

Land at Station Road, North Reddish

Transport Assessment Addendum

Client: Northern Group
Date: 17 December 2025
Prepared by: LJ

Job No: J326075
File Name: TAA v.1.0
Approved by: ME

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by The Northern Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development at on land at Station Road in North Reddish, Stockport.
- 1.1.2 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings and 91no. apartment units. The proposed development will provide a minimum of 50% affordable units. Vehicular access to the site will be taken from Station Road, with additional pedestrian and cycle accesses provide across the site.
- 1.1.3 The site location is shown in Figure 1.1.

Figure 1.1 : Indicative Site Boundary



1.2 Methodology

- 1.2.1 A Transport Assessment (TA) 14th August 2025 was submitted to Stockport Metropolitan Borough Council (SMBC) and included a full assessment of the development proposals on the local highway network. This TAA has been prepared to assess the updated site layout within the western parcel, which is located within Manchester City Council's (MCC) administrative boundary. The TAA provides updated our swept path analysis drawings, an update to the description of development proposals and update to the proposed level of parking provision.
- 1.2.2 The quantum of development and forecast impacts on the capacity of the local highway network as well as the assessment of sustainable travel detailed within the TA remain unchanged and it is recommended this TAA is read in conjunction with the TA, which remains instructive.

2. Development Proposals

2.1 Proposed Use

- 2.1.1 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings (32no. on western parcel within MCC) and 91no. apartment units (all within SMBC). The proposed development will provide a minimum of 50% affordable units.
- 2.1.2 The proposed site layout plan is shown in [Figure 2.1](#) and attached in [Appendix A](#).

Figure 2.1 : Proposed Site Layout – Western Parcel (source : Fletcher Rae)



2.2 Development Quantum

2.2.1 The type and mix of properties for the whole site are set out in [Table 2.1](#).

Table 2.1 : Type and Mix of Residential Dwellings

House Type	No. of Apartments	No. of Houses	Total
1 Bedroom	58	0	58
2 Bedroom	33	62	95
3 Bedroom	0	47	47
Total	91	109	200

2.2.2 The proposed development will comprise 32no. residential dwellings located within the western parcel.

2.3 Proposed Site Access Arrangement

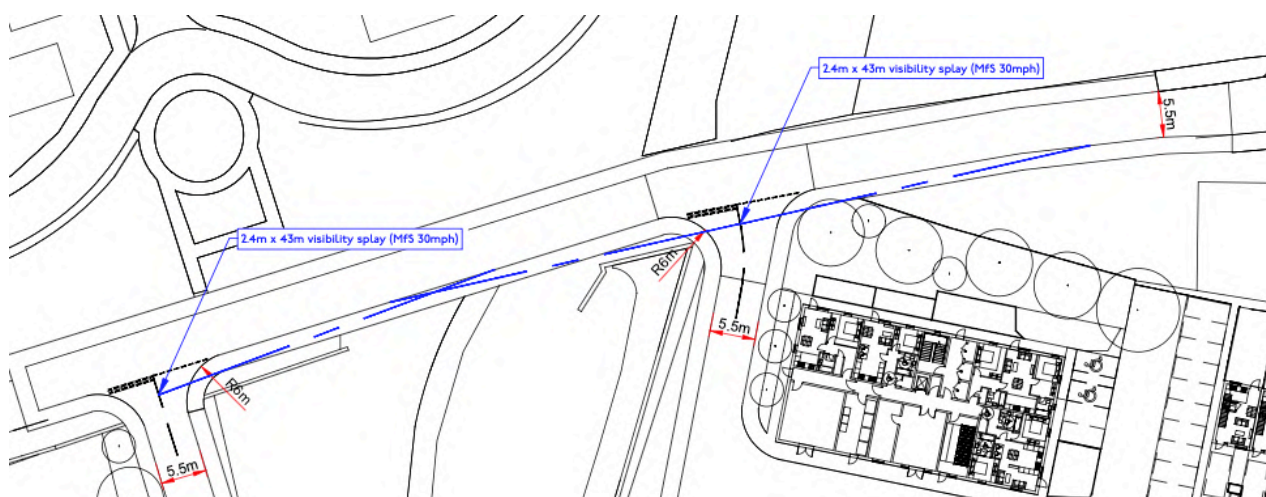
Central and Western Parcels

2.3.1 Access to the central and western parcels is proposed via the Station Road bridge that will be upgraded to include a 5.5m wide carriageway and 2m wide footways on both sides of the road.

2.3.2 The applicant is currently liaising with the structures team at both MCC and SMBC to determine the extent of structural works required to the existing structure to support vehicular access to the proposed development.

2.3.3 The proposed access arrangement, with achievable visibility splays along Station Road, are shown in [Figure 2.2](#), and the full drawing (Drawing J32-6075-PS-001) attached in Appendix C of the TA.

Figure 2.2 : Proposed Site Access Arrangement



2.4 Pedestrian, Cycle and Emergency Access

- 2.4.1 Transport for Greater Manchester (TfGM) have developed a network of future cycle routes in the area known as the “Beelines”. One of these future routes is identified between Nelstrop Road North and Sandfold Lane.
- 2.4.2 As part of the proposals, a 3.7m wide surfaced emergency access route will be provided between Nelstrop Road north and Sandfold Lane, which forms a key section of the proposed Beelines route. When not being used for emergency access, this will be a shared pedestrian / cycle route that will be protected at either end with demountable bollards to prevent access by motorised vehicles. A zebra crossing facility is proposed where the route crosses the internal access road to ensure pedestrian and cyclist movements are given priority, as requested during pre-application discussions.

2.5 Servicing and Delivery Arrangements

- 2.5.1 Swept path analysis for a refuse collection vehicle, the largest vehicle expected to enter the site, has been undertaken within the western parcel. All other movements were assessed within the TA. This is shown in [Figure 2.3](#), with the full drawing ([Drawing J32-6075-PS-002](#)) attached in [Appendix B](#).

Figure 2.3 : Swept Path Analysis – 11.2m Refuse - Vehicle Western Parcel



2.6 Parking Provision

- 2.6.1 Dwellings located within western parcel will provide 1no. car parking space per dwelling and 1no. lockable cycle parking space for each residential dwelling. All residential dwellings will be provided with an EV charging point. The proposed level of parking has been agreed following discussions between the Applicant and MCC.
- 2.6.2 A full assessment of on-site parking is provided within the TA.

3. Summary and Conclusions

3.1 Summary

- 3.1.1 Mode Transport Planning has been appointed by The Northern Group to provide transport planning and highways advice in relation to a planning application for a residential development at on land at Station Road in North Reddish, Stockport.
- 3.1.2 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings (32no. on western parcel within MCC) and 91no. apartment units (all within SMBC). The proposed development will provide a minimum of 50% affordable units. This Transport Assessment Addendum has been prepared to assess the Western Parcel located within MCC's administrative boundary,
- 3.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- Access to the site will be provided via the Station Road bridge to the central and western parcels. The site access has been designed in accordance with the adopted highway design standards and can provide achievable visibility splays in line with Manual for Streets guidance.
 - Swept path analysis shows that a refuse collection vehicle is able to safely access the site and manoeuvre within the internal layout.
 - The proposed residential dwellings within the western parcel will provide 1no. car parking space (with 100% EV) for each unit. This reflects the request by MCC during discussions with the Applicant.
 - 1no. cycle parking space per unit has been provided in accordance with the minimum standards.
 - Overall, it can be concluded that the proposed development will not have an unacceptable impact on highway safety or a severe impact on the operation of the road network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

3.2 Conclusion

In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDIX A Proposed Western Parcel Layout



General Notes:

This drawing is the property of Fletcher Rae (UK) Limited and copyright is reserved by them. The drawing is not to be copied, reproduced or distributed without written consent of Fletcher Rae (UK) Limited.

The originator shall have no responsibility for any liability, loss, cost, damage or expense arising from or resulting from use of this document other than for its intended purpose on the project.

This drawing shall be used in conjunction with all other relevant drawings, specifications and associated documentation. Any discrepancies, errors or omissions are to be reported to the originator before proceeding with work.

All dimensions are to be checked on site by the contractor prior to proceeding with any work. The drawing and not the model is to be used to determine any dimensions.

DISCLAIMER:
When this drawing is issued in CAD it is an uncontrolled version issued for information only. It is not to be used to prepare any documents.

SOFTWARE RESPONSIBILITY:
Fletcher Rae (UK) Limited has prepared this drawing using Autodesk Revit.

Fletcher Rae (UK) Limited does not accept liability for any loss or degradation of any information held in this drawing resulting from the translation from the original file format to any other file format or from the repeated reading of it in any other programme.

Units Key

Apartments

- 1 Bed
- 2 Bed

Houses

- 2 Bed
- 3 Bed

Total Scheme	
Name	Count
Apartment	
1BD	52
1BD (M)	6
2BD	30
2BD (M)	3
Townhouse	
2BD/3P/50TH	62
3BD/3P/50TH	47
Grand total: 200	

General Notes:
Refer to landscape plan for detailed proposal and existing and proposed tree locations.

Refer to consultants reports for:
Transport, Below ground services, Flood risk assessment, SuDs, Energy and sustainability, Ecology, BNG and Acoustics.

Parking:

Houses
1 space per 2 bed house
2 spaces per 3 bed house
100% EV provision to houses

Apartments
Total 91 spaces, including 6 disabled and 10 visitor spaces. 50% EV spaces with infrastructure provided for the remaining 50%.

Private amenity:

Houses
50m² private garden space

Apartments

Ground floor garden
1 bed 18m²
2 bed 35m²

Upper level balcony
1 & 2 bed 6m²

Communal private amenity area indicated on the plans.

Play Space refer to Landscape Plans.
0.7ha per 1,000.

P1 Parking provision and front landscape amended within the Manchester City Council Boundary

Rev	Revision Details	Drawn	Date	Chkd
-----	------------------	-------	------	------

Project No: **PR1889**
Subsidiary: **SO WORK IN PROGRESS**
Status: **PLANNING**

Client:
Northern Group

Project:
Station Road Reddish

Sheet Name:
Planning - Proposed Site Plan - Western & Central Parcel

Drawing No:	Rev:
PR1889-HFR-XX-ZZ-DR-A-9003	P1
Drawn by: ED	Scale: As indicated @ A0
Created: JULY 2025	

HORIZON
fletcher | rae

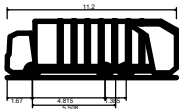
Level 12, Tower 12, 18-22 Bridge Street, Manchester, M3 3ET

1 +44 (0) 161 242 1140
w www.fletcher-rae.com
e info@fletcher-rae.com

APPENDIX B Swept Path Analysis



t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

- notes:
- this drawing is to be read in conjunction with all other relevant drawings, any discrepancies errors or omissions to be brought to the attention of overseeing organisation.
 - all dimensions to be checked before commencement of work on site.
 - all dimensions in metres unless otherwise stated.
 - the design is subject to approval of manchester and stockport councils.
 - drawing based on os mapping.

issue/revision		
-	17/12/2025	issued
l/r	date	description

client: northern group

project: station road, secret lake, reddish

project number: J326075

scale: 1:500@A3

drawing title:
swept path analysis

drawing number:
J32-6075-PS-003