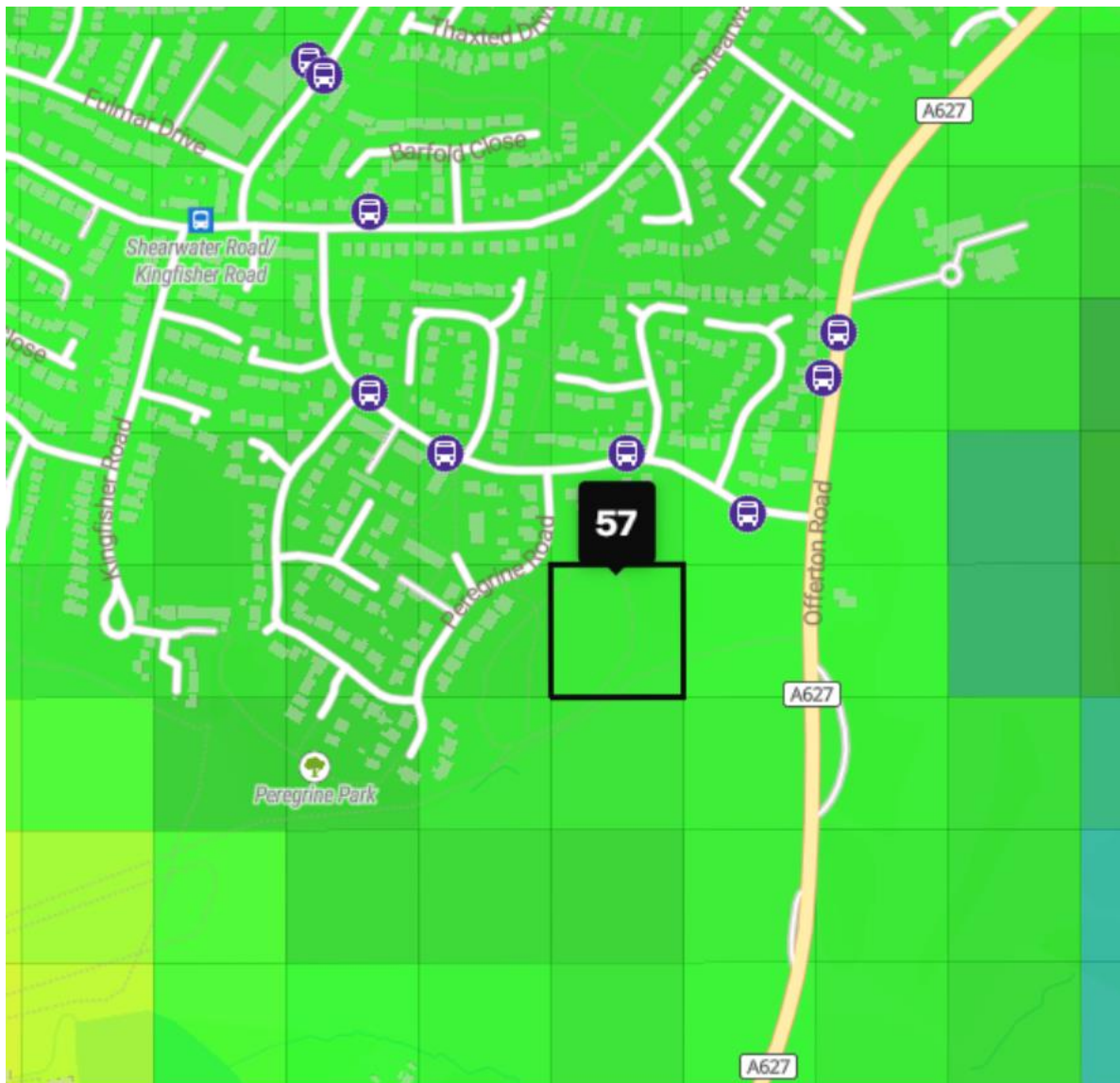
The station is a 1.4 mile (2.25km) often steep walk or cycle along Marple Road and Stockport Road with a footway on one side only and narrow in places.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 57 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

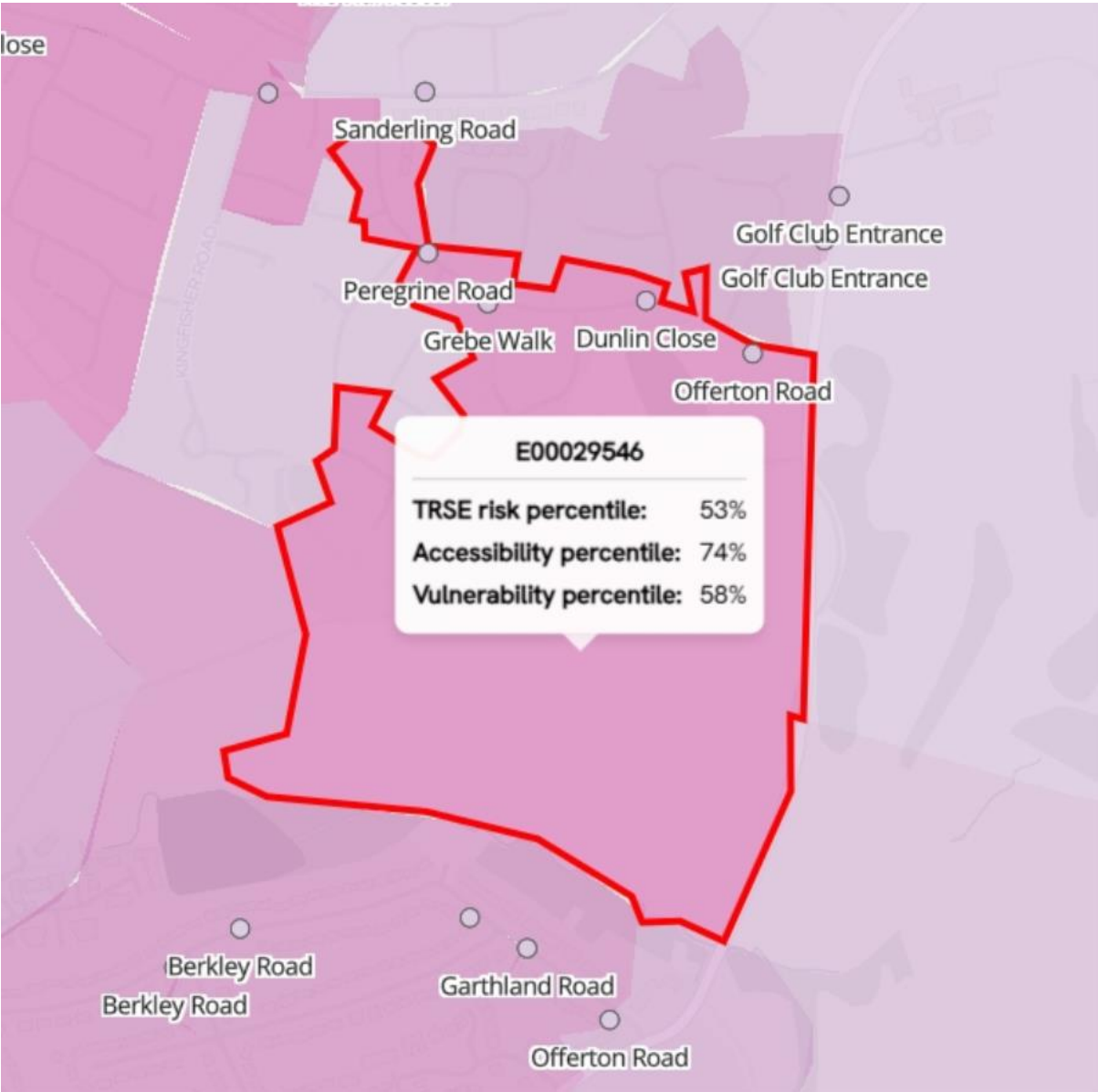


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average (100% being a very low score), whilst accessibility is good. The site also has below

average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester’s Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible

transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low due to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Sanderling Road is a two-lane single carriageway residential road, which is traffic calmed with raised junction tables. A627 Offerton Road is a north-south link between A626 Marple Road and A6 London Road. It is a busy two lane, single carriageway road fronted in the vicinity of the allocation by Stockport Golf Club and open fields.

Access via a simple priority junction onto Sanderling Road should be quite straightforward to achieve but may require relocation of the bus stop. Access should not be opposite or in close proximity to the junction of Brambling Close. Analysis will be needed of the junction of Sanderling Road with Offerton Road to ascertain if queues are occurring which could affect site access or if development traffic will materially impact the junction operation.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Access should only be from Sanderling Road, not from Offerton Road.
- Access should be located away from the junction with Offerton Rd and not be opposite, or near opposite, the junction with Brambling Close. The positioning of the access may require the relocation of the existing bus stop.
- A footway / cycleway of minimum width 3.0m should be provided on the site frontage to Offerton Road and Sanderling Road. A full standard pedestrian refuge should be provided in Sanderling Road at the junction with Offerton Road.
- Analysis should be carried out of the junction of Sanderling Road and Offerton Road and if required to avoid detriment to the operation of that junction or to the operation of the site entrance junction the egress should be widened to provide a two-lane exit.
- Bus stops on Sanderling Road closest to the site should be improved with the provision of shelters, seating, real time passenger information and raised boarding facilities. Crossing facilities to the eastbound stop should be provided including over Sanderling Road and side roads off it including provision of drop crossings with tactile paving and No Waiting At Any Time (NWAAT) TRO junction protection.
- A Zebra type crossing should be provided on Shearwater Road close to the junction with Turnstone Road to improve pedestrian access to Warren Wood Primary School.

- A 3m wide lit, surfaced foot / cycle path should be provided from the site to Peregrine Road.
- PROW 119S from Offerton Road to Bosden Fold Road should be widened to 3m and provided with a bound surface and lighting to improve access to Hazel Grove District Centre and Station. Access routes for public use should be provided from the site to the improved path.
- Providing uncontrolled pedestrian crossings (on desire lines) at junctions that do not benefit from them on key routes to / from them
- Providing new cycle links between the site / Bosden Farm Estate and surrounding settlements
- Improvements to bus services in the area
- Widening / reconstructing the footway that abuts the site
- Ensure development does not impinge on the alignment and proposals for a A6/M60 link road

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Explore and Develop (longer term transport priorities)

- Marple Tram Train

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include enhanced Bus Service Provision Improved bus service provision for routes connecting Marple – Offerton – Stockport town centre.

Building on the existing bus network there is also an aspiration to improve the provision of further higher frequency services that better connect Stockport town centre and Offerton.

9. Summary and Conclusions

The Sanderling Road site in Offerton is proposed for around 120 homes to support Stockport's housing target, utilising 'grey belt' land located adjacent to an established residential area. The site has moderate accessibility, with reasonable local walking connections but constrained routes to key destinations, including narrow or incomplete footways along Offerton Road and very limited cycle infrastructure. While schools, Hazel Grove district centre, and bus services are within reach, journeys often involve indirect or lower-quality routes. Public transport provision is also relatively limited, with infrequent services and basic stop facilities, resulting in a below-average accessibility profile and a likely reliance on private car use.

Access to the site is expected from Sanderling Road, which connects to the wider highway network via Offerton Road and is generally suitable, although local issues such as footway parking will need to be addressed. The overall impact on the highway network is expected to be modest due to the scale of development, but mitigation will still be required. This includes improvements to access arrangements, provision of appropriate pedestrian infrastructure, and enhanced walking and cycling connections, particularly towards Hazel Grove. Longer-term strategic transport improvements, including enhancements to bus provision and active travel infrastructure, are expected to improve connectivity over time and support more sustainable travel patterns.

HOM 2.31 Compstall Road North

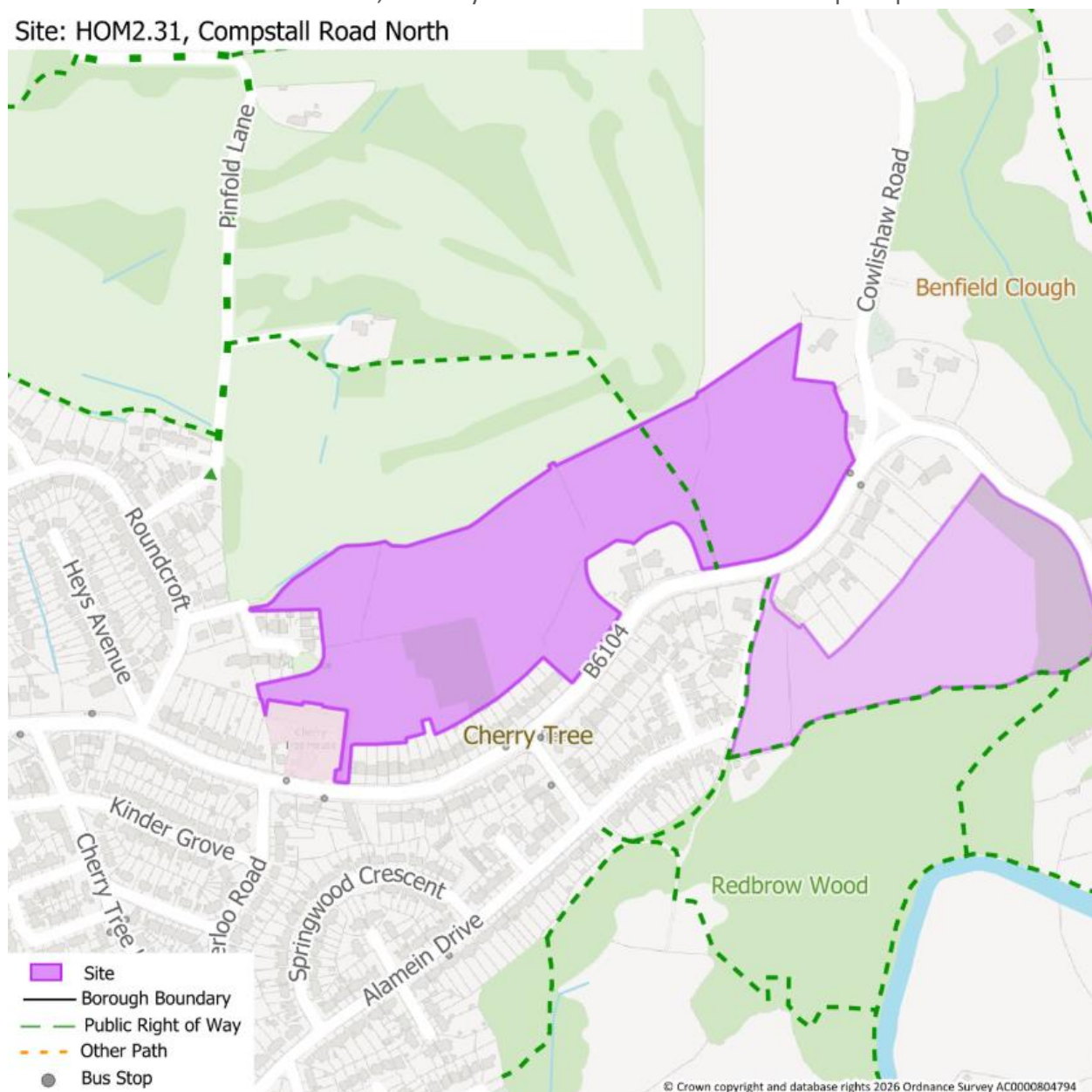
This Locality Assessment has been developed to support the proposed allocation of housing at Compstall Road North, Romiley as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 250 dwellings for this site, which is located to the north of the B6104 Compstall Road North.

The site is currently comprised of open fields and vegetation. It is bound by residential properties to the south and west of the site, Romiley Golf Course to the north and open space to the east.

Site: HOM2.31, Compstall Road North



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access is likely to be via Compstall Road, which has an alignment that could hinder visibility depending on location. This will need clearance of frontage hedge and trees to provide for footway, cycleway and visibility requirements.

Access could also be provided off Cornfield Road, which is a cul-de-sac off Roundcroft, however this is most likely to be only for pedestrian, cycle and possibly emergency access.

4. Multi-modal accessibility

Walking and Cycling

There is a Public Right of Way (10(a)BR), which routes through the site and provides a link between Pinfold Lane and Compstall Road through Romiley Golf Course.

There are narrow footways in places on either side of Compstall Road with a grass verge separating them from the carriageway.

There is a lack of cycle facilities in the vicinity of the site.

The catchment primary school (Romiley Primary School) is a 1.2 mile (1.9km) walk along Compstall Road, which has good footways but challenging topography.

Marple High School is a 3 mile (4.8km) walk along good footways on Compstall Road, through Cherry Tree estate (which has an issue with pavement parking), and then onto unmade, off-road paths over the railway line to Oakwood Road and then alongside the Peak Forest Canal. There are steps down to Vale Road at the end of the canal section. The route then follows Vale Road which is steep and has no footways. It continues over open fields, crossing the River Goyt at Chadkirk Bridge and continuing to reach Hilltop Drive.

For cyclists, Marple High School is a 3 mile (4.8km) ride along Compstall Road (which is steep) and Otterspool Road / Dooley Lane which are busy, semi-rural, winding A-roads with no cycling facilities. There is scope to provide an improved quiet road / off road cycle route from Romiley to Rose Hill via the existing Chadkirk Bridge, however this will need considerable improvement to be acceptable.

The nearest District Centre is Romiley, which is a 1 mile (1.8km) walk and 1.2 (1.9km) mile cycle along Compstall Road, which has good footways but on a steep hill. For cyclists it is a 1.2 miles (1.9km) ride along Compstall Road, which is wide but uphill going back. There is a short section of

segregated cycleway in Romiley village. Improved cycle facilities linking to Romiley could help mitigate traffic impact.

Bus

There are flagpole only type bus stops on Compstall Road served by the 383 / 384 Stockport - Offerton - Marple - Romiley - Bredbury circular (20-30 mins. frequency)

The 384 provides access to Marple Hall School.

The bus stops are immediately opposite the site. There are no controlled crossings to access the westbound stops.

Rail

The nearest railway station is Romiley, located in the District Centre. It serves Manchester Picadilly (3-4 trains per hours), Sheffield (hourly), Rose Hill Marple (2 trains per hour) and New Mills Central (hourly) as well as intermediate stations.

Romiley Station has step free access via ramps, a ticket office and sheltered waiting area. It has a car park with 50 spaces and cycle storage.

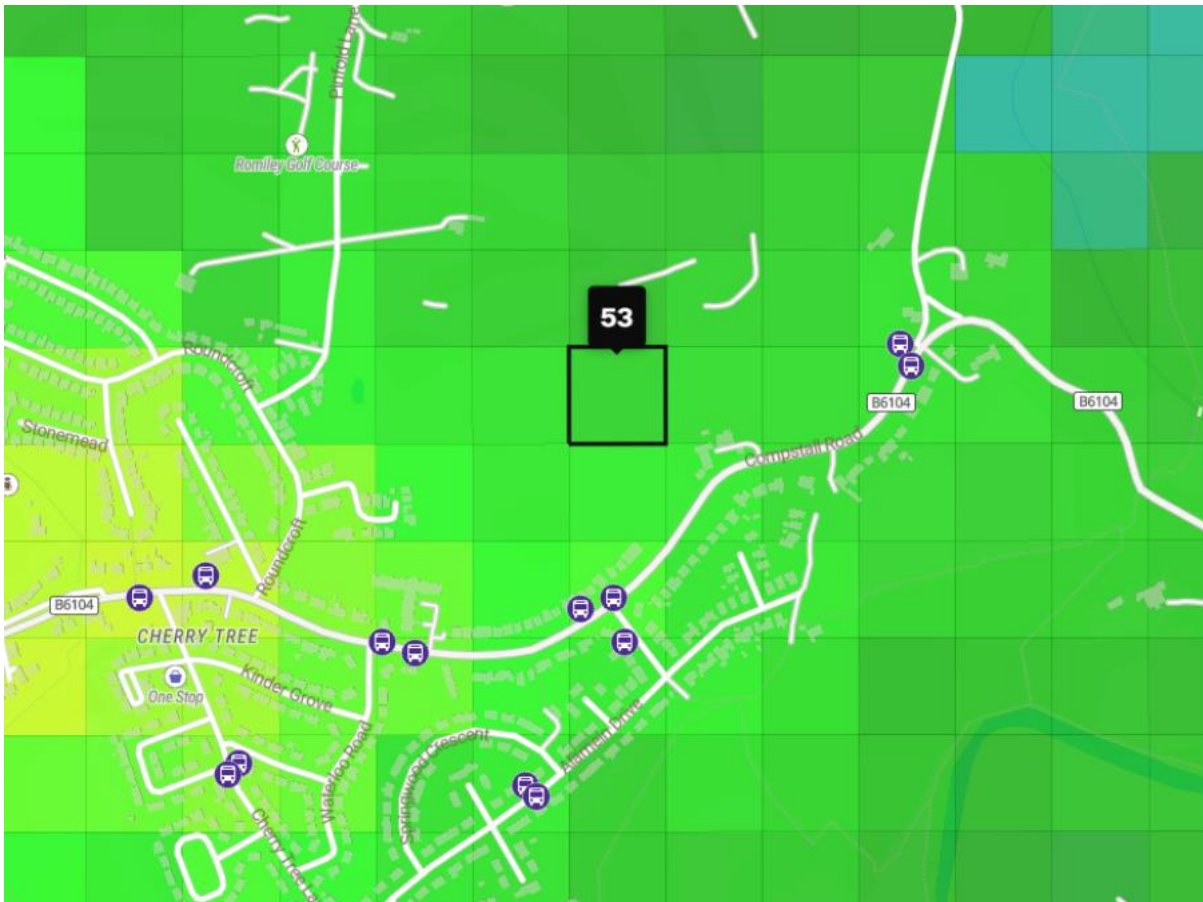
The rail station is a 1.3 miles (2km) walk along Compstall Road, which has footways but challenging topography. The equivalent cycle ride is also along Compstall Road, which is wide but uphill going back. There is a short section of segregated cycleway in Romiley village. Improved cycle facilities linking to Romiley could help mitigate traffic impact.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

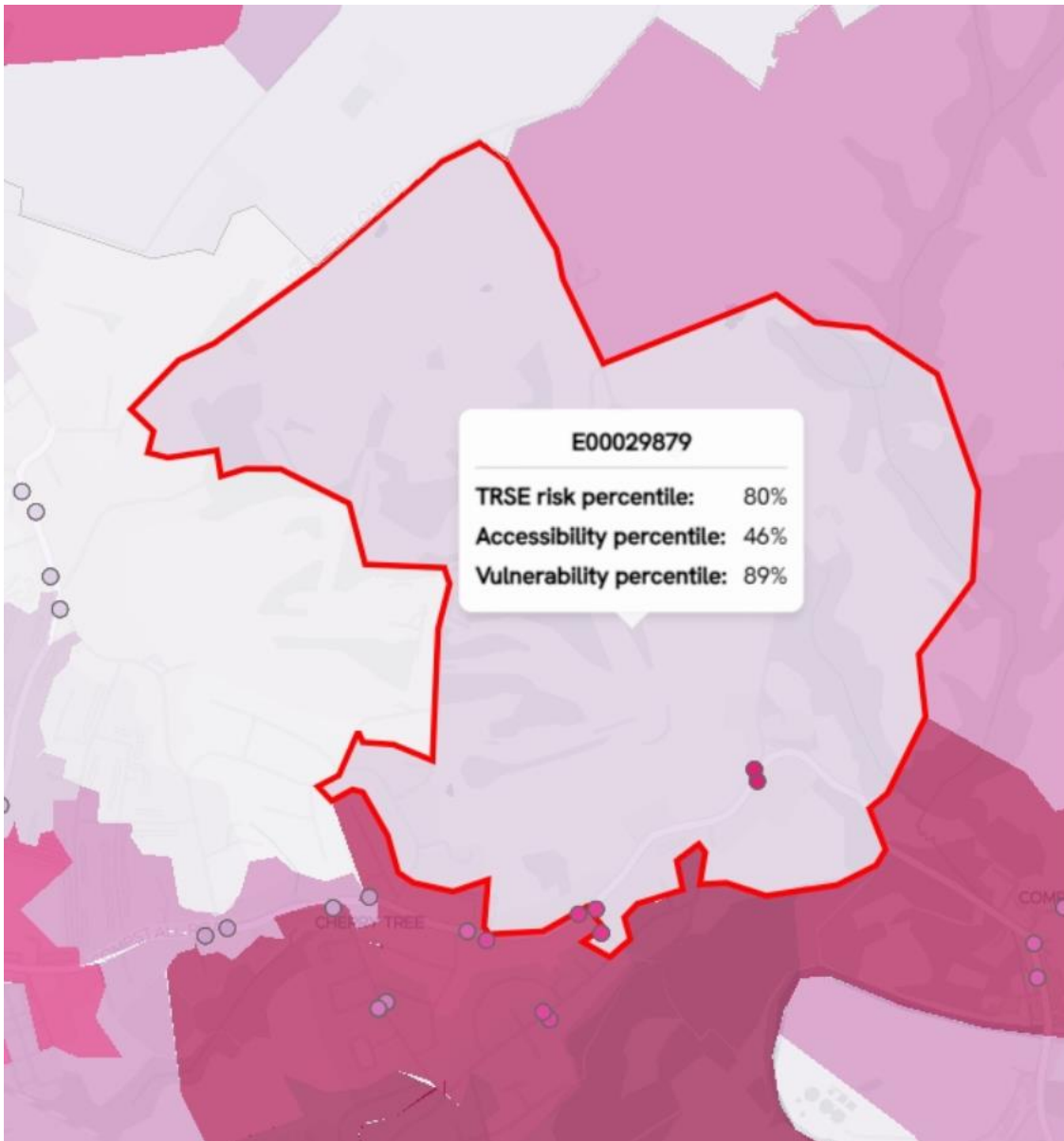
The site scores 53 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score), whilst accessibility is around average. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

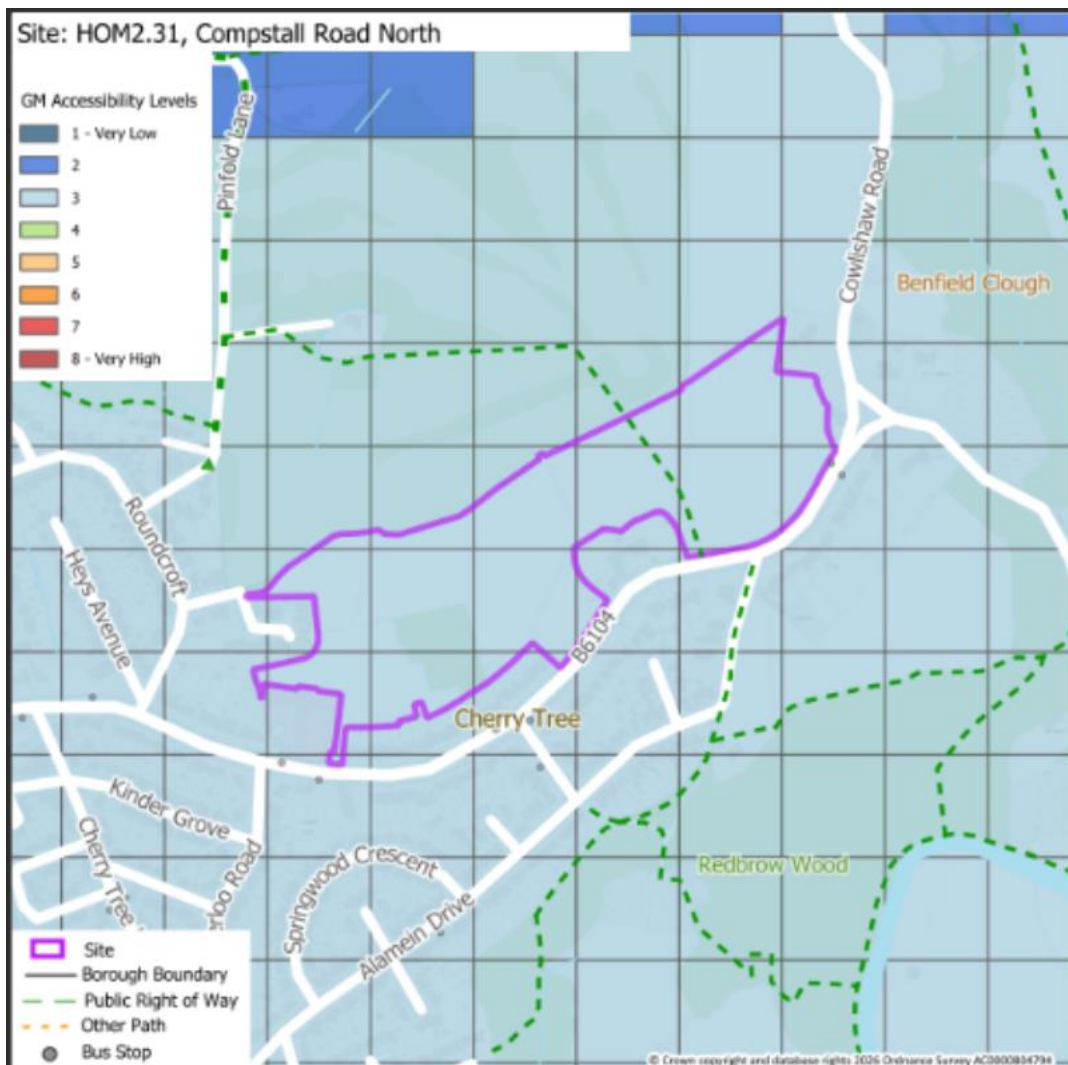
The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;

- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores below average due to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

B6104 Compstall Road is a lit, relatively wide, single carriageway, two lane road linking Compstall and Romiley.

In the vicinity of the site it is fronted by detached housing with driveways and open space.

It experiences high traffic flows and is an important east-west route. Whilst the section of road fronting the site is quite free-flowing the road becomes congested as it passes through Romiley District Centre. The route to the M60 and Stockport Town Centre is along Lower and Higher Bents Lane and the A560 Stockport Road East which are severely congested at peak times. Access to the motorway at M60 Junction 25 also experiences severe congestion.

7. Treatment of Cumulative Impacts

Cumulatively with 2.17 and 2.32 the allocation is likely to have significant detrimental impact in Romiley, Compstall and Marple Bridge.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Vehicle access will be likely to be by a priority junction or junctions on Compstall Road. These will need to be provided with ghost island right turn lanes including through lanes of 3.25m and a right turn lane of 3m width. The junctions should be provided with adequate standard visibility for a classified road which is a bus route. There will need to be clearance of frontage hedges and trees to provide for footway, cycleway and visibility requirements. The access junctions should be constructed, including provision of ghost island right turn lanes, before any other construction starts on site.
- Due to the size and configuration of the development site it will be likely to need to provide improvement to at least two sets of bus stops on Compstall Road including provision of controlled crossing facilities to access westbound stops. Stops should be equipped with shelters, seating, real time passenger information and raised boarding facilities. Stops may need to be moved for reasons of safety and to provide for convenient walking routes from crossings.

- Crossings should be provided to Toucan or Sparrow standard with associated foot / cycleways linking Cowlshaw Road to Springwood Lane at the eastern end of the site and from a site pedestrian / cycle access to Waterloo Road at the western end of the site.
- PROW 14BR on Springwood Lane should be improved by provision of improved surfacing and lighting between Compstall Road and Hermitage Avenue.
- A high quality pedestrian and cycle route should be provided from Cowlshaw Road to the site frontage and then through the site to Cornfield Road.
- A quiet road cycle route from Cornfield Road to Romiley District Centre should be improved by works to Roundcroft, Birchvale Drive, Barnfield Avenue, Carlton Avenue and Heyworth Avenue to reduce traffic speeds and improve junction safety including a 20mph speed limit, traffic calming, junction radius reduction and No Waiting At Any Time (NWAAT) TRO junction protection.
- Improvements should be made to the walking route to Romiley District Centre and Station from Cornfield Road including provision of drop crossings and tactile paving at Cornfield Rd / Roundcroft, Roundcroft / Heys Ave and Compstall Roads junctions with Birchvale Drive, Peaslake Close and Carlton Avenue.
- School bus provision to Marple Hall School needs to be reviewed for access to stops and capacity of the service with additional facilities and services provided as necessary to support use of the bus to access the High School and so avoid additional traffic on the road network.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Network wide rail service improvements
- Tram Train between Marple and wider Metrolink network

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- Increased bus service frequency for Woodley – Romiley – Marple – Hazel Grove and Stockport town centre – Romiley

- Bee Network Rail Reform (Tranche 1 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By December 2026 this will include Romiley
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester’s rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-3 which require works include Romiley
- Completion of the A555 from the A6 to the M60 at Bredbury which includes measures to alleviate congestion on the A560 from Lower Bents Lane to the M60 Junction 25.

10. Summary and Conclusions

The Compstall Road North site in Romiley is proposed for around 250 homes to support Stockport’s housing needs, utilising ‘grey belt’ land currently comprising open fields adjacent to existing residential areas. The site has moderate to low accessibility, with some nearby bus and rail connections but constrained walking and cycling routes, including narrow footways, limited cycle provision, and challenging topography. Key destinations such as Romiley district centre, schools, and the rail station are accessible but involve uphill journeys or indirect routes of varying quality. Overall accessibility is reflected in a relatively low connectivity score, indicating a degree of reliance on private car travel, albeit with low vulnerability to transport-related social exclusion.

Access to the site is expected primarily from Compstall Road, where visibility constraints will require frontage clearance and careful design, with a secondary option via Cornfield Road for pedestrian and cycle access. The surrounding road network is already busy and forms an important link between Compstall and Romiley, with cumulative development likely to have a notable impact on local traffic conditions. Mitigation measures will include provision of controlled crossings, bus stop and service improvements, improved walking and cycling routes to key destinations, and enhanced cycle connectivity to Romiley. While strategic transport improvements such as enhanced rail services, Bee Network integration, and increased bus frequency may improve accessibility over time, targeted local infrastructure upgrades will be essential to support safe and sustainable development.

HOM 2.32 Compstall Road South

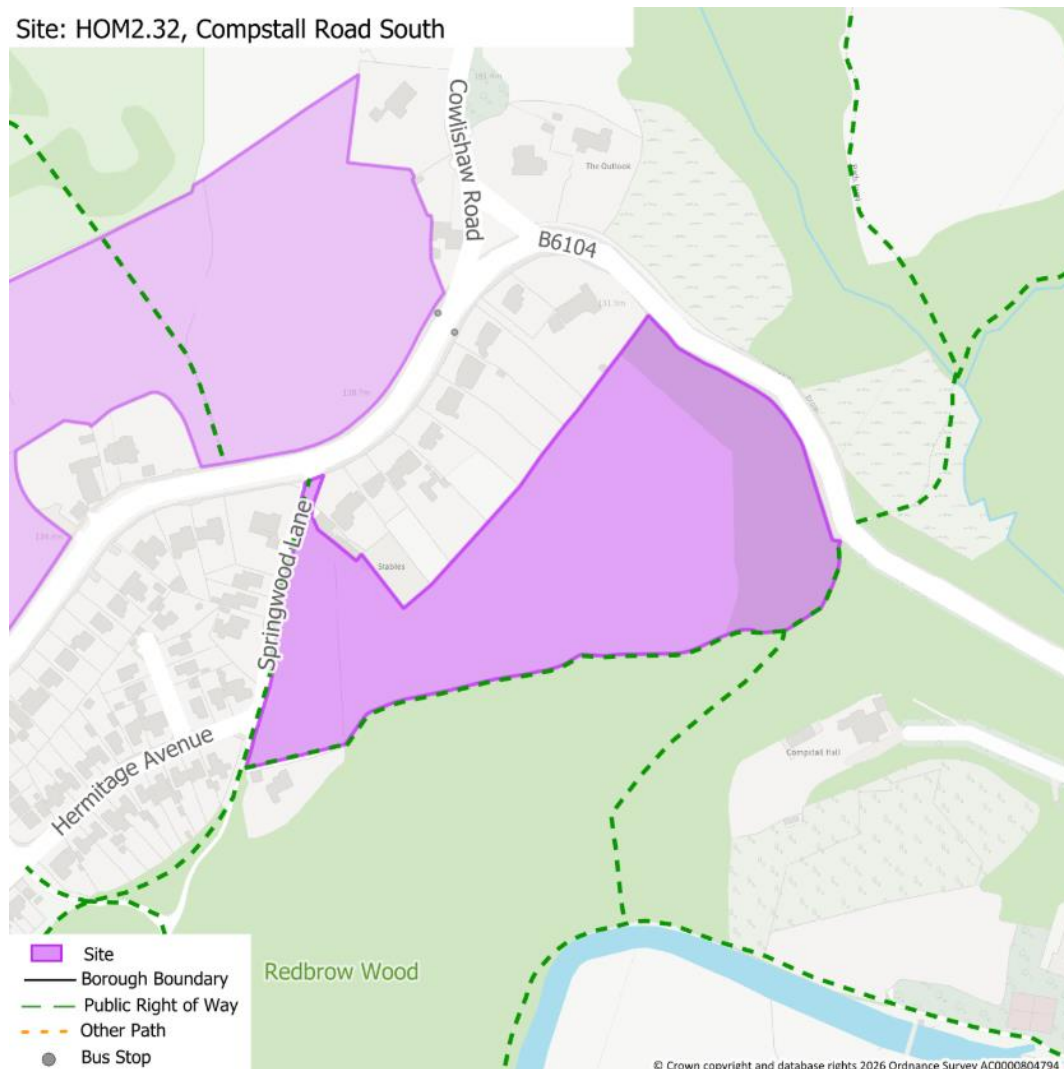
This locality assessment has been developed to outline a Locality Assessment to support the proposed allocation of housing at Compstall Road South, Romiley as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 200 dwellings for this site, which is located to the south of the B6104 Compstall Road North.

The site is currently comprised of open fields and vegetation. It is bound by residential properties to the west and north of the allocation and Compstall Road (also to the north) and east of the site. There is woodland to the south of the site.

Site: HOM2.32, Compstall Road South



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access is likely to be provided via Hermitage Avenue and the associated housing estate to the west of the site. Hermitage Avenue is fronted by semi-detached bungalows with driveways. There are several access points from the estate via Cocoran Drive, Waterloo Road and Cherry Tree Lane onto Compstall Road, all priority junctions.

Most traffic is likely to use Corcoran Drive to access the allocation so upgrade to the junction is likely to be necessary including provision of a ghost island right turn lane on Compstall Road. Topography challenges mean that vehicle access from the east of the site is unlikely to be feasible although suitably graded pedestrian access may be possible.

4. Multi-modal accessibility

Walking and Cycling

There are Public Rights of Way (14BR) along Springwood Lane (the western boundary of the site) and the southern boundary of the site (13BR). These link with the wider Public Rights of Way network which, includes footpaths along the River Etherow and 15BR which largely runs east-west from the site into Romiley.

There are narrow footways in places on either side of Compstall Road with a grass verge separating them from the carriageway.

There is a lack of cycle facilities in the vicinity of the site.

The catchment primary school (Romiley Primary School) is a 1.2 mile (1.9km) walk along Compstall Road, which has good footways but challenging topography.

Marple High School is a 3 mile (4.8km) walk along good footways on Compstall Road, through Cherry Tree estate (which has an issue with pavement parking), and then onto unmade, off-road paths over the railway line to Oakwood Road and then alongside the Peak Forest Canal. There are steps down to Vale Road at the end of the canal section. The route then follows Vale Road which is steep and has no footways. It continues over open fields, crossing the River Goyt at Chadkirk Bridge and continuing to reach Hilltop Drive.

For cyclists, Marple High School is a 3 mile (4.8km) ride along Compstall Road (which is steep) and Otterspool Road and Dooley Lane which are busy, semi-rural, winding A-roads with no cycling facilities. There is scope to provide an improved quiet road / off road cycle route from Romiley to Rose Hill via the existing Chadkirk Bridge, however this will need considerable improvement to be acceptable.

The nearest District Centre is Romiley, which is a 1 mile (1.6km) walk along Compstall Road, which has good footways but on a steep hill. Cyclists could follow a similar route however the road does not comply with current guidance for safe or attractive cycling. There is potential for a quiet road / off road route following Alamein Drive, Cherry Tree Land and Gotherage Lane to an improved PROW 18BR over the railway to Oakwood Road and hence to the District Centre. There is a short section of segregated cycleway in Romiley village. Improved cycle facilities linking to Romiley could help mitigate traffic impact.

Bus

There are flagpole only type bus stops on Compstall Road served by the 383 / 384 Stockport - Offerton - Marple - Romiley - Bredbury circular (20-30 mins. frequency)

The 384 provides access to Marple Hall School.

These bus stops are close to the junction of Corcoran Drive, however there is no controlled crossing to access the eastbound stop.

Rail

The nearest railway station is Romiley, located in the District Centre. It serves Manchester Picadilly (3-4 trains per hours), Sheffield (hourly), Rose Hill Marple (2 trains per hour) and New Mills Central (hourly) as well as intermediate stations.

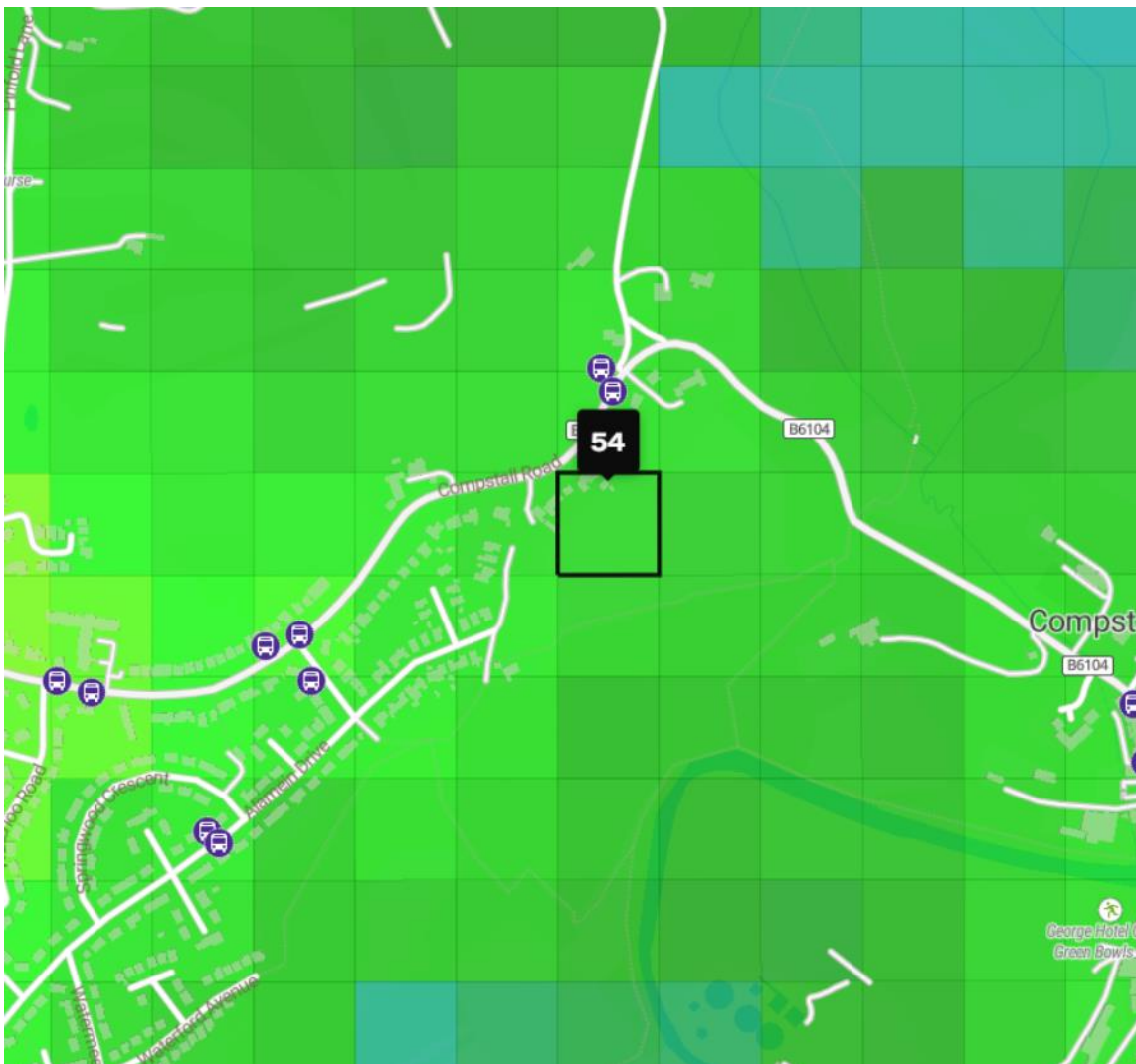
Romiley Station has step free access via ramps, a ticket office and sheltered waiting area. It has a car park with 50 spaces and cycle storage.

The rail station is a 1.3 mile (2km) walk to along Compstall Road, which has footways but challenging topography. The equivalent cycle ride is also along Compstall Road, which is wide but uphill going back. There is a short section of segregated cycleway in Romiley village. Improved cycle facilities linking to Romiley could help mitigate traffic impact.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport. By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

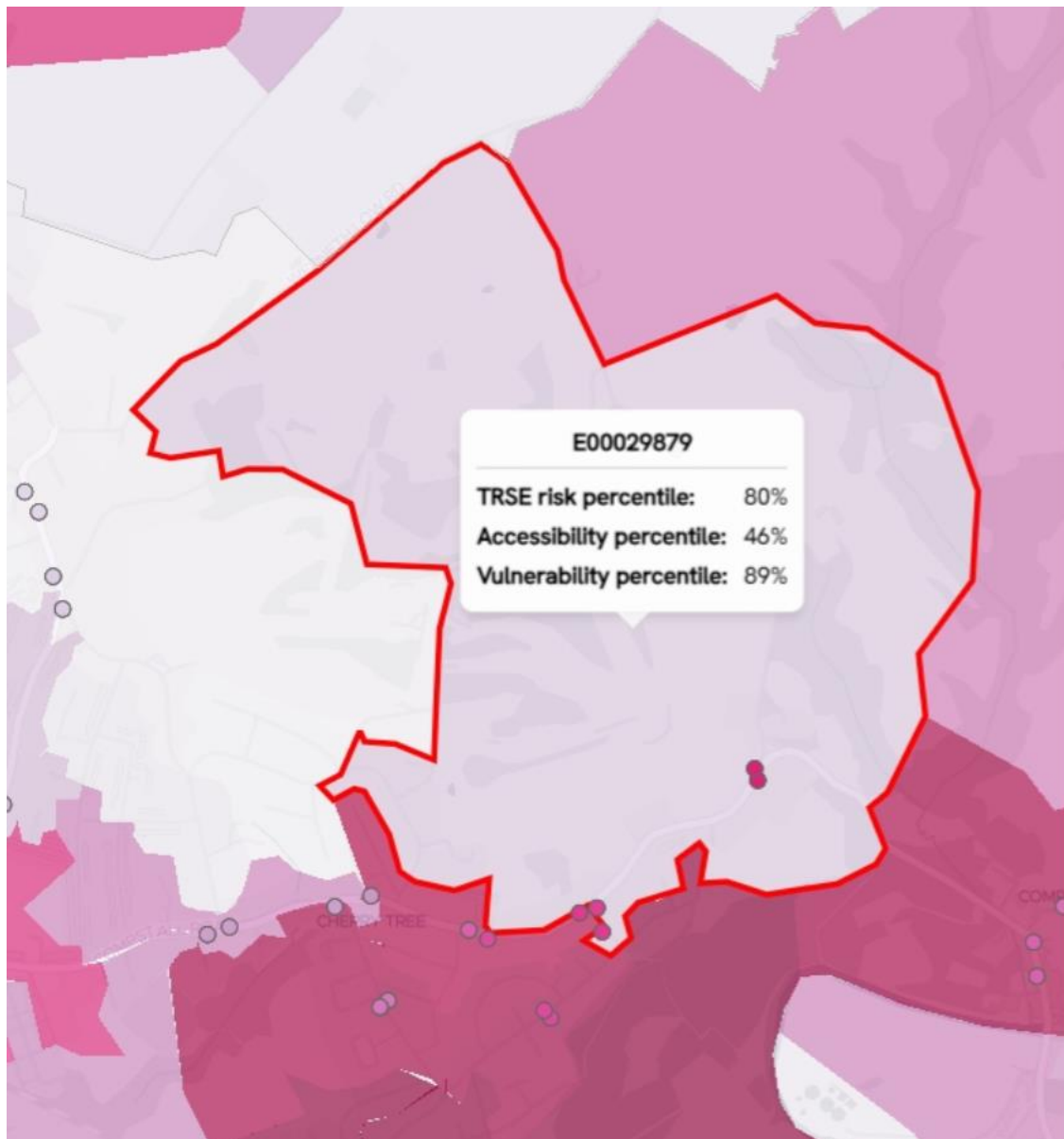
The site scores 54 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score), whilst accessibility is around average. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

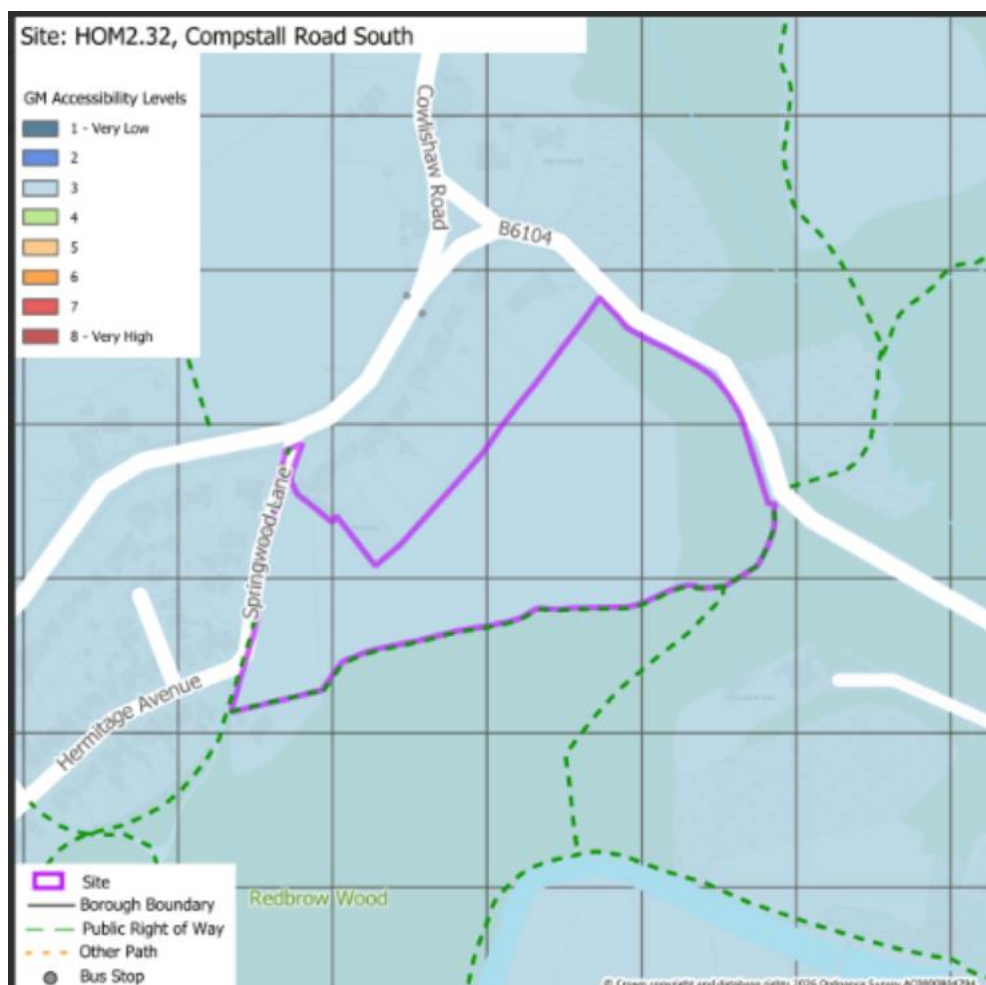
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores below average due to a lack of proximity to regular bus services or a train station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

B6104 Compstall Road is a lit, relatively wide, single carriageway, two lane road linking Compstall and Romiley. In the vicinity of the site it is fronted by detached housing with driveways and open space.

It experiences high traffic flows and is an important east-west route. Whilst the section of road fronting the site is quite free-flowing the road becomes congested as it passes through Romiley District Centre. The route to the M60 and Stockport Town Centre is along Lower and Higher Bents Lane and the A560 Stockport Road East which are severely congested at peak times. Access to the motorway at M60 Junction 25 also experiences severe congestion.

7. Treatment of Cumulative Impacts

Cumulatively with 2.17 and 2.31 the allocation is likely to have significant detrimental impact in Romiley, Compstall and Marple Bridge.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Access from an extension of Hermitage Avenue and Corcoran Drive will require imposition of No Waiting At Any Time TRO restrictions to ensure access for construction and ongoing access for service vehicles. This is also necessary to keep footways clear of parked vehicles.
- Prior to any other development occurring the junction of Cocoran Avenue with Compstall Road should be provided with a ghost island right turn lane maintaining through lanes of minimum 3.25m and a right turn facility of 3m width.
- A controlled crossing to provide access to bus stops on Compstall Road is required, along with upgrade of bus stop facilities to include shelters, seating, real time passenger information and raised boarding facilities. One or both stops will be likely to need relocation to accommodate the crossing and convenient walking routes to the stops.
- A walking and cycling route to Romiley District Centre should be improved by works to Alamein Avenue to improve cycle safety including NWAAT junction protection, reduced junction radii, raised road surfaces at junctions, traffic calming and provision of drop crossings and tactile paving. PROW 18BR should be upgraded to bridleway status and

provided with surfacing and lighting. Oakwood Road railway bridge should be provided with a footway and shuttle working or possibly closed to traffic and dedicated to pedestrian and cycle use only.

- The walking and cycling route to Romiley Primary School should be improved by works to Tangshutts Lane to improve gradients, lighting and path width / surfaces.
- PROW 14BR on Springwood Lane should be improved by provision of improved surfacing and lighting between Compstall Road and Hermitage Avenue.
- PROW 13BR on the site southern boundary, and PROW 90BR and 15BR between the site and Compstall should be upgraded by provision of widening, bound surfacing and improved gradients to improve access to facilities in Compstall and Marple Bridge.
- School bus provision to Marple Hall School needs to be reviewed for access to stops and capacity of the service with additional facilities and services provided as necessary to support use of the bus to access the High School and so avoid additional traffic on the road network.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Network wide rail service improvements
- Tram Train between Marple and wider Metrolink network

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- Increased bus service frequency for Woodley – Romiley – Marple – Hazel Grove and Stockport town centre – Romiley
- Bee Network Rail Reform (Tranche 1 Stations) The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By December 2026 this will include Romiley
- Station Accessibility Programme (Remaining Stations) Longer term upgrades to make all Greater Manchester's rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-3 which require works include Romiley

- Completion of the A555 from the A6 to the M60 at Bredbury which includes measures to alleviate congestion on the A560 from Lower Bents Lane to the M60 Junction 25.

10. Summary and Conclusions

The Compstall Road South site in Romiley is proposed for around 200 homes, making use of ‘grey belt’ land adjacent to existing residential development. The site has moderate accessibility, with proximity to Romiley district centre, bus services and the rail station, but active travel is constrained by narrow footways, limited cycle infrastructure, and challenging topography. Routes to key destinations such as schools and the district centre are often indirect or of mixed quality, contributing to a relatively low accessibility profile and some reliance on private car travel, despite low vulnerability to transport-related social exclusion.

Access is expected to be provided via the surrounding residential estate, which will place additional pressure on local roads and junctions connecting to Compstall Road, a busy east–west route. Cumulative development in the area is likely to have a significant impact on local traffic conditions. As a result, mitigation measures will be required, including traffic calming, parking controls, junction improvements, a controlled pedestrian crossing, bus stop and service upgrades and enhanced walking and cycling connections, particularly towards Romiley and local schools. While future strategic improvements to public transport may improve accessibility, targeted local interventions will be essential to ensure safe and sustainable development.

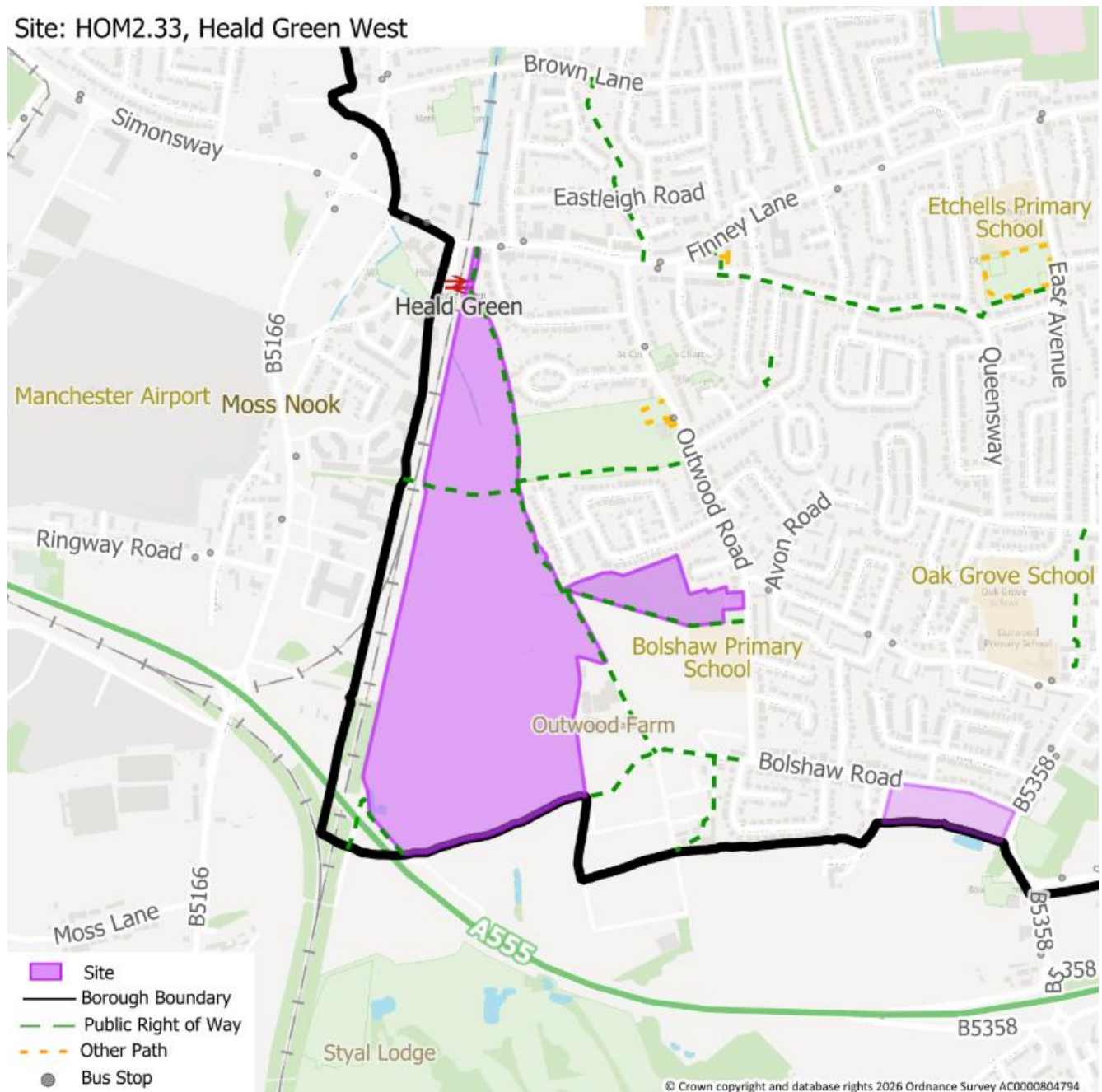
HOM 2.33 Heald Green West

This Locality Assessment has been developed to support the proposed allocation of housing at Heald Green West as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 750 dwellings for this site, which is bound by the Styal Railway Line to the west and the A555 Manchester Airport Relief Road to the south.

Site: HOM2.33, Heald Green West



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

The allocation lies within an 800m buffer of Heald Green Station and has good pedestrian and cycle links to the station.

Although not currently designated a district centre, Heald Green Large Local Centre is also in close proximity. Transport investment and the creation of significant new demand (through appropriate development densities), would support the delivery of long-term viable sustainable travel options and deliver significant wider community benefits.

3. Allocation Access

A number of access options exist for this site however most are considered unsuitable to provide the main vehicle access for construction and ongoing use for an allocation of this size.

Construction alone will be likely to last for up to a decade which means that HGV traffic will need to access the site for many years. For relatively small allocations routing such traffic through an access in a shopping area or along existing residential streets might be acceptable, for a site allocation of 750 dwellings it is not.

Of the existing site access point or frontages the following observations are made:

Finney Lane. There is an existing track from the site to Finney Lane immediately east of the railway bridge. It has constrained space restricting the geometry of any possible junction.

The junction would be in close proximity to a controlled crossing, the Outwood Drive junction and the pedestrian access to the Station, all within the setting of a local shopping centre. The large number of turning movements generated as a main site access could generate an unacceptable level of conflict. Use of this access for pedestrian, cycle and emergency access would be acceptable and offer a very good route to local amenities for occupiers of the site. It might also be worth considering for public transport access providing it can be demonstrated that the geometry can accommodate the swept path of a turning bus.

The site has frontage to The Oval. The Oval is a residential street which connects to Outwood Road via Wythens Road. The Oval has a carriageway width of approximately 6m and footways of 1.5-2m width. It is subject to on street parking. Access via The Oval and Wythens Road is likely to be

suitable for pedestrians, cycling and emergency access and might be suitable for limited development purposes if No Waiting At Any Time TRO restrictions were marked to make sure that footways and carriageways are kept clear of parked vehicles. Even with this it is not, however, suitable as the main access for a large estate of 750 dwellings for either construction or operational purposes.

The allocation site has frontage to Cross Lane south of the junction with Outwood Road. Cross Road is a local distributor road that connects via Outwood Road or Bolshaw Road to Wilmslow Road. It has a carriageway width of approximately 6m and footways of 1.5-2m width. The allocation has a frontage of nearly 60m which could accommodate an access junction however the allocation site narrows down too much to accommodate a standard access road with footways. This route of access may therefore only be suitable to develop that part of the site east of the narrowing. The narrow section should have sufficient width for pedestrian, cycle and possibly emergency access.

PROW 91CG crosses the site from east-west, joining Outwood Road at the Recreation Ground to Styal Road south of Greencourts Business Park. It crosses the railway on the west side of the site over an arch bridge with a deck of approx 5m. This route is too narrow for vehicle access but since there are no steps at the bridge it has considerable scope for improvement as a pedestrian and cycle route towards the airport.

The allocation has frontage to the A555 to the east of the railway over a distance of approximately 140m. An access junction on this frontage would need to be designed in accordance with the Design Manual for Roads and Bridges (DMRB) standards and traffic modelling would need to demonstrate that it does not increase congestion on the A555. Full account would need to be taken of the presence of PROW 107a CG and the A555 walking and cycling route.

4. Multi-modal accessibility

Existing

Walking and Cycling

The site can be access on foot from Cross Road and Outwood Road across pitches and grassed areas associated with Heald Green Village Hall and Cheadle and Gatley Football Club.

There is a 500m long footpath (89CG) which links Finney Lane to New Hall Avenue and The Oval and forms the eastern boundary of the site. This links surrounding residential areas to Heald Green Railway station and Heald Green.

There are no formal cycle facilities in the vicinity of the allocation. The allocation is currently poorly served by dedicated cycle facilities but has considerable scope for improvement. To the north and east of the allocation the existing network of residential roads has scope to provide a good cycling network. There is, however, significant severance due to the main roads including Finney Lane and Wilmslow Road.

To the west there is scope for an off-road route to Styal Road over the existing railway bridge and improvement to an existing path (91CG). To the south there is the existing A555 walking and cycling route however there is currently no off-road connection to this. The allocation is also close to National Cycle Network (NCN) routes 85 and 558, which connect the area with south Manchester.

Within the vicinity of the allocation, there are a number of Public Rights of Way that are easily accessible for residents and allocation users, including 89CG; 90CG; 91CG; 93CG; 94CG and 107CG. Due to the location of the development, the majority of Heald Green is accessible by foot including local shops and services. The main high street along Finney Lane is less than 100m from the northern boundary of the allocation, which allows local access to small supermarkets, banks, restaurants and a pharmacy by foot. The most southerly part of the allocation is over 800m from the local centre.

The residential areas of Heald Green, to the north and east of the allocation, are also accessible within a 2km walk. This means that walking is a viable mode choice for residents and users of the proposed development when travelling around the local area.

The nearest catchment primary school is Bolshaw Primary, which is an approximately 0.8 mile (1.3km) walk along Finney Lane and Outwood Road / Cross Road which both have pavement parking issues.

The nearest catchment high school is Kingsway High, a 1.9 mile (3km) walk along Finney Lane and Styal Road, which have very narrow footways and / or footway on one side only in places. The route continues on poor footways along Yew Tree Grove then on an off-road path to a footbridge over the railway. It joins Troutbeck Road then continues through the estate, on average footways which have pavement parking issues, to the Foxland Road campus.

The equivalent cycle ride is 2 miles (3.2km) ride along Finney Lane, a busy main road that has no cycling facilities but does benefit from a 20mph speed limit, and then St Ann's Road North, a traffic-calmed road also with a 20mph speed limit. This becomes the National Cycle Route 558 and leads to Silverdale Road and then Foxland Road.

The Nearest District Centre is Cheadle Hulme, which is a 2.5 mile (4km) along narrow footways on Queensway and then through the housing estate. The route then diverts along Wilmslow Road and Etchells Rd to cross the A34 (as the footbridge at Bradshaw Hall Lane is currently closed). After crossing the A34 the route continues along Turves Rd on quite narrow footways to the district centre. As an alternative, residents may be more likely to use Cheadle Royal shopping centre, which is a 1.7 miles (2.7km) walk along good footways on Finney Lane and Wilmslow Road. Further afield there is Handforth, a 2 mile walk from the allocation.

The equivalent cycle ride is 2.3 miles (3.8km) along a mix of quiet and main roads with some significant barriers to cycling, particularly the Finney Lane / Etchells Road junction. Cheadle Royal shopping centre is a 1.7 miles (2.7km) ride along a mix of quiet and main roads with some significant barriers to cycling, particularly the Finney Lane / Etchells Road junction.

Bus

Bus services can be accessed from bus stops on Outwood Road/Cross Road and Finney Road. These bus stops are flagpole only. The following services can be accessed.

Cross Road/Outwood Road Services

Service	Route	Frequency (approx.)	Operator
130	Macclesfield to Manchester Airport	60 mins (30 mins both ways)	D&G Bus
378	Stockport-Bramhall-Heald Green-Cheadle Hulme Circular	60 mins (30 mins both ways)	Bee Network

Bus services can also be accessed from Finney Lane, immediately east of Heald Green Rail Station. The bus stop on the westbound side of the carriageway is flagpole only, whilst the bus stop on the eastbound side of the carriageway has a shelter.

Service	Route	Frequency (approx.)	Operator
130	Macclesfield to Manchester Airport	60 mins (30 mins both ways)	D&G Bus
368	Stockport to Wythenshawe	20 mins	Bee Network

The 368 provides access to Cheadle Hulme District Centre.

The 758 is a school service which provides access to Kingsway School, also accessible from Finney Lane.

Rail

The nearest site to the allocation is Heald Green, to the immediate north of the site, which is operated by Northern.

The station has two platforms and a staffed ticket office and ramped access to both platforms. For split journeys there is a small surface car park, which is free to use. Services (which are all operated by Northern) available from Heald Green are shown in the table below.

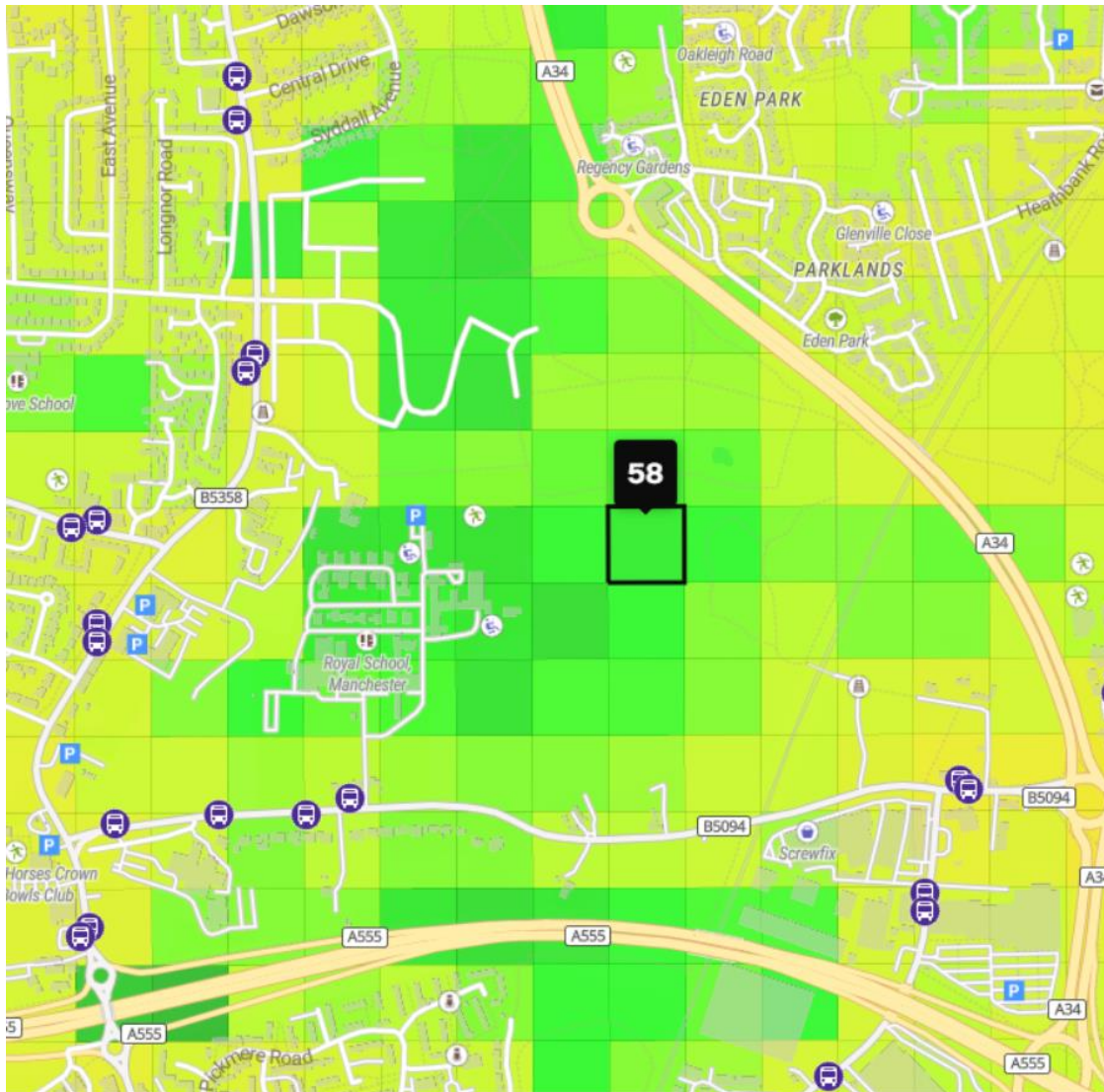
Destination	Typical daytime trains per hour (3tph)
Manchester Airport	2tph
Liverpool Lime Street (via Picadilly)	1tph
Blackpool North (via Picadilly)	1tph
Crewe	1tph

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 58 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

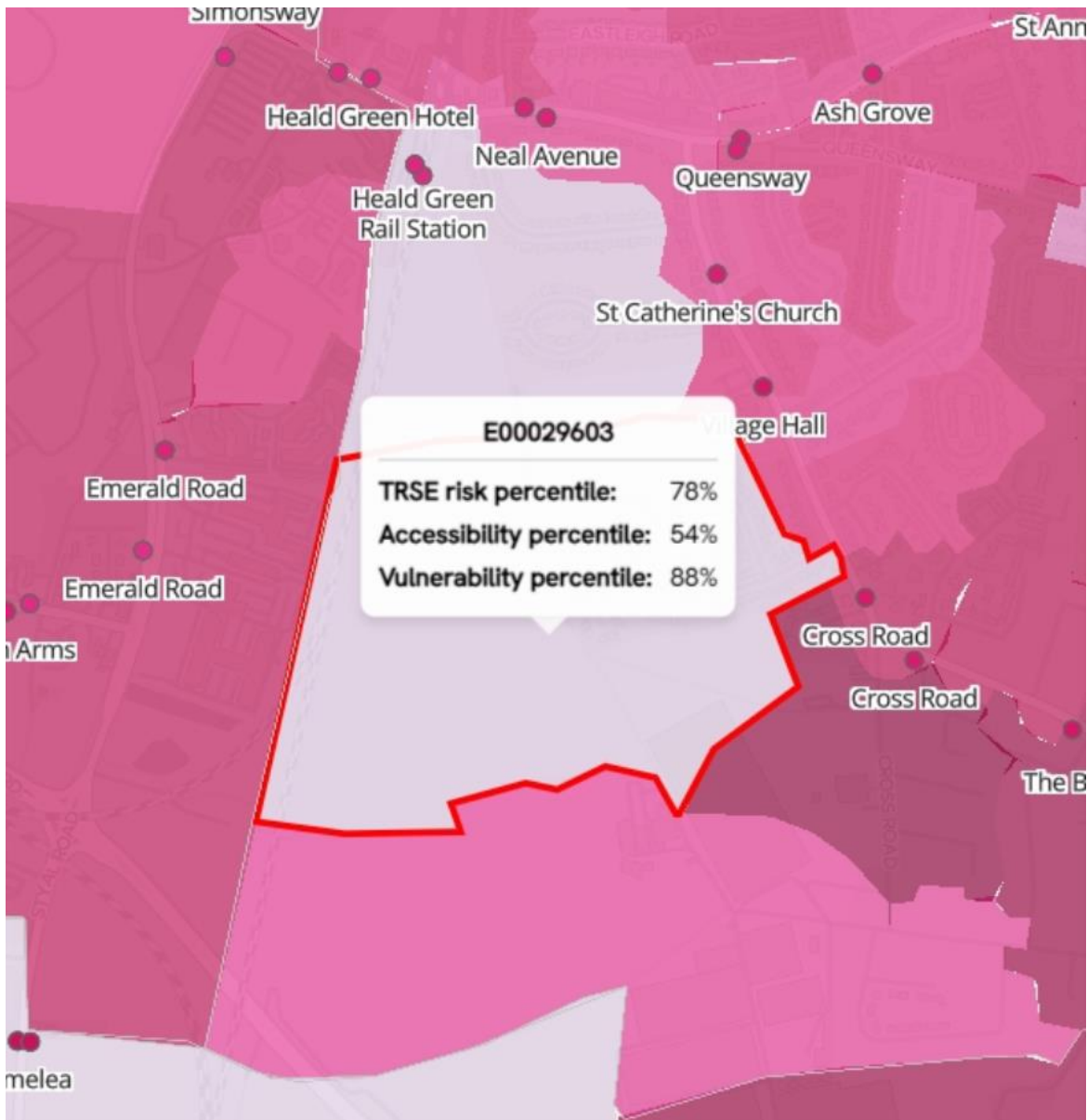


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score), whilst accessibility is around average. The site has low

vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible

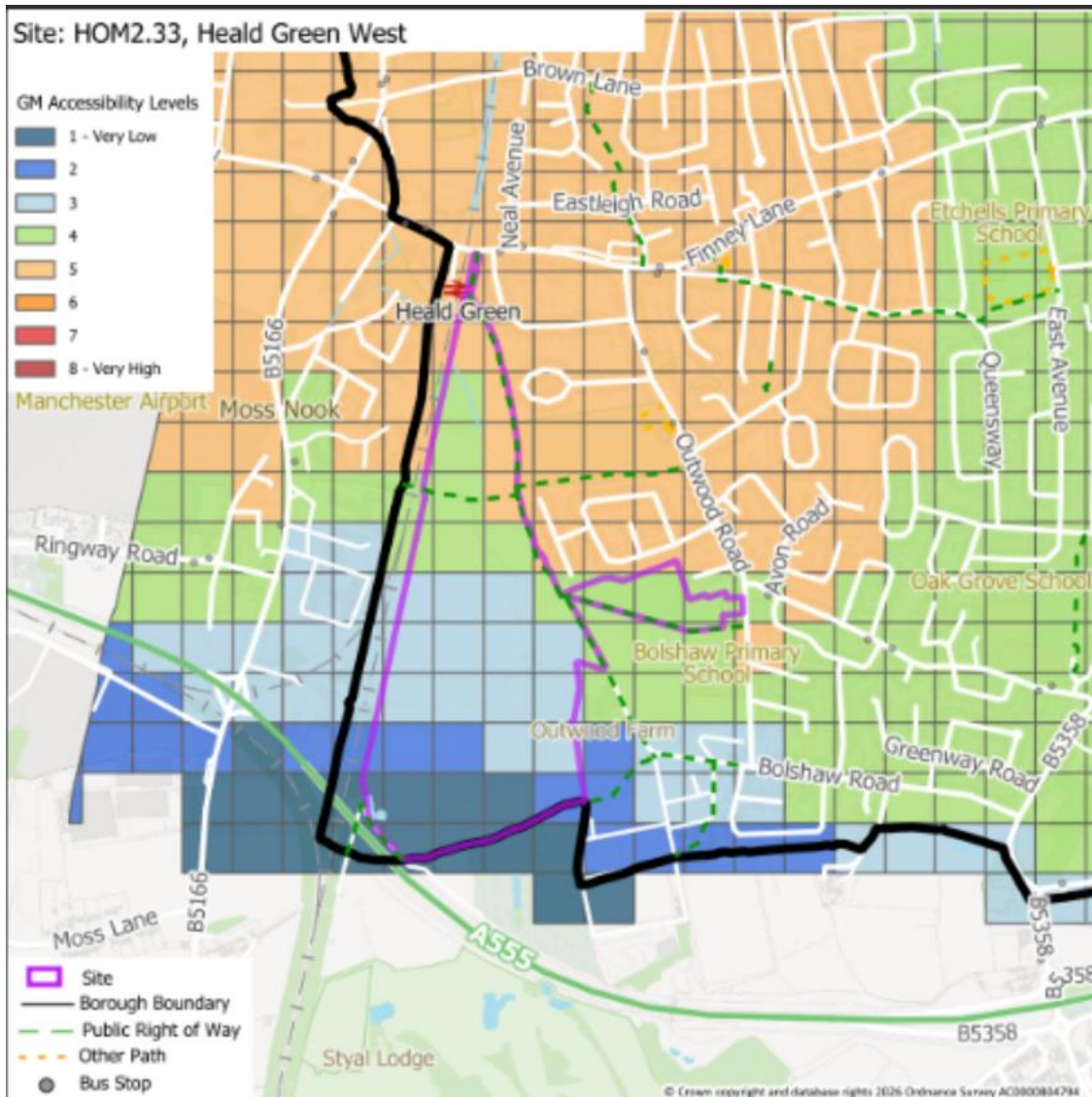
transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores vary across the site, with good accessibility to the north of the site close to Heald Green Station and District Centre. Southern parts of the allocation are very low, reflecting poor public transport links.



6. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

7. Current Highway Capacity Review

Finney Lane is a busy single carriageway road which provides for one lane of traffic in each direction. Much of Heald Green District Centre fronts onto Finney Lane including shops and restaurants as well as residential properties. There is footway on both sides of the carriageway.

Finney Lane provides an important east-west link between Styal Road and Wilmslow Road, ultimately linking Wythenshawe and areas of Stockport as well as B5166 Styal Road and the A34.

All nearby local access roads including the B5358 Wilmslow Road, Finney Lane and Outwood Road are two-lane, single-carriageway roads.

Outwood Road is a predominantly residential road with traffic calming present, and is classified locally as a Local Distributor Road. Outwood Road is subject to a 20mph speed limit and has traffic calming on it.

Finney Lane could provide non-motorised transport access to the allocation forming a link to nearby amenities and quiet road routes. An existing gate is located on Finney Lane, connecting the field currently located on-site. Finney Lane is subject for most part to a 30mph speed limit, but with a 20mph speed limit in the Local Centre. It has footways in place on both sides of the carriageway. Finney Lane was heavily trafficked due to its proximity to Manchester Airport, although this situation has eased since the opening of the Manchester Airport Relief Road.

8. Treatment of Cumulative Impacts

The transport impacts of the allocation need to be considered cumulatively with those of other nearby Local Plan sites including HOM 2.36 Heald Green East, and HOM 2.35 Bolshaw Road as well as with strategic sites within Cheshire East, including North Cheshire Growth Village (Handforth East) and various sites in Wilmslow.

9. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Site vehicle access may be from Cross Lane (east section of the allocation only) via a priority junction with Cross Lane.
- Any access from the A555 should be via a new signal junction designed to DMRB standards including right and left turn lanes with adequate deceleration and a fully signalled right turn from the A555. The A555 foot / cycle route should be provided with a signal controlled crossing point.
- A site spine road should be built to a standard to accommodate future bus service use including junction layouts, provision of off carriageway parking / servicing facilities and provision of No Waiting At Any Time (NWAAT) TRO's on the spine road and other potential parts of a bus route.

- High-quality segregated pedestrian and cycle routes should be provided between Finney Lane and the A555 foot / cycle route and from Outwood Road to Styal Road.
An additional route from Cross Lane to the north-south route should serve the eastern part of the allocation.
- Heald Green District Centre should be provided with a scheme of high quality traffic calming including possible raised junctions, raised pedestrian crossings and speed tables. Cycle crossing facilities should be considered between the site access and shops / quiet roads to the north.
- On Bolshaw Road, Cross Lane and Outwood Road improvements should be made to pedestrian routes including side road junction radius reduction, raised carriageways at junctions and provision of pedestrian drop crossings with tactile paving. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways.
- Off carriageway / quiet road walking / cycling routes should be provided from the Finney Lane and Outwood Road foot / cycle access points to Cheadle Royal and Kingsway School. Provision should comply with DfT Guidance contained in the document LTN 1/20 and may require an additional controlled crossing of Finney Lane close to the St Anns Road North / South junction. Additional works to a route along Westwood Road, Queensway, St Anns Road South and St Anns Rd North might include additional traffic calming, side road junction radius reduction and provision of pedestrian drop crossings with tactile paving. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways.
- A lit / surfaced foot / cycle route should be provided from the allocation site over the railway bridge to Styal Road and a controlled crossing provided on Styal Road to connect to the existing foot / cycleway on the west side of Styal Road.
- The A555 foot / cycle route should be widened to 3.5m and provided with street lighting between Wilmslow Road and Styal Road.
- Introduction of through bus services to better link southern parts of the site

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

At time of writing, TfGM are considering comments from an associated public consultation that finished in March 2026.

There are improvements proposed for the Bee Network including integrating Heald Green station into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- A34 Handforth to Cheadle Phase 1

Explore and Develop (longer term transport policies)

- Stanely Green Travel Hub including Bus Rapid Transport to Manchester Airport
- A34 Handforth to Cheadle Phase 3

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

Stockport Transport Strategy

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation that are encapsulated in the draft Stockport Transport Strategy.

These include:

- Hazel Grove – Bramhall – Heald Green – Wythenshawe Bus Service Improvements

10. Summary and Conclusions

The Heald Green West site is proposed for around 750 homes to support Stockport's housing target, utilising 'grey belt' land in a well-connected location close to Heald Green rail station and local services. The site benefits from relatively strong accessibility compared to other allocations, with good proximity to a large local centre, rail services, and existing walking routes.

However, while walking accessibility is generally good particularly to the north of the site cycling infrastructure is currently limited and there are barriers caused by major roads such as Finney Lane and Wilmslow Road. Bus services are available but relatively infrequent, and accessibility varies across the site, with the southern areas less well served. Overall, the site has moderate connectivity, with significant potential to improve sustainable transport links due to its strategic location.

Vehicular access is challenging given limitations on potential links, but this may be able to be provided via a new junction connecting the site to the A555.

The site offers strong opportunities to enhance sustainable travel, including provision of new walking and cycling routes, improved links to the A555 corridor and rail station, and integration with proposed Bus Rapid Transit routes. Mitigation measures will also need to address cumulative impacts with nearby developments and wider network pressures. With the delivery of planned strategic improvements, including Bee Network enhancements and corridor upgrades, the site has the potential to support more sustainable travel patterns over time.

HOM 2.34 Shakespeare Road

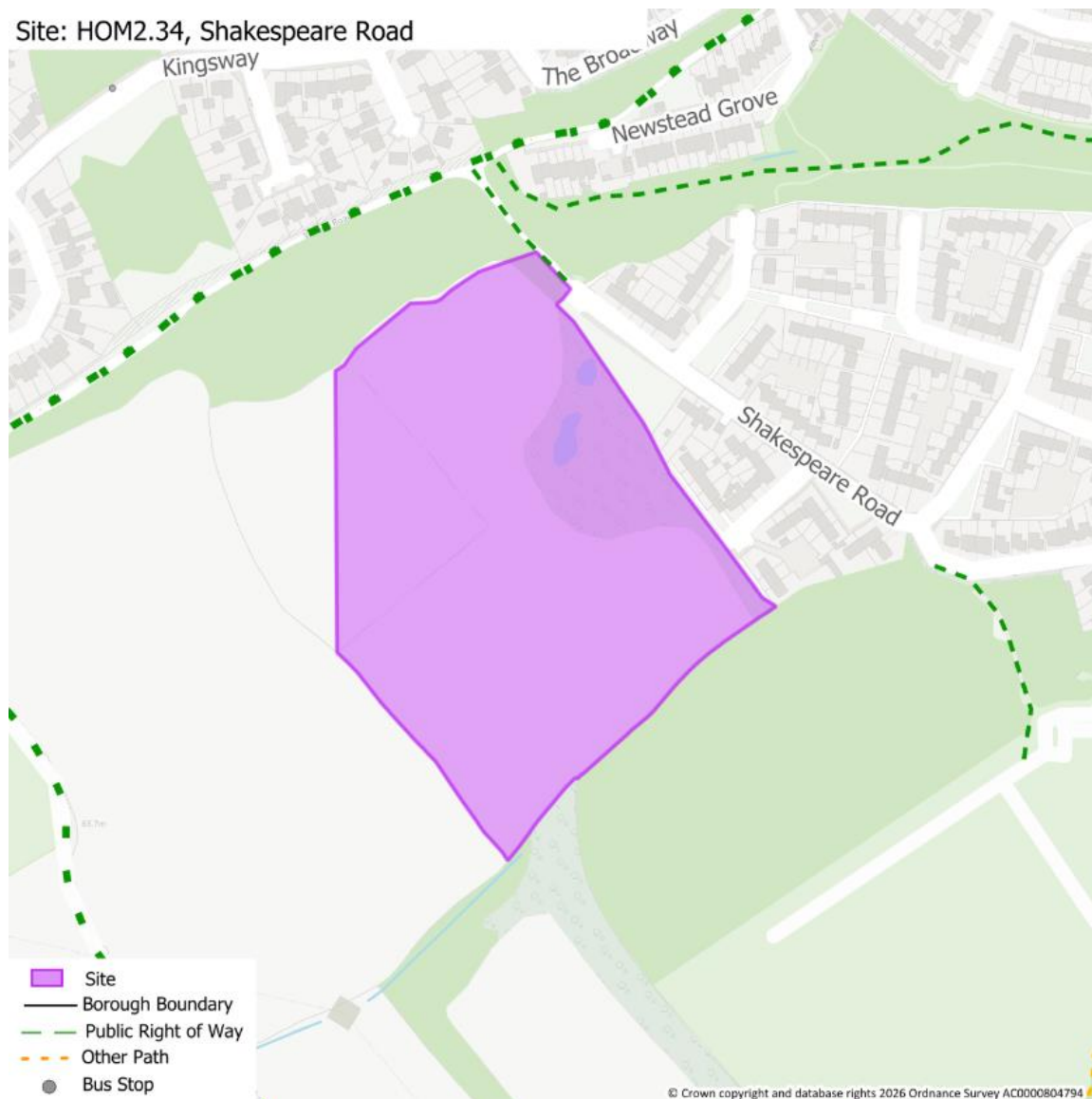
This Locality Assessment has been developed to support the proposed allocation of housing near Shakespeare Road, Bredbury as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 150 dwellings for this site, which is located to the west of Shakespeare Road, Bredbury.

The site is currently comprised of open fields, vegetation and a pond. It is bound by vegetation and grassland to the north, west and south of the site. Shakespeare Road and associated residential properties are located to the east of the site. A footpath (80BR) connects the site to the wider active travel network.

Site: HOM2.34, Shakespeare Road



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Access to the allocation will most likely be provided from Shakespeare Road and or/Marlowe Walks, which are residential streets. Associated houses have driveways or dedicated car parking areas to the rear of properties. The carriageway is relatively narrow and there is on-street parking.

Access to the wider highway network would be via the associated housing estate and Higher Bents.

Emergency access could also be off the end of Marlowe Walks, which is cul-de-sac.

4. Multi-modal accessibility

Walking and Cycling

There are narrow footways in place on Shakespeare Road separated from the carriageway by a grass verge.

There is a network of Public Right of Ways in the vicinity of the site. PRoW 80BR footpath links Shakespeare Road with PRoW 82BR, which is a restricted byway. 82BR links Bredbury Hall and Country Club with Newstead Grove in an east-west alignment.

There is a lack of cycle facilities in the vicinity of the site.

The catchment school is Bredbury Green Primary, which is a 0.7 mile (1.1km) walk, mainly on an off-road path that would need lighting and surfacing as a pedestrian and cycle route.

The catchment High School is Werneth School, which is a 0.7 mile (1.1km) walk, on fairly narrow footways. There is pavement parking on Highfield Avenue. There is also a rear entrance to the school on Higson Avenue. The same route for cyclists is along quieter residential roads.

Nearest District Centre is Romiley, a 1.4 miles (2.25km) walk along estate roads with sub-standard footways and challenging topography. The equivalent cycle route is along estate roads that are narrow with parked cars and on main roads without cycle facilities. This allocation site is

on the route of the proposed Romiley to Stockport cycle route which if completed from Dark Lane to Bredbury Green would greatly improve cycle access to the District Centre.

Bus

There is a Hail and ride service on Highfield Avenue. The 382 provides an hourly service within 200m walk of the site and routes Stockport - Lower Bredbury - Bredbury - Romiley – Woodley. Alternatively, there are varying quality stops (some with shelters) on Higher Bents Lane, served by the 383/384 circular (Stockport - Offerton - Marple - Romiley - Bredbury). These are a 0.5 mile (800m) walk along relatively narrow estate road footways.

The 382 and 384 provide access to the District Centre.

Rail

The nearest rail station is Bredbury. Bredbury Station has a ticket office, sheltered waiting area, a 100-space car park and cycle parking. It does not have step-free access. It provides services to Manchester Picadilly (2 trains per hour), New Mills Central (1 train per hour) and Sheffield (1 train per hour).

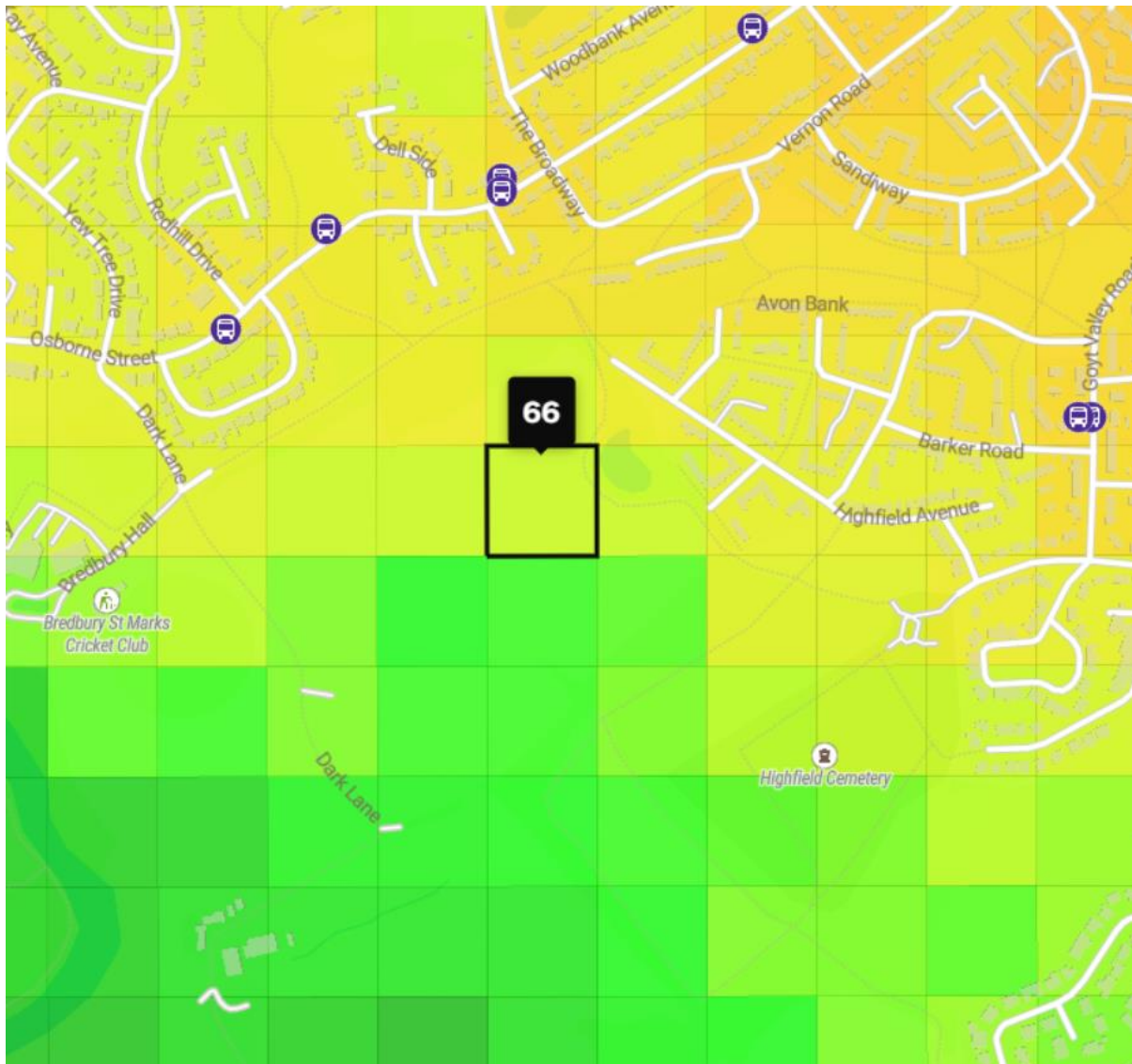
The station is a 0.9 mile (1.4km) walk along off-road paths, then Vernon Road and Redhouse Lane, along footways that are either narrow in places, only present on one side, experience pavement parking or are poorly surfaced. There are also unlit and unsurfaced informal off-road sections. The equivalent cycle ride follows the same route along quiet roads, although some are narrow and have a poor surface.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

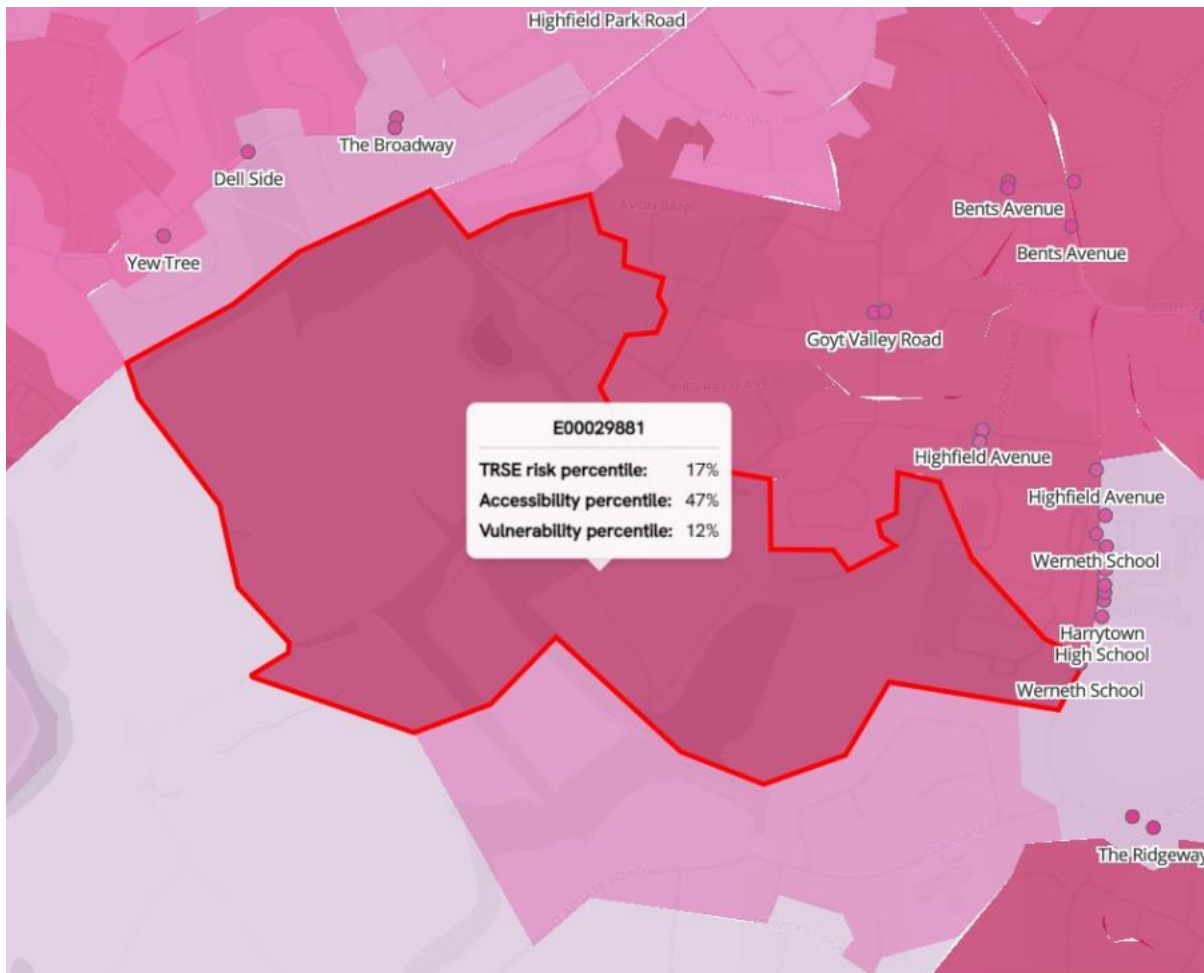
The site scores 66 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is high (100% being a very low score), whilst accessibility is around average. The site has high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

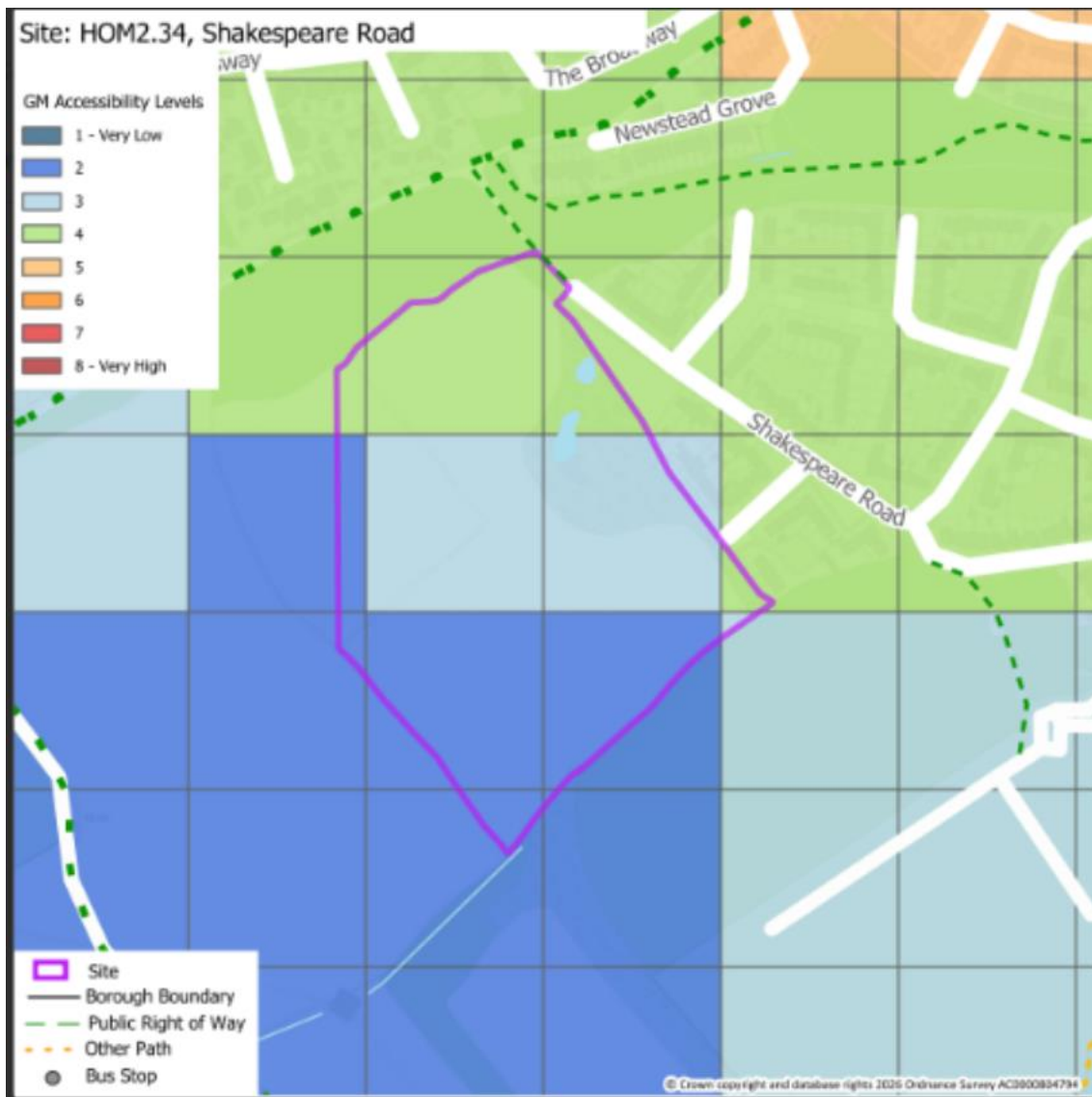
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores vary across the site, with average accessibility to the north of the site close to Bredbury rail station and regular bus services. Southern parts of the allocation are very low, reflecting poor public transport links.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

As discussed, Shakespeare Road and adjacent estate roads are relatively narrow (including Marlowe Walk) and experience pavement parking.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Site access may be via a simple priority junction to Shakespeare Road. This shall be provided with pedestrian drop crossings and tactile paving and with No Waiting At Any Time (NWAAT) restrictions at the junction and opposite to prevent obstruction by parked vehicles. Loss of parking shall be mitigated by provision of alternative, secure, parking within the allocation site.
- Access may be by extension of Marlowe Walks. If this is made` then Marlowe Walks will require NWAAT restrictions on both sides from the junction with Shakespeare Road to the site access. Loss of parking shall be mitigated by provision of alternative, secure, parking within the allocation site.
- To improve the route to school works shall be carried out to Shakespeare Road and Highfield Avenue to include a 20mph speed limit, traffic calming, side road junction radius reduction and provision of pedestrian drop crossings with tactile paving. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways.
- Bus stops should be provided on Highfield Avenue or Goyt Valley Road convenient for the allocation location including shelters, seating, real time passenger information, bus stop clearways and raised loading facilities.
- To mitigate use by development traffic works should be carried out to Shakespeare Road, Goyt Valley Road and Bents Avenue to include a 20mph speed limit, traffic calming, side road junction radius reduction and provision of pedestrian drop crossings with tactile

paving. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways.

- To improve access by foot and cycle to Stockport Town Centre and Bredbury Station works should be carried out to upgrade PROW 80BR and 82BR from Shakespeare Rd to Dark Lane and Newstead Grove with a min 3m width bound surface path and lighting.
- To improve local access the path from the allocation site to Highfield Cemetery should be widened and provided with surfacing.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Access for All Bredbury Station - Improved access for everyone, providing step-free access between street and platforms (Deliver before 2032)
- Bredbury Economic Corridor Improvement Package (Improved link between M60 J25 and Bredbury Gateway development)

The draft Stockport Transport Strategy (2026-41) also includes a number

- Metrolink / Tram-Train Stockport to Rose Hill Marple Operation of tram-train services that would use both new light rail infrastructure to link Stockport town centre to Bredbury (alongside the M60 corridor and via the Town Centre East regeneration area) and then use the existing rail corridor to connect onward to Marple.
- Bee Network Rail Reform (Tranche 3 Stations) The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By 2030, this will include Bredbury
- Station Accessibility Programme (Tranche 1 Stations) Prioritised delivery programme to make all Greater Manchester's rail stations accessible to everyone by 2040. Tranche 1 is set to include Bredbury.

10. Summary and Conclusions

The proposed allocation at Shakespeare Road, Bredbury comprises a 150-dwelling development on predominantly open land within the Green Belt, identified as “grey belt” under the revised NPPF, meaning it is considered to have limited contribution to Green Belt purposes and may be suitable for development. The site is bounded by vegetation and existing housing, with access likely via adjacent residential streets, notably Shakespeare Road and potentially Marlowe Walk. While the allocation supports Stockport’s housing target, the surrounding highway network is constrained, with narrow carriageways, on-street parking and limited capacity. Initial accessibility is moderate, with a DfT Connectivity Tool score of 66/100, but the site faces challenges including relatively poor public transport provision, limited cycling infrastructure, and some reliance on car travel, contributing to a higher risk of transport-related social exclusion. In terms of connectivity, the site benefits from nearby public rights of way and access to local bus services and Bredbury rail station, although walking and cycling routes are often substandard, with narrow or poorly maintained footways and limited dedicated cycle facilities. Key destinations such as schools and Romiley District Centre are within reasonable distance but constrained by infrastructure quality. Public transport accessibility varies across the site, with poorer provision in the southern areas. To address these issues, a range of mitigation measures is identified, including pedestrian crossings, footway improvements, traffic calming, enhanced bus infrastructure and service improvements, and better active travel links. Strategic transport investments, such as improvements to Bredbury Station and potential future tram-train connections, are expected to enhance accessibility over time, supporting the site's integration into the wider transport network.

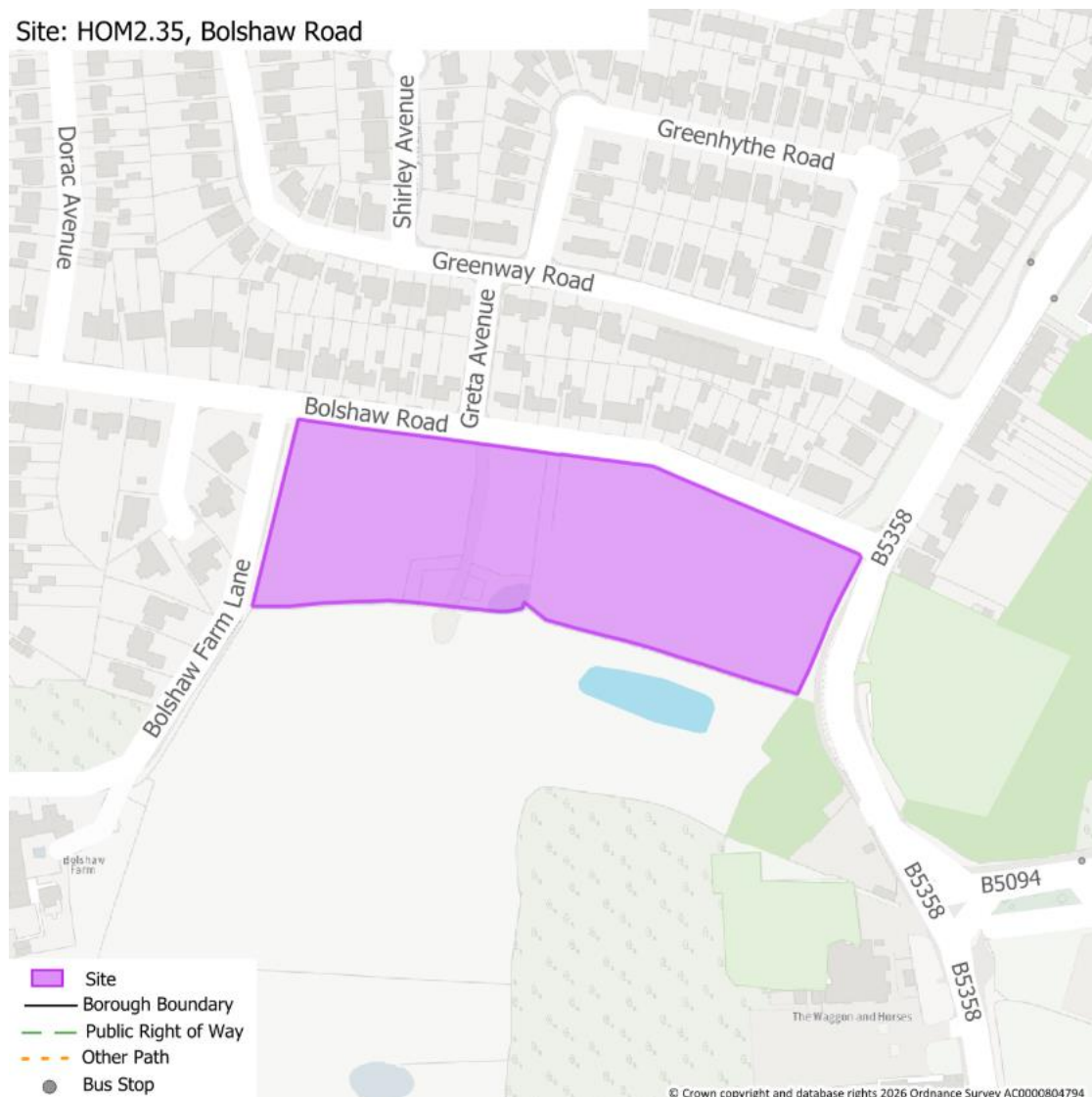
HOM 2.35 Bolshaw Road

This Locality Assessment has been developed to support the proposed allocation of housing at Bolshaw Road as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 70 dwellings for this site, which is located adjacent to Bolshaw Road and Wilmslow Road in Heald Green. The site is current open fields bisected by an access road.

Site: HOM2.35, Bolshaw Road



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The access road to the site is gated off from Bolshaw Road, with hedges forming a boundary for most of the site.

4. Multi-modal accessibility

Walking and Cycling

The site is currently inaccessible, as it is gated off by the landowner, with the perimeter hedges forming a barrier. There are footways in place on Bolshaw Road and Wilmslow Road. There is no cycling infrastructure in the vicinity of the allocation.

The catchment Primary School is Outwood Primary, a 0.4 mile (640m) walk on generally good footways. Given pressure on school places it is also likely that children from the allocation site will also attend Bolshaw Primary School, 0.3m miles (550m) to the west.

The catchment High School is Kingsway High School, which is a 2.3 miles (3.7km) walk. The route passes through estates which have narrow footways and some pavement parking issues, as well as utilising multiple cut-throughs, some of which are very narrow, and St Ann's Road North which has a footway on one side of the carriageway only.

For cyclists, Kingsway High School is a 2.4 miles (3.9km) ride. Some of Wilmslow Road has good cycling facilities but other parts of the route are lacking these, and the route passes through the Wilmslow Road / Etchells Road double junction. Whilst some further improvements are provided by recent and proposed works on the A34 this does not complete the route to the High School. The nearest District Centre is Cheadle Hulme, which is a 2.3 mile (3.7km) walk along Wilmslow Road and Bradshaw Hall Lane. The route then diverts along Wilmslow Road and Etchells Road to cross the A34 (as the footbridge at Bradshaw Hall Lane is currently closed). After crossing the A34 the route continues along Turves Rd on narrow footways to the District Centre. Cyclists can use good quality facilities on Wilmslow Road and through new facilities being provided via the Heald Green East development, Heathbank Road and Albert Road. Albert Road is relatively busy with traffic.

Bus

The nearest bus services can be accessed from bus stops 150 north east of the site on Wilmslow Road. The northbound stop provides a flagpole only type stop, whilst the southbound stop has a bus layby, seating and shelter.

Service	Route	Frequency (approx.)	Operator
42C	Picadilly Gardens-Handforth Dean	60 mins	Bee Network
378	Stockport-Bramhall-Heald Green-Cheadle Hulme Circular	60 mins	Bee Network
379	Stockport-Bramhall-Heald Green-Cheadle Hulme Circular	60 mins	Bee Network
130	Macclesfield to Manchester Airport	60 mins (30 mins both ways)	D&G Bus

Bus stops are a 0.2 mile (320m) walk from the allocation on footway and there is a Puffin crossing on Wilmslow Road immediately south of the bus stops.

The 42C provides access to Kingsway High School, whilst the 758 (which also serves Kingsway High School) can be accessed from Outwood Road.

Service 378 provides access to Cheadle Hulme District Centre.

Rail

The nearest site to the allocation is Heald Green, to the immediate north of the site, which is operated by Northern.

The station has two platforms and a staffed ticket office and ramped access to both platforms. For split journeys there is a small surface car park, which is free to use. Services (which are all operated by Northern) available from Heald Green are show in the table below.

Destination	Typical daytime trains per hour (3tph)
Manchester Airport	2tph
Liverpool Lime Street (via Picadilly)	1tph
Blackpool North (via Picadilly)	1tph
Crewe	1tph

The station is an approximately 2km walk along Bolshaw Road, Cross Road, Outwood Road and Finney Lane, which are lit and have reasonable footways on both sides. This would also be the most direct route for cyclists. These roads also have moderate traffic and are traffic calmed (with a 20mph zone near Bolshaw Primary School), other than Finney Lane, which experiences higher general traffic flows.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

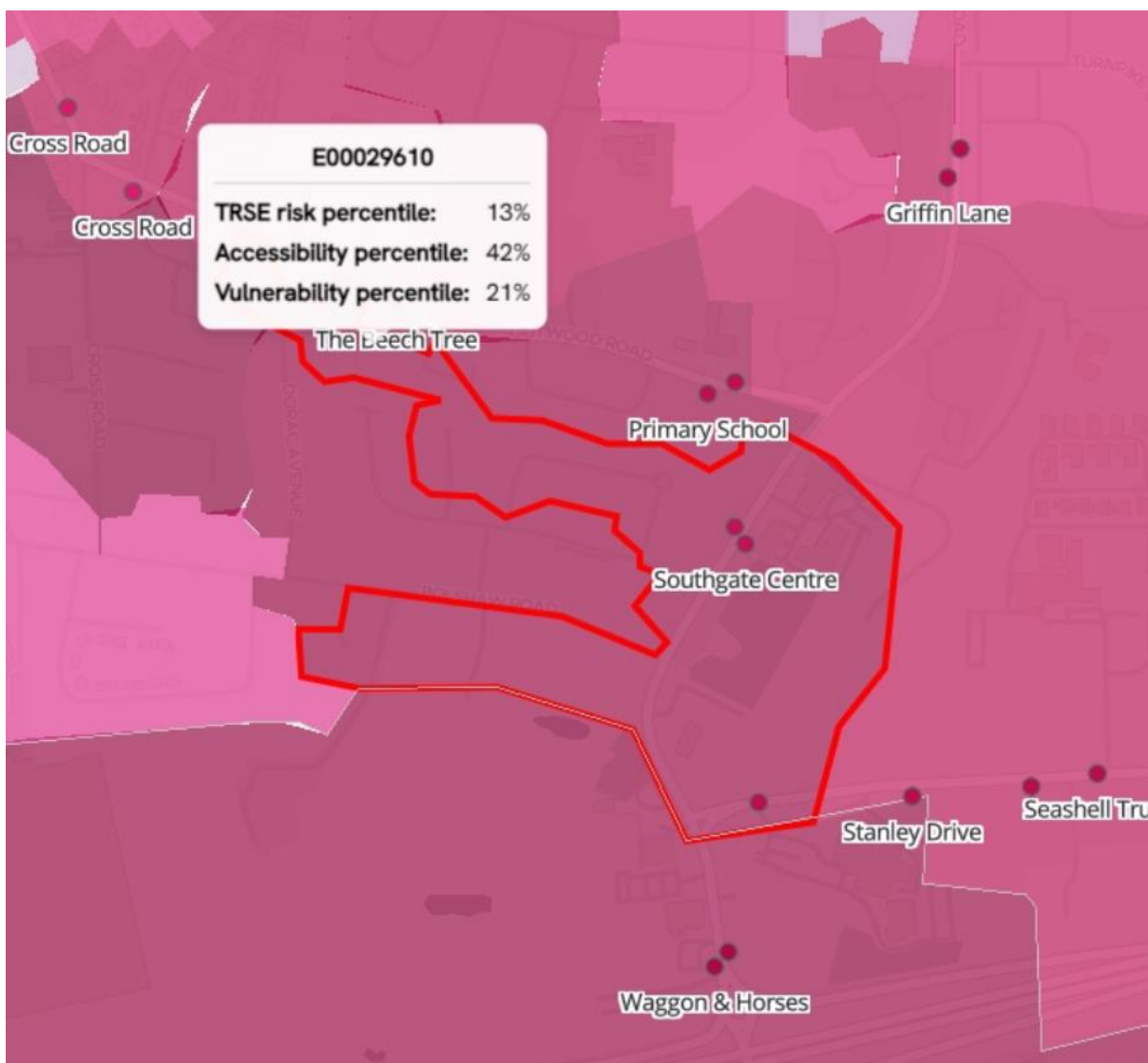
The site scores 64 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of associated public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is high (100% being a very low score), whilst accessibility is below average. The site has high vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk

access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores vary across the site, with average accessibility for much of the north of the site, reflecting access to nearby bus services.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

Bolshaw Road is a lit, two-lane single carriageway road of approximately 5.5m width that has a simple priority junction with the B5358 Wilmslow Road. It is fronted by semi-detached housing with driveways and provides access to a plant nursery (and associated large greenhouse) and Nixon's Farm. As such it is of sub-standard width for HGV use. The HGV use also makes it unsuitable to designate as a 'quiet street' suitable for on carriageway cycling. It has a footway on the north side but none on the south side site frontage.

7. Treatment of Cumulative Impacts

This site is close to HOM 2.33 Heald Green West and HOM 2.36 Heald Green East and should be considered in this context as cumulative impacts.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Parking is required on site to sufficient level to avoid over-spill onto Bolshaw Road.
- Provision of minimum 3.5m wide foot / cycleways on the site frontages to Wilmslow Road and Bolshaw Rd with bollard protection to prevent parking.
- Provision of No Waiting At Any Time (NWAAT) waiting restrictions on the full length of the site frontage to Wilmslow Road and Bolshaw Road, at the junction of Greta Avenue with Bolshaw Road and for the new access junction(s) and any internal junctions within the site.
- To improve the route to Outwood Primary School by provision of zebra crossing facilities on Outwood Road on the school frontage and to Bolshaw Primary School by provision of drop crossings with tactile paving at the junctions of Bolshaw Farm Lane and Davies Avenue; junction radius reduction and provision of drop crossings with tactile paving at the junction of Chelston Drive and provision of an uncontrolled pedestrian crossing point of Bolshaw Road immediately west of the junction with Cross Road. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways at all the side road junctions on Bolshaw Road where not already implemented.
- To contribute to the provision of a cycle route from Bolshaw Road along Wilmslow Road towards Cheadle Royal.
- Upgrading of the bus stops on Wilmslow Road closest to the site to ensure they are equipped with a shelter, seating, real time passenger information and raised loading facilities.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into

action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Stockport Rail Station redevelopment

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Cheadle Economic Corridor Improvement Package
- Access for All Davenport Rail Station
- Metrolink Tram-Train to Hazel Grove

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

10. Summary and Conclusions

The Bolshaw Road allocation proposes around 70 dwellings on a currently inaccessible site of open fields in Heald Green, identified as “grey belt” and therefore considered potentially suitable for development. The site sits adjacent to Bolshaw Road and Wilmslow Road, with existing access gated and bounded by hedgerows. While the development contributes to Stockport’s overall housing requirement, access and connectivity challenges remain, and cumulative impacts must be considered alongside nearby allocations. Bolshaw Road is narrow with no footway on the site frontage with improvements needed to provide for pedestrians and cyclists on the Bolshaw Road and Wilmslow Road frontages. Bolshaw Road connects directly to Wilmslow Road, and overall accessibility is moderate, reflected in a DfT Connectivity Tool score of 64/100.

In transport terms, the site benefits from proximity to bus services on Wilmslow Road and Heald Green rail station within approximately 2km, although pedestrian and cycling infrastructure is variable, with limited dedicated cycle provision and some substandard walking routes. Key destinations such as schools and Cheadle Hulme District Centre are accessible but involve longer journeys on infrastructure with constraints. Public transport services are available but relatively infrequent, and the site scores poorly in terms of transport-related social exclusion due to below-

average accessibility and higher vulnerability. Proposed mitigation measures include new footway / cycleways along Bolshaw Road and Wilmslow Rd, improved access to Bolshaw Primary School, enhanced cycling provision, and upgrades to nearby bus stops. Longer-term strategic schemes, including Bee Network improvements and wider rail and corridor enhancements, are expected to improve sustainable travel options and reduce reliance on the private car.

HOM 2.36 Heald Green East

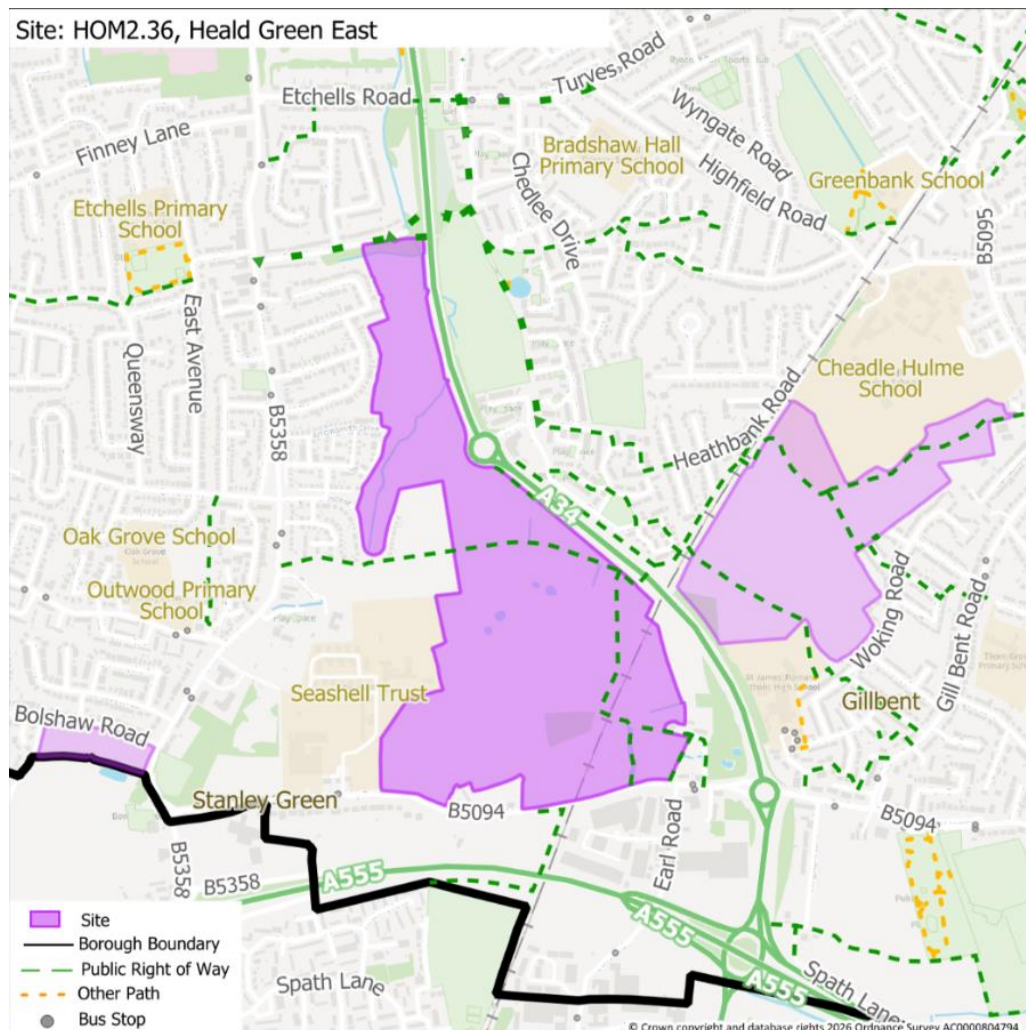
This Locality Assessment has been developed to support the proposed allocation of housing at Heald Green East as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 750 dwellings for this site, which is located immediately west of the A34 Handforth Bypass at Heald Green.

The site is currently comprised largely of open fields and vegetation. It is bound by residential properties (developed as part of Phase 1 and Phase 2 of a wider development by Bloor Homes) to the west and north, the A34 to the west and the B5094 Stanley Road to the south, with the Crewe-Manchester line bisecting the site. Stanley Green Retail Park and Trading Estate are located opposite Stanley Road.

The Seashell Trust, a large SEND facility is located immediately west of the allocation.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF).

It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

Current

Construction is progressing on a development by Bloor Homes to the west of the allocation and taking up part of the allocation. Finished units are currently accessed from the B5368 Wilmslow Road.

Proposed

The planned primary vehicular access points to the allocation comprise a high-standard link from the A34 Eden Point roundabout to the east, and to B5358 Wilmslow Road to the west. Secondary access is also to be provided to B5094 Stanley Road to the south.

Conversion of the existing three-arm A34 Eden Point roundabout to four-arm configuration will require a full reconstruction of the junction including widening of approach lanes and exits and provision of pedestrian and cycle facilities reflecting the fact that this junction experiences high volumes of peak hour traffic such that major works will be required to ensure that the four-arm configuration continues to operate satisfactorily.

The B5094 Stanley Road has a sub-standard railway bridge which constrains its capacity. The bridge would require upgrading before this road could form an access to the site.

It is proposed that the allocation could be served by three new access points: to the east, south and north of the site.

Eastern Access

It is proposed that the allocation could be accessed from the east via the addition of a fourth arm to the existing three-arm A34 Eden Point roundabout junction, at which the A34 Wilmslow-Handforth Bypass forms the second arm, and Eden Park Road forms the third arm. The A34 Wilmslow-Handforth Bypass, a Primary Distributor Road, is subject to a 50mph speed restriction and connects the allocation with the M60 to the north of the site, and with Manchester Airport Eastern Link Road, and later Wilmslow, to the south.

Southern Access

It is proposed that the allocation could be accessed from the south via a new junction with B5094 Stanley Road to the south. B5094 Stanley Road is a Local Distributor Road and is subject to a 30mph speed restriction. B5094 Stanley Road connects the allocation with the four-arm roundabout junction of A34 Wilmslow – Handforth Bypass/B5094 Stanley Road to the east and with a signal junction of B5358 Wilmslow Road/B5094 Stanley Road to the west. Access from the allocation to Stanley Road would be likely to be by a new priority junction including a ghost island right turn lane and provision of adequate visibility.

Northern Access

The northern part of the site adjacent to the A34 can't be accessed via Turnpike Crescent or off the A34. It is proposed to access this area from Dawson Road which leads to Wilmslow Road. Works will be needed to Dawson Road to provide for this including improvement to the walking route to Wilmslow Road.

4. Multi-modal accessibility

Existing

Walking and Cycling

There are several Public Rights of Way which route through the site and provide East-West and North-South links. There is a pedestrian underpass under the A34 Handforth Bypass and a pedestrian bridge over the Manchester-Crewe Railway Line. A new segregated cycleway and footway has been introduced as part of earlier stages of the project.

Around the proposed development there are Public Rights of Way which can be utilised by residents and users of the site: CG 96; CG 110; and CG 33.

Some local facilities are accessible within a 2km walking distance from the development. The central location allows for access to parts of Stanley Green, Handforth and Heald Green. In the vicinity of the allocation area, there are two large retail parks; Cheadle Royal Shopping Centre is located approximately 1.5km to the north, and Handforth Dean Retail Park is approximately 1.5km to the south.

Walking Access to Primary Schools

The primary schools closest to the sites are Oakgrove Primary School, Outwood Primary School and Etchells Primary School. Oakgreave Primary School and Outwood Primary School are an approximately 650m walk across good footways through the new estate and via Outwood Road and Wilmslow Road. There are controlled crossings at the Turnpike

Crescent/Wilmslow Road/Queensway junction, however there are no crossing on Wilmslow Road on the allocation frontage south of that junction.

The position of the allocation and the close proximity of local amenities have the potential to make walking a feasible sustainable method of transport for residents and users of the development providing appropriate new or upgraded facilities are constructed as part of the development.

Walking Access to High School

Catchment school is The Kingsway School for all four parts of the site. From the centre of the site to Kingsway School it is a 1.7 miles (2.7km) walk on generally good footways along Wilmslow Road but route passes through the Wilmslow Road / Finney Lane / Etchells Rd junction which is very poor for pedestrians. Route continues along A34 Kingsway which has a shared footway / cycleway on the western side.

From the east of the site to Kingsway School it is a 2.7 miles (4.3km) walk along off-road path utilising bridge over railway line and underpass below A34 onto Three Acres Lane. The route over fields and railway is isolated and relies on the bridge over the railway being safe and usable for pedestrians, although it is anticipated that this would be addressed by any development.

Access to District Centre

The nearest District Centre to the site is Cheadle Hulme, which is an approximate 1.5 mile walk that requires use of a underpass below the A34, which connects to a very narrow footway on Heathbank Road then using a footpath (PROW 61CG) through to the district centre. For cyclists, a similar route is required, with Heathbank Road a relatively quiet route. With cycling not permitted on 62CG cyclists would then be required to use Heathbank Road (which is relatively quiet) and Albert Road and Hulme Hall Road (both of which experience high traffic flows).

Cycling

As part of recent developments, new cycling infrastructure has been introduced on Wilmslow Road in the form of segregated cycleways and Sparrow type crossing facilities. A new segregated cycleway runs through the site.

There is also a segregated multiuser path adjacent to the A555 Manchester Airport Eastern Link Road, which provides an important east-west link between Hazel Grove and Manchester Airport.

The closest National Cycle Route is Route 85, which is approximately 2.2km to the north-west of the allocation. Using this route, cyclists can travel north towards Cheadle, or west towards Manchester Airport.

From most of the site to Kingsway School cyclists must undertake a 3 miles (4.8km) ride along Stanley Road / Wilmslow Road and then on shared footway / cycleway on Kingsway. Wilmslow Road has a segregated cycleway for some of its length but cyclists must navigate the Wilmslow Road / Finney Lane / Etchells Road junction which is very poor for cyclists. From the east of the site cyclists follow PROW 97CG which is being upgraded with lighting and surfacing by the A34 MRN project.

Bus

There are bus stops on Stanley Road providing flagpole, raised kerbs and a layby on the westbound side of the carriageway.

Services from these stops include:

- 379 to Stockport (1 bph) - Stockport - Bramhall - Cheadle Hulme - Heald Green circular
- 378 to Stockport (1 bph) - Stockport - Bramhall - Heald Green - Cheadle Hulme circular

School services are also available from this stop.

There are also bus stops on B5358 Wilmslow Road, which provide flagpole and raised kerbs. Services from this stop include the 42C (Manchester (Piccadilly Gardens)-Handford Dean) and school services. This bus service is typically hourly in each direction.

Rail

Handforth Rail Station is closest to the southern part of the site, approximately 1.5km to the south of the site. It provides a ticket office and cycle parking as well as car parking. There is no step free access and no lifts. Services include:

- Crewe (1tph)
- Manchester Picadilly (2tph)
- Alderley Edge (1tph)

However, pedestrian access to Handforth Station is through industrial estate on footways that are narrow and poorly surfaced.

The nearest station to the northern part of the allocation is Heald Green, approximately 2km to the west of the site, which is operated by Northern. Pedestrian access to the station is along generally good residential footways (that are narrow in places) and on to Finney Lane. The station has two platforms and a staffed ticket office and ramped access to both platforms. For split journeys there is a small surface car park, which is free to use. Services (which are all operated by Northern) available from Heald Green are shown in the table below.

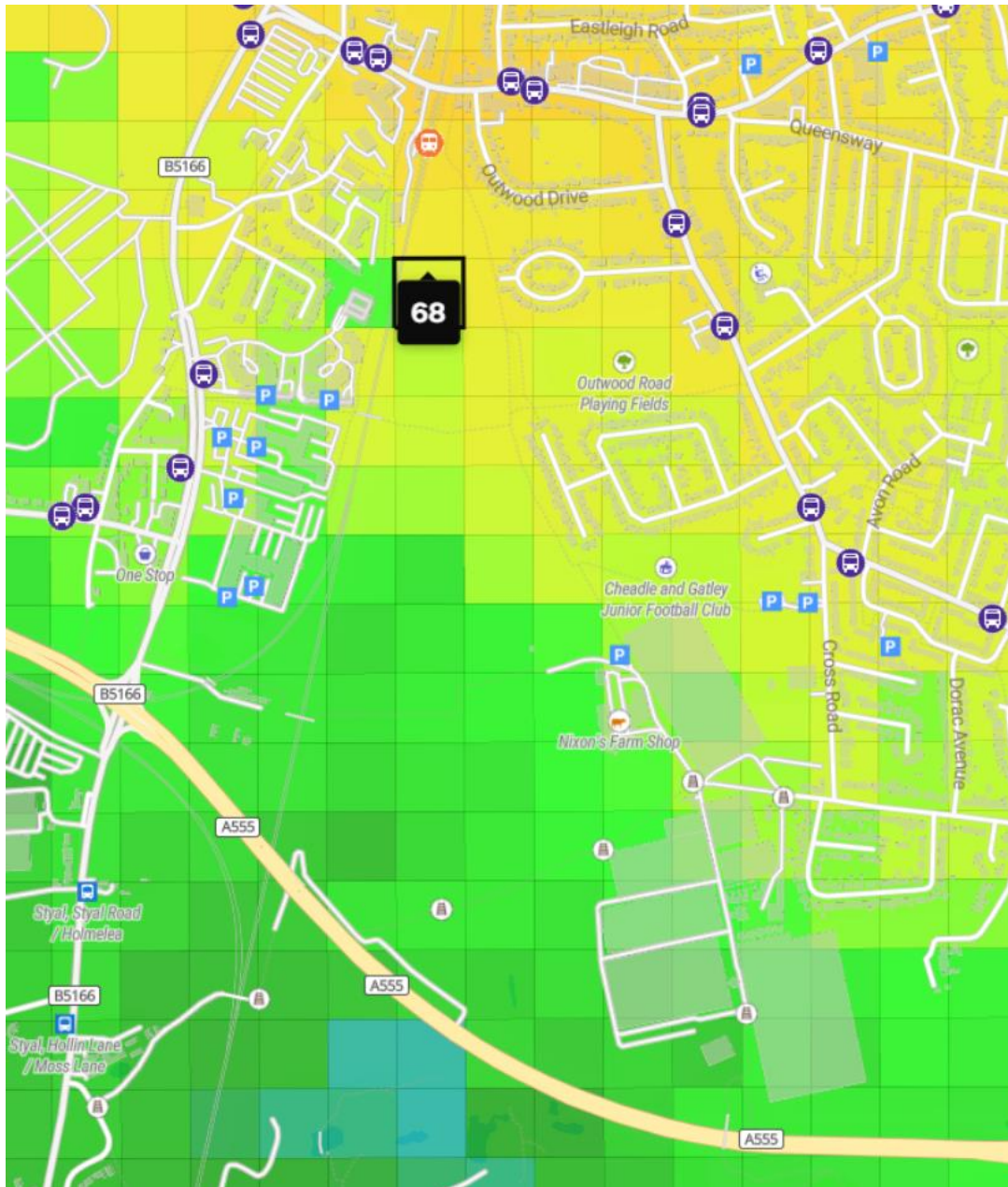
Destination	Typical daytime trains per hour (3tph)
Manchester Airport	2tph
Liverpool Lime Street (via Picadilly)	1tph
Blackpool North (via Picadilly)	1tph
Crewe	1tph

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

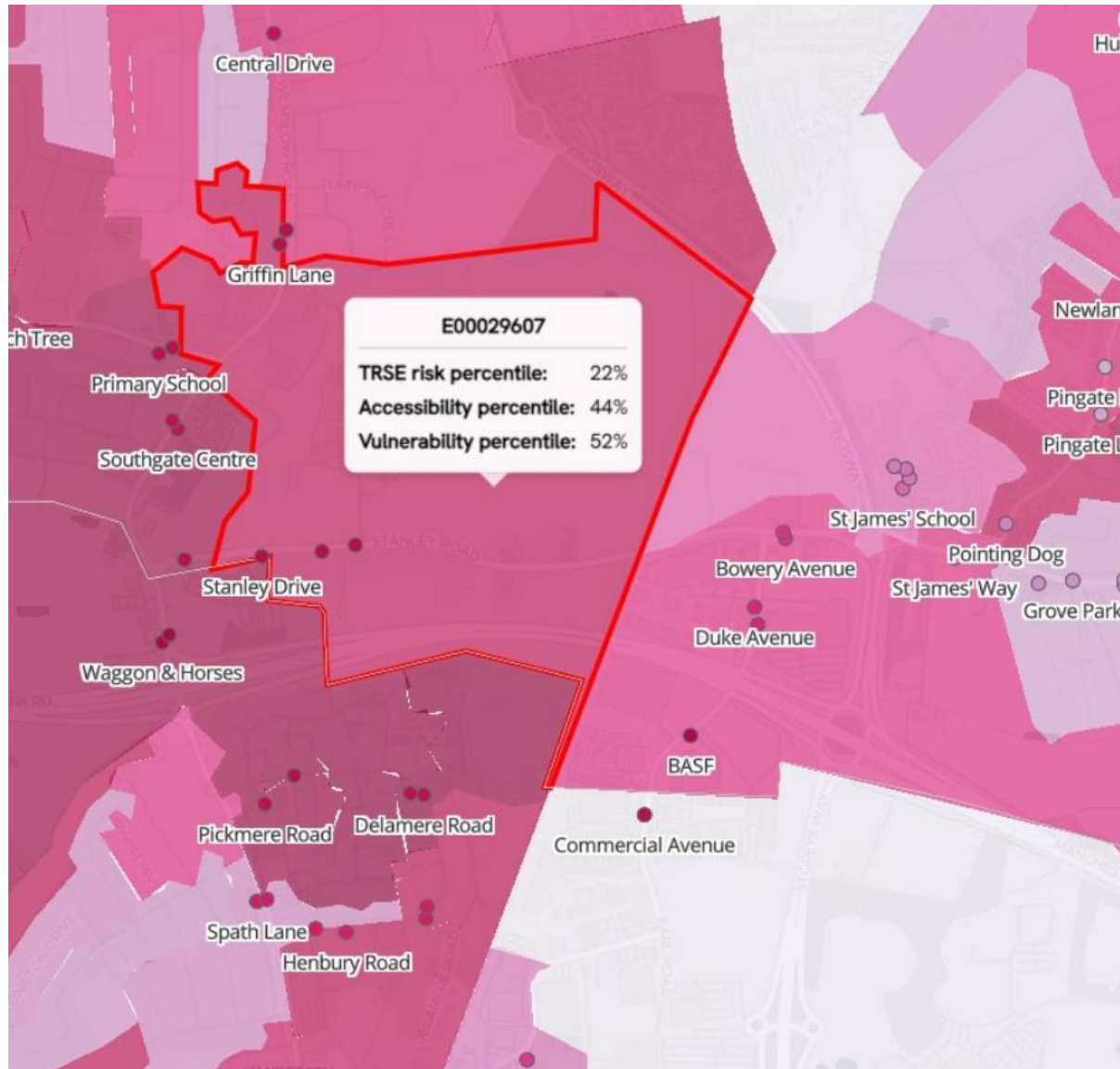
The north part of the site scores 68 of out 100 on the DfT's Connectivity Tool, an average score for Stockport reflective of proximity to the train station and distance from key employment centres and essential services. The southern part of the site scores lower, (approx. 55) due in part to distance from the station.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is high (100% being a very low score), whilst accessibility is slightly below average. The site has average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible

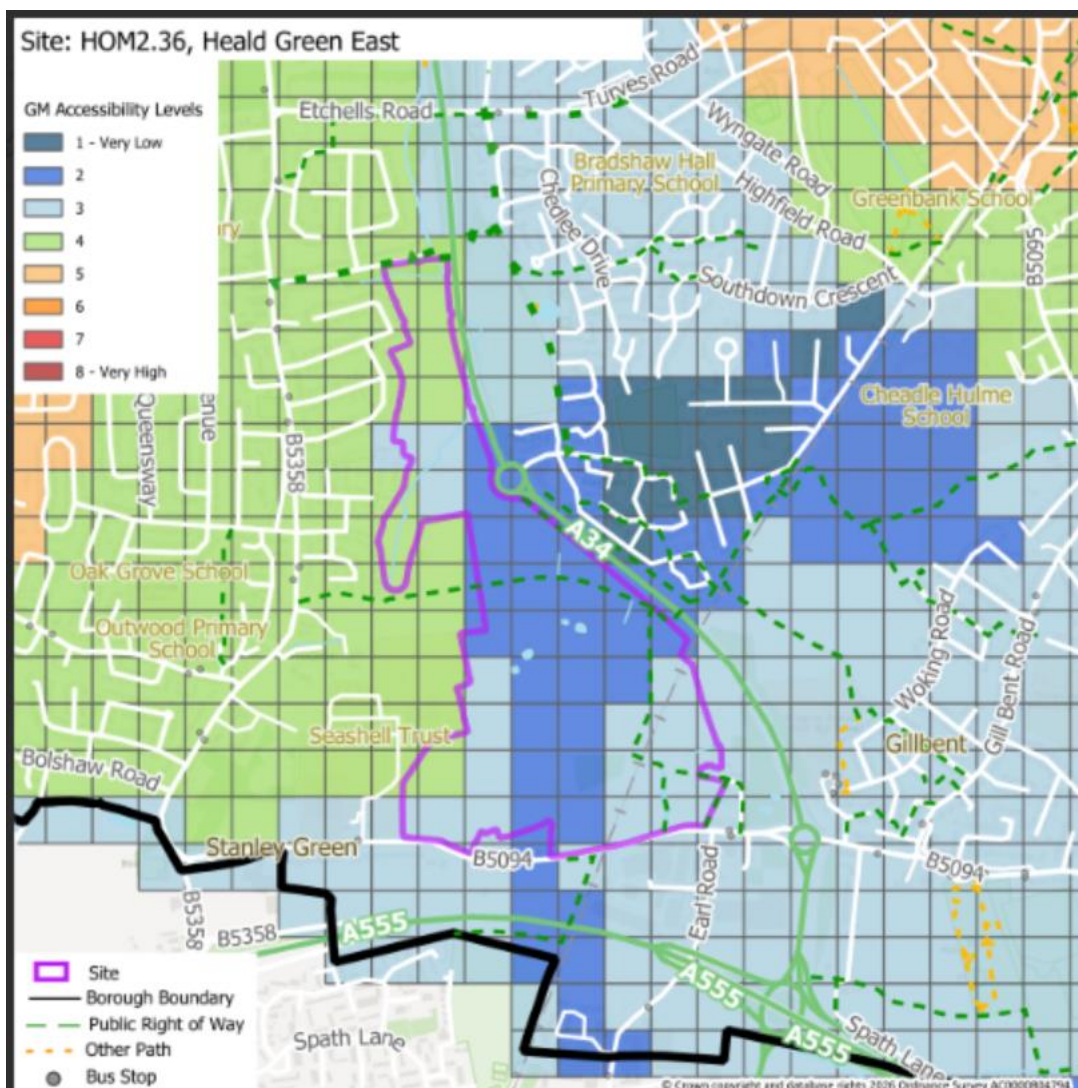
transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores vary across the site, with much of the site scoring below average or low accessibility reflecting poor public transport links.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)
- If parking reserved to individual dwellings 1/ dwelling to disabled standard (Minimum)
- If parking not reserved to individual dwellings minimum 1 / 10 dwellings (Minimum)

6. Current Highway Capacity Review

The A34 Handforth Bypass is a dual carriageway that has a speed limit of up to 50mph. It forms a significant line of severance to the east of the site and connects with the A555 Manchester Airport Eastern Relief Road to the south.

The A5358 Wilmslow Road is a lit single carriageway road providing a lane in each direction. There is footway provision and for some of its length a cycleway in place along Wilmslow Road. It is largely fronted by housing on both sides of the road.

A5094 Stanley Road links the A34 with B5358 Wilmslow Road along the southern boundary of the site. It is a lit single carriageway road with a footway on the south side of the road. It is in part fronted by housing and part rural. It also provides access to the Seashell Trust. The alignment is sinuous with limited forward visibility at a railway bridge.

7. Treatment of Cumulative Impacts

The transport impacts of the allocation need to be considered cumulatively with those of other nearby Local Plan sites including HOM 2.25 Land at Cheadle Hulme School, HOM 2.33 Heald Green West, and HOM 2.35 Bolshaw Road as well as with strategic sites within Cheshire East, including North Cheshire Growth Village (Handforth East) and various sites in Wilmslow.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below (some of which are being delivered as part of earlier phases of develop:

- Completion of major modification to the Eden Park roundabout to provide a 4th arm (provided by A34 MRN project) and linking of Turnpike Crescent to this arm as a through route from Wilmslow Road.
- Provision of a site access junction to Stanley Road including left and right turn lanes, a central refuge island and a ghost island right turn lane on Stanley Road. The junction shall have visibility to DMRB standard due to the relatively high speed of the road.
- Mitigation of traffic impact at the Stanley Road / A34 junction by provision of a 3rd eastbound arm on the Stanley Road approach to the junction.

- Improvement of safety of the crossing of the A34 by provision of walk with traffic crossing facilities on the north arm of the junction.
- Provision of a foot / cycleway of minimum width 3m on the site frontage to Stanley Road.
- A site spine road to link Turnpike Crescent to Stanley Road of 6.5m width with junction geometry sufficient to accommodate a bus service and off carriageway parking / loading facilities to avoid on street parking obstructing bus services. The spine Road shall be marked with No Waiting At Any Time (NWAAT) TRO's over its full length.
- Provision of a segregated cycle route on Wilmslow Road from Syddall Ave to Cheadle Royal to link to facilities being provided by the A34 MRN project.
- Completion of a foot and cycle route to Stanley Green by improvement of PROW 97CG which is being upgraded with lighting and surfacing by the A34 MRN project and improvement to the Stanley Rd / Earl Road junction to provide pedestrian and cycle crossings (also by A34 MRN).
- Provision of improved pedestrian and cycle facilities at the bridge of Stanley Road over the railway including a possible foot / cycle bridge on the north side of Stanley Road and associated foot / cycle links to it.
- Improvement of pedestrian and cycle links to Handforth by upgrading of a PROW route under the A555 and provision of a controlled crossing of Stanley Road to access it.
- Segregated Foot and cycle linkage of Bradshaw Hall Lane to the proposed Sparrow crossings of the A34 north of Eden Park roundabout with connection to Dawson Road.
- Works to the junctions of Syddall Ave and Hilary Ave on Dawson Road to reduce junction radii, provide raised road surfaces and drop crossings with tactile paving. Provision of NWAAT TRO's at the junctions to protect visibility and avoid obstruction of footways by parked vehicles.
- Works to the junctions of Bradgate Road with Bradshaw Hall Lane and Bradgate Road with Branksome Drive and Barnfield Avenue to reduce junction radii, provide raised road surfaces and drop crossings with tactile paving. Provision of NWAAT TRO's at the junctions to protect visibility and avoid obstruction of footways by parked vehicles.
- Improvement to the path from Branksome Drive to Etchells Road to allow foot and cycle usage.
- Provision of a foot / cycleway on Etchells Road to connect Wilmslow Road to the path to the Cheadle Royal Retail Park and a controlled crossing on Etchells Road for foot and cycle use.
- Improvements to local bus services

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Stockport Rail Station redevelopment
- A34 MRN package of improvements

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Cheadle Economic Corridor Improvement Package
- Access for All Davenport Rail Station
- Metrolink Tram-Train to Hazel Grove

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

10. Summary and Conclusions

The Heald Green East site is proposed for around 750 homes to support Stockport’s housing target, utilising ‘grey belt’ land in a potentially well-connected location close to Cheadle Royal, Stanley Green and other local services. The site benefits from investment by the A34 MRN project which is funding substantial infrastructure improvements for vehicle, pedestrian and cycle access.

Whilst the part of the site close to Wilmslow Road benefits from bus services on that road the east part of the site is remote and needs provision of new services within the site. Overall, the site has

moderate to low connectivity, but with significant potential to improve sustainable transport links with suitable investment.

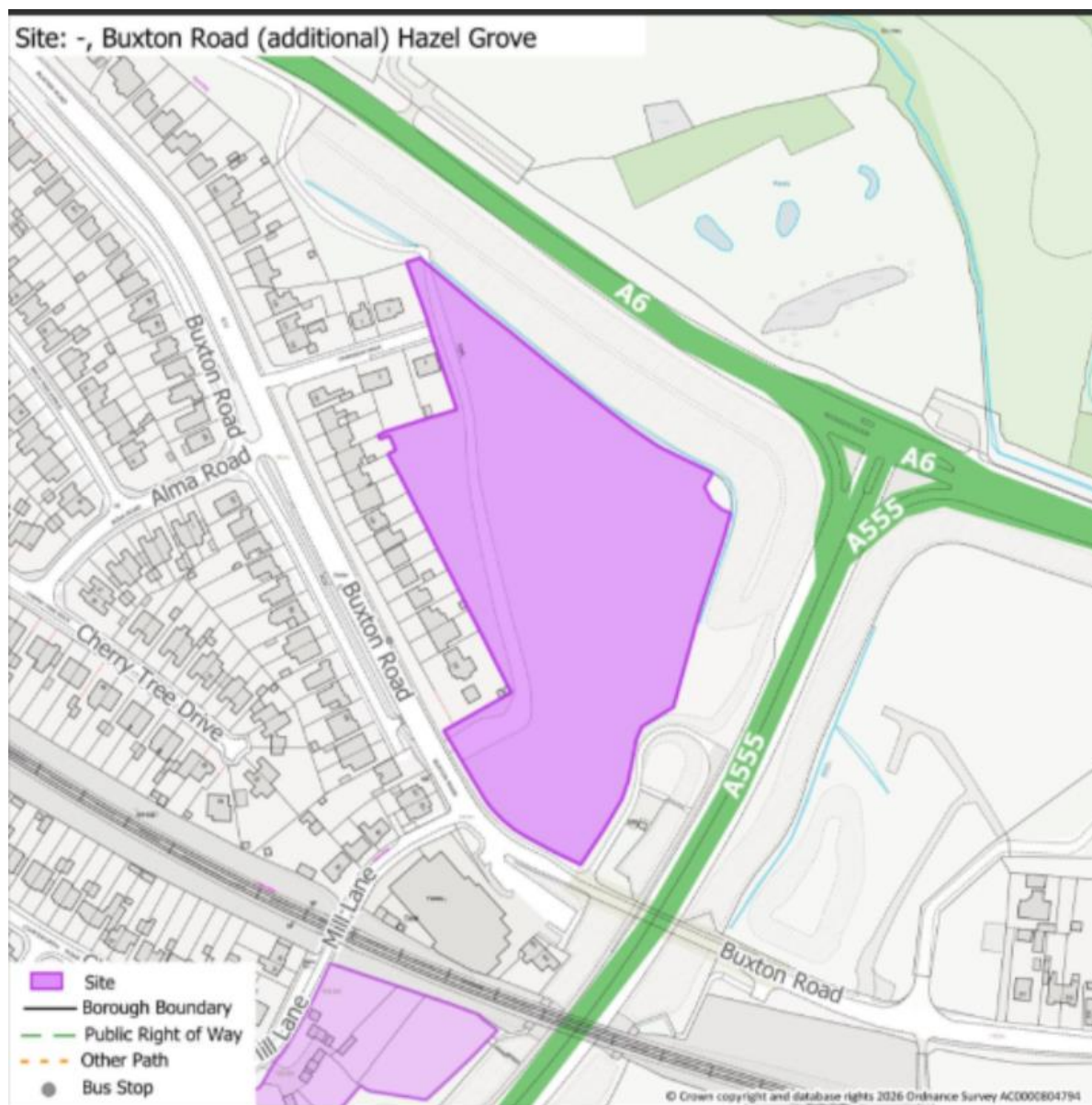
HOM 2.39 Buxton Road, Hazel Grove

This Locality Assessment has been developed to support the proposed allocation of housing at Buxton Road, Hazel Grove as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 75 dwellings for this site, which is located in Hazel Grove off Buxton Road and is bound by Buxton Road, (A6) Buxton Road and A555 Manchester Airport Eastern Link Road. Future extension of the A555 from the A6 to M60 requires land in this area and will need to be accounted for by any prospective developer.

The allocation is currently open fields and vegetation.



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site can be accessed from Buxton Road, likely via a priority junction. Buxton Road is on the former alignment of the A6 before it was diverted on opening of the A555. It has a wide carriageway with footways and a service road on the south-west side. There must be no vehicle access of any nature from the new A6 or A555. Access should be designed not to interfere with the pedestrian/cycle route between the A555 path and Mill Lane. It would be better located towards the western site boundary to avoid this. To mitigate the traffic generated, the site could provide a re-model of Buxton Road from the A555 bridge to the junction with the A6 to provide a segregated cycleway, better bus stops and better crossing facilities.

Cranleigh Drive is unadopted but if rights of access and improvement exist might provide emergency, pedestrian and cycle access.

4. Multi-modal accessibility

Existing

Walking and Cycling

Buxton Road has footways on either side of the carriageway, generally separated from the road by a grass verge. There is a ramp down to walking and cycling facilities alongside the A555, which form an important active travel east-west link between Hazel Grove, Manchester Airport and southern Manchester.

The single lane bridge crossing the A555 has a footway on its northern side. It is restricted to bus, equestrian, cycle and pedestrian use.

The nearest District Centre, Hazel Grove is approximately a 1 mile walk along footways on Buxton Road and A6 Buxton Road.

Bus

There are bus stops adjacent to the site on Buxton Road. Services include:

- 364 Stockport to Torkington (1ph)
- 199 Skyline – Manchester Airport to Buxton (2ph)
- 394 Stepping Hill - Hazel Grove - Marple - Chisworth - Glossop (0.5ph)

The bus stops closest to the site are not to current standards. That westbound has a shelter but that eastbound is just a flag with no other facilities. Access to the stops lacks crossing points of Buxton Road and the service road. There are also school bus services available from these stops.

Rail

The nearest rail station to the site is Hazel Grove, approximately 1.6km north of the allocation generally on quieter residential streets including Chatsworth Road, Haddon Road and Lyme Road which has a path connection to Chester Rd. There is a controlled crossing in place on Macclesfield Road. Cycle access is also a distance of approximately 1.6km via Buxton Road and the A6 Buxton Road, which has high traffic flows and few cycle facilities. A cycle route could be established via Chatsworth Rd, Haddon Road and Shepley Drive but would need the crossing of Macclesfield Rd upgraded to allow cycle use of it and, in conjunction with other allocations, provision of an off-carriageway cycle route on Chester Rd.

The station has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

- Manchester Picadilly (2 tph)
- Buxton (2tph)
-

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores an above average 59 of out 100 on the DfT's Connectivity Tool reflecting its proximity to the key road network in Stockport offset by below average walking score.

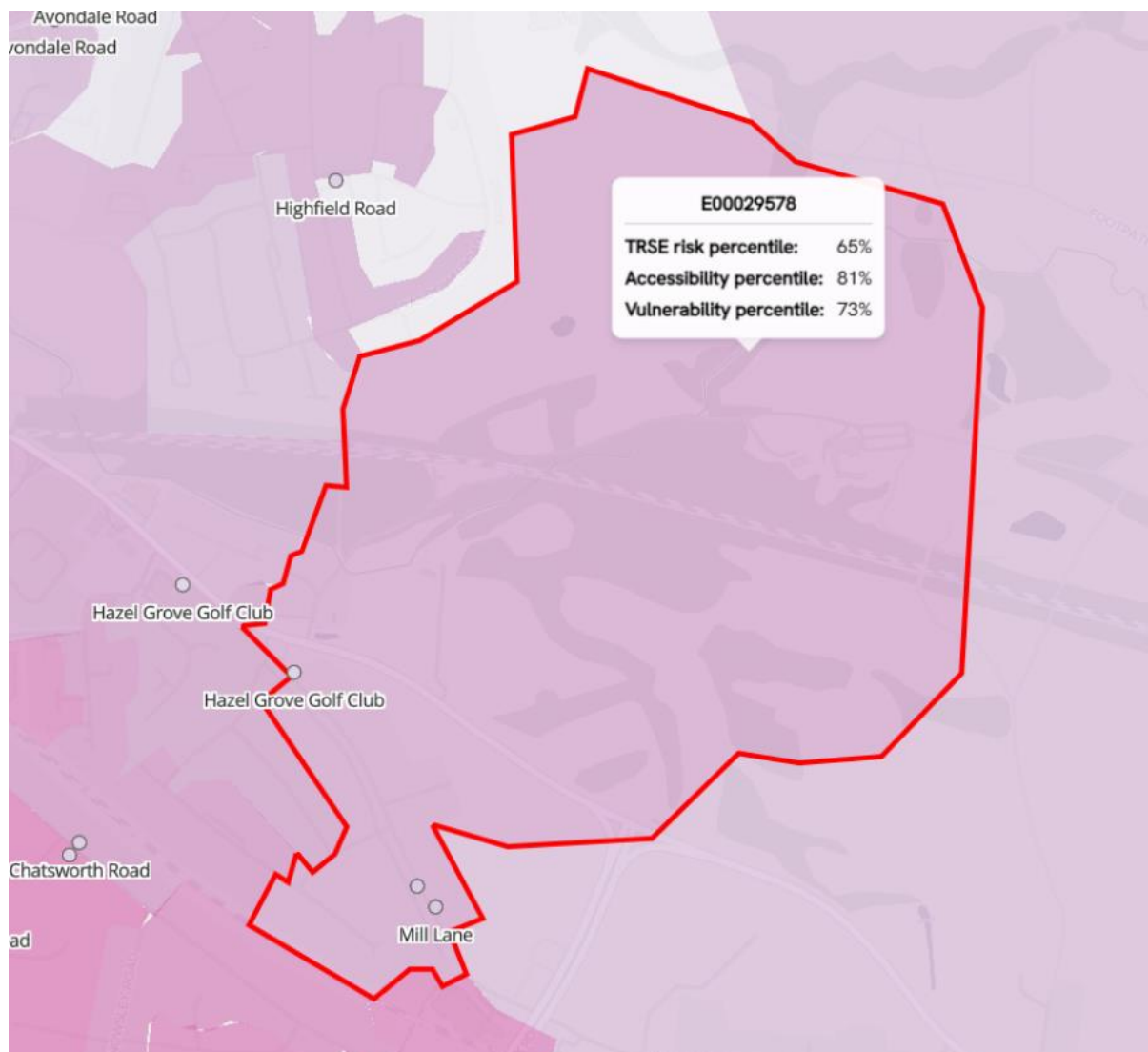


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is relatively low (100% being a very low risk score) and accessibility is high due in part to strong public transport links.

The site has below average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk

access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

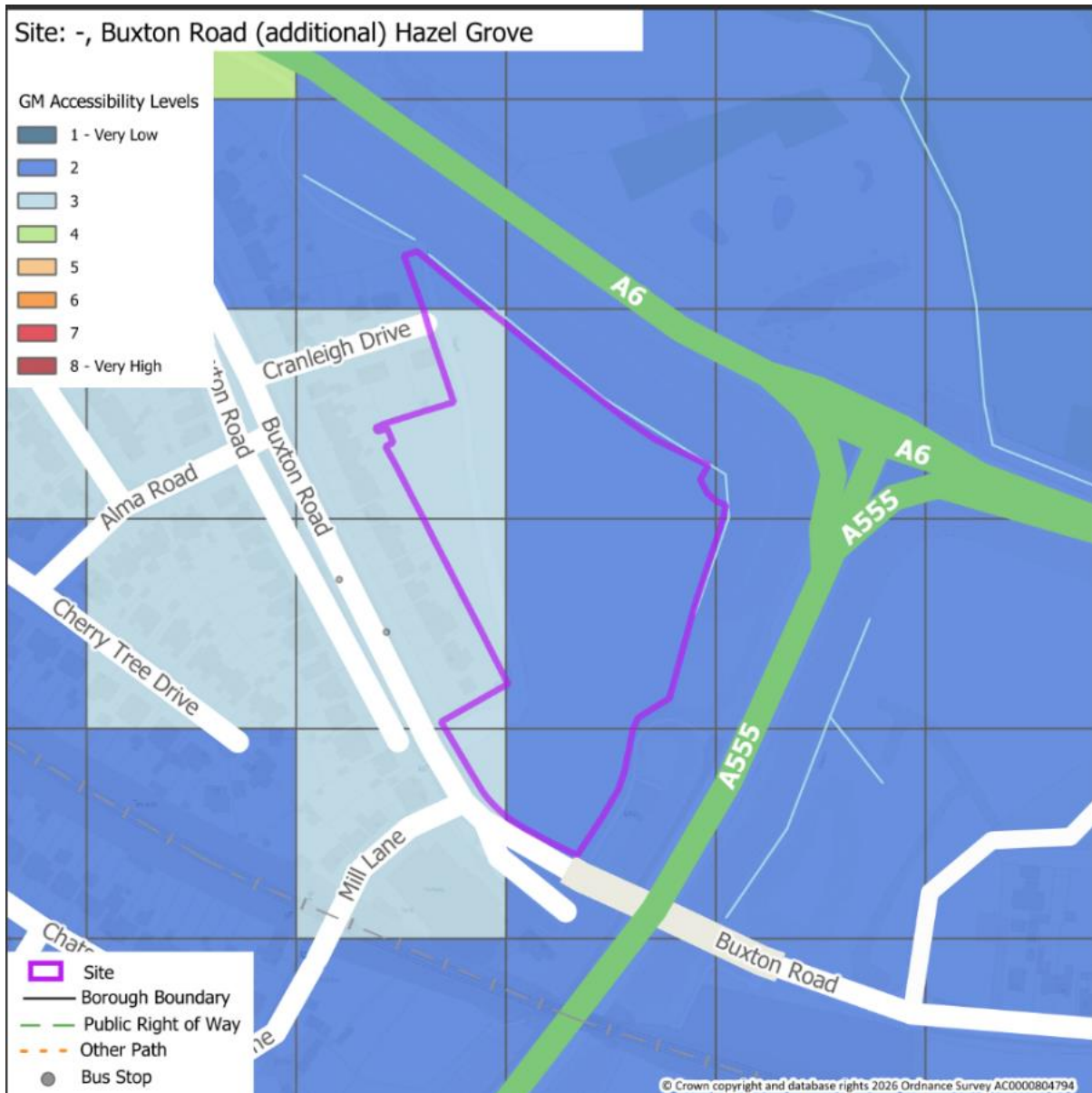
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation provides a low score, reflective of distance from regular public transport options.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)

6. Current Highway Capacity Review

Buxton Road is a single carriageway two lane road fronted by detached and semi-detached properties. It is narrowed by central hatching. As discussed, there is a bridge over the A555 which is single lane and restricted for general traffic (allowing buses, equestrians, pedestrians and cyclists only) and as such Buxton Road is not a through route for most vehicles.

There are industrial units on Buxton Road opposite the allocation.

There is no direct access from the site to the A555 for vehicular traffic and given nature of the A555 as well as the gradient this is not considered feasible or desirable. The A555 is a dual carriageway providing two lanes in each direction and is an important east-west link to Manchester Airport.

The A6 Buxton Road to the north of the site is a busy single carriageway road that provides a North-South link between Derbyshire and Manchester via Stockport. Given the nature of the road and close proximity of the A555 signal junction no access will be allowed from the A6.

7. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Development should not impact future extension of the A555 from the A6 to the M60. Development should either be restricted to area outside the proposed Highway boundary or an alternative junction arrangement of at least equal capacity should be proposed including submission of supporting traffic modelling.
- There should be no direct vehicle access of any kind to the A555 or A6 for any purpose whatsoever including for construction.
- To minimise risk to pedestrians and cyclists using the route between Mill Lane and the A555 walking and cycling route allocation access should be via a priority junction to Buxton Road that is located to the west of the Mill Lane junction opposite.
- To mitigate traffic impact on cyclists a segregated cycle route within existing carriageway space should be provided on Buxton Road from the A555 bridge to the A6 junction.
- The nearest bus stops should be upgraded with provision of shelters, seating, real time passenger information and raised boarding facilities. Uncontrolled crossing facilities should be provided to enable access to the stops.
- To improve cycle access to Hazel Grove Station and District Centre the pedestrian crossing on Macclesfield Road between Chatsworth Road and Haddon Road should be upgraded to allow cycle use with associated foot / cycleway connections to Chatsworth Road and Haddon Rd.
- The allocation should provide a direct pedestrian and cycle connection to the A555 pedestrian / cycle route.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Davenport station into the Bee Network and further enhancing bus services and walking and cycling infrastructure. Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2
- Completion of the A555 from the A6 to the M60
-

The latter has an impact on this site. If the road is extended to the north it is proposed to replace the existing signal T junction with a large signalised roundabout. The footprint of this occupies part of the possible allocation site. Development of the allocation for housing may therefore prejudice the future completion of the A555.

9. Summary and Conclusions

The Buxton Road (Hazel Grove) allocation proposes around 75 dwellings on a “grey belt” site made up of open fields and vegetation, bounded by Buxton Road, the A6, and the A555. The site is accessible from Buxton Road via a likely priority junction, with constraints preventing direct vehicular access to the A555 or A6. The development will contribute to meeting Stockport’s housing need and benefits from proximity to the strategic road network. Overall accessibility is above average, with a DfT Connectivity Tool score of 59/100, reflecting good access to bus services and the wider road network, although walking accessibility is more limited.

Future extension of the A555 needs to be accounted for in defining the allocation boundary which current proposals would severely restrict. If revised proposals are made they need to be of at least equal capacity and modelled to demonstrate that no detriment will occur to the future completion of the route.

In transport terms, the site benefits from footways, nearby bus stops with regular services, and access to the A555 shared walking and cycling route, which provides a key east–west active travel link. Hazel Grove District Centre and rail station are within reasonable distance, although routes for cyclists are constrained by high traffic levels and limited dedicated infrastructure. Despite relatively good public transport links, the site scores low in GMAL and still requires improvements to enhance sustainable access. Proposed mitigation includes upgraded access points, improved pedestrian and cycle connections including a segregated cycle route on Buxton Road and enhancements to active travel routes to Hazel Grove. Future strategic schemes, including active travel improvements and potential tram-train connections, are expected to strengthen connectivity and encourage more sustainable travel choices.

HOM 2.37 Norbury Hall/Land off Chester Road

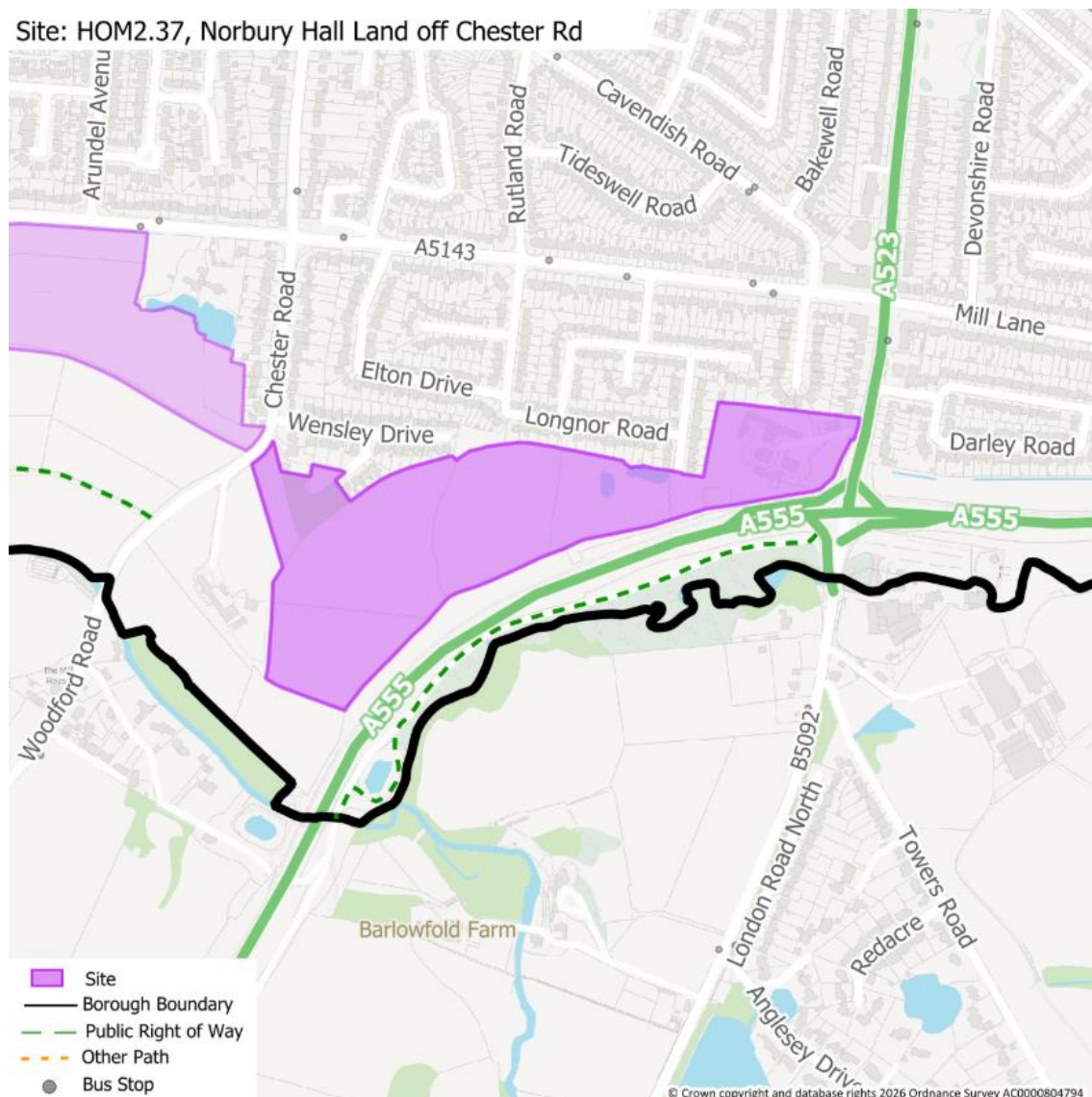
This Locality Assessment has been developed to support the proposed allocation of housing at Norbury Hall as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 300 dwellings for this site, which is located off Chester Road to the west, Macclesfield Road to the east and the A555 Manchester Airport Eastern Link Road to the south. Residential properties form the northern boundary of the site.

The site is currently comprised largely of open fields and vegetation, within the east of the site is Norbury Hall and associated ancillary buildings as well as an Electricity Sub Station.

Site: HOM2.37, Norbury Hall Land off Chester Rd



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport’s housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes ‘grey belt’. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site has frontage to A523 Macclesfield Road, Chester Road and Sheldon Road. The Macclesfield Road frontage is too close to the junction with the A555 to permit a new road junction so any access will be limited to pedestrian, cycle and possibly emergency access only. It is likely that most of the allocation will be accessed from Chester Road, a two-lane single carriageway road. The approach from the south is within a 40mph limit with the site access just inside the 30mph limit. A limited area of the east of the site might be accessed from Sheldon Road which might also provide foot, cycle and emergency access.

4. Multi-modal accessibility

Walking and Cycling

Chester Road has narrow footways on both sides of the carriageway, which are separated from the road by a grass verge. The section closest to the likely allocation access only has one footway in place, which is relatively narrow.

The housing estate to the north of the allocation has a good network of footways and dropped kerbs at junctions.

On A523 Macclesfield Road there is a segregated footway and cycleway, with controlled crossings on the A523 Macclesfield Road/A555 Manchester Airport Eastern Link Road.

There is also a segregated cycleway on A5143 Dean Lane that links with the facilities on A523 Macclesfield Road.

The catchment primary school is Norbury Hall Primary Catchment which is a 0.7 mile (1.1km) walk from Sheldon Road through the estate on quite narrow footways that have pavement parking issues. The route crosses Dean Lane on the Toucan crossing near Rutland Road then heads up Rutland Road, again on quite narrow footways that have pavement parking issues. The route

continues on Cavendish Road and Brooklands Road, again on narrow footways with pavement parking issues.

The catchment school is Hazel Grove High, a 1mile (1.6km) walk from the centre of the allocation via Sheldon Road, through the estate on quite narrow footways that have pavement parking issues. The route then continues along A5143 Jackson's Lane on good footways and there is a signalised crossing near the school. For cyclists it is a 1 mile (1.6km) ride along quiet estate roads and then along Jacksons Lane on the segregated cycleway. There is a Toucan crossing near the school entrance.

Bus

There are flagpole only type bus stops on Chester Road and A5143 Dean Lane served by 2 routes:

- 374 (hourly) Stockport - Adswold - Davenport - Hazel Grove circular
- 391 (approx. hourly) Macclesfield - Bollington - Poynton - Heaviley - Stockport

The stops on Chester Road require a 0.3 miles (480m) walk, which has a narrow footway south of Dean Lane, and footway on the west side only for part of the route. However, there is a signalised crossing at the junction of Chester Rd and Dean Lane. Dean Lane has good quality footways along its length.

There are bus services available for Hazel Grove High from Chester Road and Dean Lane. The 374 provides access to Hazel Grove District Centre.

Rail

The nearest rail station to the site is Hazel Grove, approximately a 1.3 mile (2.1km) walk to Hazel Grove Station along Chester Road, which has good footways north of the junction with Dean Lane. The station has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

- Manchester Picadilly (2 tph)
- Buxton (2tph)

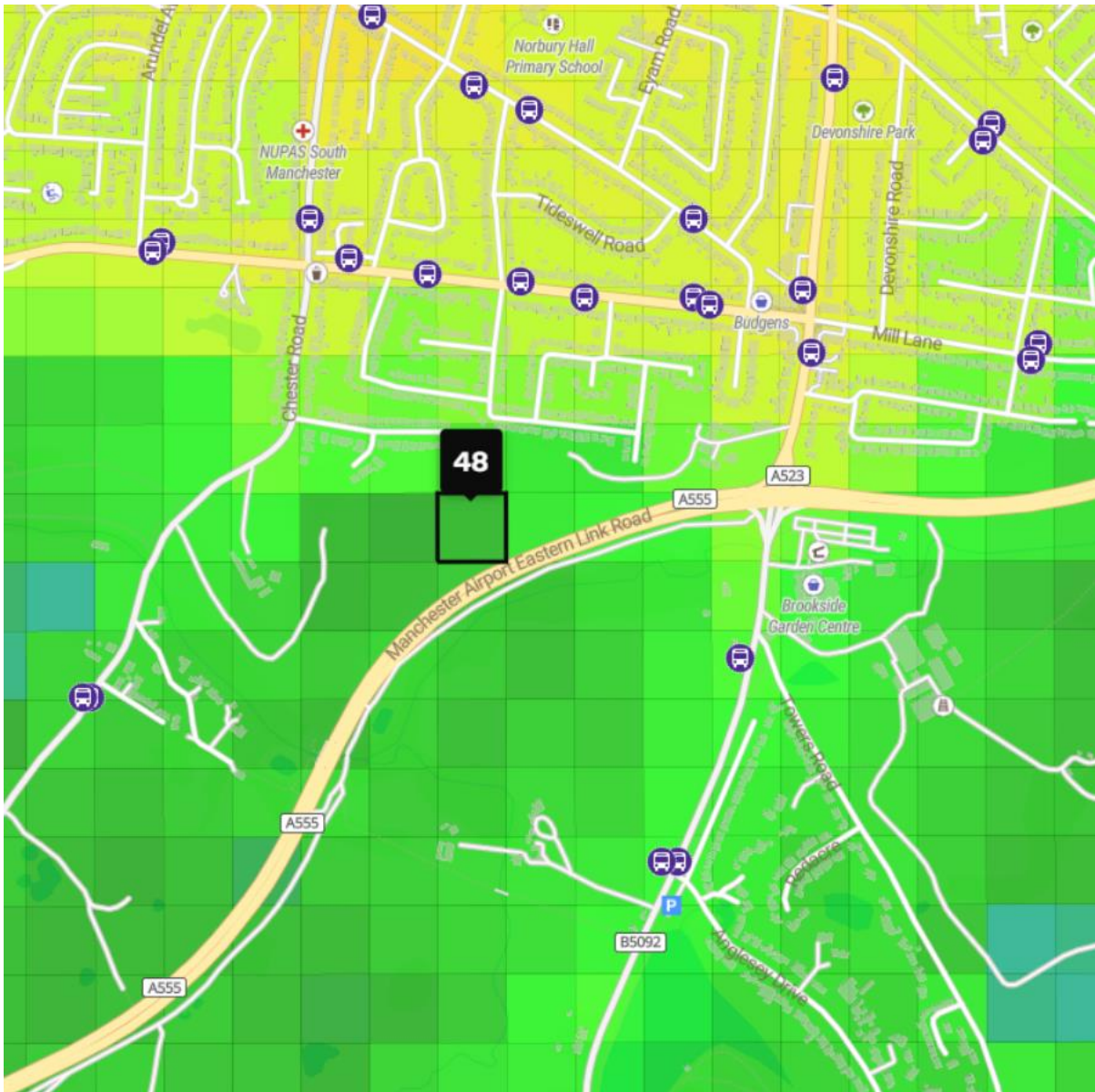
The station (and the District Centre) is a 1.1 mile (1.8km) walk from Sheldon Road through a residential estate on narrow footways that have pavement parking issues. The route crosses Dean Lane on the Toucan crossing near Rutland Road then along Rutland Road, again on narrow footways that have pavement parking issues. The route then joins Cavendish Road and then Chester Road which have good footways. The route is steep where it crosses the railway line. For cyclists it is a 1.1 mile (1.8km) ride through quiet estate roads then along a segregated cycleway on Dean Lane. The route then joins Chester Road, which has some discontinuous on-carriageway cycle lanes.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

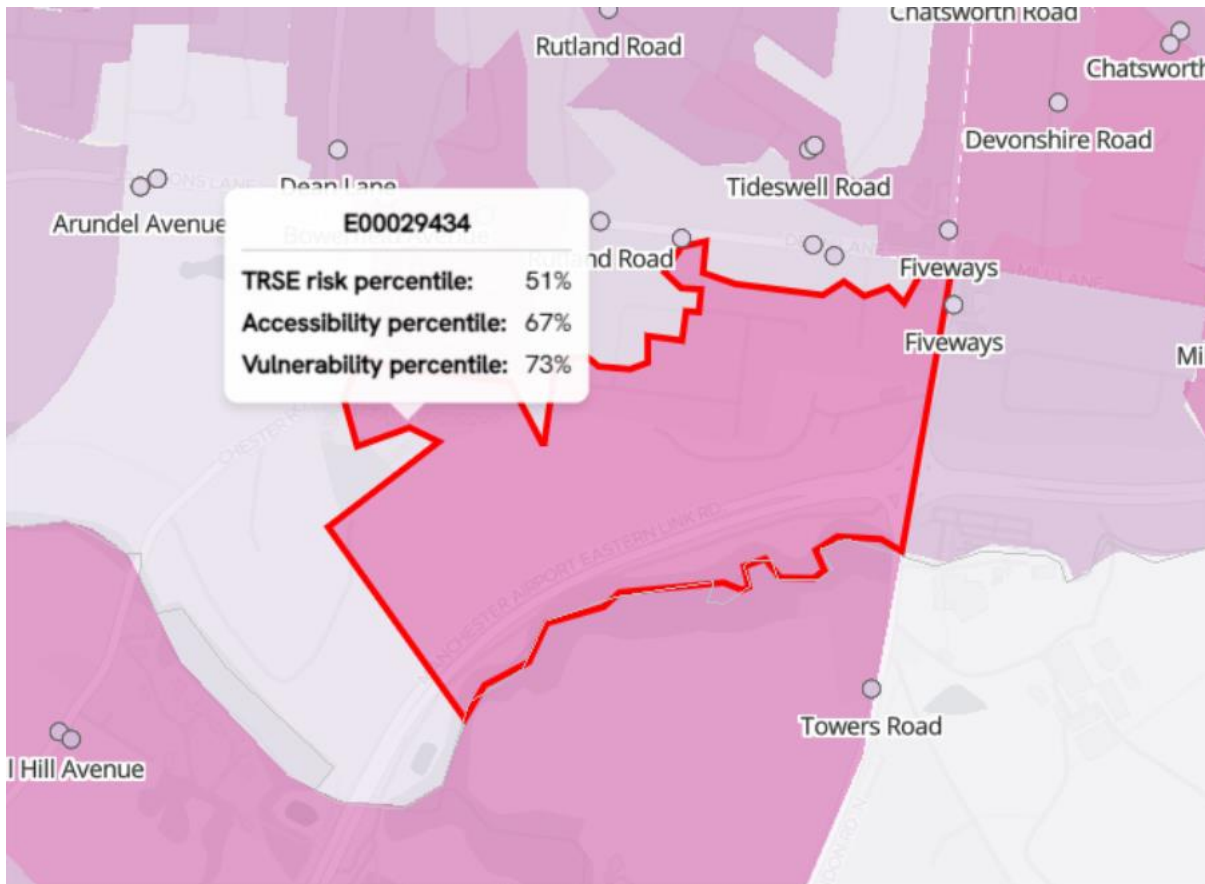
The site scores 48 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is average (100% being a very low score), whilst accessibility is above average. The site has low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

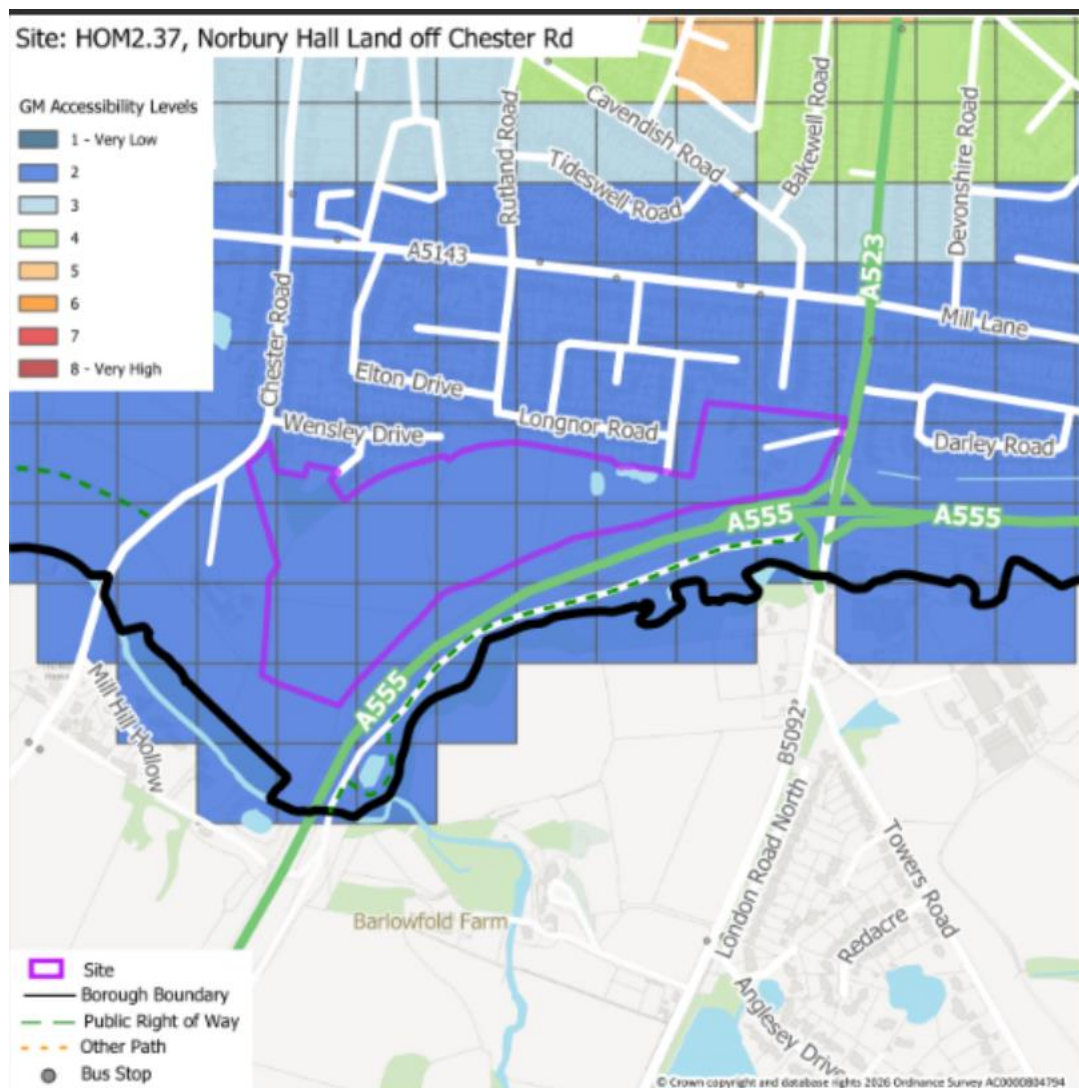
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low on this metric, reflecting poor public transport links including a lack of regular bus services and a lack of nearby rail station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)

6. Current Highway Capacity Review

Chester Road is a single carriageway unclassified road that links Hazel Grove to Poynton. On the site frontage it has a rural character with no footway and a hedge close to the carriageway. It has a signal junction with the A5143 Jackson's Lane approximately 250m north of the site boundary. The A5143 Jackson's Lane / Dean Lane is a key east-west route linking Bramhall with Hazel Grove and the A555. It experiences high traffic flows at peak times. In the vicinity of the site it is fronted by residential properties, which have driveways. The Chester Road / Jackson's Lane / Dean Lane and the Dean Lane / Macclesfield Road junctions will need traffic modelling to determine development impact.

Sheldon Road is a local access road which access Dean Lane via Sudbury Road and Matlock Drive. Matlock Drive has a priority junction to Dean Lane. This junction will need analysis of capacity to determine if it is suitable to accommodate development traffic.

Macclesfield Road is part of the A523 and on the allocation frontage links signal junctions with the A555 and A5143. This section of the A523 experiences queues in both directions to the signal junctions. It is not suitable for a vehicle site access, other than for emergency purposes.

7. Treatment of Cumulative Impacts

Given the proximity of the sites, this development should be considered in conjunction with development with HOM 2.19 Jackson's Lane West and HOM 2.20 Jackson's Lane East.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

That access junction to Chester Road should be a priority junction that due to the volume of traffic on Chester road and the likely volume of turning movements will need to include a ghost island right turn lane and a pedestrian refuge crossing point to improve pedestrian and cycle access between this allocation and allocation HOM2.20 Jackson's Lane West. If no ghost island right turn lane and refuge is provided then a controlled crossing should be provided.

The junction should be protected by No Waiting At Any Time (NWAAT) TRO's.

- A minimum 3m wide foot / cycleway should be provided over the allocation frontage to Chester Road and on Chester Road between the allocation frontage and Dean Lane.

- In conjunction with other allocated sites on Jackson's Lane / Chester Road to provide improved capacity at the Dean Lane / Macclesfield Road junction by introducing a two lane approach on Dean Lane.
- To mitigate use by development traffic works should be carried out to Sheldon Road, Sudbury Road, Matlock Drive, Longnor Rd, Hartington Drive and Elton Drive to include , traffic calming, side road junction radius reduction, raised carriageways at junctions and provision of pedestrian drop crossings with tactile paving. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways.
- To improve the walking and cycling route to Hazel Grove Station and District Centre to provide on Rutland Road and Cavendish Road traffic calming, side road junction radius reduction, raised carriageways at junctions and provision of pedestrian drop crossings with tactile paving. No Waiting At Any Time (NWAAT) TRO's should be provided for junction protection from parked vehicles obstructing sightlines and blocking footways.
- In conjunction with other allocated sites on Jackson's Lane and Chester Road improve cycle access between the site and Hazel Grove Station and District Centre by works to Chester Road between Cavendish Road and Station Rd to provide off-carriageway segregated / shared cycle facilities. This should include a Cyclops type junction at Chester Rd / Lyndhurst Ave / Cavendish Rd, controlled crossings to replace existing refuges and a crossing near Station Road.
- In conjunction with other allocated sites on Jackson's Lane and Chester Road improve cycle access to Hazel Grove District Centre by upgrading of the existing Puffin Crossing at Hatherlow Lane / Chapel St to provide a Toucan crossing with associated foot / cycleway links.
- To provide a foot and cycle link from the allocation site to the A555 foot / cycle use that shall be available for public use.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Davenport station into the Bee Network and further enhancing bus services and walking and cycling infrastructure. Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include building on the existing higher frequency bus network, the provision of further higher frequency services that better connect:

- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport

As well as improved bus service provision for routes connecting:

- Hazel Grove – Bramhall – Heald Green – Wythenshawe

10. Summary and Conclusions

The Norbury Hall / Land off Chester Road allocation proposes around 300 dwellings on a largely greenfield “grey belt” site, which includes open land, vegetation, Norbury Hall and associated infrastructure. The site is bounded by Chester Road, Macclesfield Road and the A555, with existing residential development to the north. The main access is likely to be taken from Chester Road due to constraints on Macclesfield Road. Some access may be permitted off Sheldon Road. While the site contributes significantly to meeting Stockport’s housing target, it is relatively constrained in transport terms, with a low DfT Connectivity Tool score of 48/100 reflecting its distance from key services and limited public transport provision. The surrounding highway network, including Jackson’s Lane, experiences high traffic flows, and cumulative impacts will need to be considered alongside nearby allocations.

In terms of accessibility, the site benefits from some active travel infrastructure, including segregated routes along Macclesfield Road and Jackson’s Lane, but local walking conditions are mixed, with narrow footways and pavement parking on key routes. Bus services are available but

infrequent, and the nearest rail access at Hazel Grove is over 1km away, requiring travel along constrained routes. Public transport accessibility is therefore relatively poor, although transport-related social exclusion risk is assessed as average due to lower population vulnerability. To mitigate impacts, improvements are required including enhanced walking and cycling links particularly a segregated cycle route on Chester Road and consideration of cumulative transport effects. Planned strategic investments, such as active travel schemes and potential tram-train connections, alongside wider Bee Network improvements, are expected to improve connectivity and support more sustainable travel in the future.

HOM 2.38 Chester Road (Woodford)

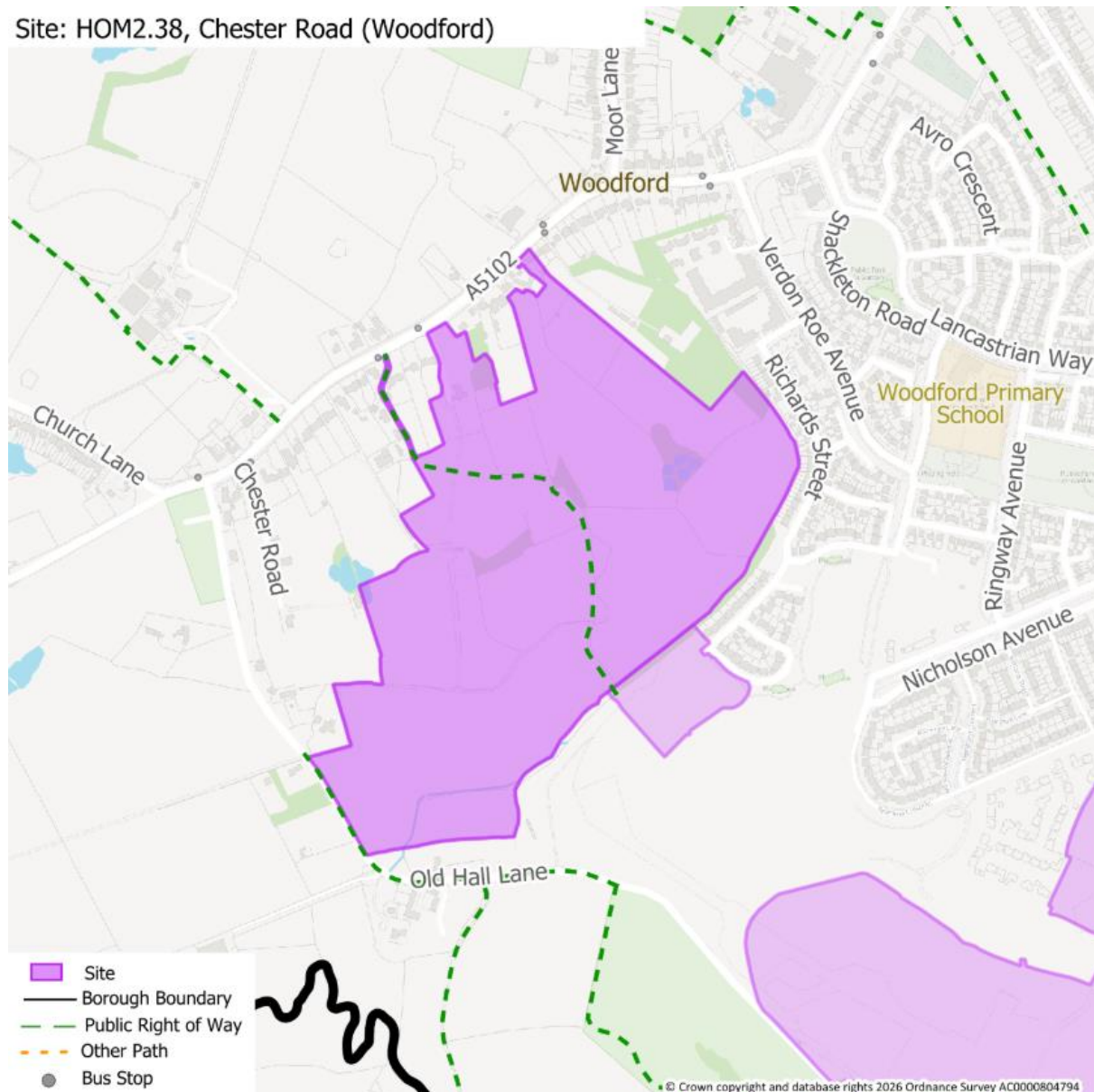
This Locality Assessment has been developed to support the proposed allocation of housing at Chester Road, Woodford as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 550 dwellings for this site, which is located off Chester Road and Old Hall Lane to the west. Residential properties form part of the eastern boundary of the site off Richards Street.

The site is largely formed by open fields, ponds and vegetation.

Site: HOM2.38, Chester Road (Woodford)



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site is likely to be accessed from A5102 Chester Road from two accesses (as per a previous planning application), adjacent to 471 Chester Road and 499 Chester Road.

A5102 Chester Road is a relatively wide single carriageway, two lane road, which largely has a 40mph speed limit in the vicinity of the site. No vehicle access should be taken off Old Hall Lane as it is unsuitable.

4. Multi-modal accessibility

Walking and Cycling

There is a footpath which bisects the site (Footpath 99HGB) in a north-south direction, providing a link to A5102 Chester Road. There is also a network of footpaths to the south west of the allocation (106HGB, 1HGB and 2HGB), with 106HGB forming part of the allocation boundary.

A5012 Chester Road has a footway on either side of the carriageway, with the footway separated from the road by a grass verge.

There is currently a lack of cycle facilities in the vicinity of the site, however as part of wider improvements associated with the expansion of Woodford there are developer-funded proposals to significantly improve active travel infrastructure, including segregated cycle facilities on A5102 Chester Road, Moor Lane and A5102 Woodford Road.

Woodford Primary is the nearest Primary School and is a 0.5 mile (800m) walk along high-quality footways on newly constructed estate roads.

The nearest high school, Bramhall High School, which is a 3 mile walk on newly constructed or proposed estate roads then along Chester Road, Woodford Road and Bramhall Lane South, which have narrow footways in places. The route continues onto Dairyground Road, which has good footways but some issues with pavement parking.

The equivalent cycle route is also along new or proposed estate roads, which benefit from segregated and shared facilities, and then along Chester Road, Woodford Road and Bramhall Lane South, which have no cycling facilities and an ADT of 10,000 & 34.1mph 85th percentile speed. The nearest District Centre, Bramhall, requires following the same route for pedestrians and cyclists.

Bus

Bus Services in the vicinity of the site are limited to the 42B, which provides an hourly Woodford - Cheadle Hulme - Cheadle - Piccadilly Gardens service. These are accessible from Chester Road via flagpole only type-bus stops. The 42B also provides access to the District Centre.

There is a school bus service, the 877, that serves Bramhall High School, approximately a 12 minute journey away. The site is too remote from Bramhall High School to expect pupils to walk and cycling will be likely to be unattractive due to the nature of the intervening roads. Hence there will be strong reliance on the school bus service. To accommodate increased demand additional buses may be needed on this route with financial support provided for an agreed period likely to be from first occupation to at least 10 years after occupation of the last dwelling.

Rail

The nearest railway station is Bramhall Rail Station, approximately 2km away from the allocation. It provides step-free access, a sheltered waiting area, ticket office and bicycle storage. There is a lack of car parking available at the station. It provides an hourly service to Manchester Picadilly (and Stockport) and an hourly service to Stoke on Trent.

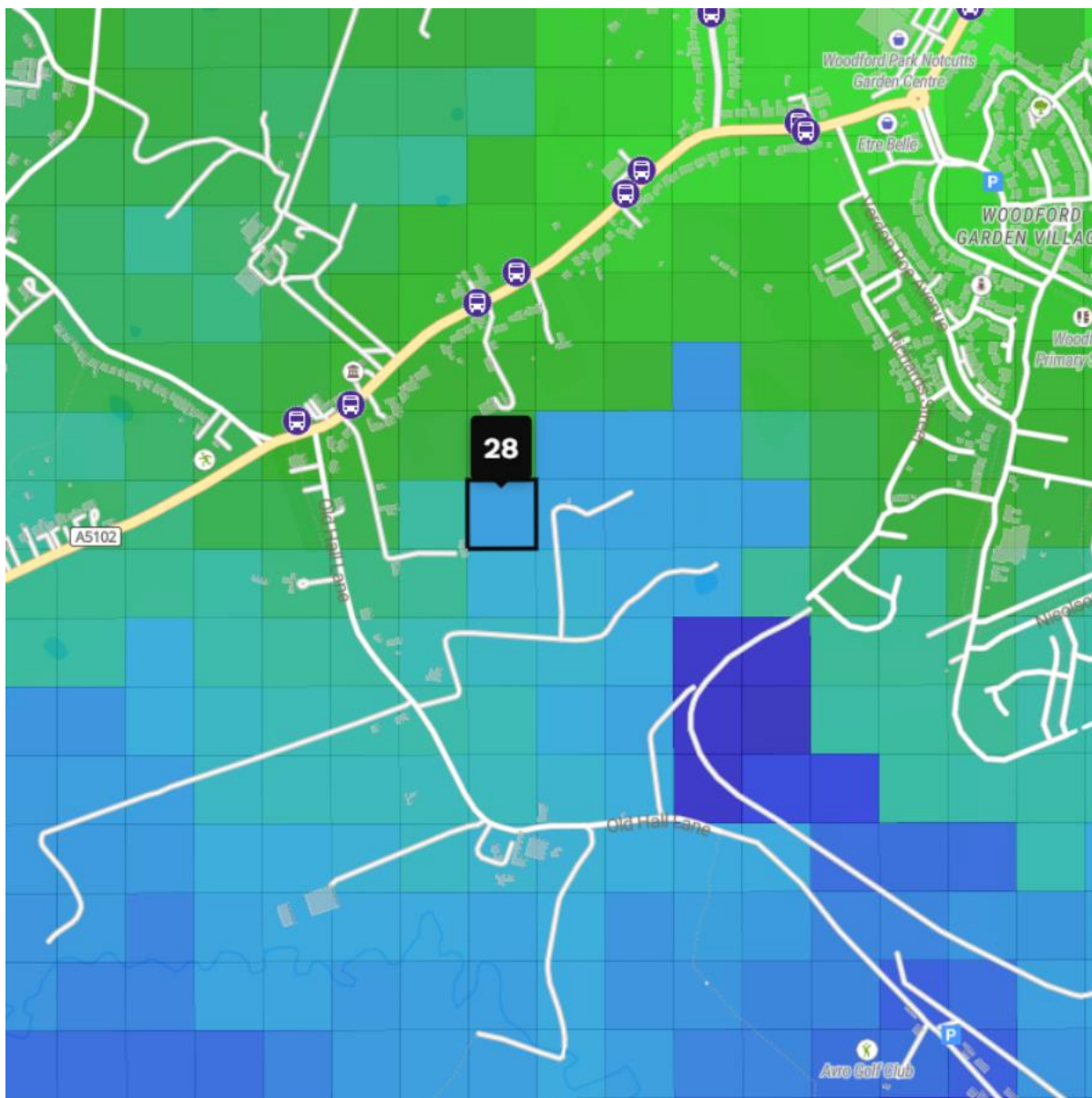
It is a 2.1 mile (3.4km) walk on newly constructed or proposed estate roads then along A5102 Chester Road and A5102 Woodford Road, which have narrow footways in places. There is a lack of facilities on the equivalent route for cyclists.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 28 of out 100 on the DfT's Connectivity Tool, a very low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.

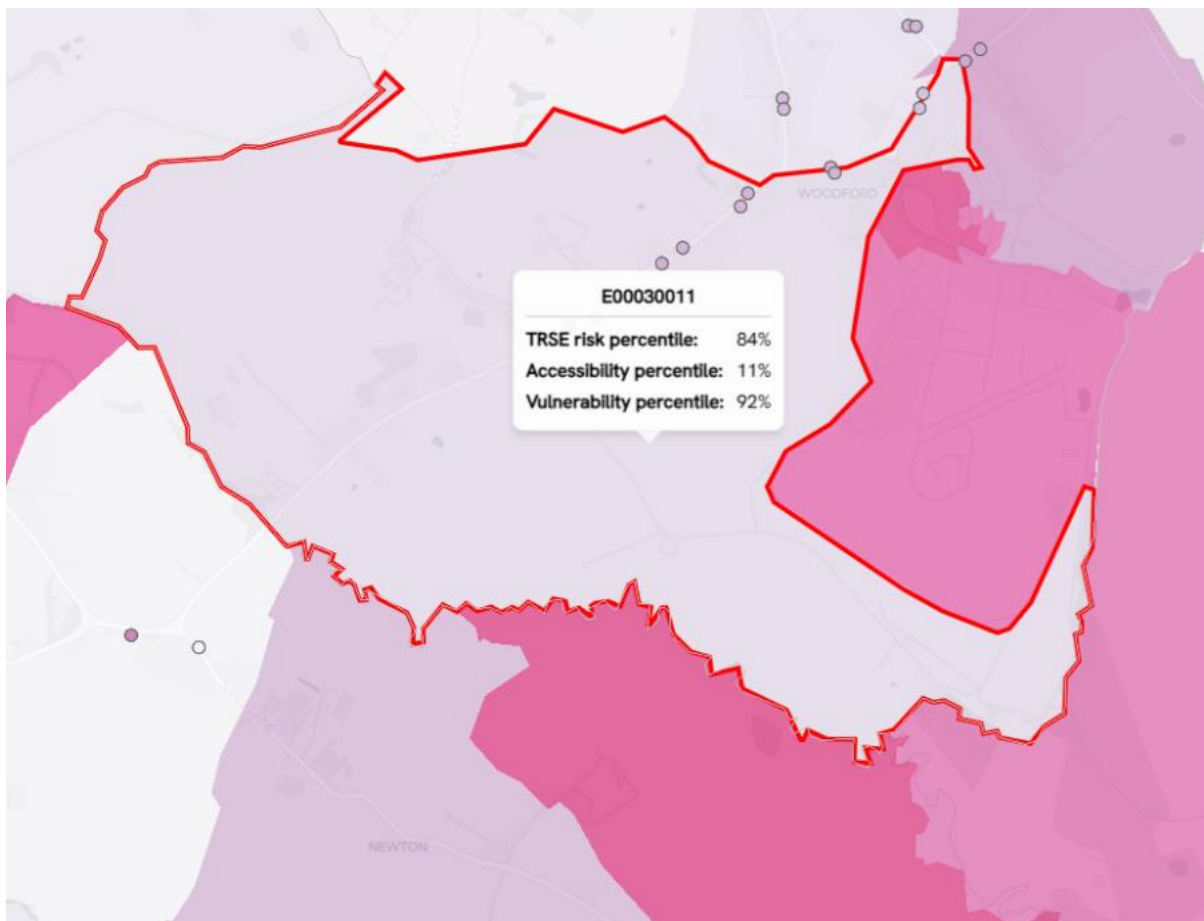


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is low (100% being a very low score) whilst accessibility is poor.

The site has very low vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

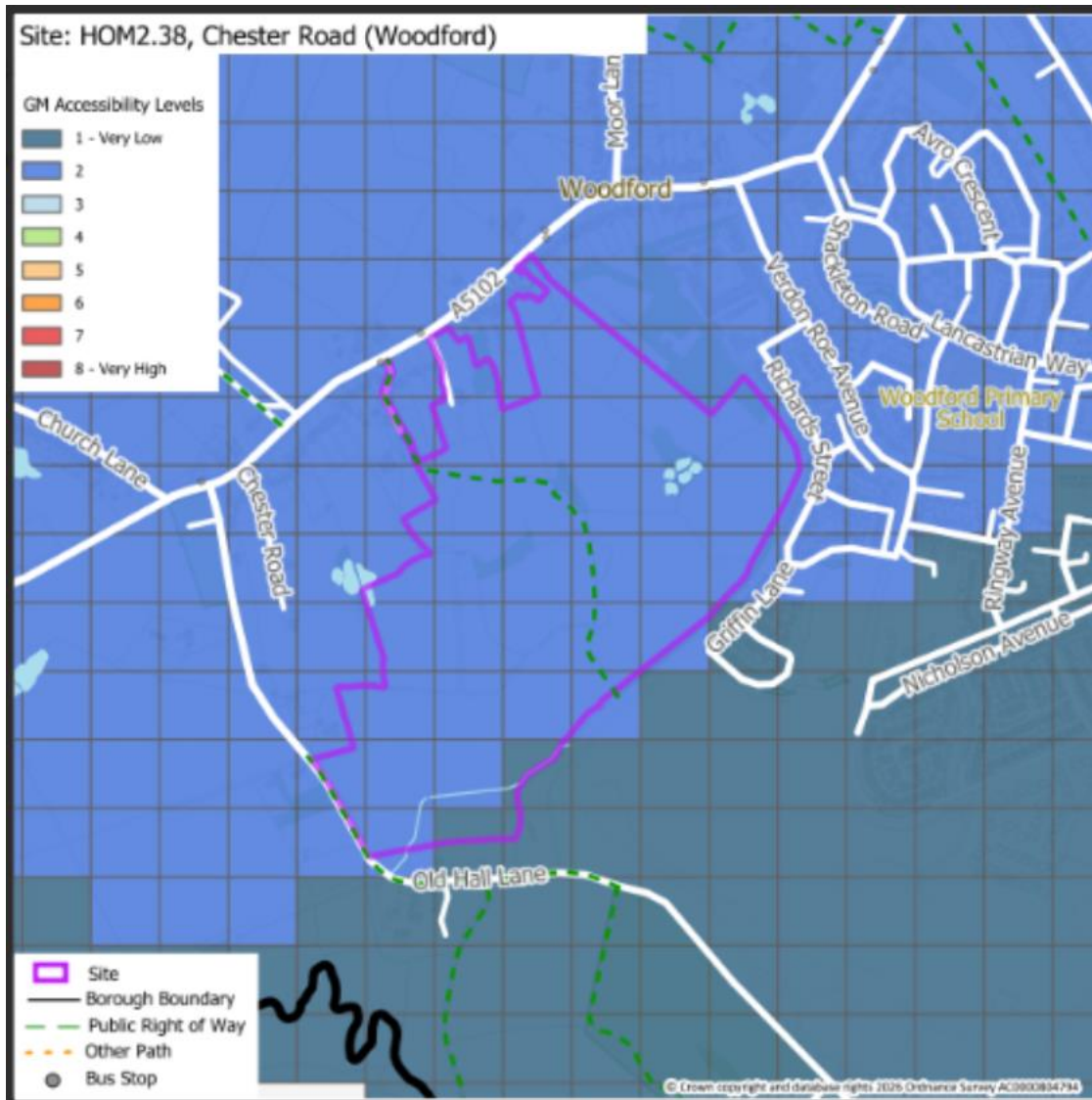
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores low on this metric, reflecting poor public transport links including a lack of regular bus services and a lack of nearby rail station.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)

6. Current Highway Capacity Review

As discussed, A5102 Chester Road experiences high traffic flows and largely a 40mph single carriageway, two lane road. It is fronted by detached houses with driveways and extensive on-site parking. It is the key north east/South west route between Woodford and Wilmslow. Traffic in the surrounding area (including A5102 Woodford Road) is also high.

Old Hall Lane aligns close to the western boundary of the allocation. It is a single lane, single carriageway cul-de-sac that provides access to Avro Golf Club and a small number of residential properties.

To the east of the site are newly constructed estate roads that were developed as the recent expansion of Woodford. These are largely detached and semi-detached houses with driveways and good footways.

7. Treatment of Cumulative Impacts

Given the proximity of the sites, HOM 2.14 Woodford Garden Village should be considered as having a cumulative impact on this allocation.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Site access should be via priority junctions with ghost island right turn lanes. If there are left and right turn exit lanes a central refuge should be provided in the junction bellmouth. Junctions should be protected by No Waiting At Any Time (NWAAT) TRO's.
- The main site access spine or loop road should be designed to accommodate bus access with a carriageway width of 6.5m, junction radii designed for bus use, off carriageway parking and loading facilities and No Waiting At Any Time (NWAAT) TRO's along its full length. Bus stop facilities should be provided including shelters, seating, real time passenger information and raised boarding facilities.
- Bus stops on Chester Road between Church Lane and Moor Lane shall be improved with shelters, seating, real time passenger information and raised loading facilities.
- Signal controlled crossing facilities shall be provided close to Church Lane and between each of the site access points and the bus stops to facilitate convenient, safe access to bus stops.
- A school bus service shall be provided from within the allocation site to Bramhall High School. To accommodate increased demand additional buses may be needed on this route with financial support provided for an agreed period likely to be from first occupation to at least 10 years after occupation of the last dwelling.
- An off-carriageway cycle facility should be provided on Chester Road between Church Lane and Moor Lane with signal-controlled access provided to it across Chester Road.
- An off-carriageway cycle facility should be provided on Moor Lane between Chester Road and the junction with Church Lane. A controlled crossing facility should be provided on Moor Lane close to Church Lane and the 'Fred Perry Way' path to the A555 foot / cycle route upgraded to a minimum 3m width and provided with surfacing and lighting.
- Footpath 99HGB should be upgraded to Bridleway status and provided with a segregated pedestrian, equestrian and cycle facilities linking Chester Road to the adjacent allocation HOM2.14.

- Traffic impact at the Chester Rd / Moor Lane and Chester Road / Woodford Road shall be mitigated by provision of improved crossing points for pedestrians and off-carriageway facilities for cyclists.
- Traffic impact at the Woodford Road / A555 slip road junction shall be mitigated by provision of signal junction improvements if necessary including provision of a separate foot / cycle bridge over the A555 and conversion of existing footway space to additional carriageway space.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Davenport station into the Bee Network and further enhancing bus services and walking and cycling infrastructure. Schemes that are likely to impact on the area around the allocation include:

- Bramhall Station Travel Hub (Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station)

The Stockport Transport Strategy also has a number of interventions that related to Woodford, including:

- Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect including the Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport route

10. Summary and Conclusions

The Chester Road (Woodford) allocation proposes around 550 dwellings on a large “grey belt” site comprising predominantly open fields, vegetation and ponds. The site lies off the A5102 Chester

Road, with access expected from two new junctions, while Old Hall Lane is unsuitable for vehicular access. The allocation will make a significant contribution to Stockport's housing target, but it is located in an area with relatively limited existing transport connections and high reliance on the surrounding road network. Chester Road itself is a key route with high traffic flows and a 40mph speed limit, and cumulative impacts will need to be considered alongside nearby developments, particularly Woodford Garden Village. Mitigation of traffic impact is essential including if necessary a major upgrade to the Woodford Road / A555 junction.

In accessibility terms, the site performs poorly, with a very low DfT Connectivity Tool score of 28/100, reflecting limited public transport provision and distance from key services. While there are existing footways and public rights of way, and some access to local facilities such as Woodford Primary School, walking and cycling routes to key destinations like Bramhall High School and the district centre are relatively long and constrained, with limited cycling infrastructure. Bus provision is limited to an hourly service, and the nearest rail station, Bramhall, is over 3km away. As a result, mitigation measures are required, including improved crossings on Chester Road, enhanced active travel routes, and upgrades to public rights of way to support sustainable travel. A bus service within the site should be allowed for in design and a bus service to Bramhall High School supported for a considerable period. Longer-term strategic interventions, including Bee Network improvements and enhanced bus connectivity, are expected to improve accessibility, though the site is likely to remain relatively car-dependent.

HOM 2.40 Occupiers Lane, Hazel Grove

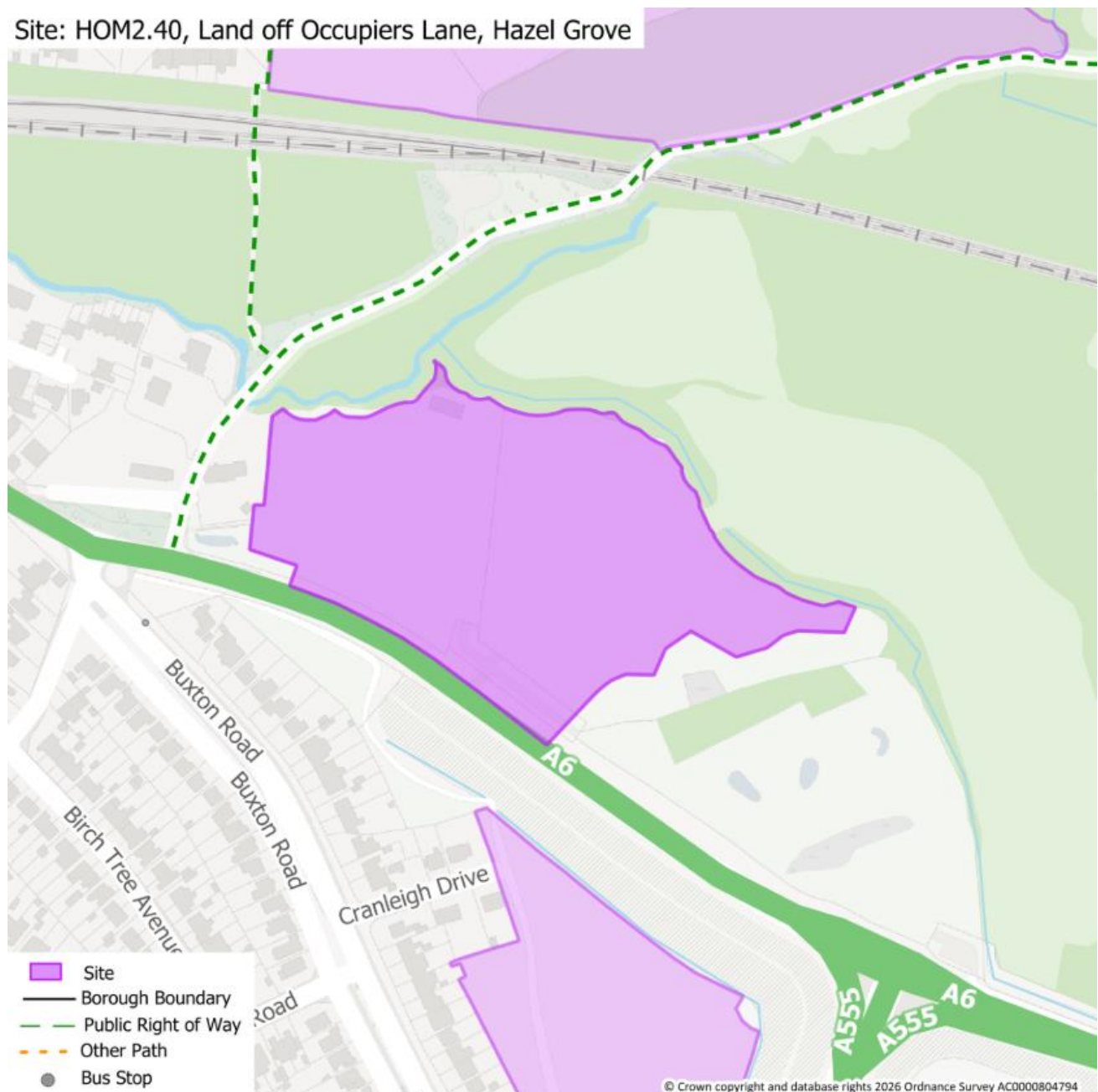
This Locality Assessment has been developed to support the proposed allocation of housing at Occupiers Lane, Hazel Grove as per the proposed Local Plan allocations.

1. Allocation Location and Overview

The Local Plan has an allocation of 120 dwellings for this site, which is located in Hazel Grove off A6 Buxton Road. Future extension of the A555 from the A6 to M60 requires land in this area and will need to be accounted for by any prospective developer.

The allocation is currently largely open fields and vegetation.

Site: HOM2.40, Land off Occupiers Lane, Hazel Grove



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

This site constitutes 'grey belt'. Grey Belt designation within the Green Belt was introduced through the December 2024 revision of the National Planning Policy Framework (NPPF). It identifies parts of the Green Belt that do not strongly fulfil its core purposes and may therefore be suitable for development under certain conditions.

3. Allocation Access

The site will likely require access from A6 Buxton Road. Any access from A6 Buxton Road would have to demonstrate it is safe and not detrimental to existing traffic flows given the strategic nature of the road. Due to width constraints access from Occupiers Lane is likely to only be suitable for walking, cycling and possibly emergency access.

4. Multi-modal accessibility

Existing

Walking and Cycling

A6 Buxton Road in the vicinity of the site lacks a footway, with only a grass verge either side of the carriageway.

There are two footpaths in the vicinity of the site on the site, 65HGB and 77HGB. 65HGB provides a link alongside Hazel Grove Brook via Occupiers Lane and 77HGB links to Sandown Road. Immediately west of the Occupiers Lane/A6 Buxton Road is a Toucan Crossing. A6 Buxton Road does have footways. west of this junction.

Hazel Grove District Centre is 1km north-west of the site along the A6 Buxton Road, which as discussed lacks footways in the vicinity of the site. For cyclists, it is a 0.9 mile (1.5km) ride to Hazel Grove starting on a section of the A6 where there are no cycling facilities. The route then continues on the A6 Buxton Road which is very busy but has no cycling facilities (except for a short section of 2m-wide shared foot / cycleway near Hazel Grove golf course). The route then continues west along the A6 carriageway. To avoid the Rising Sun junction, the route diverts through Torkington Park , crossing Torkington Road to Hazelwood Road. It continues along Hazelwood Road and Beech Road to reach the District Centre. Within Hazel Grove District there is very limited provision for cyclists.

The catchment school is Torkington Primary a distance of 0.9 miles (1.45km) starting on a section of the A6 where there is no footway. The route then continues along Occupiers Lane and along the off-road path under the railway line to Sandown Road. The path is narrow and secluded. At Sandown Road the route continues along good footways through the estate to the school, although some of the bellmouths are wide and lack tactile paving.

The catchment school is Hazel Grove High, which is a 1.8 mile (3.2km) walk starting on a section of the A6 where there is no footway. The route then continues on good footways along the old Buxton Road to Mill lane and onto Dean Lane and Jacksons Lane. There are signalised crossings over Macclesfield Road and Chester Road, and a Toucan crossing outside the school.

The equivalent cycle route is a 1.8 mile (3.2km) ride along a short section of the A6 towards the Toucan crossing near Occupier's lane. The route then continues on the old A6, which is wide with low traffic flows, although the road is inclined. The route continues onto Mill Lane which has a 20mph speed limit and traffic calming, across Macclesfield Road on a Sparrow Crossing and then onto a segregated cycleway along Jackson's Lane to a Toucan crossing near the school entrance.

Bus

There are no bus stops on the A6 Buxton Road adjacent to the site. There are bus stops near the site on Buxton Road (local road). Services include:

- 364 Stockport to Torkington (1ph)
- 199 Skyline – Manchester Airport to Buxton (2ph)
- 394 Stepping Hill - Hazel Grove - Marple - Chisworth - Glossop (0.5ph)

Bus stops provide a shelter and raised kerbs. There are also school bus services available from these stops.

The bus stops are a 0.20 mile (200m) walk from the site, however there is currently no footway on either side of the A6, and the verge would need to be hardened to provide this. On the north side there is a safety barrier limiting the width of the verge that could be hardened along part of the route.

Rail

The nearest rail station to the site is Hazel Grove, approximately 1.6km north of the allocation. Again, pedestrian access is impacted by a lack of footway on the A6. At the A6 / Occupiers Lane junction a good footway begins and the route continues west, crossing the A6 Buxton Road at The Rising Sun junction. It then continues through Norbury Parish Church car park and School Street industrial estate to pick up the allotment path. The route continues to Chester Road, where there is no crossing, and onto Station Street and the station.

Cycle access is also a distance of approximately a (1.9km) ride to Hazel Grove Station starting on a section of the A6 where there are no cycling facilities. The route then joins the old A6 which is very busy but has no cycling facilities (except for a short section of 2m-wide shared foot / cycleway near Hazel Grove golf course). The route then continues west along the A6 carriageway through the 'Rising Sun' junction to Norbury Church where a mostly off-road route links to Chester Road. The route crosses Chester Road to Station Road. There is no crossing on Chester Road and there is no crossing of the A6 at Norbury Church to facilitate the return journey.

The station has step free access to platforms, lifts, a sheltered waiting area, a car park, secure cycle parking and a ticket office.

Typical services include:

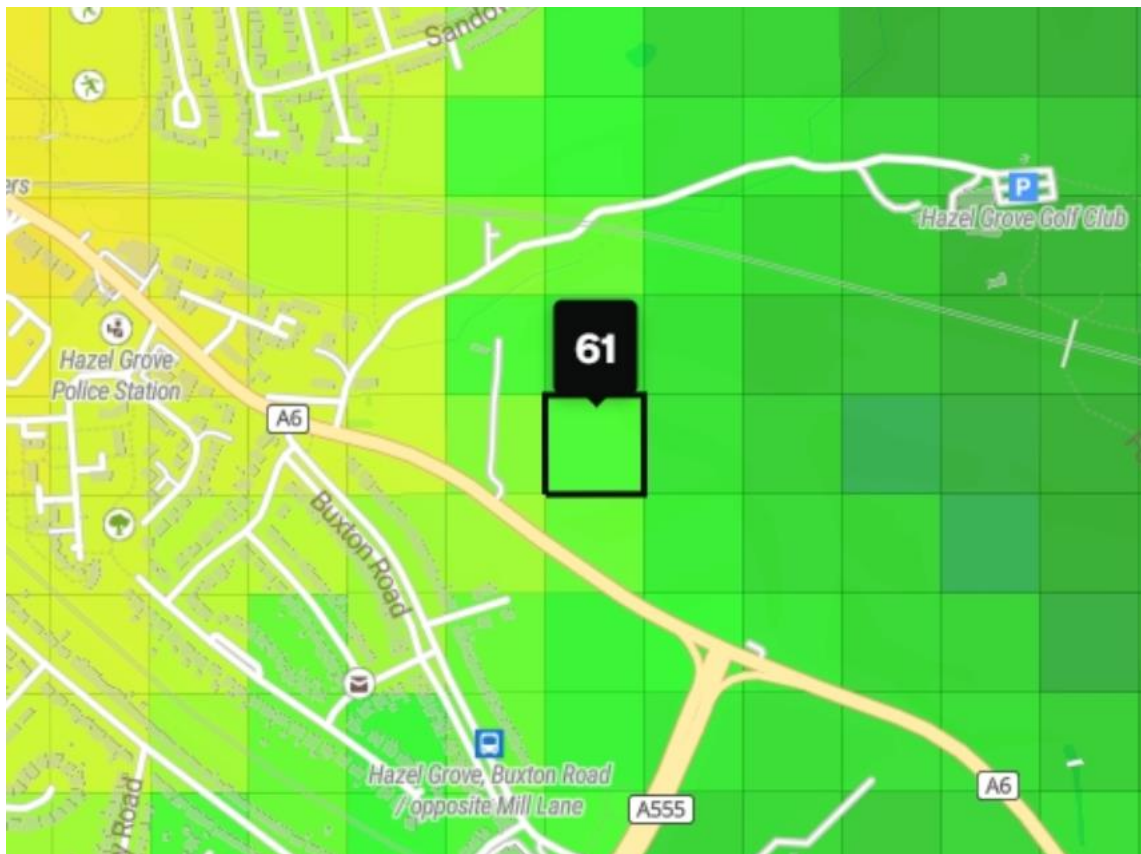
- Manchester Picadilly (2 tph)
- Buxton (2tph)

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores an above average 61 of out 100 on the DfT's Connectivity Tool reflecting its proximity to the key road network in Stockport offset by below average walking score.

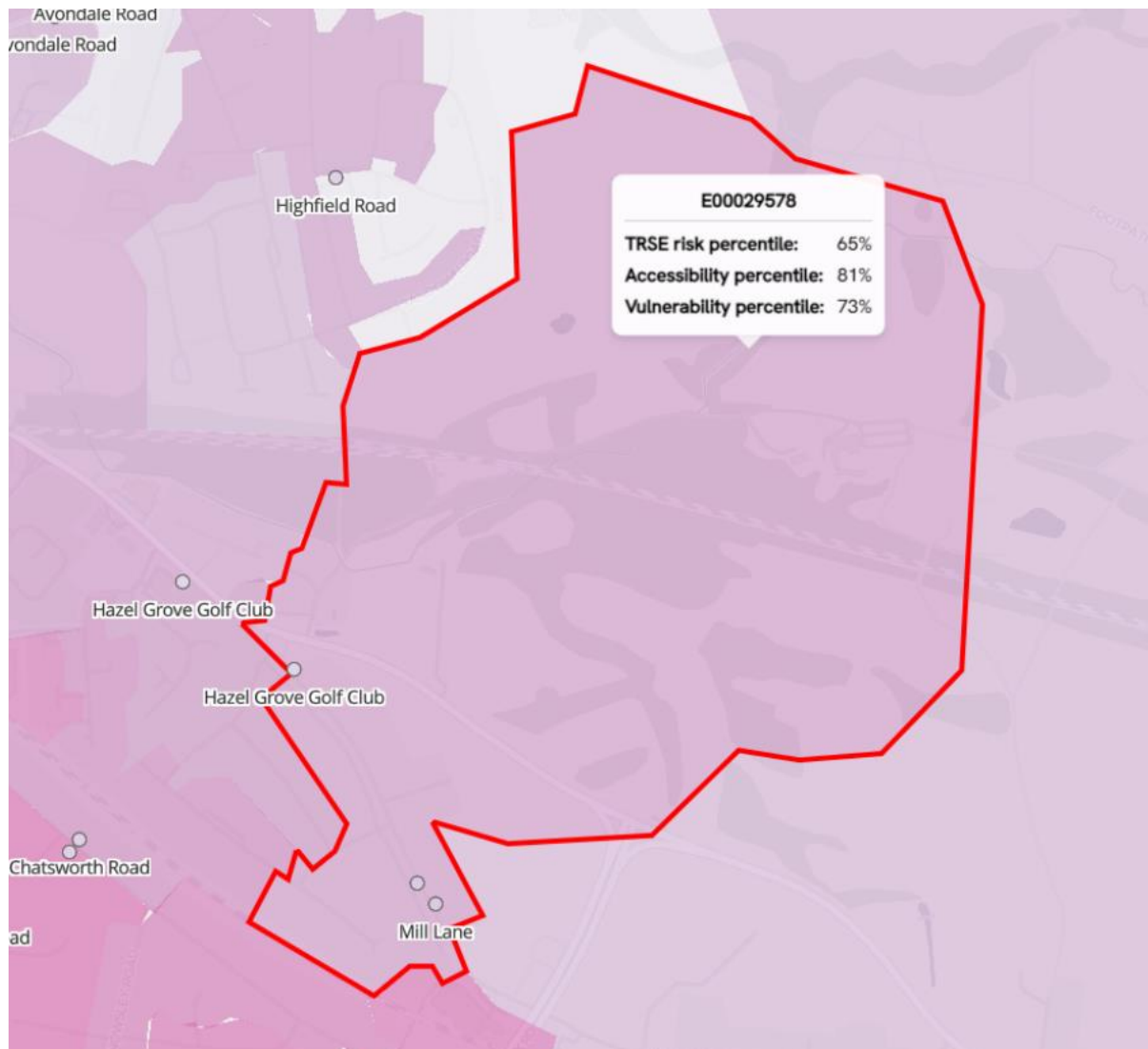


Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is relatively low (100% being a very low risk score) and accessibility is high due in part to strong public transport links.

The site has below average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

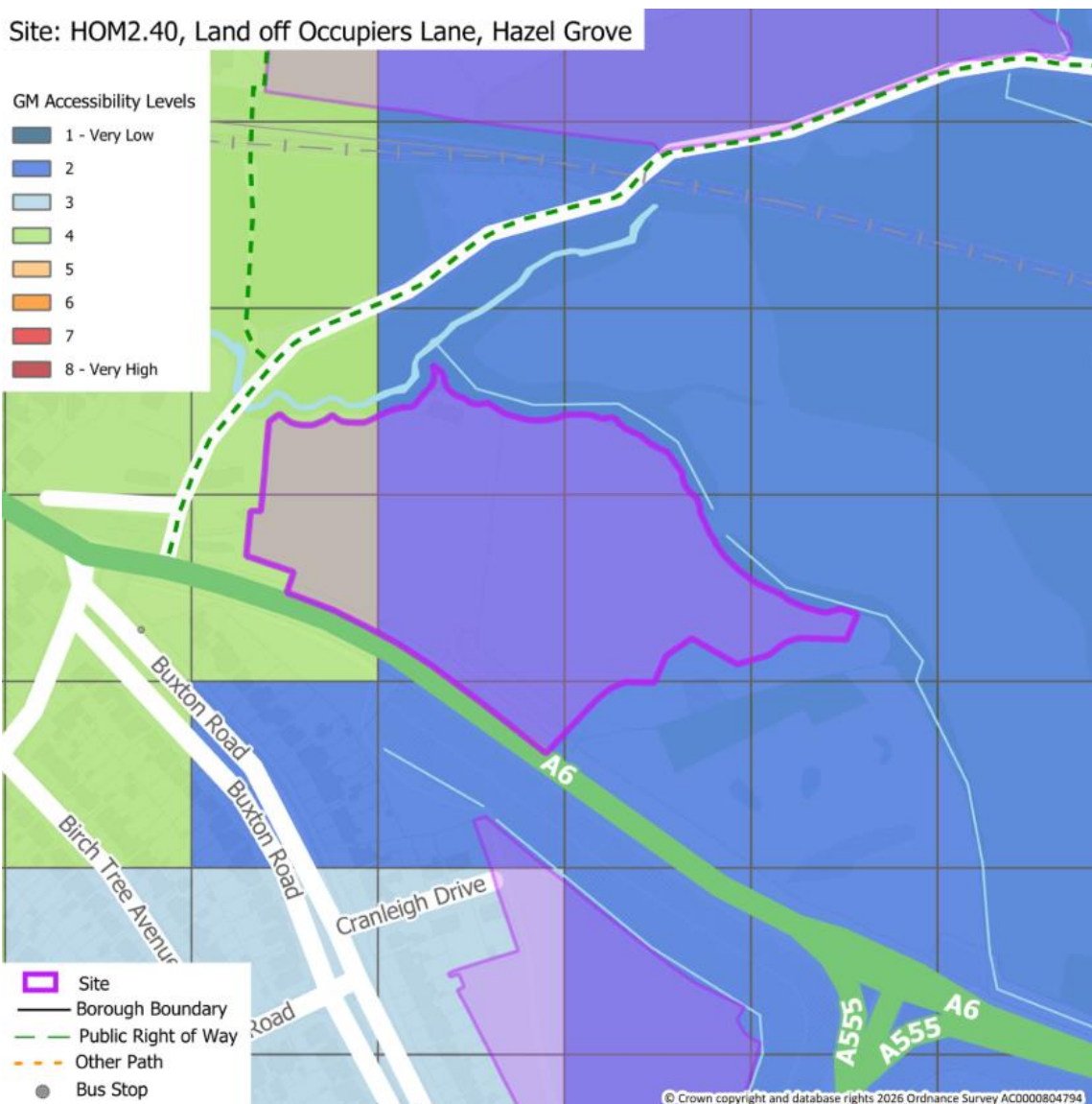
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation provides a low score, reflective of distance from regular public transport options.



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)

6. Current Highway Capacity Review

The A6 Buxton Road to the south of the site is a busy single carriageway road that provides a North-South link between Derbyshire and Manchester via Stockport. There is no footways or cycle facilities in the vicinity of the site. There is central hatching and traffic islands to narrow the carriageway. Immediately east of the Occupiers Lane junction it has a 40mph speed limit. Occupiers Lane is a narrow single carriageway lane that provides access to Hazel Grove Golf and a small number of residential properties. There is a priority junction with right turn lane with A6 Buxton Road.

To the east of the allocation site is the signal junction of the A555 with the A6. This is heavily congested in the peak hour and can queue back past the allocation frontage. Future extension of the A555 from the A6 to the M60 must be accounted for in any site layout and access junction design so as to avoid any prejudice to completion of the A555.

7. Required Mitigation

Necessary local mitigations were identified and are detailed below:

- Development should not impact future extension of the A555 from the A6 to the M60. Development should either be restricted to area outside the proposed Highway boundary or an alternative junction arrangement of at least equal capacity should be proposed including submission of supporting traffic modelling.
- Any site access junction to the A6 should either be signalised or incorporate a ghost island right turn lane of sufficient dimension to enable cars and light vans to exit the site in two movements. Any junction shall be designed to DMRB standards for a 40mph speed limit road. The junction shall be designed with sufficient capacity to avoid any additional congestion on the A6.
- A footway and cycleway shall be provided on the north side of the A6 between the Buxton Road junction at Yew Tree Avenue and the Buxton Road junction at Norbury Hollow Road. This shall be provided without capacity reduction on the A6. Controlled crossing facilities shall be provided at the A6 / A555 junction with a foot / cycle connection to link to the existing A555 foot / cycle route at Buxton Road.
- Any works to the A6 shall take account of the balancing pond and associated vehicle barrier both of which may need relocation to provide space for a segregated foot / cycleway on the site frontage and provision of a ghost-island right turn lane of sufficient dimension to ensure site access safety.

- To improve access to Torkington Primary School by foot and cycle the developer will need to widen and light the existing path 77HGB between Sandown Road and Occupiers Lane to allow cycle use and traffic calm and light Occupiers Lane from PROW 77HGB to the A6.
- Bus stops on Buxton Road should be upgraded with shelters, seating, real time passenger information and raised boarding facilities. Crossing facilities should be improved to the northbound bus stop.

8. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating Davenport station into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- Hazel Grove Active Travel Improvements Phase 1

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Metrolink Tram-Train to Hazel Grove
- Hazel Grove Active Travel Improvements Phase 2
- Completion of the A555 from the A6 to the M60

The latter may have an impact on this site. If the road is extended to the north it is proposed to replace the existing signal T junction with a large signalised roundabout. Works for this might extend into the allocation area. Development of the allocation for housing may therefore prejudice the future completion of the A555.

9. Summary and Conclusions

The Occupiers Lane allocation proposes around 120 dwellings on a “grey belt” site made up of open fields and vegetation to the north of the A6. The site would need to be accessed from the A6 via a high standard priority or signal junction. The development will contribute to meeting Stockport’s housing need and benefits from proximity to the strategic road network. Overall accessibility is above average, with a DfT Connectivity Tool score of 61/100, reflecting good access to bus services and the wider road network, although walking accessibility is more limited.

Future extension of the A555 needs to be accounted for in defining the allocation boundary which current proposals may impact. If revised proposals are made they need to be of at least equal capacity and modelled to demonstrate that no detriment will occur to the future completion of the route.

In transport terms, the site benefits from nearby bus stops with regular services, and could be provided with access to the A555 shared walking and cycling route, which provides a key east–west active travel link. Hazel Grove District Centre and rail station are within reasonable distance, although routes for cyclists are constrained by high traffic levels and limited dedicated infrastructure. Major interventions would be needed to address this. Despite relatively good public transport links, the site scores low in GMAL and still requires improvements to provide sustainable access. Proposed mitigation includes provision of a foot and cycleway on the A6 where there is currently none and enhancements to active travel routes to Hazel Grove and the local primary school. Future strategic schemes, including active travel improvements and potential tram-train connections, are expected to strengthen connectivity and encourage more sustainable travel choices.

HOM 2.41 Daisy Bank Boarding Kennels

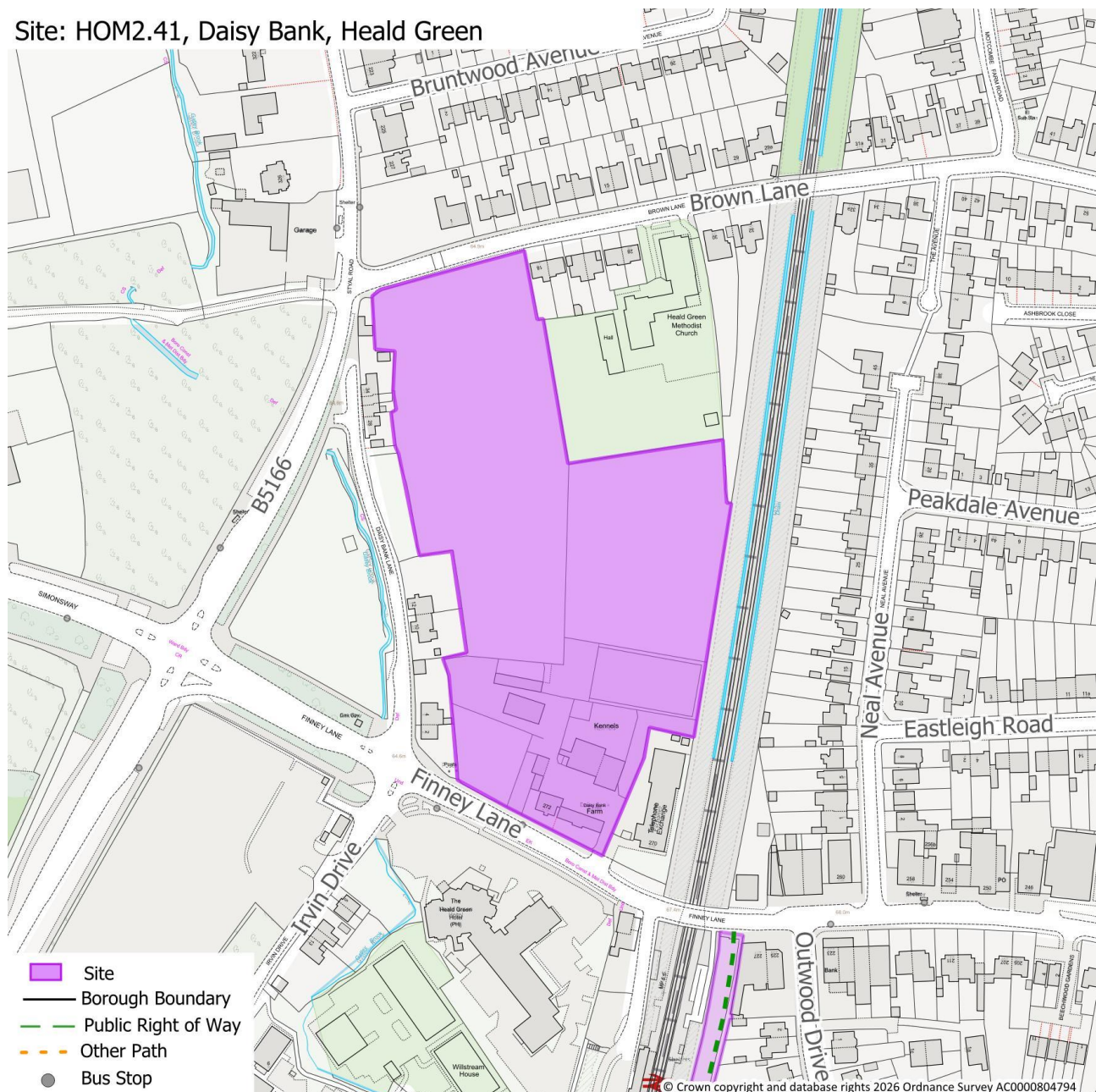
This Locality Assessment has been developed to support the proposed allocation of housing at Daisy Bank Boarding Kennels as per the proposed Local Plan.

1. Allocation Location and Overview

The Local Plan has an allocation of 132 dwellings for this site, which is bounded by Finney Lane to the south, Brown Lane to the north and the Styal railway line to the east.

It currently comprises of fields and buildings associated with the kennels

Site: HOM2.41, Daisy Bank, Heald Green



2. Justification for Allocation Selection

New homes are needed to be delivered to achieve Stockport's housing target of 25,371. They are proposed to be delivered in Predominantly Residential Areas and town, district and local centres as defined on the Policies Map.

3. Allocation Access

The allocation site has frontage to Finney Lane and Brown Lane.

Due to the signal junction with Styal Road any proposals for access from Finney Lane will need to demonstrate that queues from the signals do not extend back to the proposed junction. If this were the case it would be likely that right turning vehicles from the site would not be able to complete manoeuvres due to queues into the signals. The access junction will need to be provided with a ghost island right turn lane so that vehicles waiting to turn right into the site do not obstruct the flow of traffic towards the signal junction so increasing congestion on Finney Lane. The eastern part of the site frontage has a bus stop on it that may need to be relocated to provide an access junction.

Alternatively, access could be from Brown Lane. Access would need to be taken on the eastern part of the frontage to be clear of the junction with Styal Road. In the case of Brown Lane a simple priority junction may be sufficient to provide access.

If emergency access is required, this might be taken from Finney Lane or Brown Lane.

4. Multi-modal accessibility

Existing

Walking and Cycling

There are footways in place on Finney Lane, however the footway on the south side of Finney Lane is very narrow and not suitable for mobility impaired pedestrians. Footway provision is also limited on Daisy Bank Lane, although this road is restricted for through traffic and therefore experiences low traffic flows. Brown Lane also has relatively narrow footways on both sides of the carriageway. There are no Public Rights of Way through or adjacent to the site.

There is a Puffin crossing in place on Finney Lane immediately west of the railway bridge and a pedestrian refuge immediately west of the Daisy Bank Lane/Finney Lane/Irvine Drive junction. There are controlled pedestrian crossings on all arms of the Simonsway/Finney Lane/B5166 Styal Road junction.

Brown Lane forms part of National Cycle Route 558 and there is a segregated cycleway on Styal Road and Simonsway, ultimately providing a link to Manchester Airport and the Trans Pennine Trail near Stockport Town Centre.

The nearest primary school is Prospect Vale Primary School, an approximate 0.6 mile (1km) walk along Finney Lane and then Neale Avenue. Neale Avenue is narrow and has extensive pavement parking issues. The route then continues along a narrow footpath onto The Avenue, with very narrow carriageway and footways and also suffers from pavement parking. The route then follows Brown Lane and Prospect Vale to the school.

The catchment school is The Kingsway School which is a 1.7 mile (2.7km) walk along Styal Road, which has narrow footway on one side only, then Yew Tree Grove which also has poor footways. The route then continues along a footpath through Gatley Golf Course and over the railway on a footbridge, to reach Troutbeck Road. The route continues on this estate road, which suffers from pavement parking. The route continues along Gainford Avenue / Appleby Road / Silverdale Road / Foxland Road, which are all quiet estate roads but have pavement parking issues. Improvements to the route over the Golf Course may be provided following its proposed redevelopment for housing.

For cyclists it is a 2 mile (3.2km) cycle along quiet estate roads (Neal Ave / Peakdale Ave) and then onto Brown Lane, which is part of the National Cycle Route 558. The route continues on NCR 558 via St Anne's Road North. The route leaves NCR 558 at Silverdale Road, which is a quiet estate road with a 20mph speed limit and traffic calming and continues to Foxland Road and the school.

The nearest District Centre is Cheadle Hulme, which is a 3.3km (2.0mile) walk along Finney Lane, Etchells Road, Turves Road an Albert Road on generally good footways. There are poor crossing facilities at the Finney Lane/Wilmslow Road/Etchells Road junction. The equivalent cycling journey follows the same route, however there are limited cycling facilities and relatively high traffic flows.

Bus

On Finney Lane, immediately opposite the site are flagpole only-type bus stops. The following regular services are available from these stops (as well as school bus services):

- Service 130: Macclesfield - Henbury - Wilmslow - Manchester Airport (hourly service)
- Service 368: Manchester Airport - Cheadle Hulme - Edgeley – Stockport (3 buses per hours)

The 368 provides access to Cheadle Hulme District Centre. There are also school bus services available from Styal Road.

Rail

The nearest site to the allocation is Heald Green, approximately 100 metres to the south east of the site on Finney Lane.

The station has two platforms and a staffed ticket office and ramped access to both platforms. For split journeys there is a small surface car park, which is free to use. Services (which are all operated by Northern) available from Heald Green are shown in the table below.

Destination	Typical daytime trains per hour (3tph)
Manchester Airport	2tph
Liverpool Lime Street (via Picadilly)	1tph
Blackpool North (via Picadilly)	1tph
Crewe	1tph

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

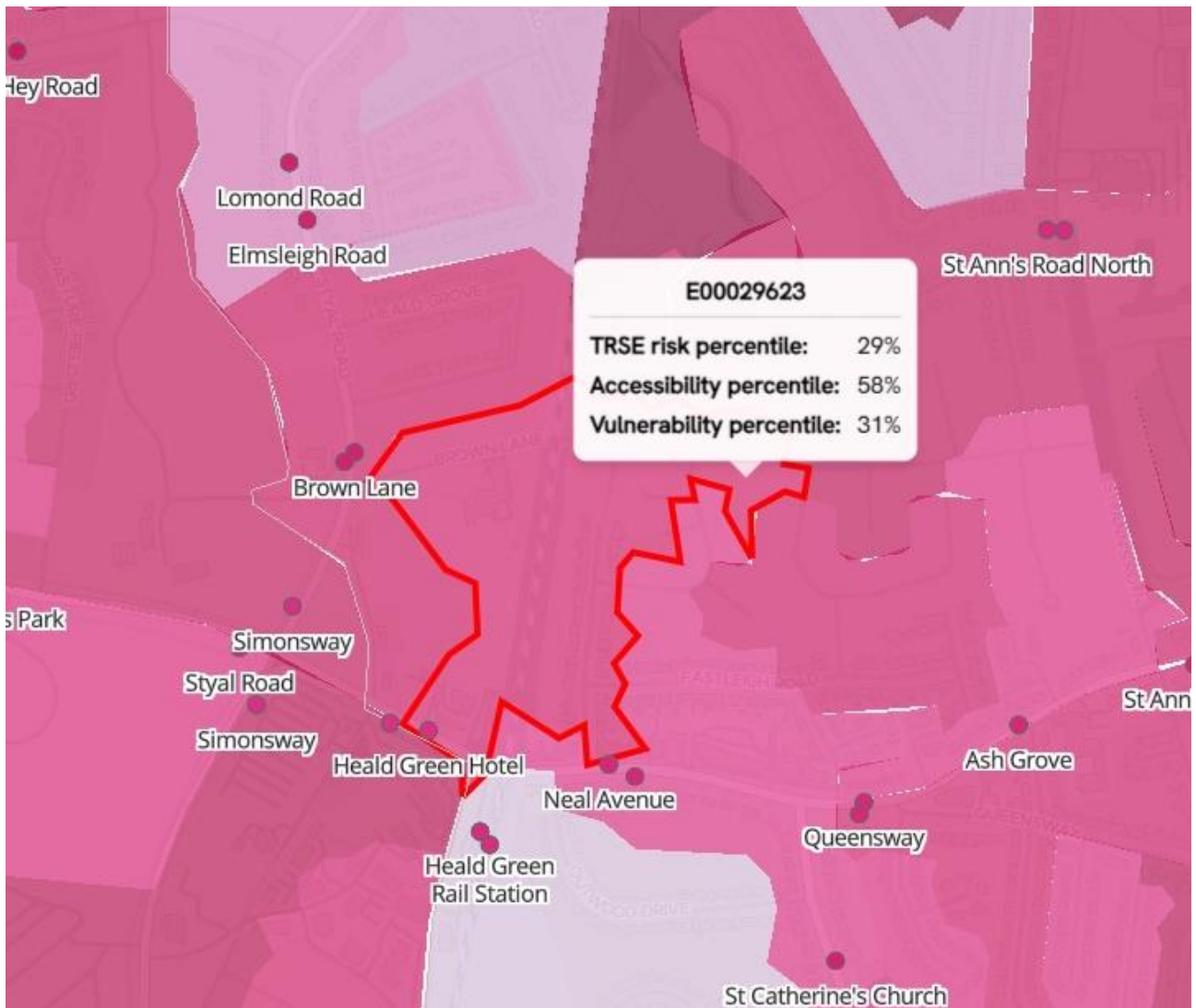
The site scores 69 of out 100 on the DfT's Connectivity Tool, a relatively low score for Stockport that reflects poor public transport options and distance from key employment centres and essential services.



Transport-related social exclusion (TRSE) is a significant issue in the North of England, affecting approximately 3.3 million people, which is about 21.3% of the region's population. This exclusion is caused by factors such as poor public transport provision, high costs, and car dependency, leading to difficulties in accessing essential services like work, education, and healthcare.

Transport for the North (TfN) has developed tools to measure TRSE by analysing access to everyday places and the vulnerability of populations to social exclusion. These tools aim to identify areas with high risk of TRSE and support local authorities in addressing these challenges. The goal is to improve transport systems to reduce social exclusion and enhance the quality of life for those affected.

The map below demonstrates TRSE when compared to an average for England. For this site TRSE risk is high (100% being a very low score), whilst accessibility is around average. The site has lower than average vulnerability, which represents the extent to which a population is predisposed to social exclusion due to the combination of these socioeconomic and demographic characteristics.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

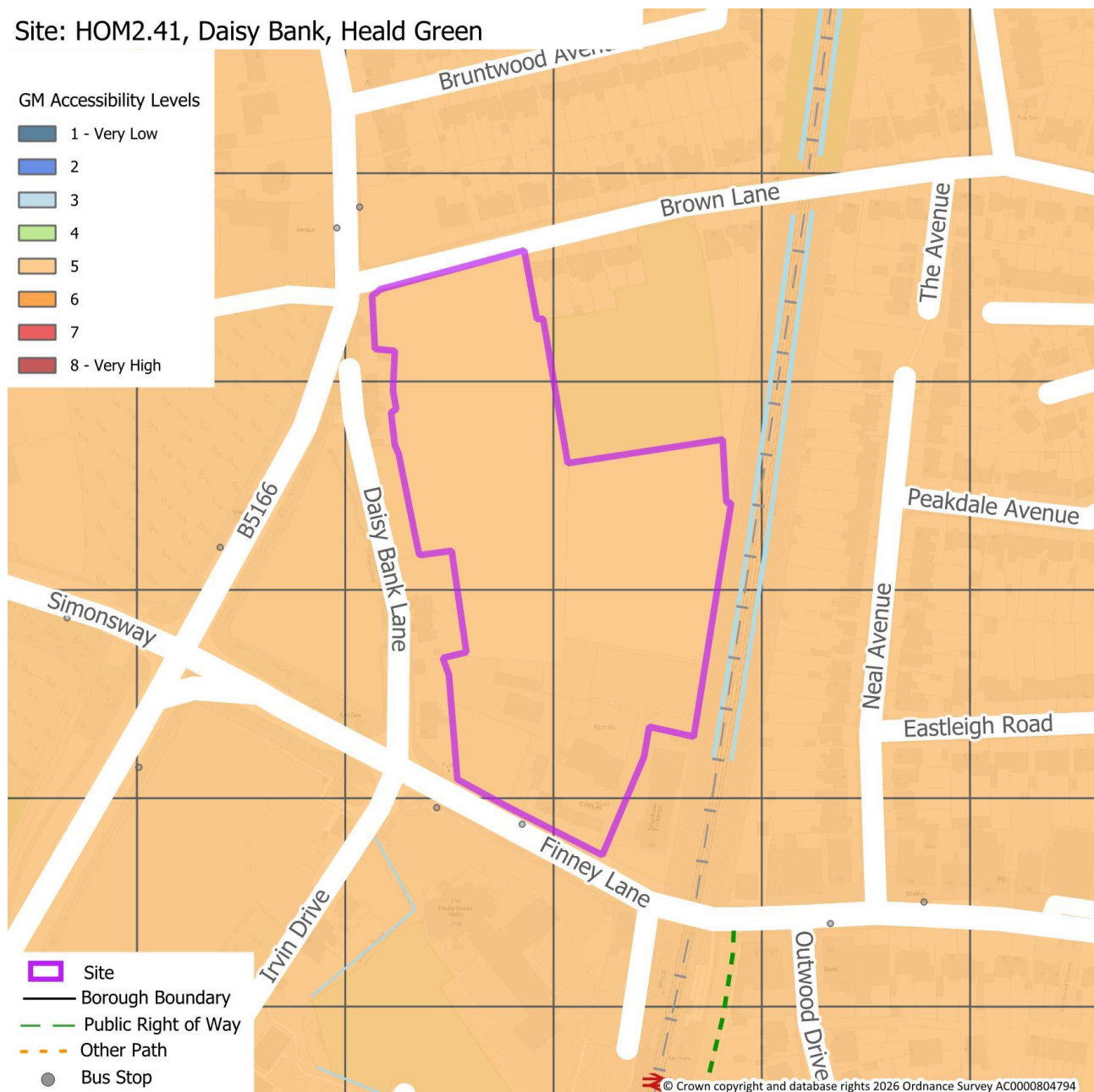
- Walking time from the point-of interest to the public transport access points;

- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation scores well on this metric, with good accessibility due to proximity to Heald Green Rail Station and bus services.

Site: HOM2.41, Daisy Bank, Heald Green



5. Parking

The following parking standards for residential development are set out in the Stockport Unitary Development Plan Review (May 2006):

- Maximum two car parking spaces per dwelling;
- Minimum one cycle space per household (if no lockable garage)

6. Current Highway Capacity Review

Finney Lane is a busy single carriageway road with approximately 13,000 ADT which provides for one lane of traffic in each direction. Additional development related traffic could potentially impact on the junction with Styal Road and Simonsway. It has a 30mph speed limit on the allocation frontage with a 20mph limit starting at the eastern boundary for the Local Centre.

Much of Heald Green Local Centre fronts onto Finney Lane including shops and restaurants as well as residential properties. There is footway on both sides of the carriageway. Finney Lane provides an important east-west link between Styal Road and Wilmslow Road, ultimately linking Wythenshawe and areas of Stockport as well as B5166 Styal Road and the A34.

7. Treatment of Cumulative Impacts

The transport impacts of the allocation need to be considered cumulatively with nearby Local Plan site HOM 2.36 Heald Green East.

8. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- Access to Finney Lane located and designed in such a way as to avoid impact on the operation of the signal junction of Finney Lane with Styal Road including provision of a ghost island right turn lane.
- Assessment of any traffic impact on the operation of the Finney Lane / Styal Road / Simonsway junction and mitigation measures to address any significant detrimental impact.
- Provision of a minimum 3m width foot / cycleway on the Finney Lane frontage and minimum 2m footway on the Brown Lane frontage.
- Reduction of the carriageway width and junction radii at the Finney Lane / Daisy Bank Lane junction to improve pedestrian and cycle access to the west.
- Provision of a minimum 3m width foot / cycleway on Finney Lane from the site to the Finney Lane / Styal Road signal junction to connect to existing Toucan crossing facilities at the junction.
- Provision of a high-quality foot and cycle route linking Brown Lane and Finney Lane.

- Provision of improved walking and cycling connections to Prospect Vale Primary School including provision of raised carriageways, drop crossings and tactile paving at the junctions of The Avenue, Motcombe Farm Road, Peakdale Road, Rosevale Avenue and Prospect Vale with Brown Lane.
- Improved connection to Prospect Vale primary School by provision of a zebra crossing on Brown Lane in the vicinity of the junction with Prospect Vale including footway widening on the south side of Brown Lane between Peakdale Avenue and Meadows Road.
- Upgrading of bus stops on Finney Lane to include shelters, seating, real time passenger information and raised boarding facilities.

9. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

At time of writing, TfGM are considering comments from an associated public consultation that finished in March 2026.

There are improvements proposed for the Bee Network including integrating Heald Green station into the Bee Network and further enhancing bus services and walking and cycling infrastructure. Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- A34 Handforth to Cheadle Phase 1

Explore and Develop (longer term transport policies)

- Stanley Green Travel Hub including Bus Rapid Transport to Manchester Airport
- A34 Handforth to Cheadle Phase 3

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

Stockport Transport Strategy

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation that are encapsulated in the draft Stockport Transport Strategy.

These include:

- Hazel Grove – Bramhall – Heald Green – Wythenshawe Bus Service Improvements

10. Summary and Conclusions

Allocation site HOM2.41 could provide up to 120 dwellings. Site access is likely to be from Finney Lane or Brown Lane. Access from Finney Lane will need to take account of the nearby signal junction with Styal Road including provision of a ghost island right turn lane. Access from Brown Lane may be by a simple priority junction but needs to be away from the junction with Styal Rd. The site has good public transport links with bus stops on Finney Lane and is close to Heald Green Station. An existing foot / cycle route on Styal Road is nearby but needs connection to the site which in turn could provide a good north-south foot and cycle connection to Brown Lane. Access to local amenities, in particular the primary school, could be improved by relatively minor interventions.

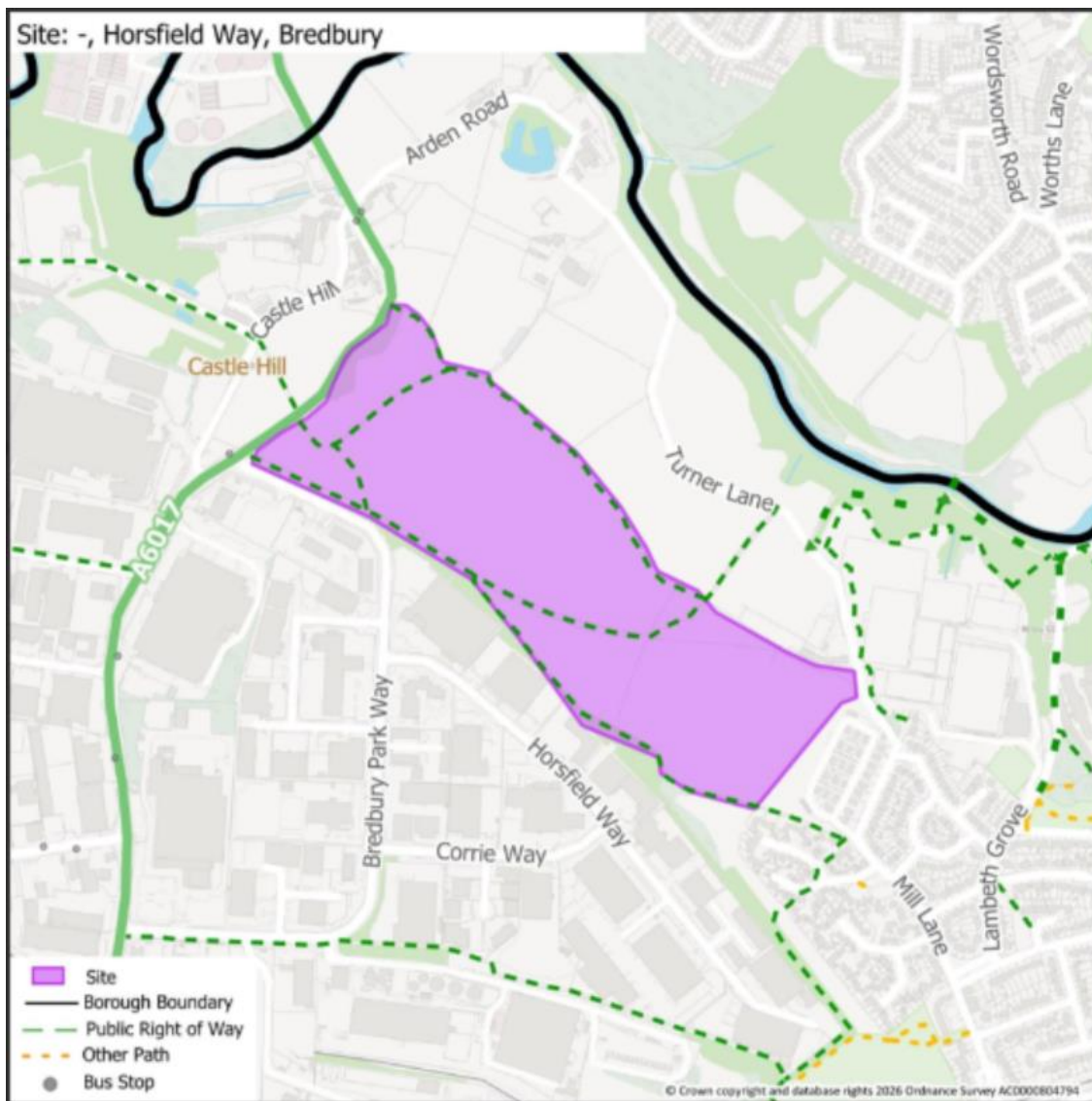
BUS 3.1 Bredbury Gateway

This Locality Assessment has been developed to support the proposed allocation for the development of industrial or warehousing and distribution (logistics) employment floorspace at Bredbury Gateway, Bredbury.

1. Allocation Location and Overview

The Local Plan states the site must provide a minimum of 75,000sqm of floorspace and must aim to provide a range of unit sizes in accordance with local evidence of need.

It is located to the north of the existing Bredbury Park Industrial Estate to the east of the A6017 Ashton Road. The allocation location is illustrated below. The site is comprised of mainly of open fields and vegetation.



2. Justification for Allocation Selection

In order to meet an identified need for logistics/warehousing uses, the council needs to identify large sites with good access to the major road network. There are no such suitable sites in the urban area and therefore to seek to meet that need, the council has had to assess potential sites in the Green Belt. This site is the result of a site selection process the council has undertaken to try to find sites.

3. Allocation Access

The site can be accessed from Bredbury Park Way via a new priority junction. Bredbury Parkway forms a loop with north and south priority junctions onto the A6017 Ashton Road.

Ashton Road connects Denton with Bredbury with a bridge over the River Tame and under the Hope Valley Line railway both being constraints on the alignment. In the case of the railway bridge it has a height limit of 4.4m which is below the normal maximum height allowed for on UK roads of 5.03m. Replacement of it with a full height clearance bridge would cost tens of millions and be a major undertaking which would be likely to close off access from Junction 25 to Bredbury Parkway for a considerable period.

Ashton Road connects to the M60 Junction 25. This has two roundabouts connected by a short length of dual carriageway known as Crookilley Way. Both roundabouts can experience peak hour congestion with potential for queues on the motorway slip roads.

4. Multi-modal accessibility

Existing

Walking and Cycling

Existing pedestrian infrastructure in the vicinity of the allocation comprises a footway along the western side of the carriageway on Bredbury Parkway and footways are provided along both sides of Ashton Road, to the south of the Bredbury Parkway (north) junction. These footways are lit. To the north of the Bredbury Parkway (north) junction, there is a narrow footway (approximately 1.0m wide) along the western side of the carriageway only, with street lighting on the opposite side of the carriageway. No pedestrian crossing facilities are present on Ashton Road, near the junction with Bredbury Parkway (north), to facilitate access to the nearest bus stop.

Recent works for a Section 278 Agreement with a property developer are making improvements to pedestrian and cycle facilities on and close to the junction with Castle Hill. This includes a foot / cycleway connection between Castle Hill and Cromwell Road. A foot / cycleway has been provided to Bredbury Parkway North but lacks a controlled crossing to access it.

There is pedestrian connectivity to Brinnington, via a footbridge over the M60, although this path is unlit and connections along and from Cromwell Road are poor. There are also pedestrian links to Stockport Sports Village, Woodley to the east, and Haughton Green to the north via Turner Lane, which runs through the allocation area. Turner Lane is currently unpaved and unlit, and access to Haughton Green is via unsurfaced steep paths and an unlit footbridge over the River Tame.

In addition, there are a number of Public Rights of Ways (PROW) passing through and adjacent to the allocation, providing links to Brinnington to the west, the industrial estate to the south and connections with the residential streets to the east of the allocation.

The recent CRSTS Streets For All (S4A) Bredbury and Woodley project has consulted over and received approval for path improvements from Bredbury Parkway to Woodley and improved crossing facilities in Woodley. Some works have been completed in Woodley including junction, crossing and path improvements but due to lack of funding under the S4A programme the path from Mill Lane to Bredbury Parkway remains in need of widening and surfacing.

The allocation is close to a number of existing local and national cycle routes, and associated infrastructure, providing connections to surrounding residential areas.

National Cycle Network (NCN) Route 62 runs to the north of the allocation and can be accessed via Turner Lane which is a designated traffic-free route with a rough surface. Ashton Road also provides some sub-standard on carriageway and off carriageway cycle facilities, and a toucan crossing is also available at its junction with Lingard Lane. These facilities do not meet current guidelines.

There are few amenities within Bredbury Parkway Industrial Estate north of the railway bridge other than vans providing hot and cold food. South of the railway bridge on Ashton Rd there is a recently constructed coffee shop. There is a McDonalds and large Morrisons supermarket approximately 1.3km south of the site on Ashton Road.

Bus

The nearest point of the proposed development is within 200m walking distance of Bredbury Parkway bus stop which is situated on Ashton Road for northbound services. The nearest southbound bus stop is located at Stuart Road, approximately 500m walking distance from the development site. The northbound stop provides a layby, shelter and raised kerb, whilst the southbound stop provides the same facilities, but with a brick shelter as opposed to metal.

Associated services include: (in each direction)

- Service 322: Haughton Green - Castle Hill - Brinnington – Stockport (hourly service)
- Service 327: Haughton Green - Denton - Brinnington – Stockport (every 30 mins)

Rail

For the west and north of the site the nearest railway station to the development site geographically is Bredbury. However, in terms of walking distance, Brinnington station is nearer. Brinnington Station is a 0.9 mile (1.4km) walk along Bredbury Park Way, which currently has footway on the south side only, and then along footways on Ashton Road which have recently been widened. The most direct route crosses Ashton Road to continue along Cromwell Road. There is a lack of signalised crossing facilities at this location.

The footways on both sides of Cromwell Road are relatively narrow and on the southern side do not connect to the footbridge over the M60. The route crosses the motorway and continues along the edge of Reddish Vale Park to Lapwing Lane, which has poor quality footways and a problem with pavement parking. The route continues on to link to the station.

Brinnington railway station operates regular trains to Manchester Piccadilly, Sheffield and New Mills Central. Services to Manchester Piccadilly and New Mills Central operate every 40 minutes, while trains to Sheffield are less frequent at one train an hour. For New Mills Central trains operate every 30 minutes. The journey time to Manchester Piccadilly is 13 minutes, for Sheffield the journey time is 1hr and 7 minutes. New Mills Central to Brinnington railway station is a total journey time of 16 minutes.

For the south and east of the site the closest stations are Bredbury and Woodley.

Woodley Rail station is located approximately 350 metres from the site on the A627 Hyde Road. It has step-free access, a sheltered waiting area and a small car park (5 spaces). Services that can be accessed from Woodley include those travelling to Rose Hill Marple (2 trains per hour) and Manchester Piccadilly (2 trains per hour).

Woodley Train Station is a 0.9 mile (1.4km) walk exiting the site in the north-eastern corner onto Turner Lane, which has a gravel surface. The route continues through the housing estate on poor, aged footways which suffer from pavement parking. The route continues along the cut-through between Braddon Road and Bankfield Road, then crosses a bridge and continues along Manor Road. The bridge and Manor Road are very narrow and poorly surfaced, and do not have footways. The route then climbs up Manor Road, which has sections with no footway or on one side only, to Hyde Road where it crosses over to reach the station, however there is no controlled crossing on the desire line.

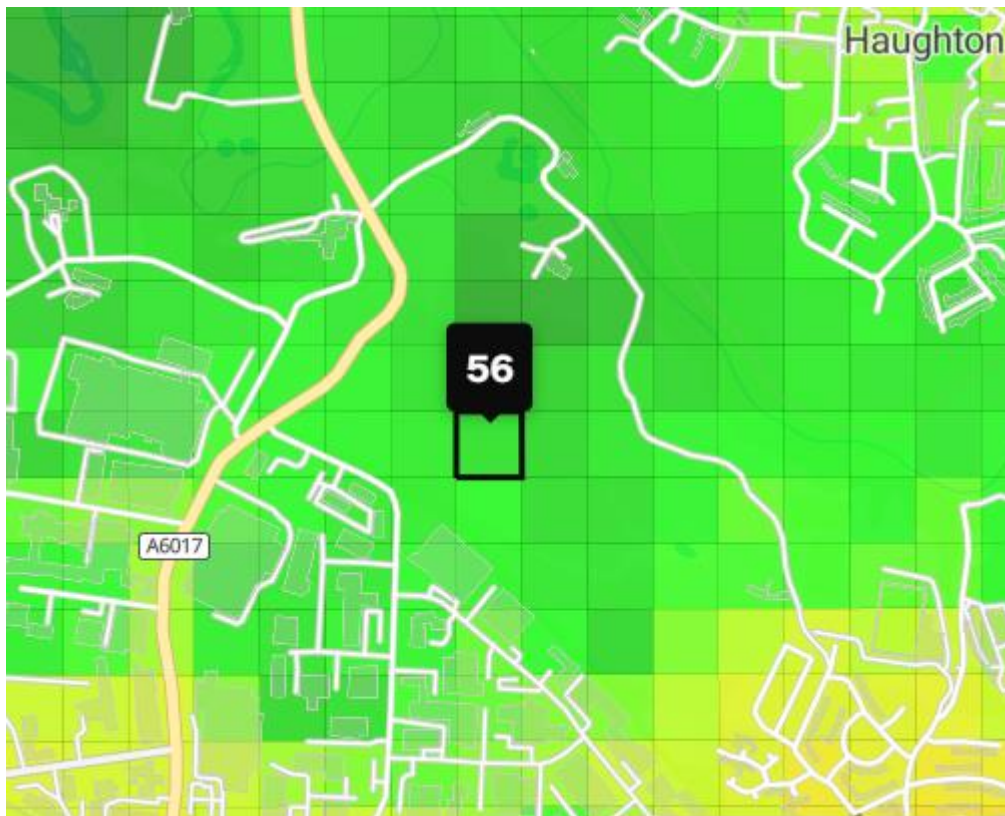
For cyclists, Woodley Station is a 1 mile (1.6km) ride starting on Turner Lane, which is unmade, and continuing along quiet estate roads. The route continues along the cut-through between Braddon Road and Bankfield Road, then crosses the bridge and continues along Manor Road. The bridge and Manor Road are very narrow and poorly surfaced. The route up Manor Road is very steep. The route continues along Hyde Road where there are no cycling facilities.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores slightly above average 56 of out 100 on the DfT's Connectivity Tool. It scores very highly for driving due to proximity to the Strategic Road Network.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

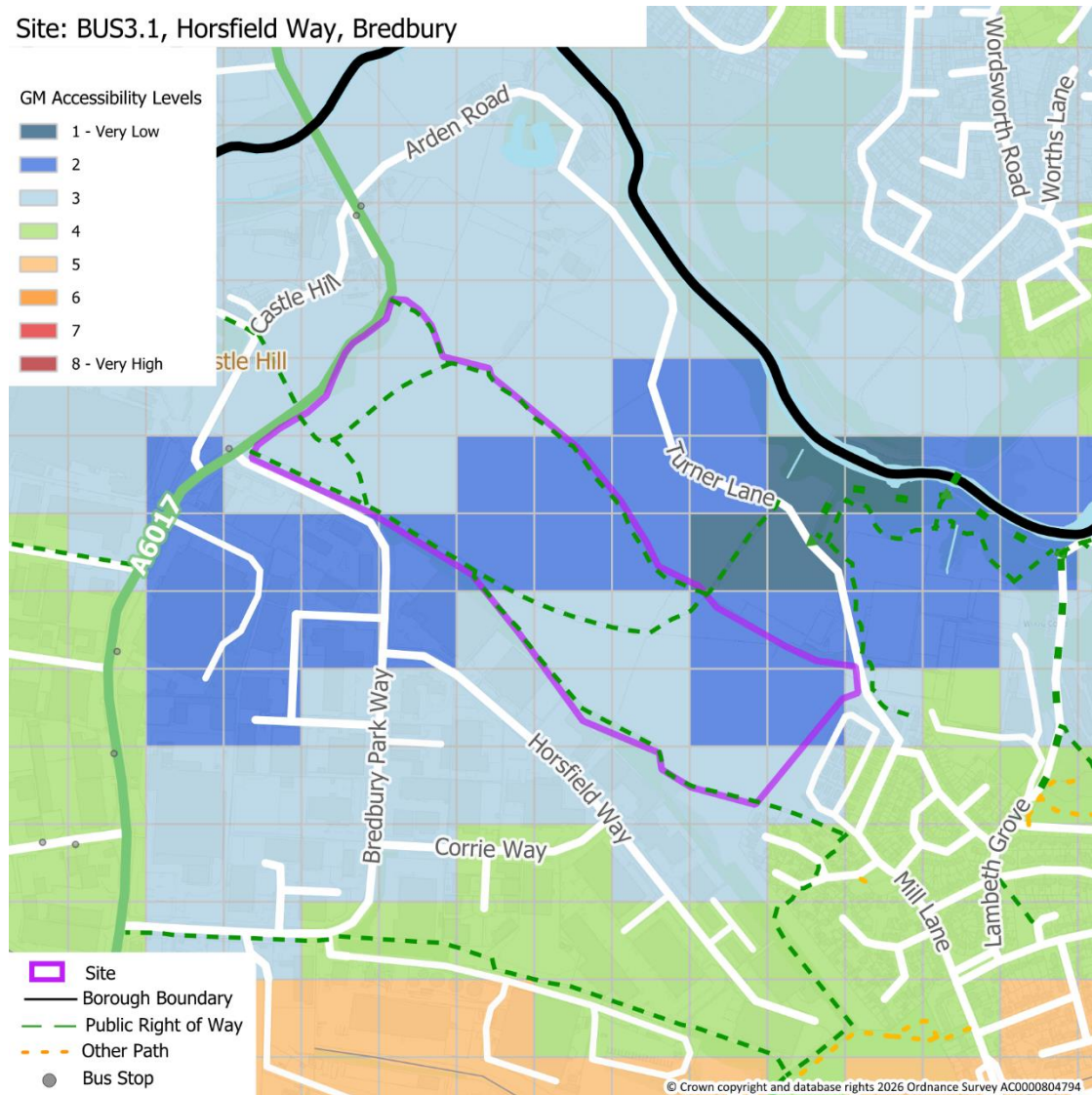
The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

Across the allocation it generally scores below average or low, reflecting generally poor public transport links.

Site: BUS3.1, Horsfield Way, Bredbury



6. Parking

The following non-town centre maximum parking standards for B1 and B3 land use types are set out in the Stockport Unitary Development Plan Review (May 2006):

- B1 Offices (general parking 1 per 30 square metres, cycle parking 1 per 4000 square metres)
- B3 Industry/B8 Distribution (1 per 45 square metres, cycle parking 1 per 700 square metres)

7. Current Highway Capacity Review

The A6017 Ashton Road is a heavily trafficked, 'A' classified single carriageway road, with narrow footways on one side (north of Bredbury Parkway) and on both sides (south of Bredbury Parkway).

Bredbury Parkway, between the proposed site access and Ashton Road, is a single carriageway road of approximately 7m width, with a verge and footway on the south side and a verge on the north side. The road forms a loop with both ends connecting onto the A6107 Ashton Road. The Bredbury Parkway / Ashton Road (north) junction is currently a priority junction, with a short ghost island right turn lane and a single exit lane. It is located opposite a bus lay-by and the junction of Castle Hill is on the opposite side, approximately 50m to the south.

The Ashton Road / Bredbury Parkway (south) junction is currently a priority junction, with a ghost island right turn lane on Ashton Road and a single lane exit. This is wide enough to allow two cars to exit at once, but if an HGV is present it operates as a single lane. This junction becomes congested with the right turn queue exceeding space in the right turn lane and queues to exit, especially in the evening peak. Approximately 100m to the north of this junction, the Ashton Road / Lingard Lane junction is a traffic signal controlled junction. Lingard Lane provides a connection across the M60 to Brinnington.

Approximately 100m south of the Ashton Road / Bredbury Parkway (south) junction, Ashton Road passes underneath the Manchester to Sheffield (Hope Valley) railway line. The existing railway bridge has a height restriction of 4.4m. This pinch point currently represents a constraint on the size of HGV traffic which can access the industrial estate from the M60 J25.

8. Treatment of Cumulative Impacts

There are no other allocated sites that would cause a cumulative impact with this development on Ashton Road, however the M60 Junction 25 will be impacted by a number of housing allocations in the east part of the Borough.

9. Required Mitigation

Several necessary local mitigations were identified and are detailed below:

- The site access junction should be a priority junction with a ghost island right turn lane and left and right turn exit lanes.
- A crossing for pedestrians and cyclists appropriate for the speed, volume and composition of traffic on Bredbury Parkway near the site entrance.
- Provision of a footway / cycleway on the site frontage to Bredbury Parkway and Ashton Road as far as a controlled crossing facility over Ashton Road.

- Provision of a footway / cycleway on the east side of Bredbury Parkway to link to the path to Woodley.
- Relocation of the Bredbury Parkway North junction to the north to provide greater separation from the junction with Castle Hill opposite and provision of an appropriate standard junction to accommodate existing and development traffic without congestion on Bredbury Parkway or Ashton Road.
- Provision of controlled crossing facilities on Ashton Road to access the northbound bus stop and pedestrian / cycle route to Cromwell Road.
- Mitigation of development site traffic impact at the Bredbury Parkway south junction with Ashton Road, Ashton Road / Lingard Lane and at the M60 Junction 25.
- Provision of a physical 4.4m height restriction on vehicles accessing the site to avoid danger of bridge strikes on Ashton Road and increasing traffic through residential areas of Tameside to access the motorway network.
- Provision of surfaced, lit paths of minimum width 3m and to design guidelines for walking and cycling to connect Bredbury Parkway, Mill Lane Woodley and Meadow Lane, Denton via the allocation site. The paths shall be made available for public use at all times.
- Improved north and southbound bus stops should be provided on Ashton Road as close as safely possible to the Bredbury Parkway (north) junction and associated crossing facilities. The improved stops should include shelters, seating, real time passenger information and raised boarding facilities.
- Cycleways should be provided at the main site access and along access roads
- Footways should be provided along all site access roads and defined; off-carriageway pedestrian routes should be provided between the highway and the main entrances to each building
- Turning areas should be provided at the end of all access roads within the site.
- Parking spaces for disabled badge holders should be located close to the entrances of each building
- Paths to connect the site with Turner Lane and Mill Lane should be wide enough for use by pedestrians and cyclists and have no sharp bends
- Additional path connections (e.g. to connect the access roads terminating near Plot P1AB, 10 and 5 with the adjacent rights of way) should be provided
- The site lacks permeability and the opportunity from the units to get onto the PROW routes to avoid, as far as possible, walking along or through the industrial park elements.

10. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed

and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM’s long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

Schemes that are likely to impact on the area around the allocation include:

- Access for All Bredbury Station - Improved access for everyone, providing step-free access between street and platforms (Deliver before 2032)
- Bredbury Economic Corridor Improvement Package (including a potentially improved link between M60 J25 and Bredbury Parkway)

The draft Stockport Transport Strategy (2026-41) also includes a number of schemes:

- Metrolink / Tram-Train Stockport to Rose Hill Marple Operation of tram-train services that would use both new light rail infrastructure to link Stockport town centre to Bredbury (alongside the M60 corridor and via the Town Centre East regeneration area) and then use the existing rail corridor to connect onward to Marple.
- Bee Network Rail Reform (Tranche 3 Stations) The phased introduction of bringing Greater Manchester’s rail stations into the Bee Network. By 2030, this will include Bredbury
- Station Accessibility Programme (Tranche 1 Stations) Prioritised delivery programme to make all Greater Manchester’s rail stations accessible to everyone by 2040. Tranche 1 is set to include Bredbury.

11. Summary and Conclusions

This site allocation forms a logical extension to the existing Bredbury Parkway industrial area. The allocation has frontage to an industrial distributor road of good standard and a short A classified road connection to the M60 Junction 25. Unfortunately, the junctions with the A road operate poorly at busy times due to layout and location constraints and there is a height restricted bridge between the site and the M60. The motorway junction is heavily congested.

The junction layouts, especially the Bredbury Parkway north junction, can be addressed by mitigation measures which should be provided as part of development. The bridge is a greater problem. As the development is most unlikely to be able to fund replacement of it access to the site needs to be limited to 4.4m max height vehicles to avoid increased risk of bridge strike. The motorway junction will be likely to have increased congestion from traffic associates with this and other allocated sites. A plan for mitigation needs to be agreed with National Highways and a funding mechanism established prior to development of this allocation site.

That area was developed some decades ago such that accessibility for non car modes to it was not given great consideration and as a consequence is generally of poor quality. The allocation provides the opportunity to improve walking and cycling provision to and across the allocation site. Routes should connect to nearby residential areas including Brinnington, Hawk Green and Woodley. Bus stop facilities should be improved close to the site and controlled crossings provided to them.

With adequate mitigations this site can provide a valuable addition to the industrial capacity of Stockport Borough but the delivery of the mitigations must be secured before any planning consent is granted.

BUS 3.2 Heathside Park Road

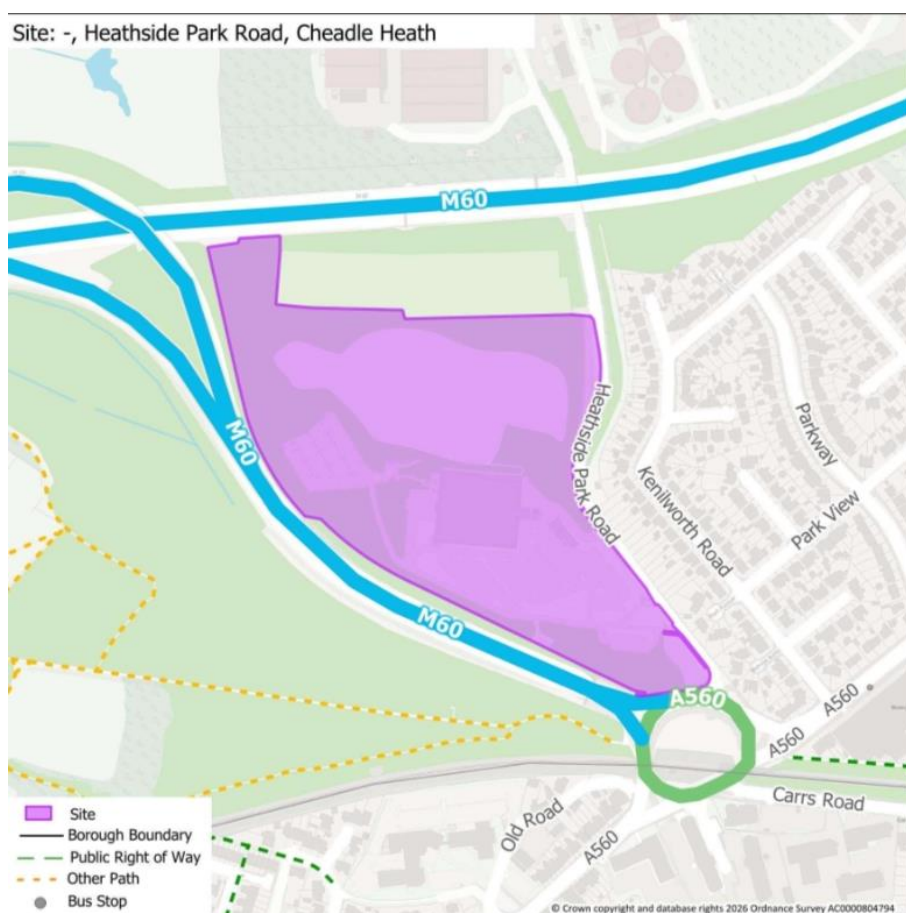
This Locality Assessment has been developed to support the proposed allocation for the development of industrial or warehousing and distribution (logistics) employment floorspace at Heathside Park Road, Cheadle Heath.

1. Allocation Location and Overview

The Local Plan states the site must provide a minimum of 32,000sqm of floorspace and must aim to provide a range of unit sizes in accordance with local evidence of need.

The site is located adjacent to the M60 Junction 2 (known as Roscoe's Roundabout) and is bound to the north and west by the motorway and associated slip roads. Allotments are also adjacent to the site and form part of its northern boundary.

The eastern boundary of site is formed by Heathside Park Road, which is backed by housing and provides access to the allotments and Stockport Waste Water Treatment Plant. The site is comprised of a large office building, associated car parking and open space and vegetation.



2. Justification for Allocation Selection

In order to meet an identified need for logistics/warehousing uses, the council needs to identify large sites with good access to the major road network. There are no such suitable sites in the urban area and therefore to seek to meet that need, the council has had to assess potential sites in the Green Belt. This site is the result of a site selection process the council has undertaken to try to find sites.

3. Allocation Access

The site can be accessed from Heathside Park Road. Heathside Park Road is a cul-de-sac industrial access road with a single, sub-standard, footway on the west side. It gains access directly from the M60 Junction 2 'Roscoes' Roundabout.

Roscoe's Roundabout provides access between the A560 Stockport Road and the M60 to / from the west only and was, at one time, the terminus of the then M63. As such it has no access to the east which must be taken from M60 Junction 1. The roundabout has been partially signalled in recent years as part of the NPIF programme. The installation included signals on the A560 arms with associated pedestrian and cycle crossing facilities. Two arms on the south side of the roundabout, the M60 slip and Heathside Park Road remain as priority entries. The slip road has had some preparatory work to take signals but the installation has never been made.

Due to the length of the cul-de-sac on Heathside Park Road this site will be likely to need an emergency access providing. This cannot be from the M60 off-slip and may require property acquisition.

4. Multi-modal accessibility

Existing

Walking and Cycling

There is a narrow footway on one side of Heathside Park Road, which is lit. There are footways and controlled crossings in place on Roscoe's Roundabout as well as a bridge with stepped access over the M60 slip road.

There are segregated cycleways across Roscoe's Roundabout with controlled crossings and a shared pedestrian-cycleway through Abney Hall Park, which provides a traffic free and lit route through to Cheadle Village.

Bus

There are bus stops in place on A560 Stockport Road over 500 metres from the site on good footways on the A560 but very poor footways on Heathside Park Road. The stops have shelters and raised kerbs.

Associated services include (in each direction)

- 11 (Altrincham - Gatley - Cheadle - Edgeley – Stockport) (2per hour)
- 309/310 (Stockport - Adswold - Cheadle - Edgeley circular) (hourly - each direction)
- 370 (Altrincham - Gatley - Cheadle - Cheadle Heath – Stockport)

Rail

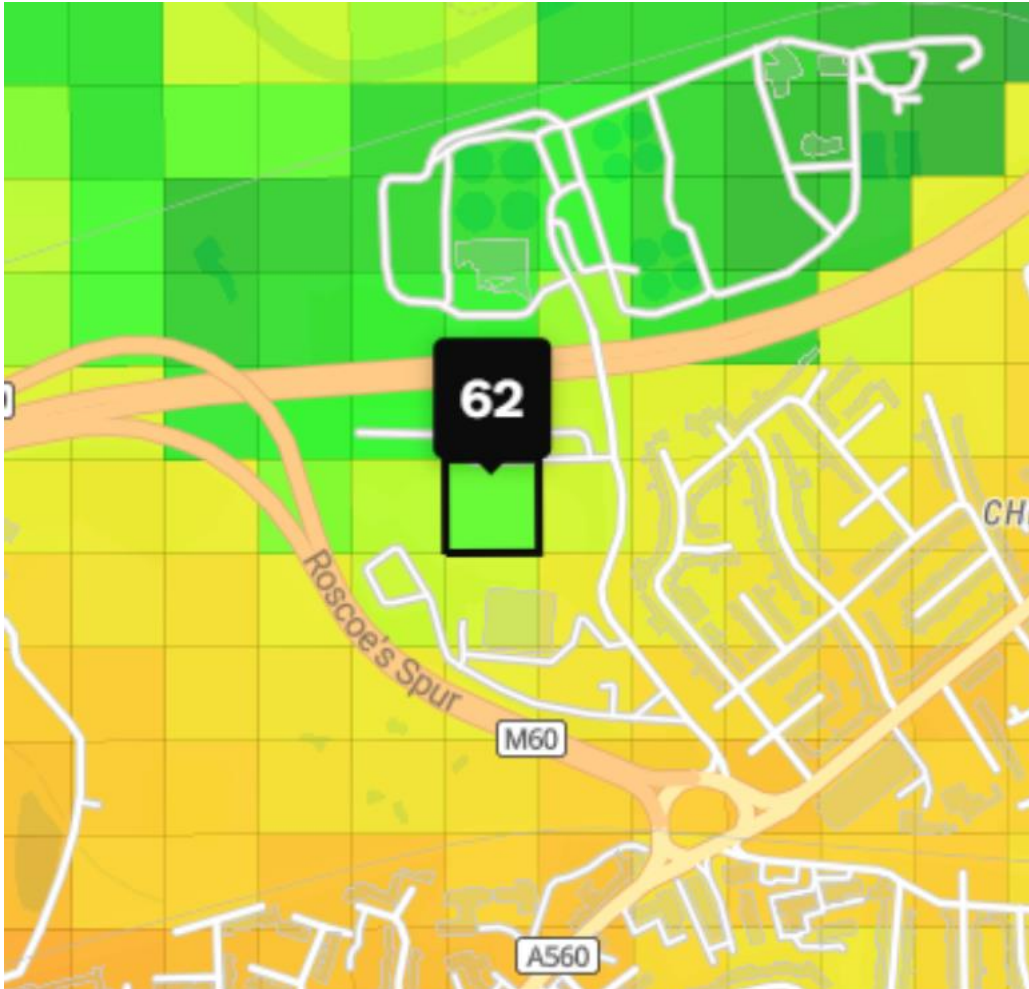
The nearest rail station to the site is Gatley, 2.2km from the site and beyond what could be considered a reasonable walking distance. Cycling to/from the station would require a combination of riding on the A560 Stockport Road and through Abney Hall Park. The A560 Stockport Road experiences high traffic flows and congestion (especially at the A34/A560 Gatley junction). There are few cycle facilities on the A560, however there is a Sparrow crossing in Cheadle (east of the village centre) with sections of segregated cycleway on its approaches.

Accessibility

The Department for Transport (DfT) Connectivity Tool is an appraisal and analytical tool developed to help assess how transport investments affect people's access to jobs and essential services. It is primarily used within the UK transport appraisal framework to measure changes in connectivity resulting from new or improved transport schemes, such as road upgrades, public transport enhancements, or active travel infrastructure. The tool focuses on estimating how easily individuals can reach key destination within a reasonable travel time, using different modes of transport.

By quantifying changes in accessibility, the Connectivity Tool supports evidence-based decision-making by allowing policymakers and scheme promoters to compare options and understand the wider economic and social impacts of transport interventions.

The site scores 62 of out 100 on the DfT's Connectivity Tool reflecting its above average public transport links and scores very highly for driving due to proximity to the Strategic Road Network.



Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

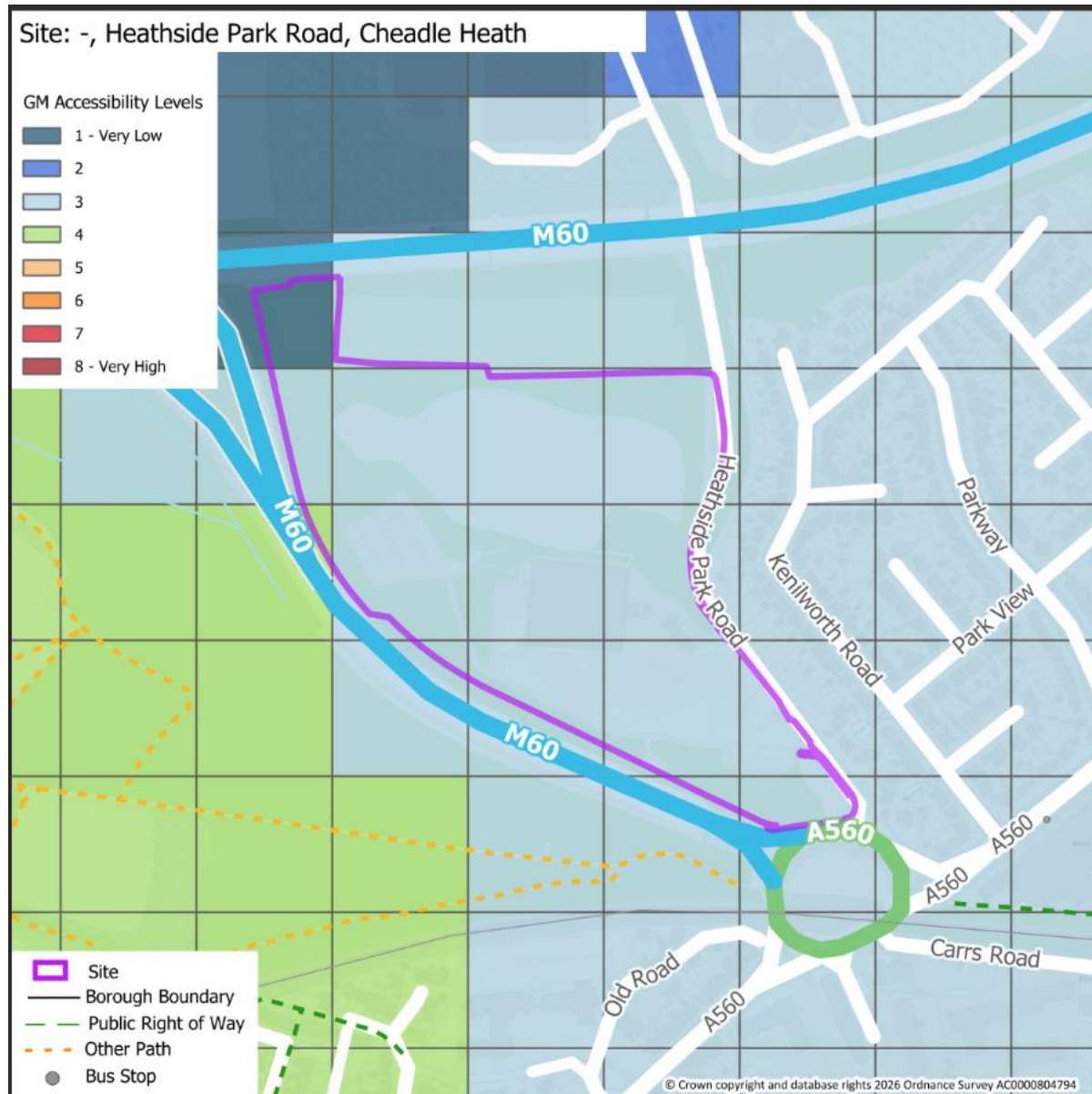
The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

It does not consider the speed or utility of accessible services, crowding (including the ability to board services) or ease of interchange.

The allocation provides a below average score on this metric, in part reflecting its distance from a rail station and District Centre.



5. Parking

The following non-town centre maximum parking standards for B1 and B3 land use types are set out in the Stockport Unitary Development Plan Review (May 2006):

- B1 Offices (general parking 1 per 30 square metres, cycle parking 1 per 4000 square metres)
- B3 Industry/B8 Distribution (1 per 45 square metres, cycle parking 1 per 700 square metres)

6. Current Highway Capacity Review

Heathside Park Road is a single carriageway, two lane road proving access to the water treatment plant, allotments and existing office building. It has access from Roscoe's Roundabout which is a six-arm junction that as well as Heathside Park Road provides access to the A560 Stockport Road (east and west), M60, Carrs Road (and nearby residential estate) and Cheadle Point office park.

The A560 is a busy east-west route linking Stockport and Sharston in Manchester. Congestion can be significant at peak times and it is a motorway diversion route if the M60 is closed.

A planning application for a new Lidl Supermarket was recently approved in close proximity to the site on A560 Stockport Road. This will require changes to the road layout including a merge on the eastbound exit from the roundabout and relocation of a pedestrian crossing.

7. Treatment of Cumulative Impacts

There are no other allocated sites that would cause a cumulative impact with this development.

8. Impact and mitigation on the Strategic Road Network

Any development of the allocation site will need to demonstrate that it does not adversely impact the operation of the M60 slip road. The location of the allocation adjacent to the slip road will require consideration of any impact that site construction, lighting, drainage etc might have on the safety, operation and future maintenance of the slip road. Under no circumstances whatsoever will direct access from the slip road to the site be considered.

9. Mitigation Measures Required

Any development access shall be a priority junction from Heathside Park Road. The access and any site access road shall have foot and cycleway facilities in accordance with guideline recommendations.

- A footway and cycleway of minimum 3m width is required from the existing Toucan crossing on Stockport Road east of Roscoe's Roundabout to the site access junction. This shall include suitable standard crossing facilities. as required on Heathside Park Road. As an alternative route to Kenilworth Road might be established, possibly in conjunction with provision of an emergency access.
- Provision of a segregated foot / cycleway to link the Toucan crossing on the A560 east arm of Roscoe's Roundabout to the Toucan crossing at the A560 Stockport Road / B5465 Edgeley Road junction.
- Analysis of the operation of the roundabout and mitigation measures as required including potential widening of the Heathside Park Road arm to two entry lanes and provision of signals on the motorway off-slip.
- Analysis of the impact on and any mitigation measures necessary at the A560 Stockport Road / B5465 Edgeley Road and A560 Stockport Road / Councillor Lane junctions.
- Provision of bus turning and stop facilities within the allocation site.
- Provision of an emergency access route that shall not be from the M60 slip road.

10. Strategic Context

The Greater Manchester Strategy, associated Delivery Plan and Stockport Transport Strategy are currently in development. However draft versions of these documents are significantly developed and have been or (at time of writing) will be subject to public consultation. It is therefore relevant to include the associated strategic context:

The draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

The Greater Manchester Transport Strategy 2050 sets out TfGM's long-term goals and the evidence behind them and the Delivery Plan (2027-37) explains how they will put the strategy into action. They set out what they want to achieve, the policies, plans and projects that will ensure their ambitions are delivered and how they will make decision.

There are improvements proposed for the Bee Network including integrating East Didsbury, Gatley, Cheadle Hulme, Stockport and other stations (including the new station at Cheadle if delivered) into the Bee Network and further enhancing bus services and walking and cycling infrastructure.

Schemes that are likely to impact on the area around the allocation include:

Deliver (before 2032 subject to final funding and business case approvals):

- New Rail Station at Cheadle
- Metrolink Extension to Stockport – extension from East Didsbury terminus to Stockport Town Centre (alignment TBC)
- A34 Handforth-Cheadle Improvements Phase 1
- Stockport Rail Station redevelopment

Develop and Deliver (transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037)

- Cheadle Economic Corridor Improvement Package
- Metrolink tram-train Stockport to Airport (passing through Cheadle)

Explore and develop (Longer term future schemes).

- A34 Handforth-Cheadle Improvements Phase 2

These schemes are likely to encourage active travel and public transport use, reducing reliance on the car.

In addition to the above, Stockport Council also have a number of priorities that are likely to impact on the allocation. These include:

- A high-frequency bus from Cheadle Hulme to Stockport via Cheadle and Edgeley

11. Summary and Conclusions

This site allocation forms a logical extension to the existing Heathside Park Road employment area. The allocation has frontage to an industrial access road of good carriageway standard and a direct connection to the M60 Junction 2.

Traffic impact at the motorway junction will need careful consideration and possible mitigation including possible widening of the Heathside Park Road entry and signalisation of the slip, both of which are feasible to do. Wider impacts need consideration but are unlikely to be significant.

Current foot and cycle access to the allocation is unacceptably poor. Provision of a footway to design standards and off-carriageway cycle facilities will be needed. Otherwise, unacceptable levels of conflict with goods and other vehicles accessing the site could occur. Away from the site

there is opportunity to link to the wider cycle network in Abney Hall Park and at the A560 / B5465 junction.

Emergency access will need to be considered as Heathside Park Road and the site spine road could otherwise form an unacceptably long cul-de-sac.

With adequate mitigations this site can provide a valuable addition to the industrial capacity of Stockport Borough but the mitigations must be secured before any planning consent is granted.