



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Stockport Local Plan

Site Allocations Topic Paper

September 2026



Contents

Contents	1
Proposed site allocations.....	4
Proposed site allocation: HOM 2.1 John Street, Hazel Grove	5
Proposed site allocation: HOM 2.3 Land off Station Rd, Reddish.....	7
Proposed site allocation: HOM 2.6 Former Cheadle Brickworks	10
Proposed site allocation: HOM 2.7 Land off Midland Road	13
Proposed site allocation: HOM 2.8 Land off Adswood Road.....	16
Proposed site allocation: HOM 2.9 Cheadle Hulme Station	19
Proposed site allocation: HOM 2.10 Romiley Board Mill	22
Proposed site allocation: HOM 2.12 Compstall Mills.....	26
Proposed site allocation: HOM 2.13 Former Offerton High School	30
Proposed site allocation: HOM 2.14 Woodford Garden Village Extension	33
Proposed site allocation: HOM 2.15 Hall Moss Lane	35
Proposed site allocation: HOM 2.16 High Lane	38
Proposed site allocation: HOM 2.17 Hyde Bank Meadows	42
Proposed site allocation: HOM 2.18 Sandown Road	45
Proposed site allocation: HOM 2.19 Jacksons Lane West	48
Proposed site allocation: HOM 2.20 Jacksons Lane East	50
Proposed site allocation: HOM 2.21 Offerton Sand and Gravel	52
Proposed site allocation: HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove).....	55
Proposed site allocation: HOM 2.23 Brindale Road	58
Proposed site allocation: HOM 2.24 Gravel Bank Road and Unity Mill.....	61
Proposed site allocation: HOM 2.25 Land at Cheadle Hulme School.....	65
Proposed site allocation: HOM 2.26 Dairyground Farm	68
Proposed site allocation: HOM 2.27 Jenny Lane.....	70
Proposed site allocation: HOM 2.28a Mill Lane (Hazel Grove) (West).....	73
Proposed site allocation: HOM 2.28b Mill Lane (Hazel Grove) (East).....	76
Proposed site allocation: HOM 2.29 High Lane Farm (Woodley)	78
Proposed site allocation: HOM 2.30 Sanderling Road.....	81
Proposed site allocation: HOM 2.31 Compstall Road North.....	83
Proposed site allocation: HOM 2.32 Compstall Road South	86
Proposed site allocation: HOM 2.33 Heald Green West.....	89
Proposed site allocation: HOM 2.34 Shakespeare Road	92
Proposed site allocation: HOM 2.35 Bolshaw Road.....	94

Proposed site allocation: HOM 2.36 Heald Green East (part grey belt)	97
Proposed site allocation: HOM 2.37 a) Land off Chester Road (Hazel Grove)	100
Proposed site allocation: HOM 2.37 b) Norbury Hall	103
Proposed site allocation: HOM 2.38 Chester Road (Woodford) (part grey belt)	106
Proposed site allocation: HOM 2.39 Land off Buxton Road	109
Proposed site allocation: HOM 2.40 Land off Occupiers Lane.....	111
Proposed site allocation: HOM 2.41 Daisy Bank, Heald Green	114
Proposed site allocation: BUS 3.1 Bredbury Gateway.....	116
Proposed site allocation: BUS 3.2 Heathside Park Road	119

Proposed site allocations

- 1) This is the 'Site Allocations Topic Paper' and is one of a number of topic papers that have been written to support Stockport's Local Plan.
- 2) All topic papers can be found online at Stockport Council's website.
- 3) The main purpose of this document is to provide a high-level overview of each proposed allocation, with information relating to deliverability and constraints.

Proposed site allocation: HOM 2.1 John Street, Hazel Grove

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/089005

Housing numbers: 109

Estimated delivery trajectory 2026-31: 109

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 1: sites within the existing built-up area.

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

There are no required supporting strategic interventions associated with this allocation, but some local mitigation is required.

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.

Direct access from the A6 would raise serious right turn/congestion issues.

Opportunity to provide pedestrian and cycle short-cut through site from A6 to Mount Pleasant.

Flood risk and drainage:

Stockport is identified as a critical drainage area (CDA) due to the combined fluvial, surface water, and sewer flooding risk, therefore as this site is 0.5ha in size it will require a site specific Flood Risk Assessment in line with policy INF 3.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

The site lies within Hazel Grove District Centre, adjoining the A6. Development should deliver a positive, active frontage that enhances its presence along this key route.

Proposed site allocation: HOM 2.3 Land off Station Rd, Reddish

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: **180**

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 180

Policy HOM 2a site type:

List 1: sites within the existing built-up area.

Whole plan viability assessment zone:

Lower Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

No strategic interventions required, but some local mitigations are required.

Several new or improved access points, which should be provided in the form of priority junctions, dropped kerbs and tactile paving.

Emergency access will need to be facilitated via Shillingford Road.

Improvements at Station Road/B6167 Gorton Road junction will be required given increase in traffic.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

United Utilities has easement/s at this site. Early dialogue will be required with United Utilities to agree how any easement/s needs to be reflected in the detailed design and layout of a site.

United Utilities owns land within the boundary for the site. Early dialogue will be required with United Utilities to agree how their land ownership needs to be reflected in the detailed design and layout of a site.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing

circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

This site is located within a reservoir flood path. This risk of flooding must be fully considered in the flood risk assessment for this site. Applicants must engage with United Utilities to consider this risk of flooding in accordance with the National Planning Practice Guidance and any associated assessment that may be required.

Notes on natural environment considerations:

A small portion of the western edge of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.6 Former Cheadle Brickworks

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: 300

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 300

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 1: sites within the existing built-up area.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

There are no required strategic interventions or supporting strategic interventions associated with this allocation.

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.

Footpath improvements on key routes to District Centre and High School.

Emergency Access could be considered via Midland Road.

Will need to demonstrate that Recycling Centre traffic does not affect access to site.

Flood risk and drainage:

Due to the size of the site being greater than 1 hectare, a site specific flood risk assessment will be required.

The SFRA1 found that surface water flooding is shown to pond in areas of lower elevation associated with previous workings. Development of the site should ensure that any existing surface water storage removed through the development of the site is appropriately mitigated for to ensure that flood risk to the surrounding areas is not increased.

United Utilities guidance notes:

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

Site is partly overlayed with linear corridor ecological network. Layout of development to reflect policy requirements.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

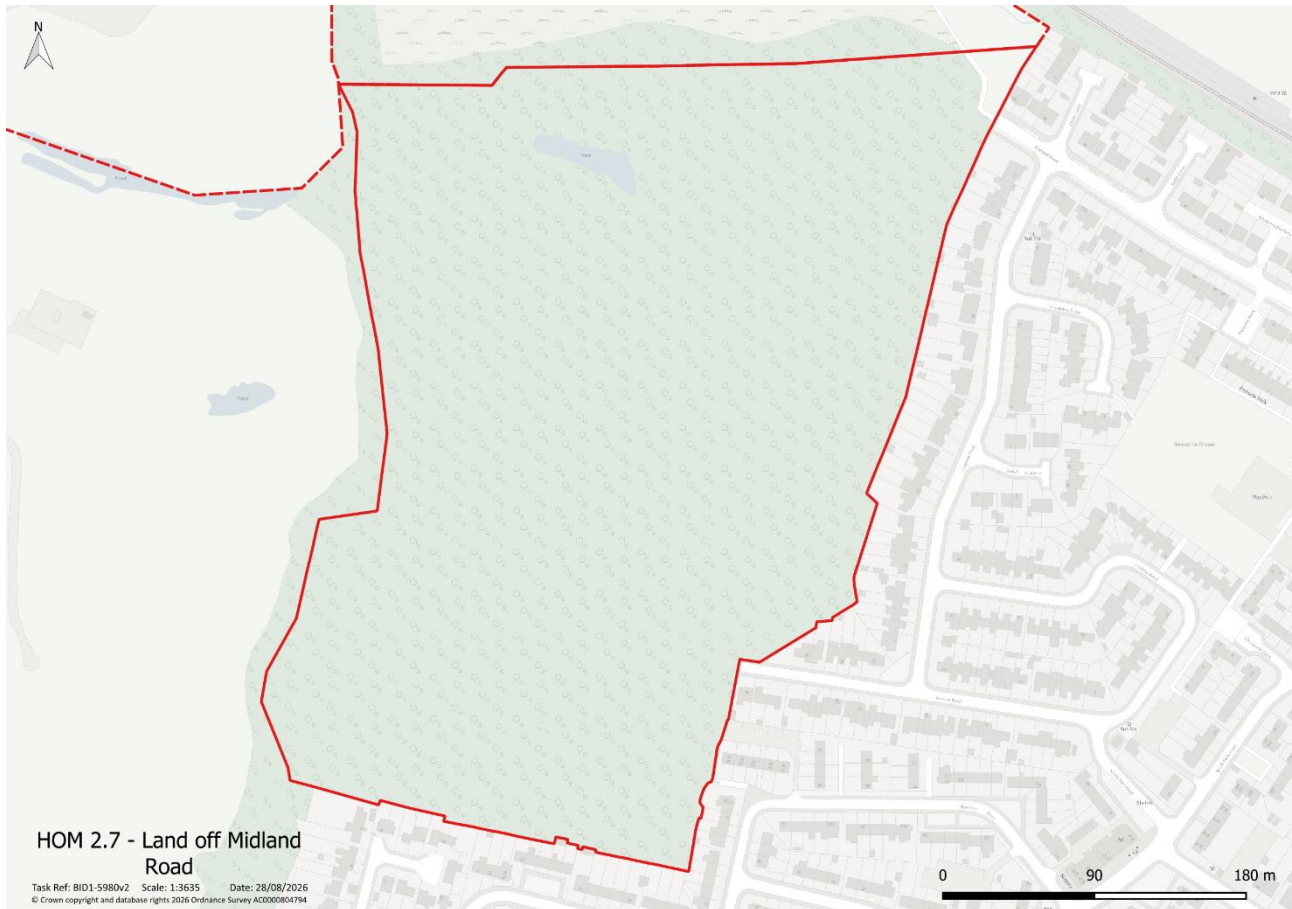
Contamination and land stability issues associated with former use of site and adjacent land uses to be considered as part of planning application.

Notes on other potential opportunities:

Potential to contribute to opening up of adjacent former landfill area as open space, subject to viability.

Proposed site allocation: HOM 2.7 Land off Midland Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/068515

Housing numbers: **350**

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 300

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 1: sites within the existing built-up area.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

There are no required strategic interventions or supporting strategic interventions associated with this allocation.

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.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

Site is partly overlayed with core area ecological network and linear corridor ecological network. Layout of development to reflect policy requirements.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

Contamination and land stability issues associated with former use of site and adjacent land uses to be considered as part of planning application.

Notes on other potential opportunities:

Potential to contribute to opening up of adjacent former landfill area as open space, subject to viability.

Proposed site allocation: HOM 2.8 Land off Adswood Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: 168

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 168

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 1: sites within the existing built-up area.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

There are no required strategic interventions or supporting strategic interventions associated with this allocation.

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.

If assessed cumulatively with adjacent allocations, consideration should be given to use of railway bridge linking with Barnfield Road West for vehicles and active travel use.

Crossing and footpath improvements to enable active travel access to High School, Cheadle Hulme Rail Station and District Centre.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

Site is slightly overlaid with 3 small areas of linear corridor ecological network. Layout of development to reflect policy requirements.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

Contamination and land stability issues associated with former use of site and adjacent land uses to be considered as part of planning application.

Notes on other potential opportunities:

Potential to contribute to opening up of adjacent former landfill area as open space, subject to viability.

Proposed site allocation: HOM 2.9 Cheadle Hulme Station

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: 125

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 125

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 1: sites within the existing built-up area.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

There are no required strategic interventions or supporting strategic interventions associated with this allocation.

Parking will need to be mitigated in the form of alternative provision on site or in the vicinity of the station; a study of parking across the wider area might be undertaken to provide an understanding of the extent of mitigation required.

Flood risk and drainage:

Stockport is identified as a critical drainage area (CDA) due to the combined fluvial, surface water, and sewer flooding risk, therefore as this site is 0.5ha in size it will require a site specific Flood Risk Assessment in line with policy INF 3.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer.

Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk.

Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

Site is adjacent to linear corridor ecological network. Design of development to reflect relevant policy requirements.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 19 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

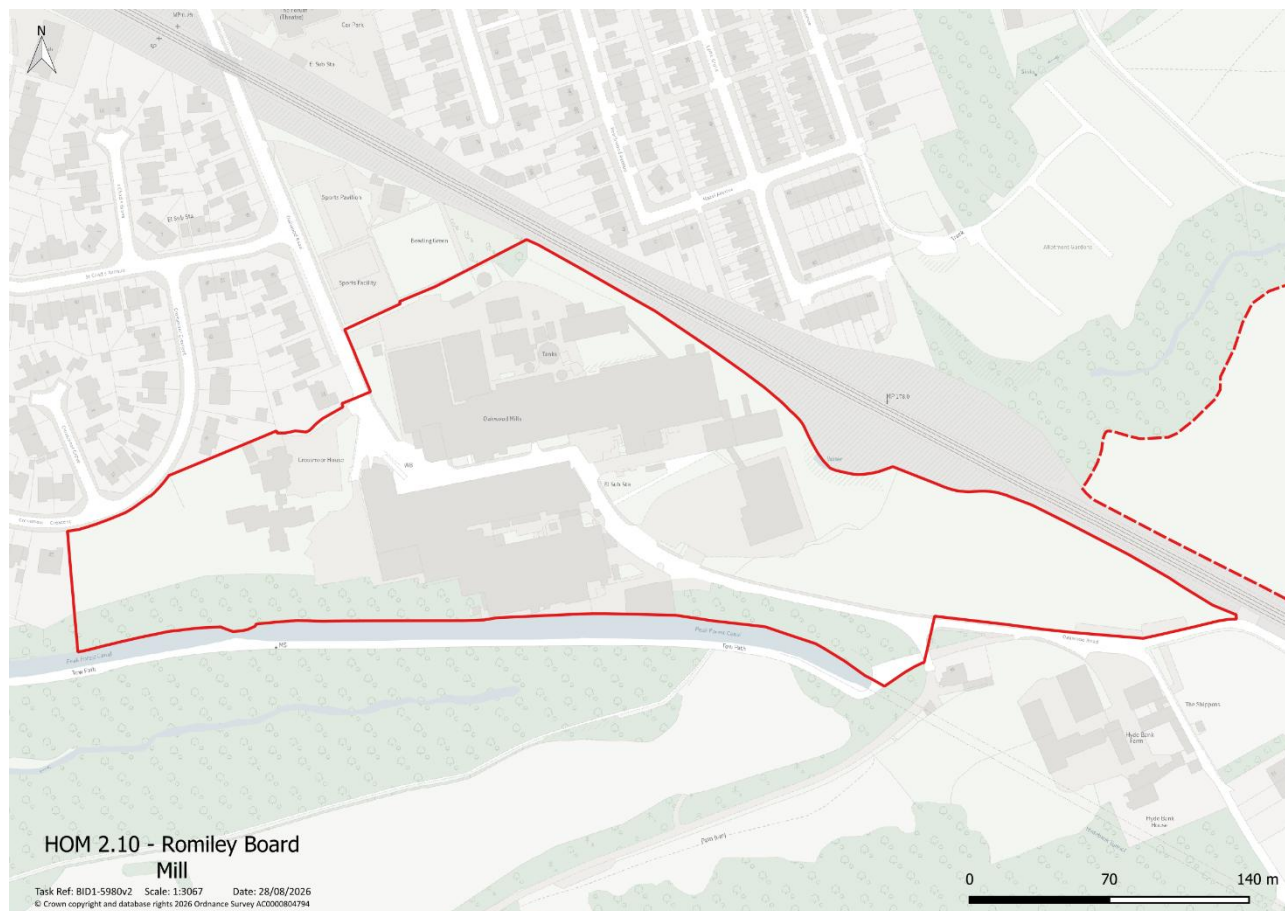
Operational rail equipment has been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.10 Romiley Board Mill

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: 200

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 200

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 1: sites within the existing built-up area, but part of the site is currently in the Green Belt.

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

No strategic interventions required, but some local mitigations are required.

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.

Likely to need footway and possible shuttle signals at the railway bridge.

Footpath improvements are required to support walking and cycling to Marple Hall School.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of a wastewater pumping station on the site. Access to, and the operation of, this pumping must not be adversely affected. Detailed layouts must allow for an offset distance from the existing pumping station.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer.

Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk.

Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be

necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The southern part of this site adjacent to the canal are covered by the LNRS 'Nature Network Core Areas', and the eastern wedge of the site is washed over by 'Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby SBIs of Peak Forest Canal (South), and Kirk & River Woods, in accordance with Policy ENV 1.

Notes on historic environment considerations:

The site's redevelopment shall secure the retention and conversion of the C19 structures on site, located to the south off Oakwood Road, which are non-designated heritage assets for the purposes of the NPPF and the Local Plan included on the GMHER and identified as key historic asset in the Peak Forest Conservation Area. Any demolition (total or partial) or substantial alternation of any non-designated heritage assets on site would have to be supported by 'clear and convincing' justification for the purposes of the NPPF and the Local Plan. New development shall be responsive and sympathetic to the existing non-designated heritage assets and be limited to 4 storeys, in scale remaining ancillary to the C19 Romiley Board Mill buildings. Applications for development on site shall also consider the retention of the historic stone wall along Oakwood Road to the north portion of the site.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

Likely presence of potential contamination hazards with elevated risks in parts of the main Oakwood Mill site south of Oakwood Road where comprehensive site investigations will be required.

This allocation is adjacent to a canal, which presents potential constraints and opportunities for development. Any development on the allocated site must not impact the structural integrity of the canal infrastructure. If development is within the 10m of the crest of the canal cuttings, information on cross-sections, foundation details, and stability will need to

demonstrate that the cuttings are not adversely affected. Records indicate that there is a culvert (no.15) under the canal, the line of this culvert and any inlet within the development site would need to be protected, with no net increase in flows to this culvert. This site has historic drainage to the canal, these must be identified/remediated/sealed to prevent pollution to the canal during the redevelopment. As the canal is within a cutting, robust canal protection measures would be required for this development site to protect the canal from contamination and pollution.

Notes on other potential opportunities:

This allocation is adjacent to a canal, which presents potential opportunities for development. No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.12 Compstall Mills

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/099244 – EIA scoping opinion

Housing numbers: **130**

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 130

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, a. previously developed land.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The development should introduce traffic management measures and wayfinding signage along Andrew Street / Compstall Road.

Andrew Street should provide safe and suitable access for vehicles, pedestrians and cyclists, while prioritising pedestrian movement through improved crossing points and enhanced walking links, including widened footways or the provision of an alternative adopted footway where appropriate.

Upgraded controlled crossing facilities should be provided on Andrew Street to improve access to bus stops and the riverside path, potentially replacing the existing pedestrian refuge. A controlled pedestrian crossing should also be provided on Compstall Road near Rollins Lane or, where appropriate, the development should contribute towards a new pedestrian and cycle bridge over the River Etherow, together with associated footway and cycleway connections.

Opportunities to improve active travel links and bus access to Marple Station and Marple Hall School should be considered, including enhancements to the route via Rollins Lane and Brabyns Park, and potential contributions towards additional bus services where appropriate.

The walking route to Ludworth Primary School should be improved where required, including safer crossing facilities, side road treatments and measures to keep footways free from obstruction by parked vehicles.

Sufficient on-site parking should be provided to minimise on street parking.

Flood risk and drainage:

Approximately 40% of the site lies within FZ3 associated with the River Etherow. Development proposals must apply the Sequential Test in accordance with national policy. Residential development within FZ3 will only be permitted where the Exception Test is satisfied and supported by a site-specific Flood Risk Assessment (FRA). The FRA must demonstrate that the development: provides wider sustainability benefits that outweigh flood risk; will be safe for its lifetime, taking climate change into account; and will not increase flood risk elsewhere and, where possible, reduces overall flood risk. Proposals should locate the most vulnerable uses outside FZ3 where practicable and incorporate appropriate flood mitigation, resilient design, and safe access and egress.

The level 1 strategic flood risk assessment (SFRA1) (2026) recommends that subject to the sequential test, a level 2 SFRA should be undertaken. The SFRA1 highlights a detailed analysis of surface water flood risk at Compstall Mills should be undertaken to understand the flood pathways and inform a suitable surface water drainage strategy. This must be considered alongside fluvial flood risk as, when taking both sources of flood risk into account, a significant proportion of the site is at risk of flooding.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

This site is located within a reservoir flood path. This risk of flooding must be fully considered in the flood risk assessment for this site. Applicants must engage with United Utilities to consider this risk of flooding in accordance with the National Planning Practice Guidance and any associated assessment that may be required.

Notes on natural environment considerations:

There is a site of special scientific interest close to the site: Compstall Nature Reserve SSSI. The site is immediately adjacent to an SBI: 'Etherow Country Park and Roach Wood (South)', and across the river is another SBI: 'Ernocroft Wood'. An area based TPO is found within the northern extent of the site. Small parts of the site, focussed on the northern and eastern flanks are washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must mitigate for any unacceptable adverse impacts on Compstall Nature Reserve SSSI, in accordance with policy ENV 1. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby Ernocroft Wood SBI, Etherow Country Park and Roach Wood (South) SBI, and Etherow LNR in accordance with Policy ENV 1.

Notes on historic environment considerations:

The site's redevelopment shall secure as far as possible the retention and conversion of the C19 mill buildings, which are non-designated heritage assets included on the Stockport Local List and identified as key historic assets in the Compstall Conservation Area Character Appraisal. Any demolition (total or partial) or substantial alteration of the non-designated heritage assets on site would have to be supported by 'clear and convincing' justification for the purposes of the NPPF and the Local Plan. New development shall be responsive and sympathetic to the existing non-designated heritage assets and the built environment of the Compstall Conservation Area in building typology, scale, form, design and the use of materials.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

No additional constraints have been identified for this allocation, however due to the historic industrial uses, contaminated land may be present on site.

Notes on other potential opportunities:

Etherow Country Park, and Etherow Country Park Sailing Club are located immediately adjacent to the site, offering opportunities for recreational activity for new residents. No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.13 Former Offerton High School

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/096536 Prior Approval for demolition of buildings

Housing numbers: **185**

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 185

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, a. previously developed land.

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

Any development should reconstruct main site access roads (The Fairway and Curzon Road) to provide up-to-standard replacement drainage, kerbs, lighting, surfacing and footways as necessary.

Any scheme should include proposals to extend The Fairway into the site and modify access arrangements for the existing schools.

Traffic calming measures were introduced along The Fairway by SMBC in 2019. As part of any future development, it will be necessary to extend comprehensive traffic calming across the wider estate road network between the site and the A626. In addition, junction improvements will be required to accommodate increased traffic flows, particularly at the A626/Curzon Road junction. This will include a 20mph zone, Traffic calming and provision of drop crossings on roads north of Marple Rd between Graham Road and The Fairway.

The development should improve Marple Road/The Fairway junction, including provision of safe walking and cycling facilities and provision of crossing and bus stop improvements on Marple Road.

Provision of a surfaced walking and cycle routes from the allocation (approx. 2.1km), including connection to Goyt Valley cycle route via a new foot/cycle bridge over the Goyt. An upgrade of the existing Puffin crossing to Toucan crossing on Marple Road east of The Fairway should be considered, along with associated footway / cycleway links to Sundial Road.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

The SFRA1 notes surface water flood risk is predominantly associated with previous building footprints and infrastructure. A surface water drainage strategy which demonstrates that the new development will not increase flood risk to the surrounding area will be required.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

There are flood incidents from the public sewer on-site and in the wider area. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and

the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

Around one third of this site is washed over by the LNRS 'Nature Network Opportunity Areas', focused on the northern extent of the site. Applications will need to take appropriate account of, and mitigate for any unacceptable adverse impacts of the adjacent Poise Brook & Goyt Valley SBI and Local Nature Reserve in accordance with Policy ENV 1.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

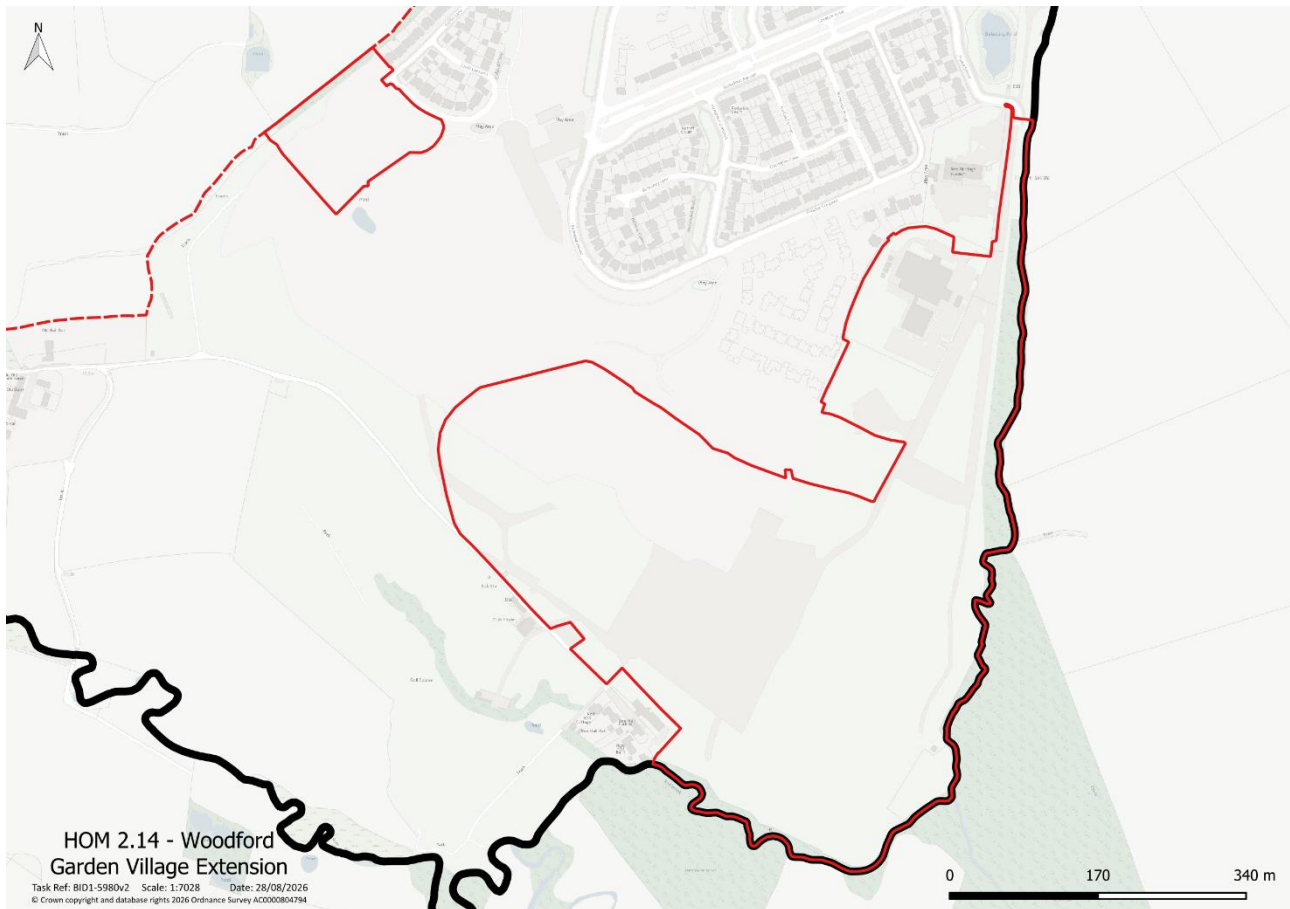
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.14 Woodford Garden Village Extension

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/094533

Housing numbers: **540**

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 400

Estimated delivery trajectory 2036-42: 90

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, a. previously developed land.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

The provision of an additional bus service will be required to ensure all parts of the site are within 400m of frequent services to the District Centre, High School and Town Centre. Any commitment should not be time-limited.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

This site is located within a reservoir flood path. This risk of flooding must be fully considered in the flood risk assessment for this site. Applicants must engage with United Utilities to consider this risk of flooding in accordance with the National Planning Practice Guidance and any associated assessment that may be required.

Notes on natural environment considerations:

A marginal part of the site on the southern boundary is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

In order to minimise and mitigate harm to designated heritage assets (the Grade II* New Hall Farm and the associated Grade II listed Barn and Garden Wall) a buffer zone, in the form of open undeveloped grounds complete with soft landscaping sited between the site and the new development should be secured as part of any new development. The development shall also secure the retention and enhancement of the soft screening (hedging and trees) to the boundaries of the site, particularly to the southwest. This can deliver the full or part of the necessary BNG contributions.

Applications for development must be accompanied by heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

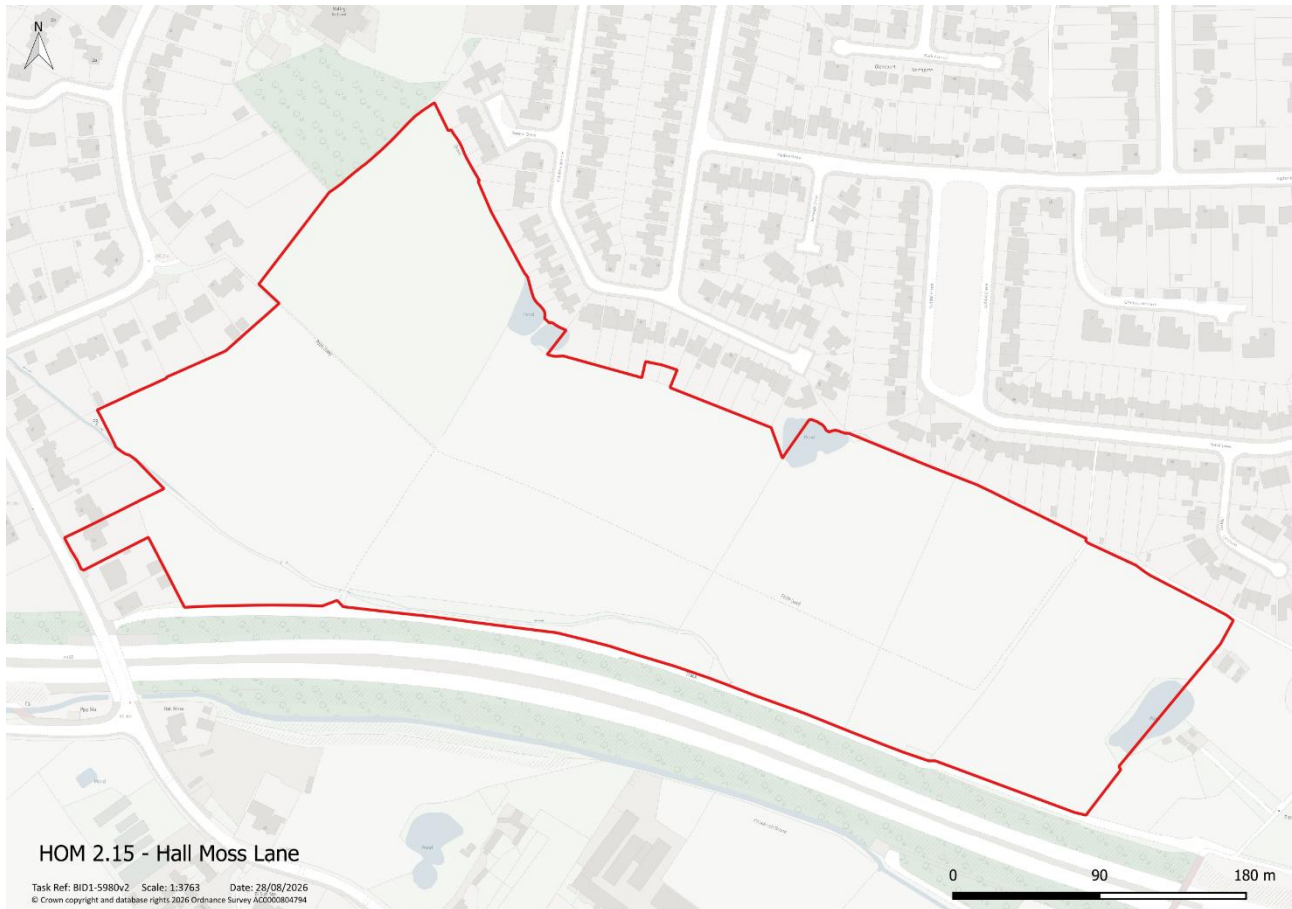
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.15 Hall Moss Lane

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/097442

Housing numbers: 275

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 225

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The development must provide a detailed traffic impact evaluation on the impact of surrounding roads and Stanley Road junction, with a proposal of the necessary mitigation measures on traffic capacity, pedestrian movement and cycle safety.

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

Active travel links to Bramhall District Centre and the station should be enhanced through traffic calming measures and reduced speed limits.

Bus stop infrastructure on Moss Lane should be upgraded, including raised kerbs and shelters.

A controlled crossing is required on Hall Moss Lane to improve access to wider active travel routes, alongside improvements to school bus provision.

Improved access to the A555 cycle path by funding diversion away from the ground car park access road and ensure no disruption to its operation during the construction period.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and

incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

Around three quarters of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

In order to avoid, minimise and mitigate visual impact on its context the mature planting to the southern boundary of the site shall be retained. Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19.

Notes on other potential constraints/considerations:

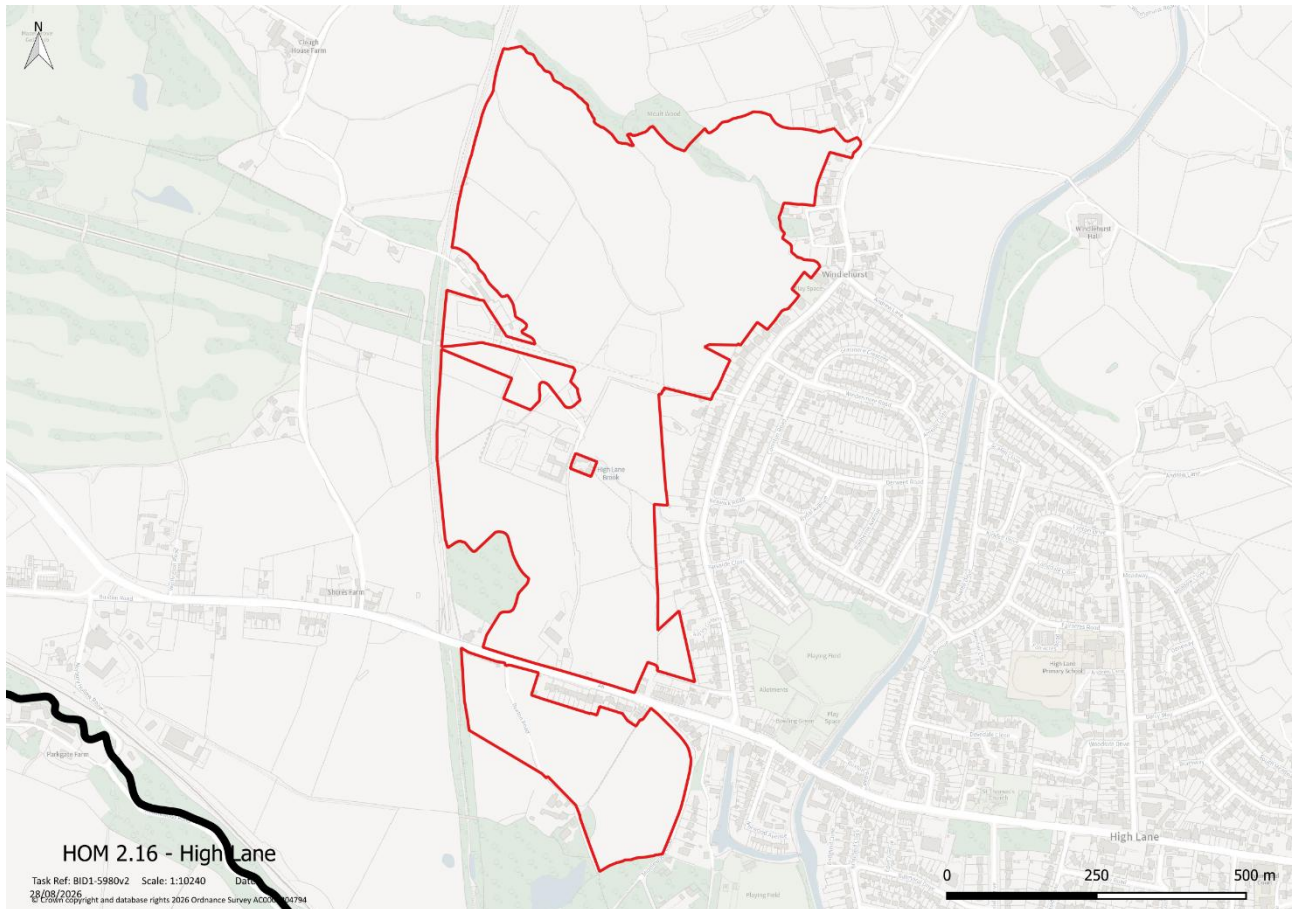
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.16 High Lane

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: **1000**

Estimated delivery trajectory 2026-31: 75

Estimated delivery trajectory 2031-36: 325

Estimated delivery trajectory 2036-42: 600

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The site access junction(s) with the A6 must provide sufficient capacity to minimise delays while ensuring safe access to the development. Any signalised junction should incorporate high-quality pedestrian and cycle crossings, while priority junctions should include an appropriately sized ghost island right-turn lane.

Higher-capacity improvements are required at the A6/Norbury Hollow and A6/A555 junctions to address existing congestion and accommodate development traffic. The site should also safeguard a future link to Windlehurst Road via the northern access, with the internal spine road designed to accommodate through traffic, including buses and goods vehicles.

No vehicle access shall be taken from Middlewood Road save for emergency vehicle use.

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

Provide LTN 1/20-compliant walking and cycling connections linking A555 route to High Lane Village centre, Buxton Road to Windlehurst Road and Middlewood Way to Middlewood Road.

Deliver and upgrade internal walking and cycling routes to be safe, surfaced and well lit internal throughout the development.

Improve the allocations foot and cycle links from the north and south of the A6 to primary schools within High Lane.

Provide controlled crossings of the A6 to improve pedestrian and cycle connectivity and access to bus stops.

Provide high-quality bus stops north and south of the A6.

Increase bus service frequency on the A6 and beyond the site.

Provide bus turning facilities at Park Road to support higher frequencies.

Improve public transport links to Marple.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities is recommended prior to the submission of a planning application to inform the design and reflect their easements. Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

Applicants must consider site topography and any exceedance flow paths in resultant layouts. Changes in levels, to the public sewer, diversion, should not be assumed to be acceptable. Detailed considerations include: surface water management; the point of connection; if gravity or pumped is used; finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

The southern part of this allocation is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity. The northern boundary is adjacent to ancient woodland and therefore appropriate buffers must be incorporated into detailed design.

A large extent of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby Norbury Brook & Middlewood SBI in accordance with Policy ENV 1.

Notes on historic environment considerations:

Applications for development on the site need to prioritise the retention of any non-designated heritage assets on site over demolition. Any demolition (total or partial) or substantial alteration of non-designated heritage assets on site, including those identified as part of plan making and the application process, require 'clear and convincing' justification for the purposes of the NPPF and the Local Plan. The immediate setting of the Grade II listed Marsden House and the Macclesfield Canal Conservation Area need to be preserved or enhanced, with the recommended retention of the open land to the south of Buxton Road. As a minimum, the retention of an undeveloped buffer zone complete with soft landscaping to the north and west of the Grade II listed Marsden House, with no built form to the west portion of the land to the south of Buxton Road should inform the design with a 75m distance between any new road infrastructure and built form.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

This allocation is close to a canal, and nearby Cheshire Cruising Club moorings, which present potential constraints and opportunities for development, for example by promoting access and improvements to the canal towpath.

Notes on other potential opportunities:

The allocation should retain a portion of the site for future community uses, potentially for uses such as education, convenience retail, or transport hubs which may be required in phases over time.

Proposed site allocation: HOM 2.17 Hyde Bank Meadows

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/098795 EIA Screening

Housing numbers: 250

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 200

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

Provide a pedestrian-priority site access on Gotherage Lane, supported by parking restrictions where required.

Provide off-street parking and drop crossing for properties on Gotherage Lane, in line with Stockport Council Standards.

Improve pedestrian accessibility on Gotherage Lane, Cherry Tree Lane and Compstall Road through upgraded crossings and junction improvements.

Assess the capacity and safety of the Cherry Tree Lane/Compstall Road junction, with mitigation measures including a ghost island right-turn lane and improved pedestrian crossings where required.

Provide a controlled pedestrian and cycle crossing on Compstall Road with improved links to surrounding routes and bus stops.

Provide safe connections between the cycle track and Gotherage Lane.

Deliver pedestrian and bus stop improvements at the Waterloo Road/Compstall Road junction.

Upgrade bus stops on Compstall Road to a high standard, including relocation where required.

Provide an emergency access separate from Gotherage Lane.

Deliver an LTN 1/20-compliant pedestrian and cycle route through the site along PROW 18BR, including connections across the railway crossing to Oakwood Road and as far as Romiley Board Mill.

Upgrade the Peak Forest Canal towpath and improve wayfinding to key pedestrian and cycle routes.

Upgrade Tangshutts Lane to improve width, gradients and lighting.

Flood risk and drainage: In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this

location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations: Part of this site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The entirety of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations: In order to avoid, minimise and mitigate harm to the designated heritage assets in its setting, the mature planting to the south boundary of the site shall be retained and enhanced if possible. Applications for the development of this site must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations: No additional constraints have been identified on site.

Notes on other potential opportunities: No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.18 Sandown Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None relevant

Housing numbers: **250**

Estimated delivery trajectory 2026-31: 100

Estimated delivery trajectory 2031-36: 150

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Provide comprehensive traffic calming and highway mitigation on the Racecourse Estate, including Sandringham Road, Windsor Road, Highfield Road and Torkington Road.

Assess and mitigate impacts at the Torkington Road/Offerton Road, A627/A6 London Road and A627/A626 Marple Road junctions, including improved pedestrian crossing provision where required.

Upgrade walking and cycling links to Hazel Grove Station to meet LTN 1/20 standards, including improved routes and a signalised crossing of the A6.

Enhance cycle access to Hazel Grove High School through upgraded paths, traffic calming and dedicated cycling infrastructure from Occupiers Lane to the A6. A segregated cycle path should also be provided on Buxton Road between Yew Tee Avenue and Mill Lane.

Improve access and facilities of bus services on Buxton Road and consider increasing frequency of the 374 with possible rerouting through Sandown Road.

Developers should ensure a suitable level of parking for cars and cycles is provided as an important part of a vision-led strategy.

Consideration as to how the scheme impacts the A6-M60 proposals needs to be taken into account.

Flood risk and drainage:

Parts of the site fall within 20m of a main river, necessitating a Flood Risk Assessment (FRA) to support a planning application.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

A small part of the southern part of the site is washed over by the 'core area' ecological network designation, that part of the core network is designated as such due to the presence of 'priority habitat' (woodland). Where the site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, it must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

There are six TPO trees south of school and majority of trees throughout the site are being retained.

A parcel of land to the north of the site (outside the allocation) will potentially provide habitat units to meet BNG requirements.

The northern and eastern flanks of this site are washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the adjacent Threaphurst Clough & Ochreley Brook SBI in accordance with Policy ENV 1.

Notes on historic environment considerations:

In order to avoid and minimise harm to the designated heritage assets and the non-designated heritage assets in its setting, the mature tree cover to the north and northwest boundaries of the site shall be retained.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

The protected route for the A6-M60 bypass passes immediately to the east of the site, which may require landscaping buffers and reduce the developable area for new homes.

Due to varying topography across the site, the site is likely to need cut and fill in order to create suitable development platforms, and this will impact the developable area for new homes.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.19 Jacksons Lane West

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/097509

Housing numbers: **160**

Estimated delivery trajectory 2026-31: 100

Estimated delivery trajectory 2031-36: 60

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Provide a site access junction with a ghost island right-turn lane, a raised priority cycle crossing, and segregated pedestrian and cycle links connecting the site to Jackson's Lane.

The site layout should be designed to accommodate potential future bus services while ensuring a safe environment for pedestrians and cyclists.

Work with adjacent developments to improve capacity at the Dean Lane/Macclesfield Road junction by introducing a two-lane approach on Dean Lane.

Improvements should be made to the surrounding and internal pedestrian and cycle networks, particularly along Public Rights of Way 41HGB and 46HGB.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

A small portion of the south eastern part of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Any unacceptable adverse impacts should be mitigated, either alone or cumulatively with other nearby developments, on the nearby Lady Brook SBI and Happy Valley LNR in accordance with Policy ENV 1.

Notes on historic environment considerations:

A heritage assessment is required in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts.

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.20 Jacksons Lane East

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/097683 EIA Screening Opinion

Housing numbers: **270**

Estimated delivery trajectory 2026-31: 100

Estimated delivery trajectory 2031-36: 170

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Provide a site access junction with a ghost island right-turn if a priority junction, or a 'cyclops' layout if a signal junction.

Deliver segregated pedestrian and cycle access from Jackson's Lane and an active travel route connecting the site to Chester Road.

The site layout should be designed to accommodate potential future bus services while ensuring a safe environment for pedestrians and cyclists.

Work with adjacent developments to improve capacity at the Dean Lane/Macclesfield Road junction by introducing a two-lane approach on Dean Lane.

Improvements should be made to nearby bus stops and bus services. Furthermore, the surrounding and internal pedestrian and cycle networks, particularly along Public Rights of Way 41HGB and 43HGB.

Flood risk and drainage: In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The entirety of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts, either alone or cumulatively with other nearby developments, on the nearby Lady Brook SBI and Happy Valley LNR in accordance with Policy ENV 1.

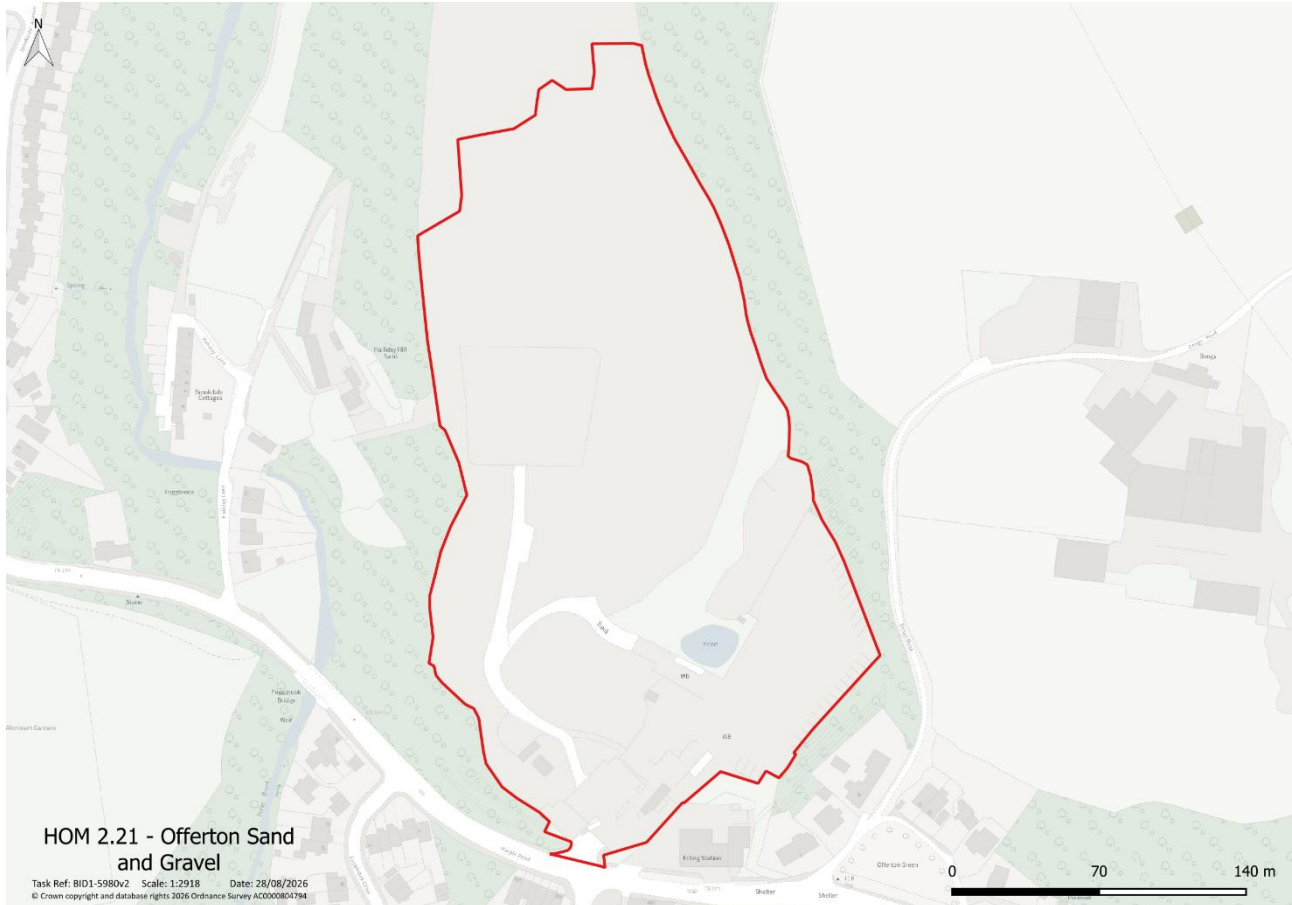
Notes on historic environment considerations: Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts.

Notes on other potential constraints/considerations: No additional constraints have been identified on site.

Notes on other potential opportunities: No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.21 Offerton Sand and Gravel

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/086169 (EIA Scoping) and DC/086681

Housing numbers: **200**

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 200

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

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.

Improvements to the surrounding and internal pedestrian and cycle networks, particularly along Public Rights of Way 148S.

The development should also mitigate any loss of parking caused by the development.

Flood risk and drainage:

As this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment in line with the NPPF.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity. An area-based TPO (deciduous woodland) is located adjacent to the north-east of the site, and this woodland will be retained.

Minor parts of the site, focussed on the eastern edge, are washed over by the LNRS 'Nature Network Opportunity areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby Poise Brook & Goyt Valley SBI and Poisebrook LNR in accordance with Policy ENV 1.

Notes on historic environment considerations:

Application for any development on site shall give particular attention to any alterations to the existing access from Marple Road and any built form to the south edge of the site and the works impact on the designated heritage assets and non-designated heritage assets in its setting, and take up opportunities for enhancement, including through the introduction of traditional boundaries and frontages addressing the highway, reflective of the historic environment in its context. The mature planting to the site's boundaries should be preserved or enhanced, with a positive impact on the setting of designated heritage assets with non-designated heritage assets and local views.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

The protected route for the A6-M60 bypass passes through part of this site, which reduces the developable area for new homes.

The site has been used historic landfill, therefore be contaminated and require remediation.

The site is a mineral safeguarding area and a former quarry.

There are significant topography changes across the site.

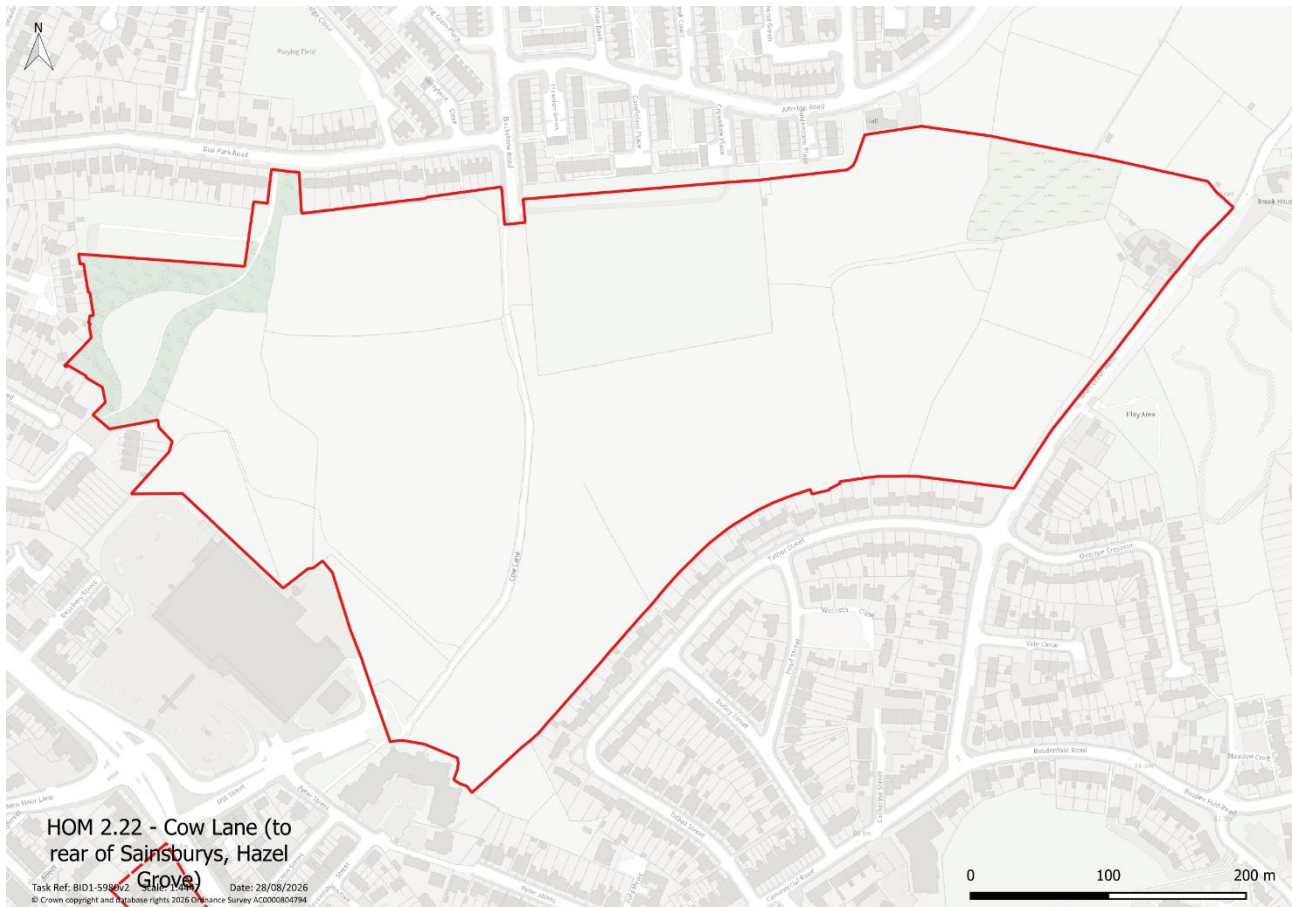
A pipeline and trunk sewer are present through the site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.22 Cow Lane (to rear of Sainsburys, Hazel Grove)

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/098879 EIA Screening Opinion

Housing numbers: **385**

Estimated delivery trajectory 2026-31: 0
Estimated delivery trajectory 2031-36: 250
Estimated delivery trajectory 2036-42: 135

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The allocation should provide site access that connects Mill Street, Blackstone Road, and Bean Leach Road for active travel, with width and/or weight restrictions on access to Blackstone Road and Bean Leach Road.

Any development will need to ensure that the Cow Lane is retained and improved as a Public Right of Way.

Improve nearby bus stops and active travel links, particularly enhancing a link to Hazel Grove Primary School.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

2% of the site is within Flood Zone 2 and 2% of the site is within Flood Zone 3. As per the National Planning Policy Framework, residential development is not permitted in Flood Zone 3 and therefore development within the site would need to be outside of Flood Zone 3.

Any proposal needs to take into account the risk of flooding, particularly in respect of those parts of the site that are identified as being within Flood Zones 2 and 3.

United Utilities guidance notes:

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of

surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

The whole allocation forms part of the Ecological Network - Linear Corridor

Around one fifth of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

None applicable at this stage.

Notes on other potential constraints/considerations:

The protected route for the A6-M60 bypass passes through a large part of this site, which reduces the developable area for new homes.

Undertake hydrological and ground investigations to determine the extent and quality of any peat identified on the south western boundary of the site to inform the potential for restoration and the comprehensive masterplanning of the site.

Notes on other potential opportunities:

Increased density required, particularly to the south western area of the site which lies closest to Hazel Grove District Centre and the public transport links along the A6.

Landowners will be required to ensure that separate development parcels contribute to a comprehensive and cohesive scheme across the overall site.

Proposed site allocation: HOM 2.23 Brindale Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 100

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 100

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Lower Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

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.

Review and relocate bus stops, including adding a bus stop to the west of Monton Road.

The upgrading of the path to bridleway standard at the rear of Brindale Road will be required to improve connections to the Trans Pennine Trail and Welkin Road.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in

policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

Around one quarter of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

None applicable at this stage.

Notes on other potential constraints/considerations:

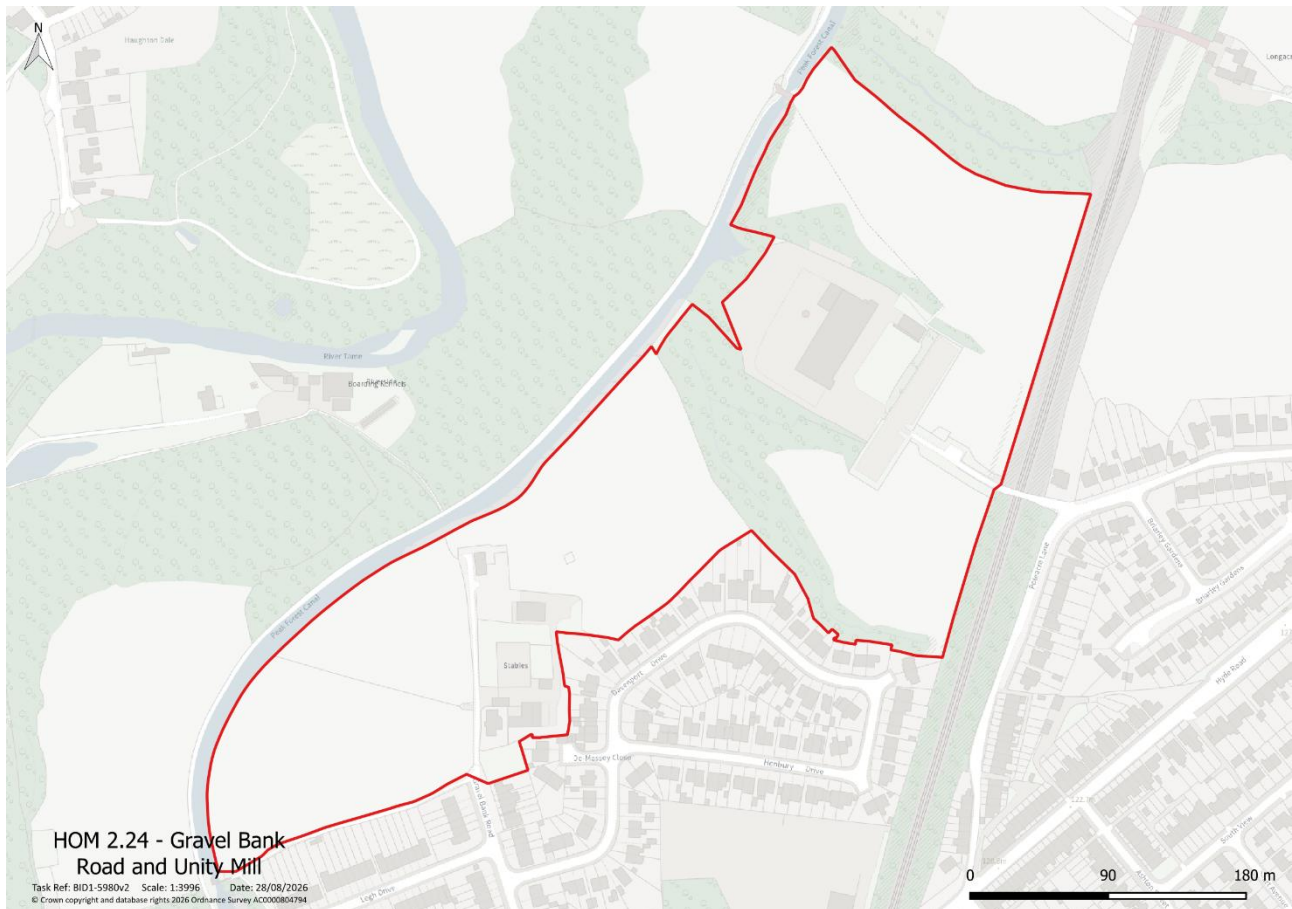
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.24 Gravel Bank Road and Unity Mill

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/098771 EIA screening opinion

Housing numbers: **295**

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 200

Estimated delivery trajectory 2036-42: 95

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

Prior to any development commencing any improvements to Hyde Road/Gravel Bank Drive will be required, to ensure it can carry future traffic.

The site should also improve nearby junctions, bus stops and pedestrian crossings where necessary.

Public Right of Way 87BR should have the existing footbridge replaced, along with improvements to paths and wayfinding signage on 64BR and 87BR.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

Foul-water pumping likely; SuDS.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of a wastewater pumping station on the site. Access to, and the operation of, this pumping must not be adversely affected. Detailed layouts must allow for an offset distance from the existing pumping station.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from

existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The majority of the site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby SBIs of Apethorne House (South), Peak Forest Canal (South), and Woodland near Unity Mills, in accordance with Policy ENV 1.

Notes on historic environment considerations:

The site's redevelopment shall secure the retention and conversion of the Unity Mill and associated chimney, which are non-designated heritage assets included on the Stockport Local List and identified as key historic assets in the Peak Forest Canal Conservation Area. Any demolition (total or partial) or substantial alternation of the non-designated heritage assets on site would have to be supported by 'clear and convincing' justification for the purposes of the NPPF and the Local Plan. Application for any development on site shall give particular attention to the west portion of the site, where the site is included within and borders the Peak Forest Canal Conservation Area. The planting along the Peak Forest Canal shall be retained and enhanced where possible. Access across the Peak Forest Canal (Canal Bridge) shall be retained.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

This allocation is adjacent to a canal and located within the Peak Forest Canal conservation area, which presents potential constraints and opportunities for development, including providing connection to the canal towpath and improved towpath surfaces. There are existing bridges at either end of the site which could provide connectivity to the canal. It is suggested the development provides an appropriate frontage to the canal corridor. There is a record of a culvert (no.13) under the canal just to the north of the allocated site, the line of this culvert and any inlet within the development site would need to be protected. There should be no net increase in flows/discharge to this culvert. Appropriate access must be maintained to allow inspection of these culverts.

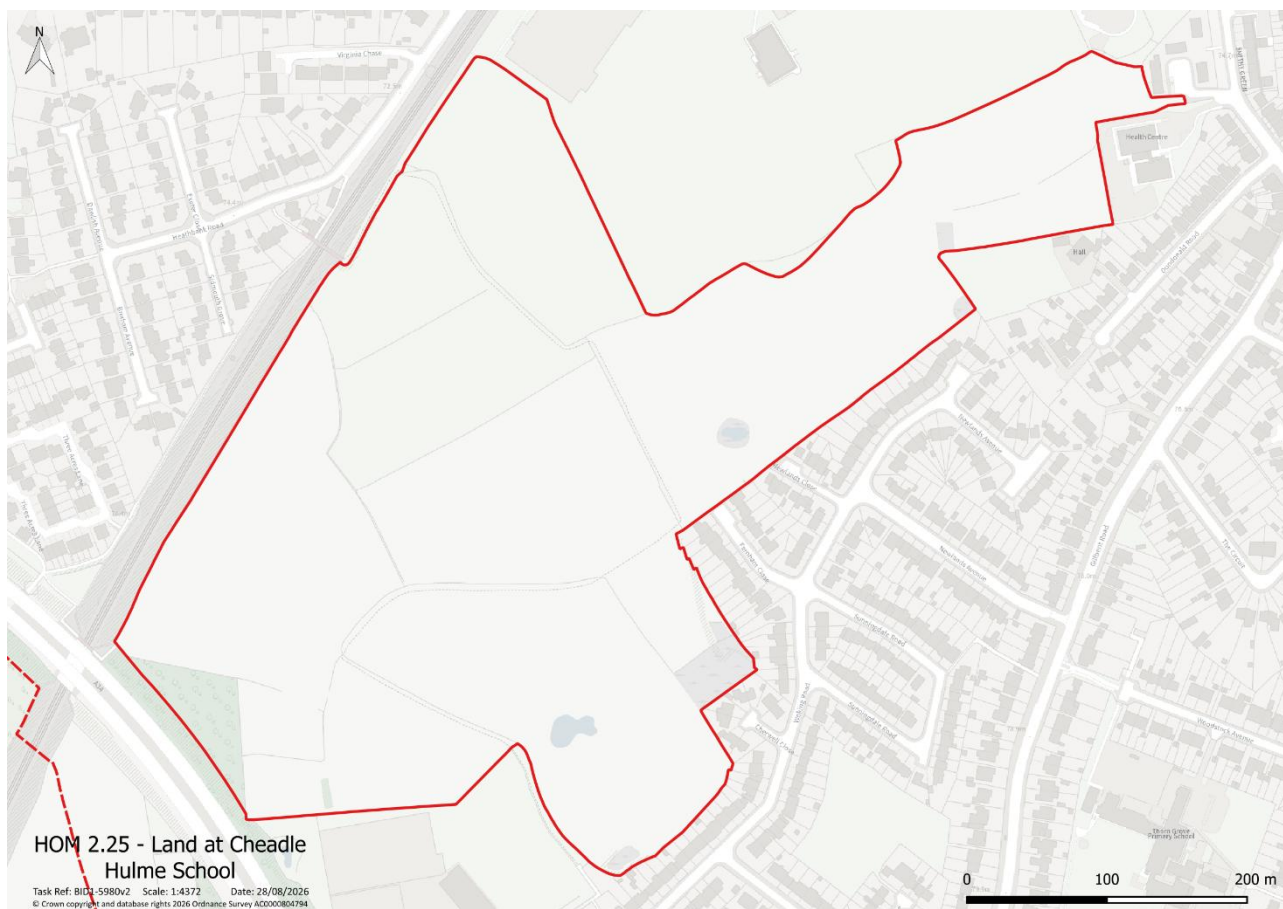
A portion of the site is located in a Coal Mining Development High Risk Area.

Notes on other potential opportunities:

This allocation is close to a canal, which presents potential opportunities for development.
No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.25 Land at Cheadle Hulme School

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: **250**

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 75

Estimated delivery trajectory 2036-42: 175

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

Provide a safe access from Hulme Hall Road, including a ghost island right-turn lane, pedestrian crossing island, and an adopted access road serving the school and development.

If access is provided from the A34, deliver a DMRB-compliant left-in/left-out junction and spine road.

Assess the traffic impacts of an A34 access on the A34/Stanley Road and A34/Eden Park/Turnpike Crescent roundabouts, and implement mitigation where necessary to maintain junction capacity.

All existing Public Right of Way should be maintained as out-routes and additional high quality walking and cycling pedestrian routes should be provided across the site.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Application for any development on site shall give particular attention to the provision of residential access from Hulme Hall Road due to the anticipated impact on the designated heritage assets and non-designated heritage assets to the north of the plot. The scale of any development on site shall be limited to 3 storeys, to preserve the townscape interest and landmark status of the Grade II Listed Cheadle Hulme School. The soft screening to the site's north boundaries shall be preserved or enhanced, to minimise the development's impact on the designated heritage assets and non-designated heritage assets in its setting.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

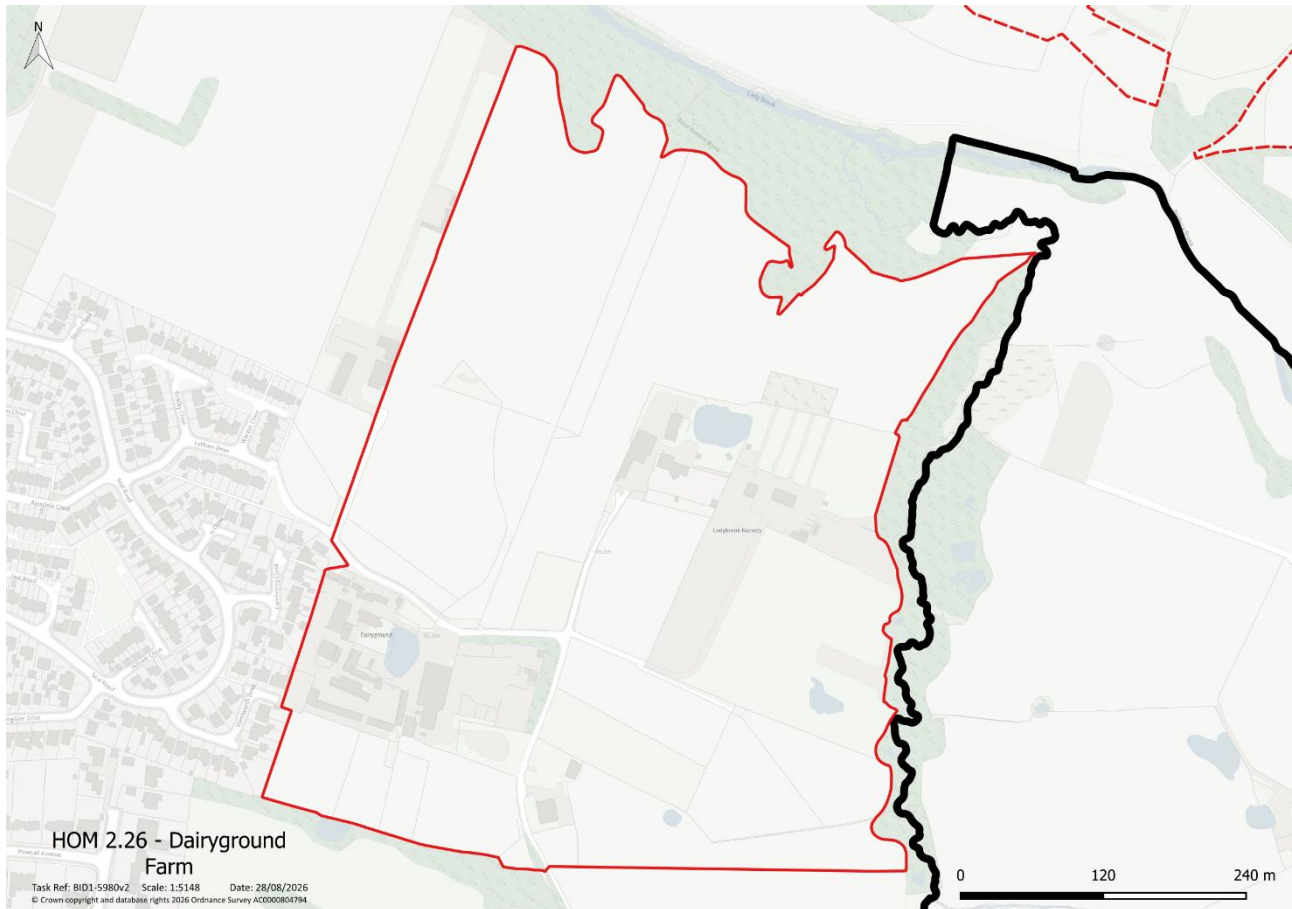
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.26 Dairyground Farm

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/097614 - EIA screening opinion

Housing numbers: **500**

Estimated delivery trajectory 2026-31: 215

Estimated delivery trajectory 2031-36: 245

Estimated delivery trajectory 2036-42: 40

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Contributions will be provided to ensure highway network is not significantly adversely affected. Further contributions and measures to improve sustainability of site, including public transport upgrades and walking and cycling facilities improvements.

Upgrades of the first phase include dropped kerbs and tactile paving at side road crossings of Warton Close, Westby Close and Nevin Close with tactile paving at Seal Road. Other improvements may be necessary as the allocation develops.

Flood risk and drainage: In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes: United Utilities should be liaised with to consider the detailed design of the site and drainage details. Site topography should be considered with regard to exceedance flow paths, and it should not be assumed that levels changes, public sewer changes including diversion, will be acceptable as such proposals could increase / displace flood risk. Details should consider the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

Around half of this site is washed over by the LNRS 'Nature Nature Opportunity Areas' Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts, either alone or cumulatively with other nearby developments, on the nearby Lady Brook SBI and Happy Valley LNR in accordance with Policy ENV 1.

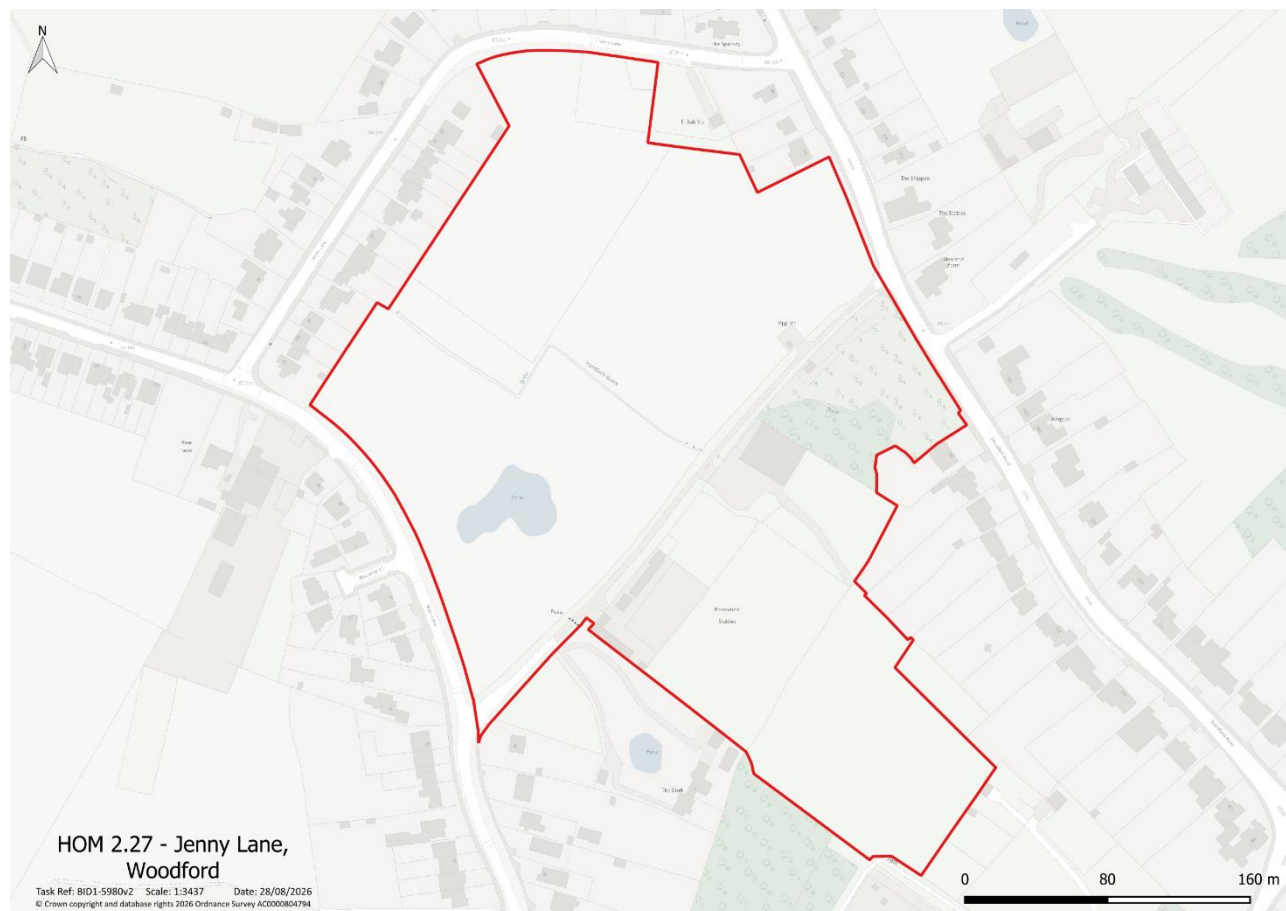
Notes on historic environment considerations: None applicable at this stage.

Notes on other potential constraints/considerations: No additional constraints have been identified on site.

Notes on other potential opportunities: No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.27 Jenny Lane

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/099650

Housing numbers: **190**

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 140

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

All nearby junctions should be upgraded with dropped kerbs and tactile paving to improve accessibility.

A minimum 3m shared footway/cycleway should be provided along the site frontages on Woodford Road, Jenny Lane and Moor Lane.

The Public Right of Way 11HGB should be upgraded to bridleway standard, with a minimum 3 m wide surfaced and lit route connected to the Woodford Road crossing.

The development should upgrade bus stops and improve bus service provision, including increased service frequency and consideration of a direct service to Bramhall High School.

Flood risk and drainage:

Due to the size of the site being greater than 1 hectare, a site specific flood risk assessment will be required.

The SFRA1 notes the site is greenfield and surface water flooding is associated with areas which can be seen to store water at present. As this site is currently undeveloped, detailed analysis and planning will be required to develop a surface water drainage strategy which can accommodate the planned development whilst also managing any increases in offsite flood risk as a result.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

United Utilities has easement/s at this site. Early dialogue will be required with United Utilities to agree how any easement/s needs to be reflected in the detailed design and layout of a site.

United Utilities has a right/s of way at this site. Early dialogue will be required with United Utilities to agree how any right of way needs to be reflected in the detailed design and layout of a site. United Utilities owns land within the boundary for the site. Early dialogue will be required with United Utilities to agree how their land ownership needs to be reflected in the detailed design and layout of a site.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of

sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

There are TPOs present on site, and any development to take account of this. There area of TPOs has been accounted for in overall assessment of site capacity.

Linear ecological corridor across part of site, layout of development to reflect policy requirements.

Around half of this site is washed over by the LNRS 'Nature Nature Opportunity areas', focussed on the north-western extent of the site.

Notes on historic environment considerations:

The form, position, density, appearance and design of any new development shall reflect the existing context of the site including the Grade II listed Moor Farm and the Birch Cottage and consider the delivery of highway facing dwellings complete with front and rear gardens, whilst ensuring that development makes effective use of the land.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

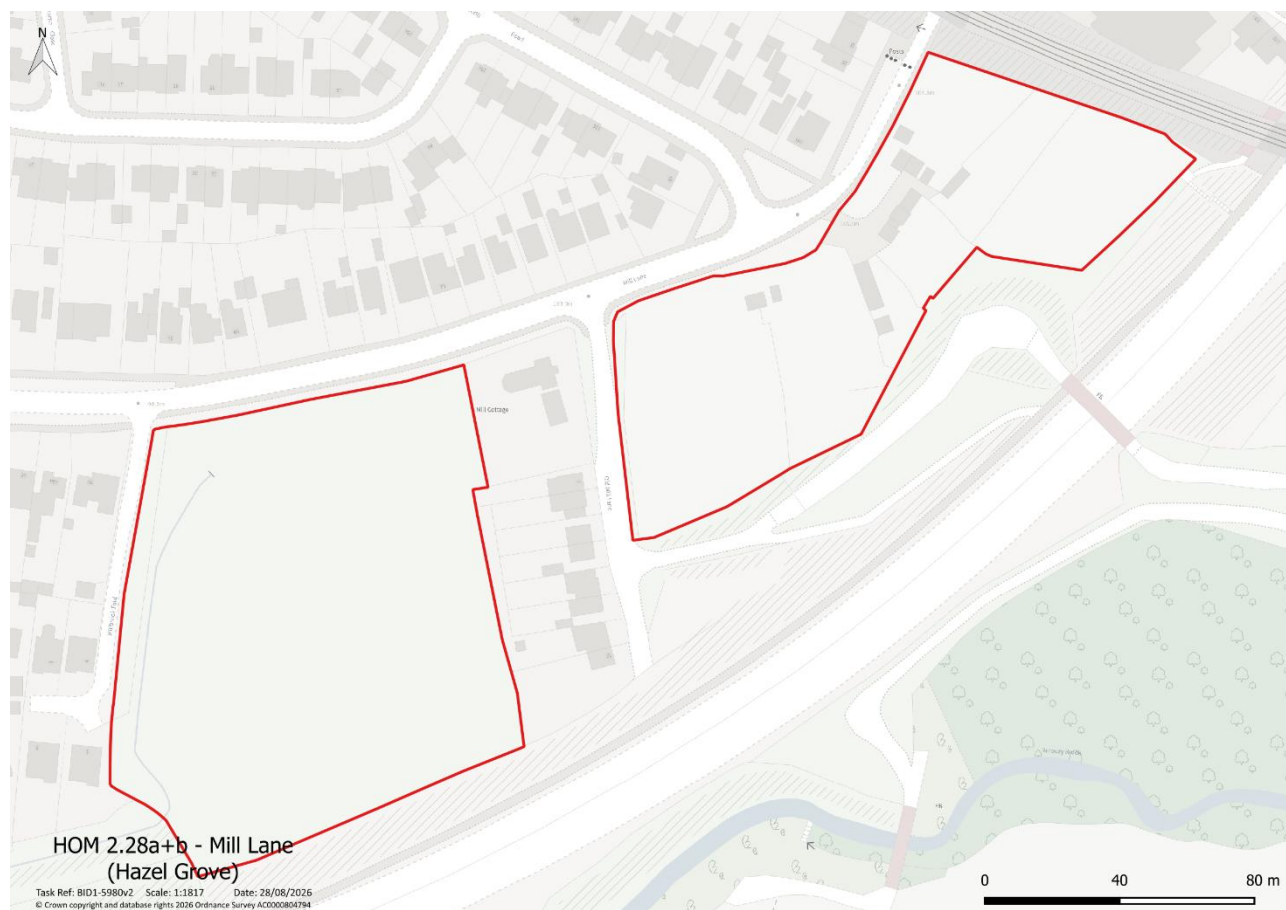
A pond is identified on site in addition to surface water flooding.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.28a Mill Lane (Hazel Grove) (West)

Map showing allocation boundary (NB: both HOM 2.28a and HOM 2.28b are shown on the map below.)



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 50

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

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.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The majority of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

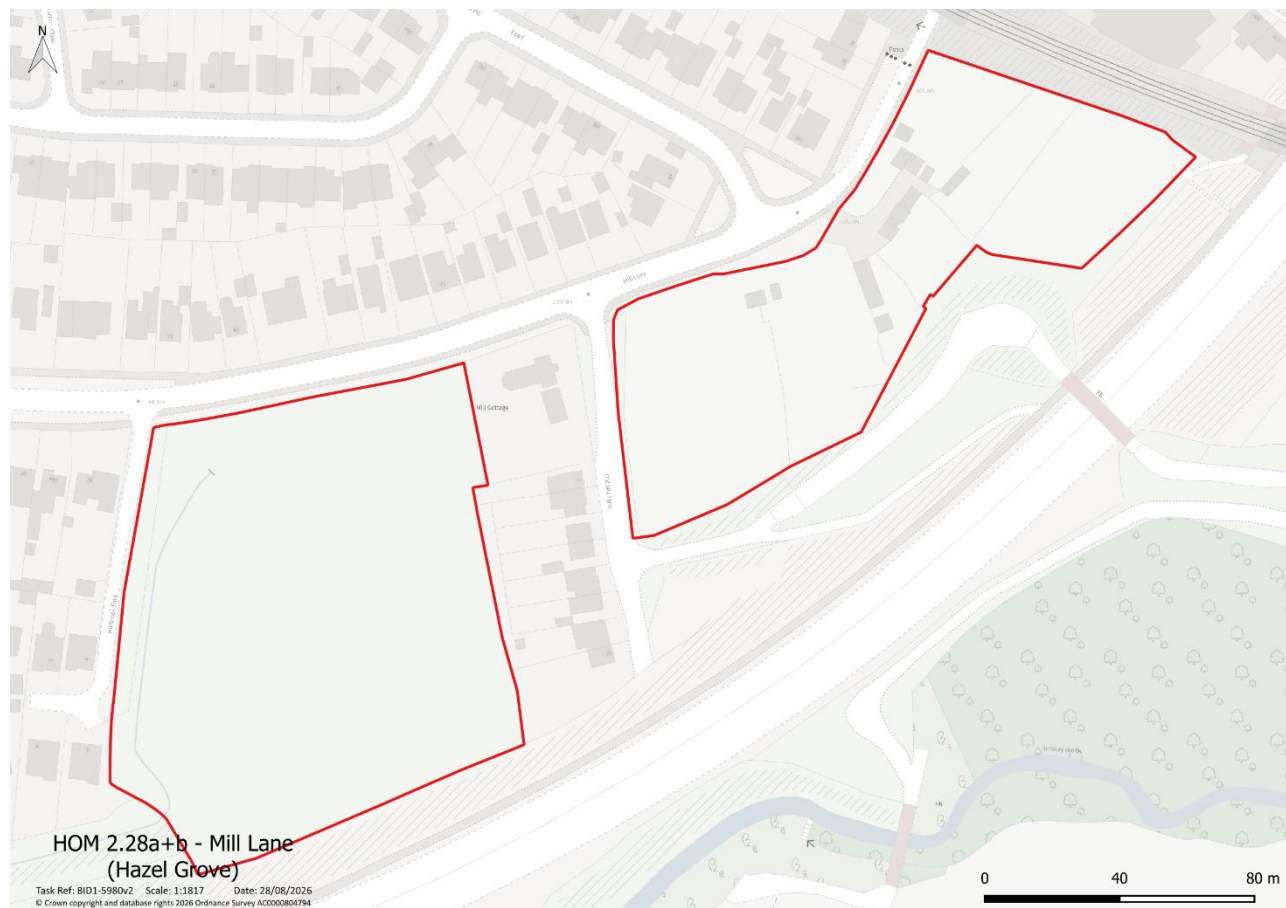
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.28b Mill Lane (Hazel Grove) (East)

Map showing allocation boundary (NB: both HOM 2.28a and HOM 2.28b are shown on the map below.)



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/099220

Housing numbers: 30

Estimated delivery trajectory 2026-31: 30

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

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.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The majority of this site is washed over by the LNRS Nature Network 'Opportunity Areas'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.29 High Lane Farm (Woodley)

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: **185**

Estimated delivery trajectory 2026-31: 30

Estimated delivery trajectory 2031-36: 155

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

Access widening will be required at either access point Oxford Drive and High Lane.

The development should improve junctions at Oxford Drive, including drop crossings and tactile paving.

The Public Right of Way 36BR should be upgraded to provide a 3m wide shared cycle path, alongside improvements to lighting and surface quality. The route should also be extended to create a continuous active travel link to High Lane.

Flood risk and drainage:

Proposed outfall likely to existing brook.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

United Utilities has easement/s at this site. Early dialogue will be required with United Utilities to agree how any easement/s needs to be reflected in the detailed design and layout of a site.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

There are TPOs present on site, and any development must take account of this. The area of TPOs is accounted for in overall assessment of site capacity.

Linear ecological corridor across whole of site, layout of development to reflect policy requirements.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

In order to minimise and mitigate harm to the Grade II Listed Barker Cottage, a buffer zone, the the form of open undeveloped grounds complete with soft landscaping sited between the dwelling at 67-79 Oxford Drive and the curtilage of the designated heritage asset. The buffer zone should include no built form other than an access road and associated infrastructure, which shall be sited away from the designated heritage assets. The mature planting on the southwest boundary of the Grade II listed Barker Cottage and to the west and north boundaries of the site shall be retained.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

Topography levels may present challenges and potentially influence development platforms.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.30 Sanderling Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 69

Estimated delivery trajectory 2026-31: 69

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Access should be provided solely from Sanderling Road, with the site entrance positioned away from the Offerton Road junction and not opposite or close to Brambling Close. The access arrangement should consider the potential relocation of the existing bus stop and include an assessment of the Sanderling Road/Offerton Road junction to ensure safe and efficient operation. Where necessary, the site exit should be widened to provide a two-lane egress to prevent impacts on junction performance.

There should be consideration to improve all surrounding bus stops, pedestrian crossings and cycle links.

The Public Right of Way 119S, connecting Offerton Road and Bosden Fold Road, should be upgraded through widening to 3 metres, resurfacing, and improved lighting provision. These enhancements will improve safety, accessibility, and the quality of the route, strengthening pedestrian and cycle connections to Hazel Grove District Centre and Hazel Grove Station.

Flood risk and drainage: As this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment in line with the NPPF.

United Utilities guidance notes: No specific guidance/wording has been requested by United Utilities for this allocation to date.

Notes on natural environment considerations: Area-based TPOs are present along the southern boundary of the site. The entire site is washed over by the Ecological Network 'linear corridor'.

No part of the site is covered by the LNRS 'Nature Network'.

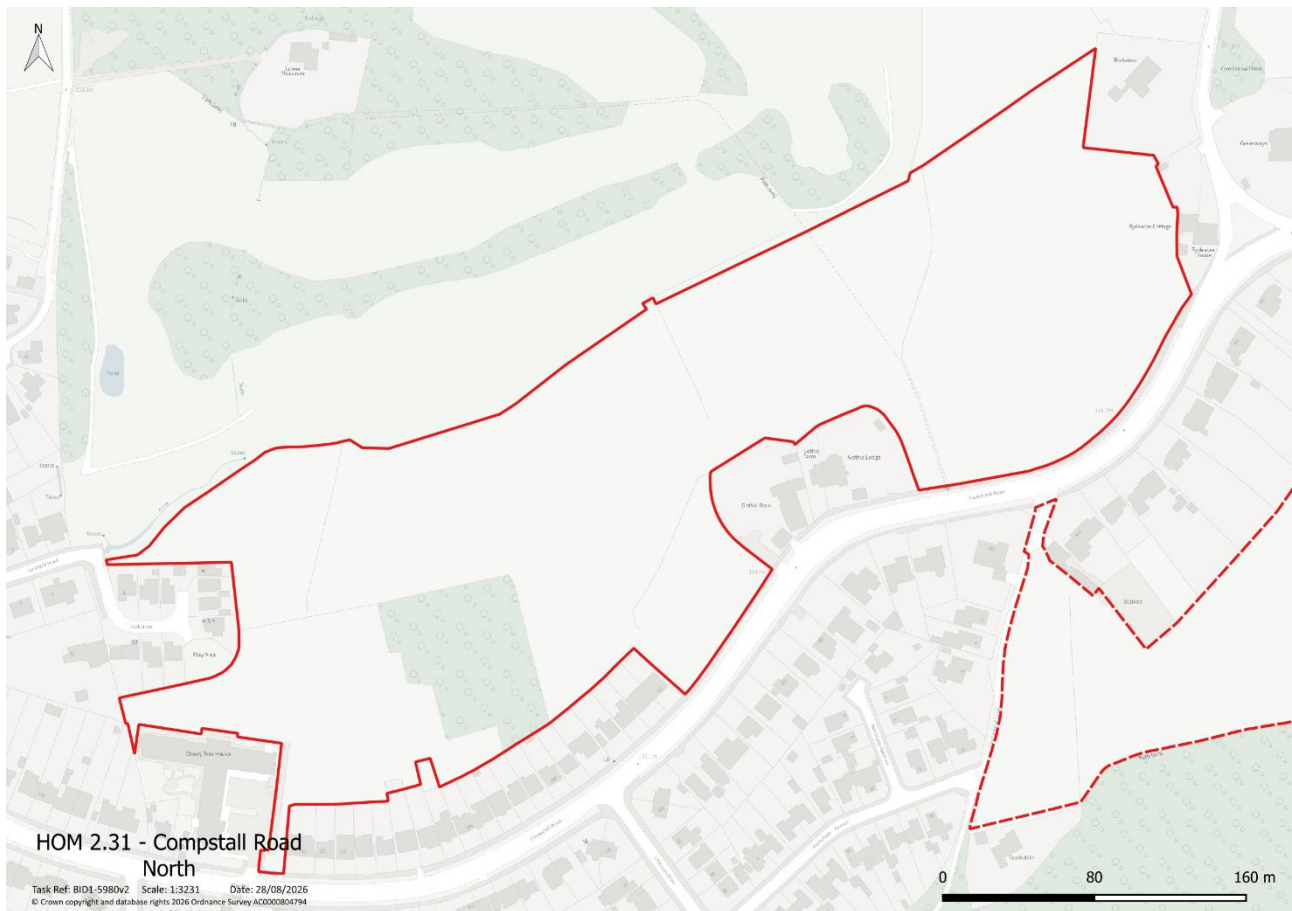
Notes on historic environment considerations: Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations: The protected route for the A6-M60 bypass passes through part of this site, which reduces the developable area for new homes. A pylon crosses the site, which impacts on the developable area of the site. Challenging site levels will also affect the developable area.

Notes on other potential opportunities: No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.31 Compstall Road North

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 250

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 250

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

Provide a safe and suitable access arrangement from Hulme Hall Road, incorporating a ghost island right-turn lane, pedestrian crossing facilities, and an adopted access road to serve both the school and wider development.

The development should upgrade bus stops, crossings, pedestrian and cycle links including dropped kerbs and tactile paving particularly along the route to Romiley District Centre and Public Right of Way 14BR.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

United Utilities has easement/s at this site. Early dialogue will be required with United Utilities to agree how any easement/s needs to be reflected in the detailed design and layout of a site.

Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. This will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

The majority of the site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

The development shall consider providing a buffer of undeveloped land and/or soft screening between the development and adjacent non-designated heritage assets, including the Local Listed Gothic Lodge/Farm and Greyhound Inn on the GMHER.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.32 Compstall Road South

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 200

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 200

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

The junction of Corcoran Avenue with Compstall Road should be upgraded to provide a ghost island right-turn lane, with minimum 3.25m through lanes and a 3m right-turn facility, prior to any other development taking place.

Pedestrian and cycle routes should be enhanced through improved surfacing, lighting and crossings. Key connections to be upgraded include routes to bus stops, Romiley District Centre, Romiley Primary School, and links via Public Rights of Way (18BR, 14BR, 13BR, 90BR and 15BR) to improve connectivity to surrounding communities.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

Notes on natural environment considerations:

A small part of the southern part of the site is washed over by the 'core area' ecological network designation. Where the site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, it must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The majority of the site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby Redbrow Wood SBI in accordance with Policy ENV 1.

Notes on historic environment considerations:

The mature planting on the southern and southeastern boundary of the site shall be retained, to retain screening between the development and Compstall Conservation Area. Application for any development on site shall retain the original stone boundary to Compstall Road, which continues to the curtilage of Compstall Hall within Compstall Conservation Area.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative

impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

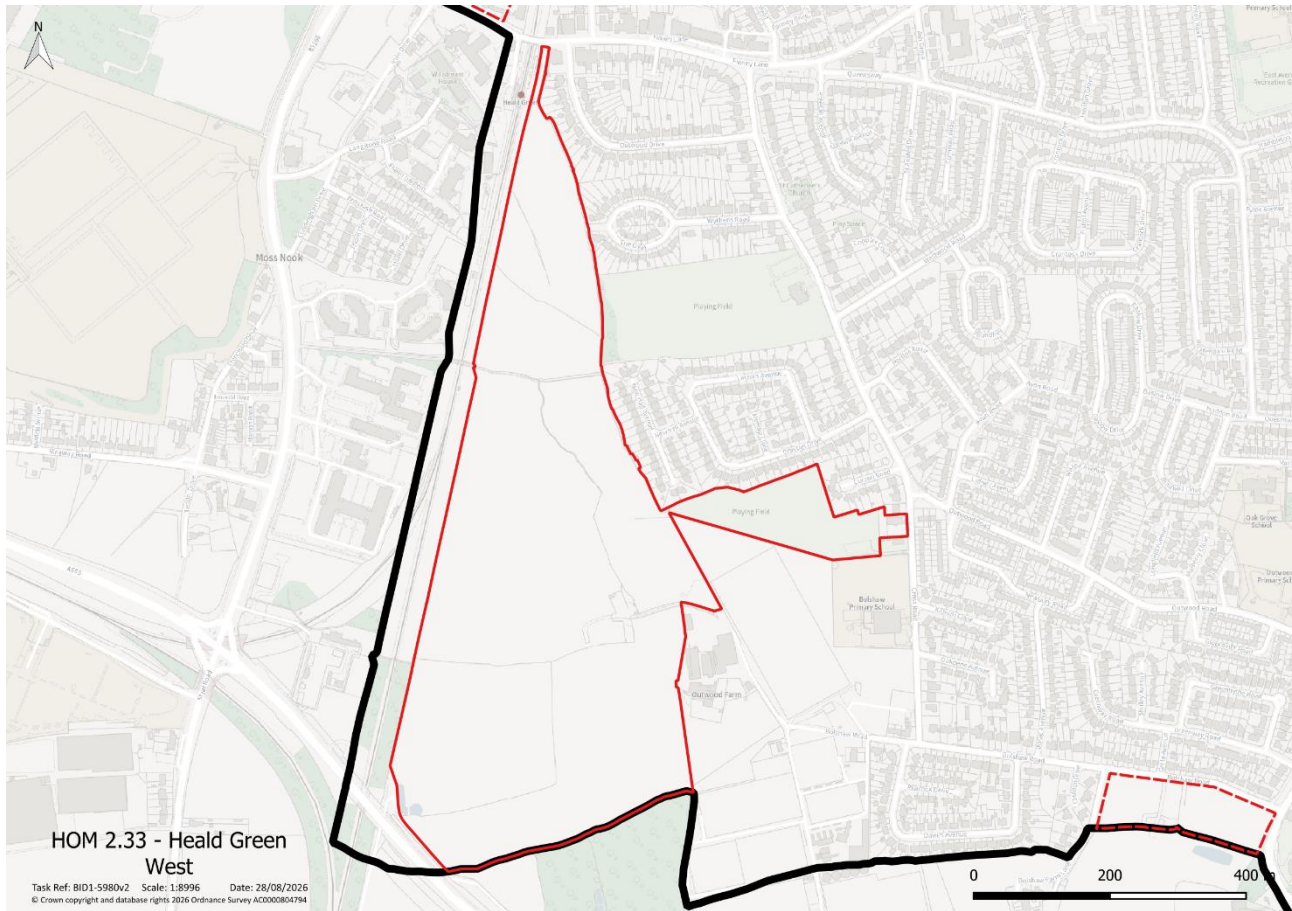
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.33 Heald Green West

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 750

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 375

Estimated delivery trajectory 2036-42: 375

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

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.

Site access should be provided via a priority junction from Cross Lane or, where access is taken from the A555, through a new signal-controlled junction designed to appropriate standards, including turn lanes and a controlled crossing for the A555 foot and cycle route.

High-quality segregated pedestrian and cycle routes should be provided to improve connectivity between the site, Finney Lane, the A555 foot/cycle route and Outwood Road.

Enhancements to Heald Green District Centre should include traffic calming measures and improved pedestrian and cycle crossing facilities to support safe and sustainable travel.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

Around two thirds of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

None applicable at this stage.

Notes on other potential constraints/considerations:

Aircraft noise will be a particular issue in this location. Development will need to ensure that it addresses this through suitable mitigation measures, as required by relevant local plan policy, ENV 12.

Notes on other potential opportunities:

Reprovision and improvement of football pitches and facilities already within the red edge of the site.

Proposed site allocation: HOM 2.34 Shakespeare Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/098893

Housing numbers: **150**

Estimated delivery trajectory 2026-31: 150

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Provide a safe access arrangement via a priority junction from Hulme Hall Road, incorporating a ghost island right-turn lane, pedestrian crossing island, and an adopted access road to serve the school and development.

Pedestrian, cycle, and public transport connections should be enhanced through upgrades to local routes, including improved surfacing, lighting, traffic calming, crossings, and accessibility measures. Bus stop facilities should also be improved with appropriate infrastructure. Key route upgrades include PROW 80BR and 82BR to improve connections to Stockport Town Centre and Bredbury Station, alongside improvements to local links such as the route to Highfield Cemetery.

Flood risk and drainage: In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations: This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

Around one third of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby Vernon Road Wood SBI in accordance with Policy ENV 1.

Notes on historic environment considerations: In order to avoid or minimise visual impact of the development on designated heritage assets (Grade II Listed Barn Immediately East of Bredbury Hall) the mature planting to the southern boundary of the site shall be retained (south) and enhanced (north). Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations: The protected route for the A6-M60 bypass passes through a small part of this site on the western boundary, which may reduce the developable area for new homes.

Notes on other potential opportunities: No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.35 Bolshaw Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/098386

Housing numbers: **64**

Estimated delivery trajectory 2026-31: **64**

Estimated delivery trajectory 2031-36: **0**

Estimated delivery trajectory 2036-42: **0**

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Enhance active travel and public transport connections through improved foot and cycle routes, crossings, lighting, and bus stop facilities.

Provide adequate on-site parking and protect site frontages with No Waiting At Any Time restrictions, and deliver highway improvements to improve pedestrian access to Outwood and Bolshaw Primary Schools and connections towards Cheadle Royal.

Flood risk and drainage:

The site lies within Flood Zone 1. Areas of surface water flood risk are present in the north-western and north-eastern parts of the site. Detailed drainage design to be secured through the planning application process.

United Utilities guidance notes:

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

There are no Tree Preservation Orders affecting the site. Limited removal of low-quality trees and sections of hedgerow are proposed to facilitate development. The existing pond is proposed to be retained and incorporated into the layout.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

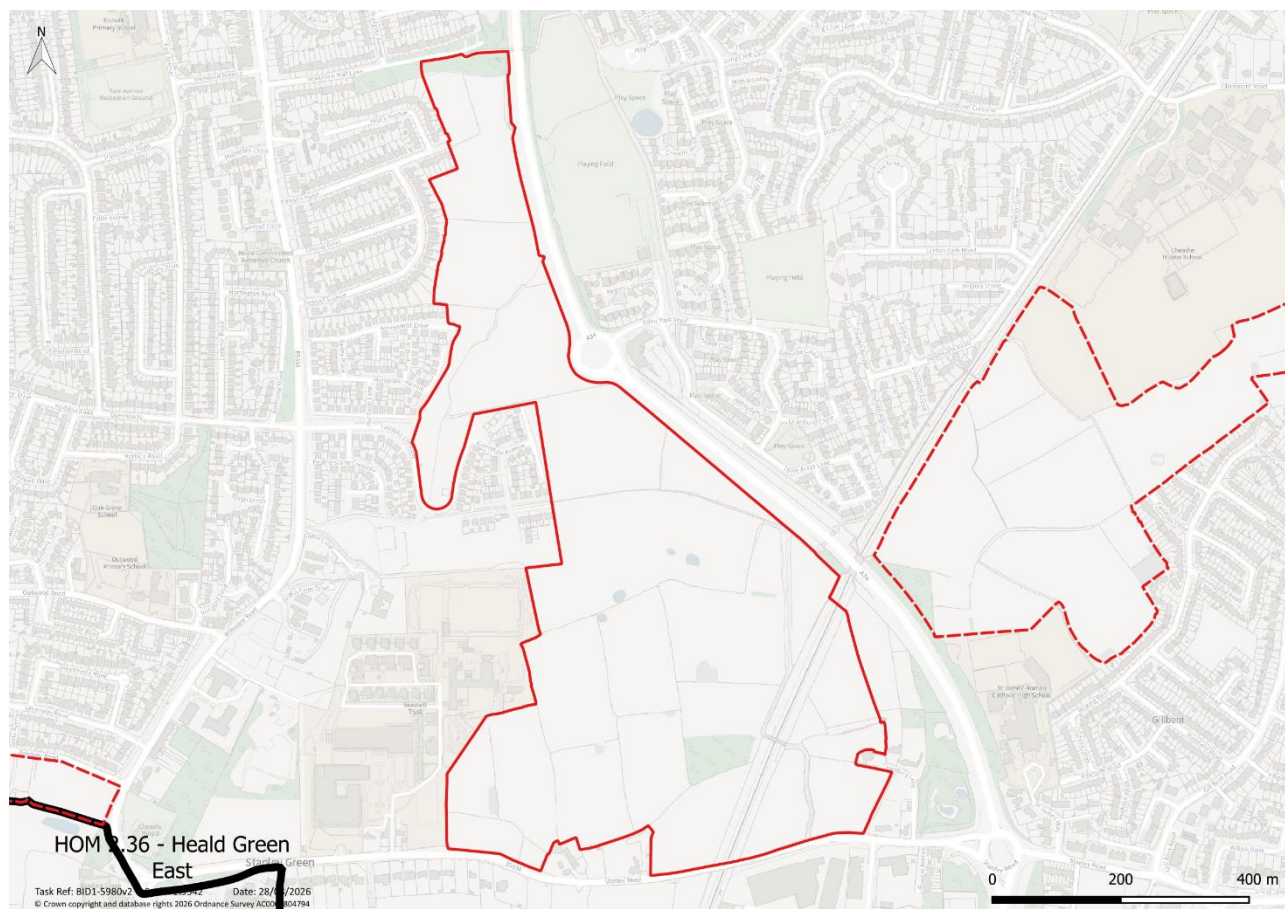
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.36 Heald Green East (part grey belt)

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/095134

Housing numbers: 790

Estimated delivery trajectory 2026-31: 30

Estimated delivery trajectory 2031-36: 350

Estimated delivery trajectory 2036-42: 410

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The only proposed route with committed funding is the route located to the east of the proposed development, which links the A34 Kingsway South/A5094 Stanley Road with Woodstock Avenue and Thorn Grove Primary School to the east of the site.

A scheme is being delivered to connect the A555 multi-user path in the south with Broadway in the north and connect to an east-west route from Gatley to Hazel Grove. It will also connect to an onward quiet road / off road route along the A34 corridor to the Manchester boundary.

The allocation will be expected to provide a high standard on-site provision for cyclists. This will need to include a combination of on-carriageway quiet road cycling, shared off-road routes and possible segregated facilities along distributor routes. This should include a link from Eden Park roundabout to Wilmslow Road.

It is proposed that cycle and pedestrian connections would be provided to connect with the existing local network.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site.

United Utilities has easement/s at this site. Early dialogue will be required with United Utilities to agree how any easement/s needs to be reflected in the detailed design and layout of a site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of a wastewater pumping station on the site. Access to, and the operation of, this pumping must not be adversely affected. Detailed layouts must allow for an offset distance from the existing pumping station.

There are flood incidents from the public sewer in the wider area. Applicants must engage with United Utilities to consider the detailed design of the site and drainage details. The risk of sewer flooding could affect the developable area of the site and the detail of the design.

A range of sites have been identified as at risk of sewer flooding or in the wider vicinity of sewer flooding. In respect of these sites, the applicant must engage with United Utilities prior to any masterplanning to assess the flood risk and ensure development is not located in an

area at risk of flooding from the public sewer. Applicants must consider site topography and any exceedance flow paths. Resultant layouts and levels must take account of such existing circumstances. Applicants must demonstrate that the proposed development would be safe and not lead to increased flood risk. Applicants must not assume that changes in levels or changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. It may be necessary to apply the sequential approach and incorporate mitigating measures subject to the

detail of the development proposal. Careful consideration will need to be given to the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

Notes on natural environment considerations:

A small part of the northern part of the site is washed over by the 'core area' ecological network designation. Where the site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, it must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Application for any development on site should give particular attention to the provision of residential access from Stanley Road, which shall be sited and designed to avoid or minimise harm to the Grade II Listed Stanley Hall and the Gill Bent Farm and Ivy Cottage included on the GMHER and non-designated heritage assets for the purposes of the NPPF and the Local Plan. The mature planting (trees and hedges) along Stanley Road and to the boundaries of the non-designated heritage assets to the north side of Stanley Road (Gill Bent Farm and Ivy Cottage) shall be retained and enhanced where possible.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.37 a) Land off Chester Road (Hazel Grove)

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/097985

Housing numbers: **134**

Estimated delivery trajectory 2026-31: 60

Estimated delivery trajectory 2031-36: 74

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, c. other.

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

The allocation should provide a priority access junction onto Chester Road incorporating a ghost island right-turn lane and pedestrian refuge crossing to improve safety and connectivity with allocation HOM2.20 Jackson's Lane West. If a refuge cannot be provided, a controlled crossing should be delivered.

It is essential to ensure that the layout for both site HOM 2.37a) and site HOM 2.37b) take a pedestrian first approach, whilst maximising accessibility for wheelchair users, and access to public transport. There is a levels change between site HOM 2.37a) and site HOM 2.37b) but this should not prevent an active travel route between both sides of the allocated sites. Contributions towards enhancing bus services are likely to be required.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment. Site is entirely within Flood Zone 1.

United Utilities guidance notes:

Early dialogue with United Utilities is recommended to inform the design of the site due to the presence of utilities infrastructure within the site, taking into account easements. Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. Drainage details need to take this into account. Applicants must consider site topography and any exceedance flow paths, reflecting the layout. Applicants must demonstrate development is safe and not lead to increased flood risk, and should not assume that changes in levels, changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. Careful consideration is required for drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

This site is located within a reservoir flood path. This risk of flooding must be fully considered in the flood risk assessment for this site.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The majority of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts, either alone or cumulatively with other nearby developments, on the nearby Lady Brook SBI and Happy Valley LNR in accordance with Policy ENV 1.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts.

Notes on other potential constraints/considerations:

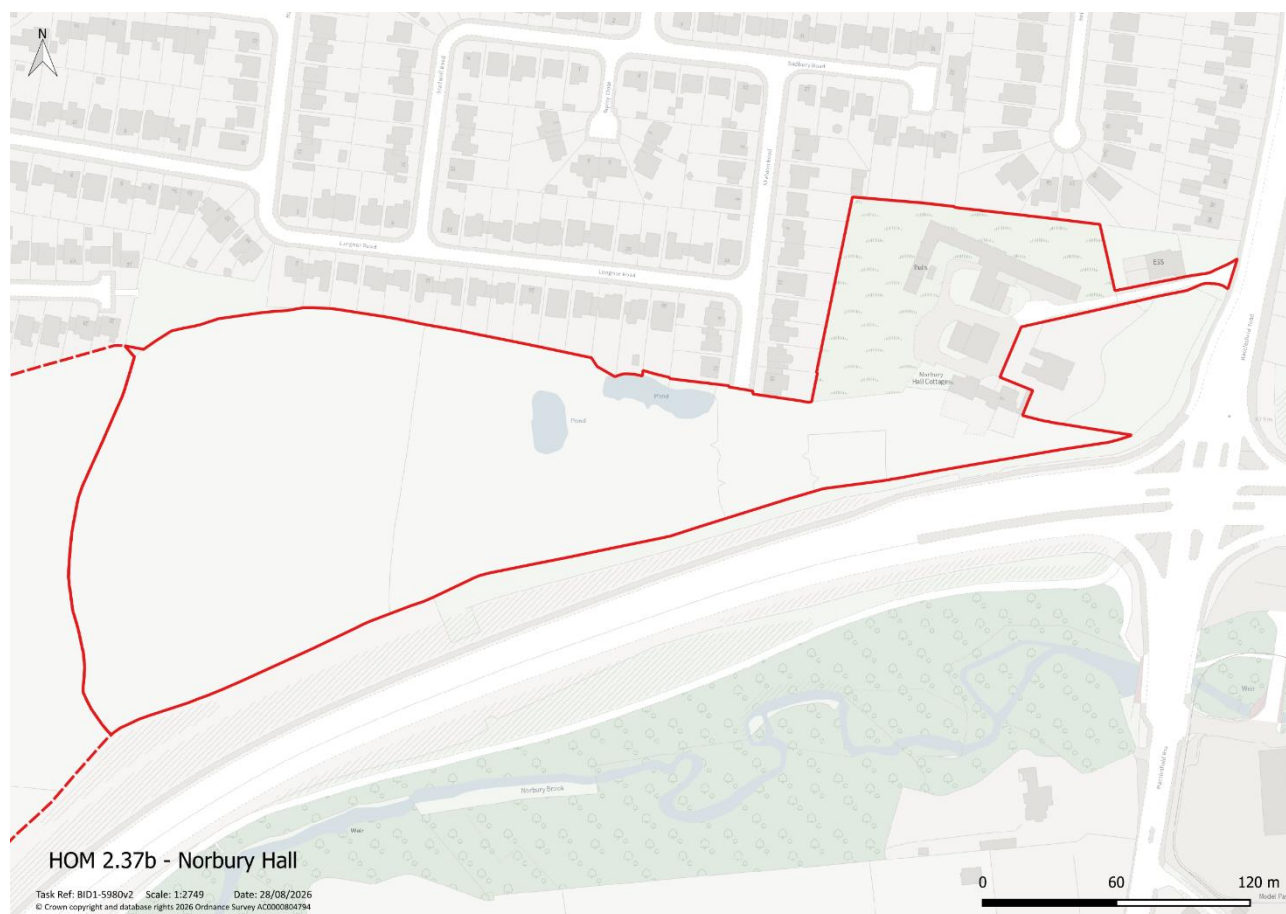
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.37 b) Norbury Hall

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 160

Estimated delivery trajectory 2026-31: 0

Estimated delivery trajectory 2031-36: 160

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, c. other.

Whole plan viability assessment zone:

Middle Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

It is essential to ensure that the layout for both site HOM 2.37a) and site HOM 2.37b) take a pedestrian first approach, whilst maximising accessibility for wheelchair users, and access to public transport. There is a levels change between site HOM 2.37a) and site HOM 2.37b) but this should not prevent an active travel route between both sides of the allocated sites. Contributions towards enhancing bus services are likely to be required.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment. Site is entirely within Flood Zone 1.

United Utilities guidance notes:

Early dialogue with United Utilities is recommended to inform the design of the site due to the presence of utilities infrastructure within the site, taking into account easements. Existing public sewers pass through and near to this site which modelling data (and / or flooding incident data) identifies as being at risk of sewer flooding. Drainage details need to take this into account. Applicants must consider site topography and any exceedance flow paths, reflecting the layout. Applicants must demonstrate development is safe and not lead to increased flood risk, and should not assume that changes in levels, changes to the public sewer, including diversion, will be acceptable as such proposals could increase / displace flood risk. Careful consideration is required for drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; the management of exceedance paths from existing and proposed drainage systems; and any appropriate mitigating measures to manage any risk of sewer surcharge.

This site is located within a reservoir flood path. This risk of flooding must be fully considered in the flood risk assessment for this site.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The majority of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts, either alone or cumulatively with other nearby developments, on the nearby Lady Brook SBI and Happy Valley LNR in accordance with Policy ENV 1.

Notes on historic environment considerations:

The site's redevelopment shall secure the retention and conversion of the Locally Listed Norbury Hall Stables. Any demolition (total or partial) or substantial alteration of the existing structures would have to be supported by a 'clear and convincing' justification. Specific regard shall be given to the adjacent Locally Listed Norbury Hall, its gardens and wider setting.

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts.

Notes on other potential constraints/considerations:

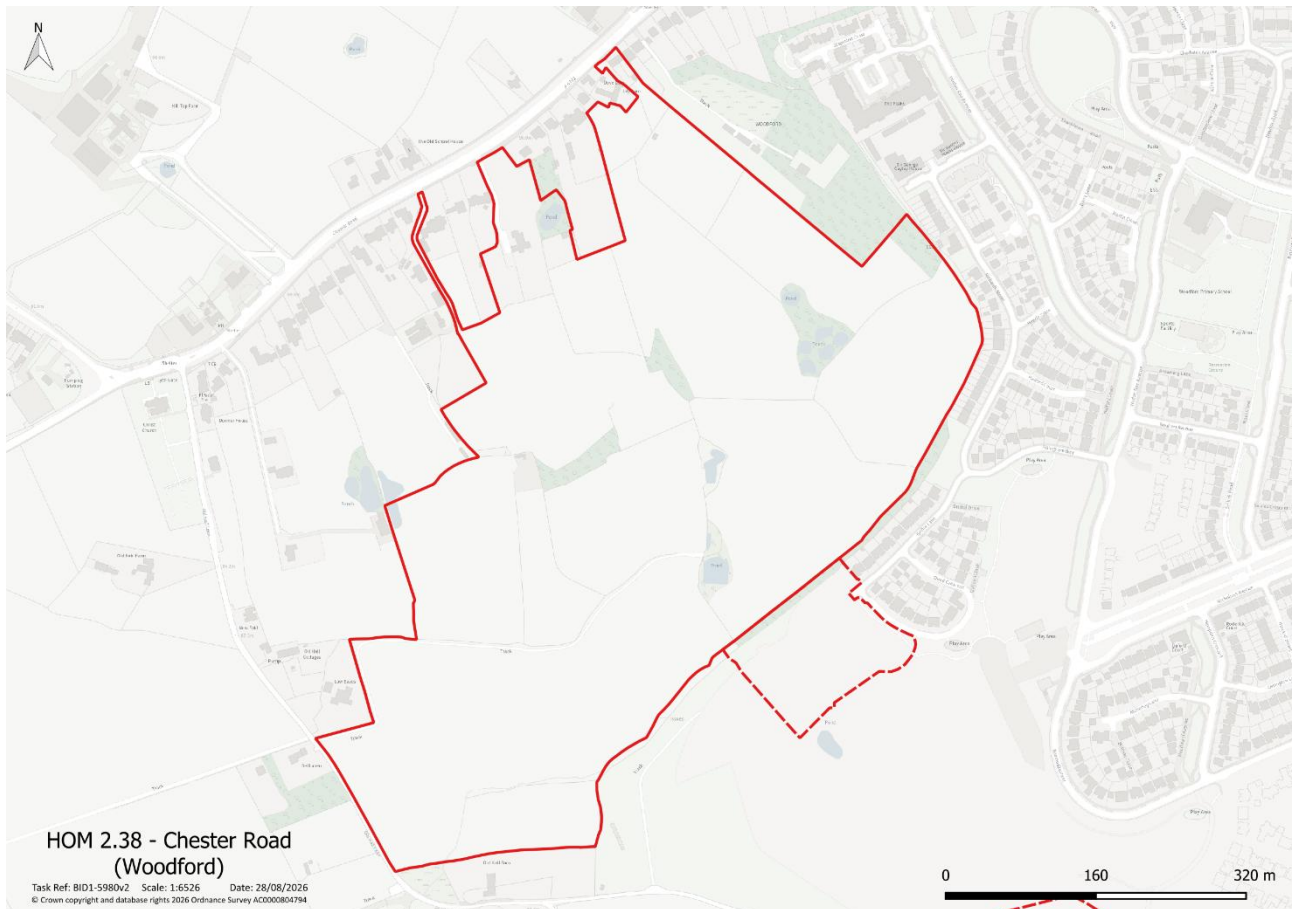
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.38 Chester Road (Woodford) (part grey belt)

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/095675 (EIA Scoping) and DC/096927

Housing numbers: **550**

Estimated delivery trajectory 2026-31: 125

Estimated delivery trajectory 2031-36: 350

Estimated delivery trajectory 2036-42: 75

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, c. other.

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Site access should be provided via priority junctions with ghost island right-turn lanes, appropriate pedestrian crossing facilities, and No Waiting At Any Time restrictions to protect junction operation.

The internal access route should accommodate buses, with suitable road widths, parking/loading provision, and improved bus stop facilities and services, particularly a school bus service to Bramhall High School.

Pedestrian and cycle connections should be enhanced, including the upgrade of Public Right of Way 99HGB to Bridleway status and the provision of a segregated pedestrian, equestrian, and cycle route linking Chester Road with the adjacent allocation HOM2.14.

Flood risk and drainage:

Due to the size of the site being greater than 1 hectare, a site specific flood risk assessment will be required.

The SFRA1 notes that the site is greenfield, surface water flooding is predicted in isolated areas but also in areas which join up to form surface water flow routes outside of the site.

As this site is currently undeveloped, detailed analysis and planning will be required to develop a surface water drainage strategy which can accommodate the planned development whilst also managing any increases in offsite flood risk as a result.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

A small part of the north-eastern part of the site is washed over by the 'core area' ecological network designation. Where the site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, it must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'

Notes on other potential constraints/considerations:

No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.39 Land off Buxton Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/099219

Housing numbers: 75

Estimated delivery trajectory 2026-31: 75

Estimated delivery trajectory 2031-36: 0

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Site access should be provided via priority junctions with ghost island right-turn lanes, appropriate pedestrian crossing facilities, and No Waiting At Any Time restrictions to protect junction operation.

The internal access route should accommodate buses, with suitable road widths, parking/loading provision, and improved bus stop facilities and services, particularly a school bus service to Bramhall High School.

Pedestrian and cycle connections should be enhanced, including the upgrade of Public Right of Way 99HGB to Bridleway status and the provision of a segregated pedestrian, equestrian, and cycle route linking Chester Road with the adjacent allocation HOM2.14.

Potential conflict with Mill Lane movements, the commercial access opposite, and the existing/proposed pedestrian and cycle link between the A555 path and Mill Lane. Mitigation may require remodelling of Buxton Road between the A555 and the A6 junction, together with enhanced bus stop provision, improved pedestrian crossing facilities, and integration of the existing pedestrian/cycle connection across the site. Any proposals will also need to consider implications arising from safeguarded land associated with the A6–M60 protected route.

Flood risk and drainage: An updated level 1 strategic flood risk assessment (SFRA1) has been commissioned to consider flood risk from all sources for this site.

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations: Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations: No additional constraints have been identified on site.

Notes on other potential opportunities: No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.40 Land off Occupiers Lane

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: **120**

Estimated delivery trajectory 2026-31: 50

Estimated delivery trajectory 2031-36: 70

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

Development should not impact future extension of the A555 from the A6 to the M60. 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 and be designed with sufficient capacity to avoid any additional congestion on the A6.

A footway and cycleway should be provided on the north side of the A6 and a controlled crossing facilities provided 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.

A cycle route should be provided to Torkington Park, with crossing suitable for use by pedestrians and cyclists provided on the A6 to improve cycle access to the station.

To improve access to Torkington Primary School by foot and cycle the developer will need to widen and light the existing path between Sandown Road and Occupiers Lane and traffic calm and light Occupiers Lane from the public right of way 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.

Flood risk and drainage:

An updated level 1 strategic flood risk assessment (SFRA1) has been commissioned to consider flood risk from all sources for this site.

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

There are no TPOs present on site, however there is an area of ancient woodland outside the northern boundary of the site. The entire site is washed over by the Ecological Network 'linear corridor'.

A large extent of this site is washed over by the LNRS 'Nature Network Opportunity Areas'. Applications for the development of this site must take appropriate account of, and mitigate for any unacceptable adverse impacts on the nearby Ox Hey Pasture SBI in accordance with Policy ENV 1.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

The protected route for the A6-M60 bypass passes through part of this site, which reduces the developable area for new homes.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: HOM 2.41 Daisy Bank, Heald Green

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): None

Housing numbers: 132

Estimated delivery trajectory 2026-31: 30

Estimated delivery trajectory 2031-36: 102

Estimated delivery trajectory 2036-42: 0

Policy HOM 2a site type:

List 2: sites outside the existing built-up area, b. grey belt

Whole plan viability assessment zone:

Higher Viability Area

For full transport analysis and suggested mitigations, please see the 'Localities Assessment' which has been published on our website.

Likely transport mitigation measures:

The site is well located to the existing nearby centre at Heald Green, including the railway station. Consequently, mitigation relates to the provision of suitable local interventions. This should include access to Finney Lane to avoid impact on the operation of the signal junction of Finney Lane/Styal Road. Provision should be made for suitable foot / cycleways on the Finney Lane and Brown Lane frontages as well as a foot / cycleway from the site to the Finney Lane / Styal Road signal junction to connect to existing Toucan crossing facilities at the junction and a high-quality foot and cycle route linking Brown Lane and Finney Lane. Provision should be made for improved walking and cycling connections to Prospect Vale Primary School including provision of raised carriageways, drop crossings and tactile paving at the relevant junctions with Brown Lane. In addition, there should be provision of a zebra crossing on Brown Lane in the vicinity of the junction with Prospect Vale. Bus stops on Finney Lane to be upgraded.

Flood risk and drainage:

An updated level 1 strategic flood risk assessment (SFRA1) has been commissioned to consider flood risk from all sources for this site.

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes: No specific guidance/wording has been suggested by United Utilities for this allocation to date.

Notes on natural environment considerations:

No part of the site is covered by the LNRS 'Nature Network'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19, including having regard to cumulative impacts. Further details can be found in the evidence document 'Heritage Impact Assessment of Proposed Allocations'.

Notes on other potential constraints/considerations:

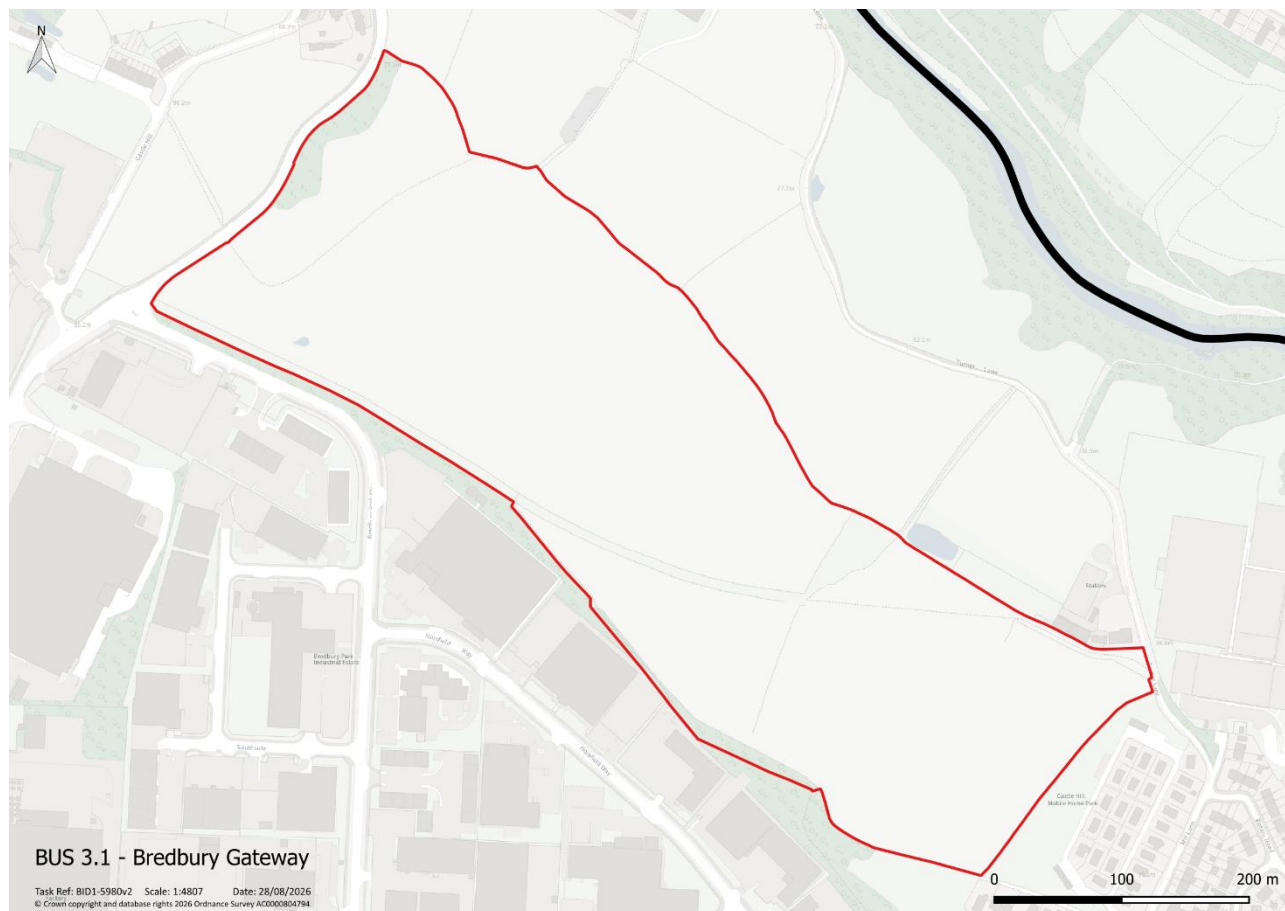
No additional constraints have been identified on site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: BUS 3.1 Bredbury Gateway

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/092181- EIA Scoping Opinion and DC/097903

Floorspace: 50,000sqm

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The development will have an impact on the Strategic Route Network and local road infrastructure including that on movement of Heavy Goods Vehicles and therefore mitigation is required.

Applicant TA: Upgrades to northern and southern roundabouts of Junction 25 M60.

Pedestrian and cycle access to be provided onto Turner Lane which can also be used as an emergency access.

Realignment of Ashton Road/Bredbury Parkway junction.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site. United Utilities has easement/s at this site.

Early dialogue will be required with United Utilities to agree how any easement/s needs to be reflected in the detailed design and layout of a site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

The vast majority of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. In order to minimise and mitigate harm on the designated heritage assets and non-designated heritage assets to the north and northwest, application for any development on site shall include works to retain and enhance the mature planting along the A6017 and the northern boundary of the plot.

Notes on other potential constraints/considerations:

A potential risk from former underground mine workings with some areas of the site located within a Development High Risk Area as defined by the Mining Remediation Authority. Two shafts, one vertical and one drift shaft, are identified with radii of 25m zones of instability and are associated with the Bredbury Colliery Demesne Pit. No structural development should take place in these zones. An intrusive ground investigations should be undertaken to accurately locate the features, define their dimensions including depth, and the nature of any backfill.

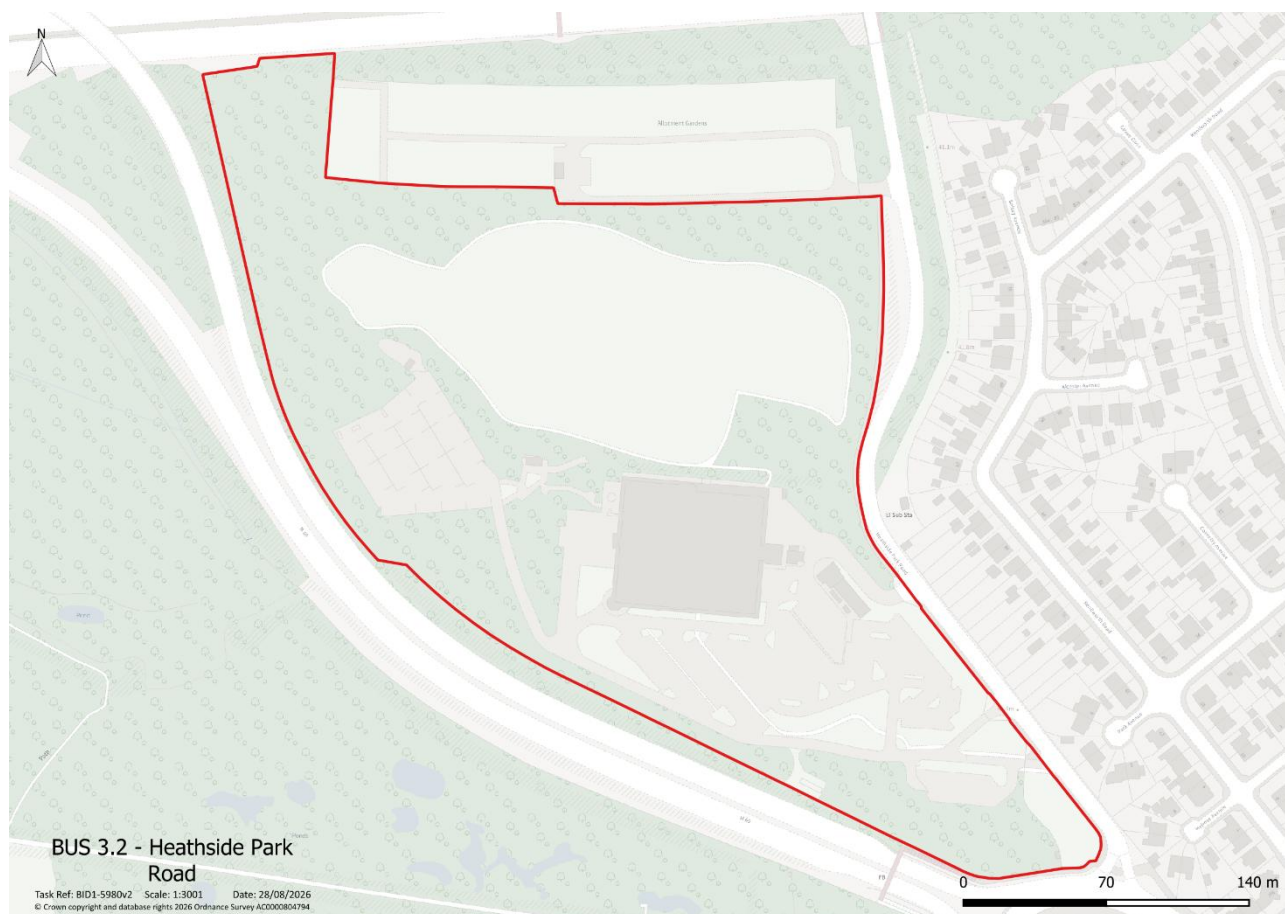
The site is considered suspect with regard to mineral stability relating to the Mary, Bottom Shuttles, Oxicrow and Foggs seams. It is recommended that the site is subject to intrusive investigation by means of rotary boreholes in order to confirm the depth to and condition of these seams.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.

Proposed site allocation: BUS 3.2 Heathside Park Road

Map showing allocation boundary



Please note that any planning applications may have different boundaries to that shown on the map above.

Planning application reference number (where relevant): DC/099526

Floorspace: 32,000sqm

For full transport analysis and suggested mitigations, please see the ‘Localities Assessment’ which has been published on our website.

Likely transport mitigation measures:

The development will have an impact on the Strategic Route Network and local road infrastructure and therefore mitigation is required.

Flood risk and drainage:

In line with the NPPF, as this proposed development site is greater in size than 1 hectare, and located in fluvial Flood Zone 1, it will require a site-specific Flood Risk Assessment.

United Utilities guidance notes:

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the presence of utilities infrastructure within the site. United Utilities has a right/s of way at this site.

Early dialogue will be required with United Utilities to agree how any right of way needs to be reflected in the detailed design and layout of a site.

Early dialogue with United Utilities will be required prior to the submission of a planning application and to inform the design of the site due to the proximity of this site to a wastewater treatment works. Impact assessments may be required as a result of this location which could affect the developable area, the need for any mitigating measures, and the detail of any site design.

This site is located within a reservoir flood path. This risk of flooding must be fully considered in the flood risk assessment for this site. Applicants must engage with United Utilities to consider this risk of flooding in accordance with the National Planning Practice Guidance and any associated assessment that may be required.

Notes on natural environment considerations:

This site is covered by the ecological network 'core area' policy designation as set out in policy ENV 1, and therefore the development must provide on-site, functional ecological corridors and stepping stones that connect to the wider ecological network and strengthen long-term ecological connectivity.

Around two thirds of this site is washed over by the LNRS 'Nature Network Opportunity Areas'.

Notes on historic environment considerations:

Applications for development must be accompanied by a heritage assessment in accordance with the requirements of clause 5 of policy ENV 19. In order to avoid and mitigate the visual impact of the development on harm the designated heritage assets and non-designated heritage assets in its setting, and including the Grade II* Listed Abney Hall to the west and the Grade II Listed Cheadle Wood Farmhouse to the north, the retention of the mature tree cover to the boundaries of the plot should be maximised.

Notes on other potential constraints/considerations:

There is an allotment site to the north and it is important that development does not detrimentally affect the function, usage or quality of the site.

Notes on other potential opportunities:

No additional site-specific opportunities have been identified.