Story Homes Sandown Road FAQs

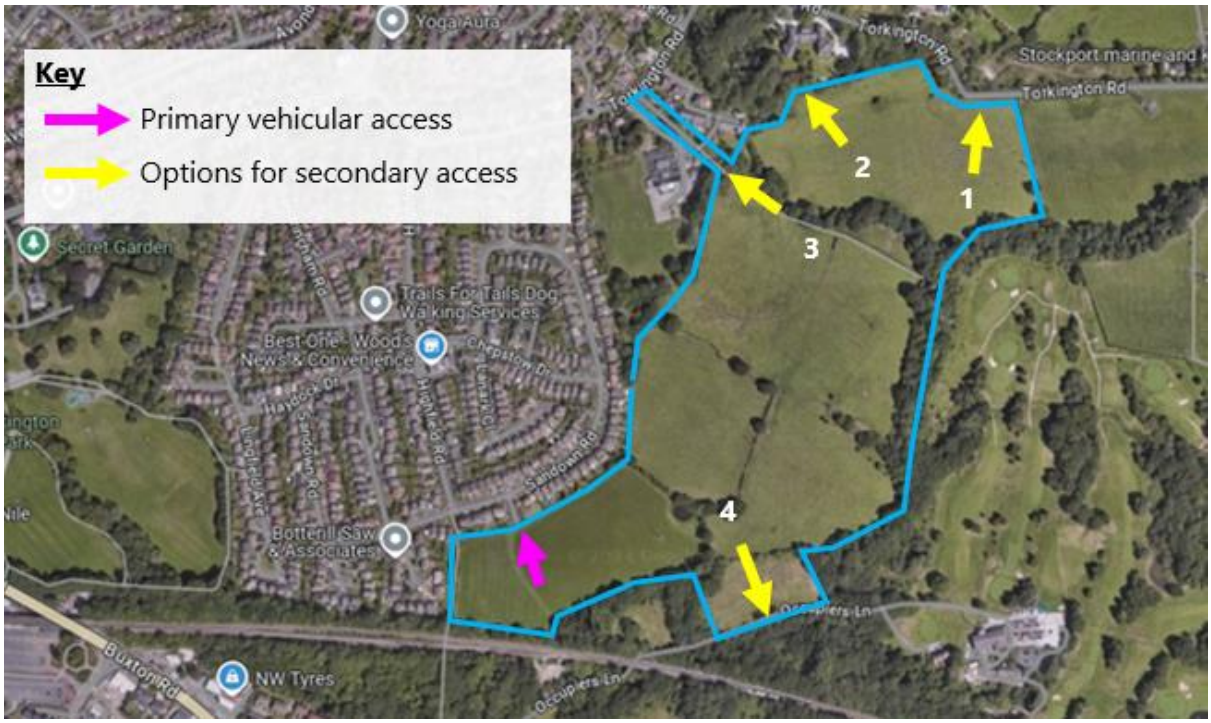
Highways and traffic

Q. Why has a single point of access been chosen? Would it be possible to introduce a second access to the north?

Answer

Our initial feasibility work considered potential additional accesses at the locations identified in Image 1, but these were not feasible due to technical constraints. A summary is provided below.

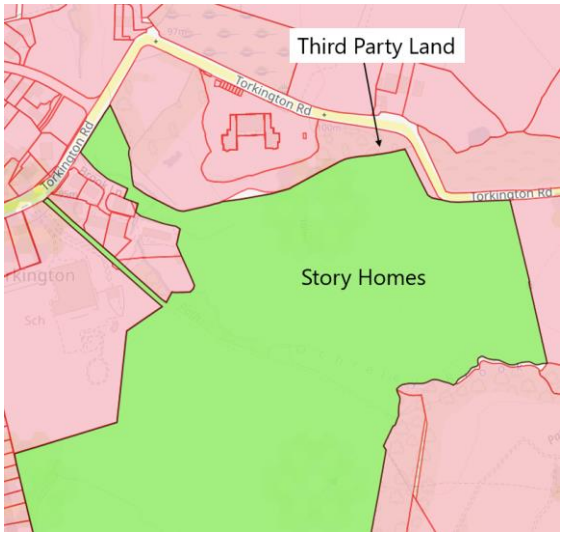
Image 1: Potential Additional Vehicle Access Locations Considered



1 - Access via Torkington Road to the North

Story Homes controls land with direct frontage to Torkington Road at the north-east corner of the site. To the west of this, third party land separates the site and the highway. This is illustrated in Image 2.

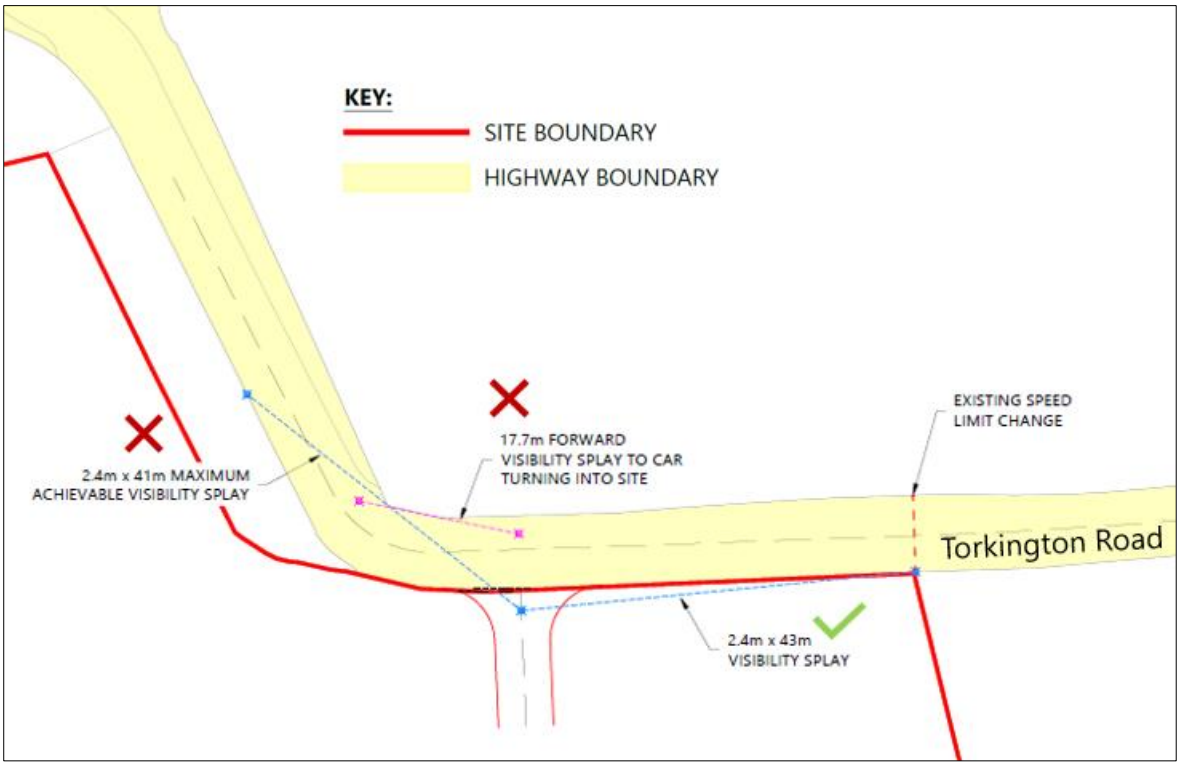
Image 2: Extract from HM Land Registry Mapping – Torkington Road



The speed limit of Torkington Road is 30mph on the site frontage. Immediately to the east, the speed limit changes to 40mph. This section of Torkington Road is approximately 5.5m wide with no footways or street lighting. Visibility is constrained due to bends in the road and trees along both sides of the carriageway. The lack of footway / verge within the highway means that, the visibility splay to the east would need to be entirely accommodated within the site.

To meet the design standards for a 30mph speed limit, the access would need to be a minimum of 43m west of the eastern site boundary. However, an access in this location will have substandard visibility to the west, and substandard forward visibility to cars waiting to turn into the site (both must also be at least 43m). This is shown in Image 3.

Image 3: Feasibility Testing of Access to Torkington Road



In addition to the above reasons given, we also do not wish to cross the brook to the north so as not to interfere with its ecology.

2 – Access via Torkington Road North of Brook Lane

Another potential option for access to Torkington Road is just north of Brook Lane (a private road). Story Homes control land with frontage onto Torkington Lane for a c.45m section between the junctions with Brook Lane and Wynchgate Road.

However, it is not feasible to position a secondary vehicle access to the site anywhere along the site frontage to the north of Brook Lane whilst complying with the design standards. The junction spacing guidance set out in Table 10.3 of the SC Transport and Highways in Residential Areas SPD gives a minimum junction spacing for major and minor residential access roads of 45m to adjacent junctions and 15m to opposite junctions.

3 – Access via Holly Lane adjacent to Torkington Primary School

The narrow width of Holly Lane (approximately 2.7m wide) and the proximity to the school precludes this as a feasible option for a secondary access. However, Holly Lane provides a good opportunity for pedestrian/cycles access between the site, the primary school, and Torkington Road.

The potential to for Holly Lane to provide an additional emergency vehicle access is to be discussed further with the Council's Highways Officer and GM Fire and Rescue.

4 - Access via Occupiers Lane

Occupiers Lane is not a feasible option for access to the site. This is a private road providing access to Hazel Grove Golf Club, which is not wide enough for two vehicles to pass along it's length. There are no footways or street lighting.

Story Homes cannot use a private road in third party control for access to the development. There are topographical constraints and ecological/arboricultural constraints that would preclude the creation of vehicular access to Occupiers Lanes. There are further constraints to the widening of the road – including the railway bridge, third party land, and ecological/arboricultural constraints.

Q. How many vehicles are expected to be associated with the development once it is built out?

Answer

With reference to 2021 Census data, the average number of cars or vans per household is 1.6. This is the case for both the Mid-Layer Super Output Area (MSOA) within which the site lies (Stockport 038) and that immediately to the north, which includes the Racecourse Estate (Stockport 035). The data for this is summarised in Table 1. The MSOA areas are shown in Image 4.

Image 4: Census 2021 MSOA Areas

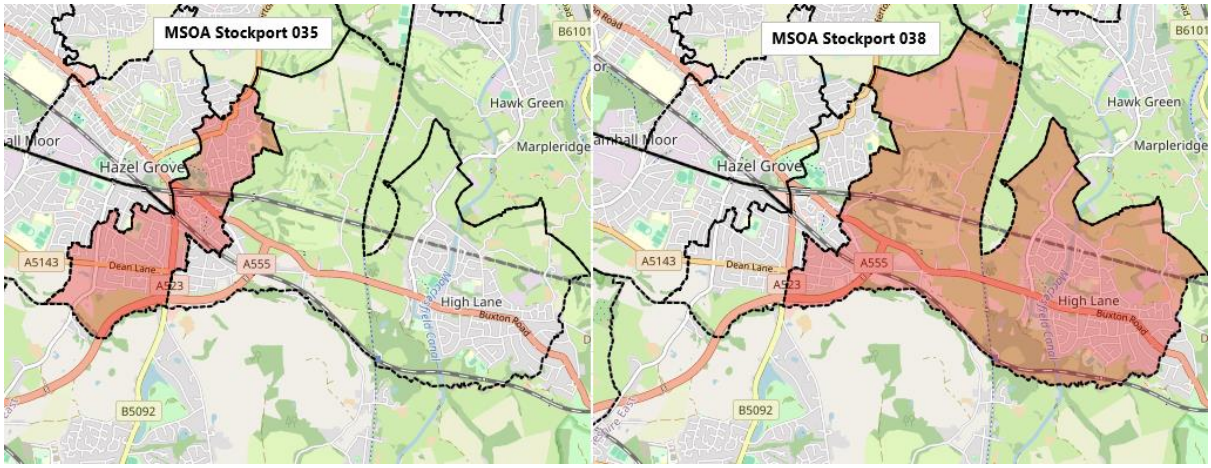


Table 1: Availability of cars or vans per household

MSOA	Number of cars or vans (1)	Number of households (2)	Average number of cars or vans per household
Stockport 035	3,864	2,387	1.62
Stockport 038	4,020	2,548	1.58

(1) Census 2021 Table TS045A - Number of cars or vans in the area
(2) Census 2021 Table TS045 - Car or van availability
(3) Calculated as column (1) divided by column (2)

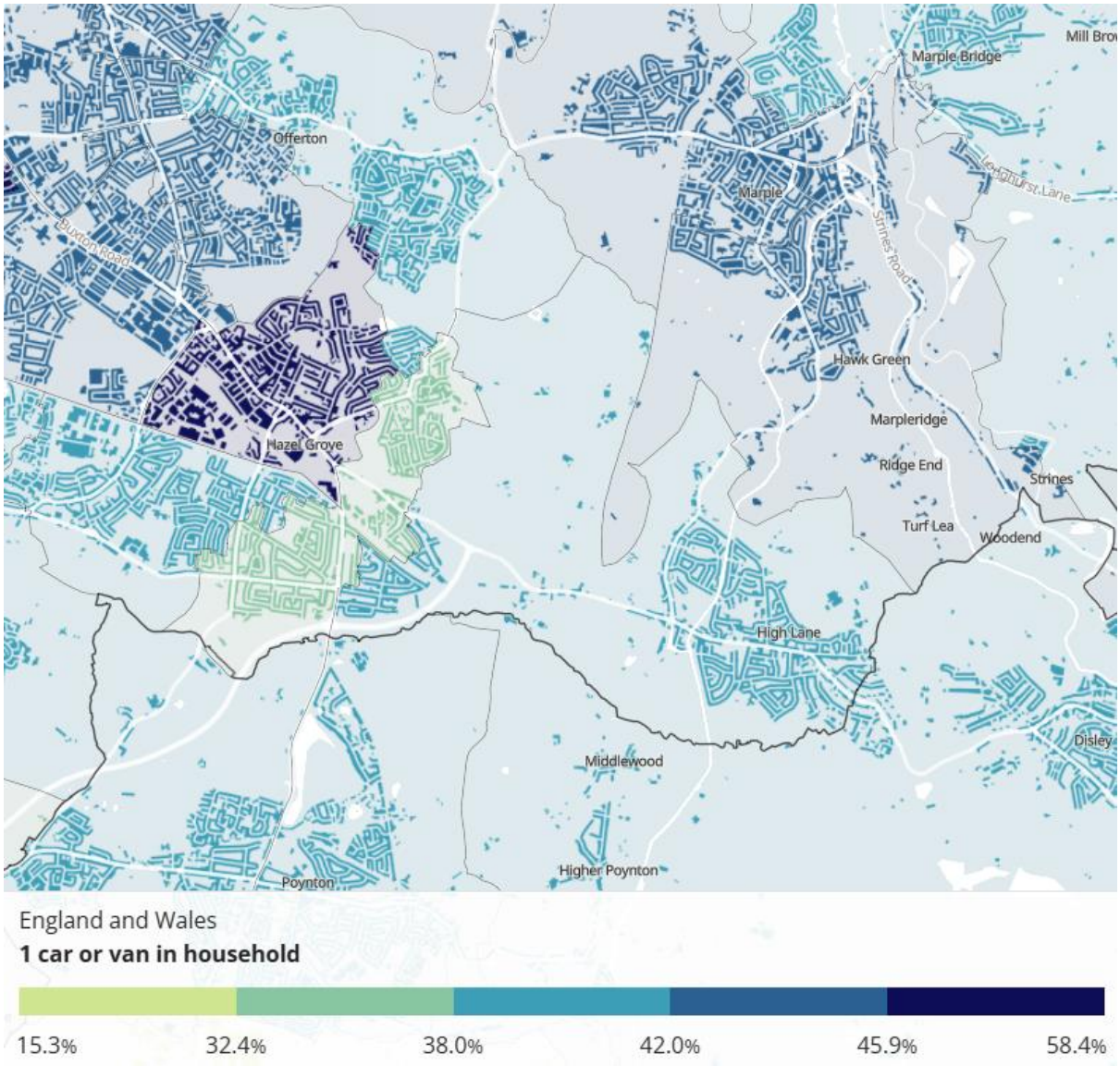
On this basis, the proposed development of up to 300 homes can be expected to accommodate approximately 480 cars or vans (300 x 1.6).

Further detail on the breakdown of current car ownership can be viewed here:

https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-5a/1-car-or-van-in-household

An example image is provided in Image 5, which illustrates that 37% of households in Stockport 035 and 40% of households in Stockport 038 have one car available.

Image 4: Extract from ONS Mapping



In terms of vehicle trips to and from the site, data from the industry standard TRICS database indicates a maximum two-way vehicle trip rate of 0.53 per home, in the weekday morning peak hour. Applied to the proposal for up to 300 homes, this equates to 159 two-way vehicle trips – comprising 114 leaving the site and 45 arriving. This is summarised in Table 2.

Table 2: Estimation of Vehicle Trip Generation

	Morning Peak (8-9am)			Evening Peak (5-6pm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle trip rate per home	0.15	0.38	0.53	0.34	0.15	0.49
Vehicle trip generation 300 homes	45	114	159	102	45	147

These trip rates should be considered within the context that, at a national level, people are now travelling less, and at a regional level, there is a target for 50% of all trips to be made by walking, cycling or public transport by 2040. Over time, it is likely that the vehicle trip rates will reduce.

Q. There is already congestion on Offerton Road and the A6 and there is concern that the development would add to this

Answer

The TA will include a review of the impact of the proposed development in terms of queuing and delay on the local road network, including the A627 Offerton Road. The scope of the technical assessment is being discussed with the Council's Highways Officer as part of the pre-application process.

Drainage

Q. This site has a high water table and underground aquifiers. I am concerned that building on it will cause flooding.

Answer

The proposals are required to be accompanied by a drainage strategy which will ensure no greater runoff from the land once development has taken place when compared with runoff presently.

Q. How will this impact surface water drainage in the area and the properties on Sandown Road which currently suffer from flooding?

Answer

As per the response to the previous question, it must be ensured that there is no greater surface water runoff from the land once development has taken place when compared with runoff presently. In relation to the flooding of the properties on Sandown Road, the situation will be no worse than the current situation, though active management of surface water runoff on this site has the potential to deliver an improvement for these homes and other areas of the site and surrounding areas which currently flood.

Q. There are two brooks which traverse the site. How will you ensure that the development does not cause flooding downstream?

Answer

As part of the development we will work with the Local Lead Flood Authority (LLFA) to ensure that we incorporate any necessary mitigation or additional storage measures to prevent this. This could include on site Sustainable Urban Drainage basins (SUDs) which discharge runoff into the brooks at a slow and managed rate to minimize the risk of flooding downstream. Any measures introduced will be consistent with ensuring that the impact of surface water runoff from this site is no greater than that related to its current, undeveloped state.

Q. Will the development follow the contours of the land?

Answer

Yes. The development will follow the contours of the land as much as possible to minimise the requirement for significant earthwork and so as not to disrupt the natural drainage routes from the site into nearby watercourses. Furthermore, the portions of land designated for development will be limited to preserve the view of the ridge line to the east from the Racecourse Estate.

Development strategy

Q. What is the timeline for this development?

Answer

The proposals currently being consulted on are in Outline only. This means that the planning application seeks only to secure permission for the principal of development. In order for development to progress there must be a subsequent Detailed planning application. The anticipated timeline is as follows:

- Submission of outline planning application, September 2025
- Anticipated decision on outline planning application, Spring 2026
- Submission of detailed planning application (provided outline application is approved), Autumn 2026
- Decision on detailed planning application, Spring 2027
- Development commences, 2028
- Development completed, approx. 2033

Q. How do I know that this isn't just the first phase of significantly more development in this area?

Answer

This site is bounded by Hazel Grove Golf Course to the east, a railway line to the south and existing homes to the west. The portion of land to the north up to Torkington Road is to be used for on-site habitat improvement to deliver biodiversity net gain (BNG) and will be protected as wildlife habitat for at least 30 years. Furthermore, the land to the East is safeguarded for the development of the

South East Manchester Multi Modal Strategy (SEMMMS) relief road. There is therefore no scope for further extensions to development adjacent to this site.

Q. How will you mitigate the impact on wildlife that the proposed development will have?

Answer

The development is required to deliver an overall Biodiversity Net Gain. Whilst it would be permitted for this to be delivered off site and some significant distance from here, we are proposing to enhance the ability of the land north of Ocherley Brook and south of Torkington Road to act as habitat for wildlife in the area. The land will be protected and managed for at least 30 years. Furthermore the majority of trees and hedgerows currently on site will be retained and incorporated as features of the new neighbourhood.

Local infrastructure

Q. I'm worried there won't be enough school places for the children who will live in these homes.

Answer

Early analysis has found there to be a surplus of school places in the local area, however we have appointed an education consultant to assess the level of demand anticipated to be generated by the development. If further capacity is required, we will contribute towards addressing this through payment of a Section 106 (S106) contribution to the local authority.

Q. What about the impact on other public services, particularly health?

Answer

Similar to the method of addressing any uncatered for demand for school places, the expansion of other public services such as health services will be contributed to through payment of S106 contributions.

Q. What proportion of these homes will be affordable and how can I be confident you will deliver them?

Answer

If the site is brought forward for development it will be under new National Planning Policy Framework (NPPF) guidance which designates sites like this as "Grey Belt". Grey Belt sites require 50% of the homes developed to be designated affordable. The tenure and mix of affordable homes will meet the need identified in Stockport Council's Local Housing Needs Assessment (LHNA).

Q. What community benefits will Hazel Grove be able to realise if this development is given permission?

Answer

Story Homes is open to a discussion with local stakeholders and the community about other benefits we could deliver in the local area while we are present constructing the new homes.