



## Woodford Neighbourhood Forum

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### **Response to Regulation 18 Stockport Local Plan**

#### **1. Implications of the revised national planning guidelines and housing target**

Reference: Local Plan Document, Foreword, Introduction, Chapter 2 and Chapter 3

We understand the challenges the Council has faced due to the frequent changes in national planning policy and guidelines over the last several years. We also appreciate the difficulties arising from the new concept of Grey Belt and the very large increase in the target housing number imposed by the Government in a borough that has a very high proportion of Green Belt land. We know that these factors are beyond Council control. We know that the Government is putting pressure on councils around the country to update their Local Plans to meet increased housing targets and that failure to do so risks Government intervention. We know that the Local Plan will undergo examination in public by a Government appointed planning inspector who will assess whether the Plan has been prepared using approved procedures and meets legal requirements and the Government guidelines, including target housing numbers.

We also know that many residents in Woodford treasure countryside, farmland, and natural features near their homes. Many are keen to protect the environment, wildlife and the mental and physical health benefits of access to countryside and nature that they, and residents visiting from other parts of the borough, hold dear. Importantly, they are already struggling with congested roads at peak times and an over-loaded local hospital. We are doing our best to explain the reasons why the Council has been placed in such a difficult position.

We are aware that our Green Belt in Woodford is currently vulnerable to speculative proposals by developers because the large increase in the housing target imposed on the borough by the Government has created a large perceived deficit in housing land available to accommodate it. In addition, developers can claim that much of our Green Belt meets the criteria for the new concept of Grey Belt. When a new Stockport Local Plan is adopted, land to meet the housing target will have been identified. The recent LUC Green Belt assessment has used the new criteria for identifying Grey Belt and reinforced the status of much of our neighbourhood area as Green Belt. Land that is to remain in Green Belt will have been labelled for protection as Green Belt in the Local Plan. Although we realise that some of our Green Belt land will have been very sadly lost for development, this has to be weighed against the much stronger position to defend protection of remaining Green Belt land against future speculative development proposals. How residents feel about that equation will probably depend to some extent on their proximity to land allocated for development.

We stand with our local residents in Woodford in expecting every possible avenue to be explored by the Council to reduce unsustainable development in inaccessible locations that will be car-dependent and add to the existing strain on health care facilities and road network. Many see the development allocations in the draft plan as a tragic loss of farmland and wildlife habitats in countryside with Green Belt status, which will grid-lock the roads, further overload health care facilities and damage the environment for current and future residents. With the aim of making a constructive contribution to achieving the best Local Plan possible in the challenging circumstances we all face, we wish to make the following points:

## **2. Vision and objectives**

References;

Local Plan Document, Chapters 2 our Vision

Local Plan Document, Chapters 3 our Strategy

We support the vision and objectives set out in the Local Plan, which are very laudable. However, we feel that the development allocations in inaccessible locations on farmland in Green Belt are at odds with them.

## **3. Consultation process**

Reference: Local Plan Document, Stockport Local Plan, page iii

- a. How well was the consultation advertised? Woodford Neighbourhood Forum received an email, as did several committee members. What proportion of the general public are on the Council's database and what steps were taken to ensure that those who are not were informed?
- b. We welcomed the Local Plan Drop-in Information Sessions in district centres, but what steps were taken to ensure that residents who do not regularly access online information would know when and where these were held?
- c. We are pleased that the Council held a briefing meeting for representatives of the four neighbourhood forums in the borough, at the start of the Regulation 18 consultation. This provided us with a useful overview of the steps taken in evidence gathering and the content of the draft Plan. The presentation to the forums would be very helpful as an introduction to the Plan on the Council website with the consultation portal.
- d. However, as a long established neighbourhood forum, with an adopted neighbourhood plan and now acting as a consultee on planning applications, we are disappointed that that Council chose not to consult us at an early stage in the plan preparation process.

## **4. Presentation of the Plan information on the portal**

Reference: Local Plan Document, Introduction, page 6

We congratulate the Council on the presentation of the vast amount of information associated with any new Local Plan on the website. However, the information is disseminated around a number of links and therefore it is not obvious or straightforward to find all the information supporting the plan, or the consultation portal itself, which does not come up on all google searches that people might use and not everyone will have received an email with directions. Once in the portal, it is challenging initially, but straightforward to use once registered. The section for general comments is helpful because the questions don't always address the points a respondent wishes to make.

A little more guidance on how to navigate the website with step by step instructions on how to find plan documents, evidence documents and the consultation portal would be helpful. Most residents will be unaccustomed to the complexities and will not delve into the details involved, so a brief summary of the Plan somewhere would be useful.

We found the interactive maps with layers are a useful tool, particularly the one on this link [Assessment of sites in the Green Belt](#) with the pop up summaries for each site.

## **5. Statement by the leader of the Council**

Reference: Local Plan Document, Foreword, page i

In order to comply with NPPF paragraphs 145 – 148, and for the Plan to be found “sound”, it will be necessary to demonstrate that there are Exceptional Circumstances to remove land from Green Belt for development, as the Council points out.

The statement in the Foreword by the leader of the Council has the potential to undermine the case for Exceptional Circumstance to remove land from Green Belt and thus render the Plan unsound at the outset, unless at the submission stage the planning inspector looks at the methodology and content of the Plan and does not take into account the opinion of the Council leader.

## **6. Stockport Town Centre**

Reference: Local Plan Document, Chapter 4, Section 4.5 Our Town Centre, page 133

We applaud the Town Centre regeneration that has been achieved to date and welcome the proposals outlined in the Local Plan.

## **7. Woodford settlement and Green Belt boundaries**

Reference: Policies Map

The village of Woodford is currently washed over by Green Belt, which means that all the premises are subject to Green Belt policies. We understand that the areas shaded in pink and labelled “Predominantly Residential Area” on the Policies Map will be taken out of Green Belt in Woodford. If that is so, then we understand the rationale behind it, but we believe that it is a legal requirement for the Council to conduct a consultation first before Green Belt boundaries are changed. We have found no text in the Plan documents which cover this point.

We believe that, in order for the consultation to take place, there should be a detailed map making it clear which pieces of land will be in or out of the Green Belt. This is very important because planning applications in the future will be considered against very different policies depending on the land being in the Green Belt or not.

## **8. Assessment of brownfield sites**

References:

Supporting Evidence, SHLAA

Local Plan Document, Chapter 4, page 101, HOM 1: Delivering new homes

- a. We have looked at Appendix A in the SHLAA which provides a table of developable brownfield sites, but we have not found a list of all the brownfield sites that were

assessed and rejected for development. We have also looked at the Brownfield Register provided on the Council website which leads to Stockport Brownfield Register as at 18th December 2020 on [data.gov.uk](https://data.gov.uk)

- b. We have not been able to find a more recently updated version on the website.
- c. As far as we are aware, the most recent Call for Sites was in 2023. A lot may have changed since then.
- d. We and other residents frequently express concern that all suitable brownfield sites have not been found and assessed before Green Belt land was allocated.
- e. It is vitally important that all potential brownfield sites, have been identified and assessed before any Grey Belt or Green Belt sites are proposed for development. We request that the Council publishes an up to date register and assessment of brownfield sites, including windfall sites, and those sites that are considered unsuitable for development before proceeding to Regulation 19 stage. It would help to enhance residents' confidence in the process if there was a high degree of transparency and easily accessible data on all the brownfield sites that have been identified in the borough, how they were assessed and what the conclusion were.

## **9. Assessment of Green Belt sites**

Reference: Local Plan Document, Chapter Introduction

The steps taken by the Council appear to comply with Government Guidance [www.gov.uk/guidance/green-belt](https://www.gov.uk/guidance/green-belt). However, we are concerned that assessment of Green Belt using the criteria in the guidelines, which prioritises three of the purposes of Green Belt (a, b and d) results in classification of large tracts of land in the borough as Grey Belt. This is a particular problem in Woodford, which is still a village not a town, and the most important purpose served by the Green Belt in Woodford is c) to assist in safeguarding the countryside from encroachment (NPPF 2024, paragraph 143). We believe that use of the criteria in this way is not the intention of the revised Government policy, nor in the spirit of it.

## **10. Infrastructure Requirements**

References:

Local Plan Document, Foreword

Local Plan Document, Page 106, HOM 2b: Site specific requirements

Supporting document: Our approach to infrastructure provision December 2022

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

We understand from the briefing for forums that more detail of the infrastructure to support the allocations will be provided at Regulation 19 stage, but this is a crucial issue and we are finding it difficult to assess the Plan without that information.

As outlined in other sections below, such a large increase in the population in the borough as a whole, and Woodford in particular, will require significant increases and improvement in infrastructure to support it.

We have noted the request in the Foreword to put forward suggestions for the infrastructure requirements. We have included these in our response to the specific development allocations in the Plan, but many apply to any and all large development proposals in Woodford.

## **11. Transport**

References:

Local Plan Document, Page 106, HOM 2b: Site specific requirements

Local Plan Document, Page 204, INF 13: The highway network

Supporting document, Addressing our development needs paper 4.2 Transport 83

Supporting document, Stockport Local Plan Traffic Modelling Report (October 2025), prepared by WSP

- a. We note that transport modelling was undertaken in summer 2025. The report notes that the information will be updated for the Regulation 19 version of the local plan to provide the most up-to-date position.
- b. The large influx of new residents into Woodford that would result from the proposed development allocations is likely to have a severe impact on the road network and traffic congestion, which are already congested at peak times. This in turn reduces productivity due to commuting delays, raises safety concerns for reduced speed of emergency vehicles, has a negative impact on people's health due to stress and poor air quality, and has a negative impact on the environment and climate due to traffic emissions and particulate pollution.
- c. Increased traffic as a result of the Local Plan development allocations in Woodford is a big concern:

Employment opportunities are very limited in Woodford so many residents will travel to work.

Many drivers will be heading for the A34 and A555.

At peak times Woodford Road is already congested with long queues into Bramhall. Chester Road and Moor Lane are very busy. Church Lane and Blossoms Lane are tempting short cuts, but they are narrow, winding, bordered by deep and dangerous ditches and in places, in very poor condition. Jenny Lane is already used as a cut through between Moor Lane and Woodford Road. Residents report a high volume of fast traffic at peak times, including HGVs.

The route to the A34 at the Stanley Green round-a-bout from Hall Moss Lane is very congested with long queues at peak times already.

These four development allocations will have a severe impact on traffic problems: HOM 2.14 and HOM 2.38 will result in 1095 additional homes using Chester Road for access.

HOM 2.27 will result in 190 additional homes using Jenny Lane, Woodford Road and/or Moor Lane for access

HOM 2.15 will result in 400 homes using Hall Moss Lane for access

- d. Current traffic data from Department for Transport census points (e.g., SJ892836) on the A5102 near the A555/Woodford Road junction capture flows through the Chester Road section, showing ~22,500 vehicles per day (vpd) with moderate utilization. Woodford's role as a "commuter rat run" contributes to peak-hour congestion here, exacerbated by airport traffic and local access to the A555.
- e. Future Projections: The Stockport Local Plan Traffic Modelling Report explicitly models the A5102 corridor south of the A555, including the Woodford/Chester Road segment. Under medium-growth scenarios, traffic could rise 41% to ~31,800 vpd by 2040, with specific risks of doubled queues at the Woodford roundabout and +25-35% delays on Chester Road due to its single-carriageway constraints and heavy Wilmslow/Poynton-bound flows.
- f. The Stockport Local Plan Traffic Modelling Report concluded that, for Test Scenario 3, which models the addition of approx. 25,000 new homes (close to the number proposed in the draft Local Plan), traffic flow for the A5102 Bramhall South would increase by 61%.  
*"Compared to base year conditions, predicted traffic flow increases across the borough vary, due to the spatial distribution of future housing allocation, and the ability of the network to accommodate more traffic. Daily traffic levels on the A6 (Stepping Hill) are predicted to increase by 13%, which compares to increases of 31% on A34 Kingsway, 61% on A5102 Bramhall South, 24% on A626 Hall Street, 20% on A5135 Didsbury Road, and 29% on A560 (Cheadle)".*
- g. We hope that, if these allocations remain in the Plan, then strong and effective measures are put in place to mitigate these negative impacts.

We note that the number of new homes stated for Test Scenario 3 differs in different parts of the report e.g. 24,470 on page 35, but 25,470 on page 10. The draft Local Plan proposes 25,371, so Test Scenario 3 is the closest to the current Plan.

## **12. Protection of Green Belt**

References:

Local Plan Document, Chapter 2, 2.2 Our places and neighbourhoods, paragraph 29)

Local Plan Document, page 35, COM 6: Sporting facilities

Supporting Document, Assessment of Green Belt Sites, Interactive map, Further information

We welcome the labelling of sites remaining in Green Belt as "suitable for protection" and we hope that this will be used when assessing future speculative development proposals in Green Belt.

We support all of the sites labelled as proposed protection as Green Belt on the interactive map, including but not limited to:

Site ID SA25-0769: Land south of Old Hall Lane, Woodford, SK7 1RN

Site ID SA25-0767: Land north of Wilmslow Road, near Woodford, SK7 1RL

Site ID SA25-0709: Land north of Chester Road and east of Church Lane, Woodford

Site ID SA25-0741: Land south of Moor Lane and north of Chester Road, Woodford, SK7 1PQ

Site ID SA25-1096: Land at Hill Top Farm Chester Road Woodford, SK7 1PS

Site ID SA25-0768: Land south of Hall Moss Lane and west of Blossoms Lane, SK7 1RE

Site ID SA25-0739: Land between A555 and Chester road in the north of Woodford, SK71QG

SA25-0744: Upper Swineseye Farm, Chester Road, Woodford, SK7 1QG

Woodford Recreation Ground (COM 6: Sporting facilities)

Some aspects of the labelling of parcels shown on the Interactive Map are confusing. For example:

- ID SA25-0741 encompasses ID SA25-1096 and ID SA25-0709
- SA25-0176, Land off Grove Lane, Cheadle, which includes Woodford Recreation Ground, includes land allocated for development as well as land allocated for protection.

*“Suitable for residential development? Yes*

*Suitable for commercial development? No*

*Suitable for protection? Yes*

*Protection use Green Belt uses”*

- The text under SA25-0744 states *“The site is mostly Green Belt, although two thirds of the site is outside of the borough in Cheshire East BC and therefore beyond the scope of the Local Plan.”* We believe that the whole of the site is in the borough of Stockport, as shown on the map.

### **13. Over development of Woodford**

Reference: Local Plan Document, Page 101, HOM 1: Delivering new homes

- a. When we embarked on preparation of the Woodford Neighbourhood Plan in 2013, there were 580 homes in Woodford and 1,200 names on the electoral roll. With the development of the Woodford Garden Village the number of homes has now doubled to over 1,000 and more are permissioned to give a potential for around 1,500 homes in total.
- b. The proposed three development allocations in Woodford would add an additional 1,285 homes:  
HOM 2.14 Woodford Garden Village Extension: 545 homes  
HOM 2.38 Chester Road (Woodford) (part grey belt): 550 homes  
HOM 2.27 Jenny Lane: 190 homes

This would bring the total number of homes in Woodford to 2,785. This represents an almost five-fold increase. The extrapolated population increase would bring the number of residents to approximately 6,440 (based 2.35 residents per home) in a village which has a history dating back to the Middle Ages and grew around farming activities and local businesses. A population of 6,440 is bordering on becoming a small town, a small town with very limited facilities.

- c. This enormous increase in population will put a much increased strain on infrastructure that is already creaking.

Modern life is very different. Many residents will travel in order to go to work because there are very limited employment opportunities in Woodford. They will also travel to take children to and from school and out-of-school activities, visit leisure facilities and large supermarkets for food shopping and district or town centres for larger items and healthcare facilities. Woodford is relatively remote from any form of public transport and already car-dependent, with just one bus route operating hourly, except on Sundays. Bramhall and Poynton train stations are each over one mile away and access to either is not conducive to walking or cycling. There is currently no service from either station on a Sunday. Cycling is not a suitable option for many, so the majority will use a car to achieve these tasks. It is a car-dependent village. The allocations, two of which are even more remote than the existing village, will add even more car-dependent residents.

- d. The impact of the increased population on roads, healthcare and education facilities will be exacerbated by the close proximity of the Hall Moss Lane allocation, which will feed into the same road network:  
HOM 2.15 Hall Moss Lane, 400 homes
- e. The overload will be further exacerbated by the Handforth Garden Village development which was granted planning permission in 2023 for 1,500 homes plus commercial premises. This development also feeds traffic on to the A34 bypass, near the Stanley Green roundabout, which already causes long traffic delays at peak times.
- f. Residents feel that Woodford has a disproportionate amount of proposed development compared with other parts of the borough and that this should be reviewed and distributed more equitably.

#### **14. Flood risk**

References:

Local Plan Document: page 186, INF 3: Flood risk

Local Plan Document: page 188, INF 4: Drainage

Local Plan Document, page 86, CR 1: Climate resilience, mitigation and adaptation

Supporting document, Addressing our development needs paper 4.3 Flood risk 84)

Woodford is notoriously wet and prone to surface flooding. All three of the allocations in Woodford are noted for poor drainage and surface flooding in wet weather. This has implications for residents in new homes and also affects existing residents when flooded drains back-up, as has been reported by residents on or near Woodford Garden Village.

Flooding on the A555, where it passes through Woodford, is a particular concern. It has caused long delays and misery for many people on each successive road closure, with congestion and disruption in a wide radius on the road network.

We need reassurance that this problem will be resolved before any new development is proposed that could exacerbate the problem. This particularly applies to HOM 2.15 Hall Moss Lane in the Stockport Plan, where rain water could run off on to the road below.



It will be important for Stockport Council to liaise with Cheshire East Council over the risk of the A555 flooding due to development of Handforth Garden Village, which is on another notoriously waterlogged site prone to surface flooding.

### **15. Housing densities**

References:

Local Plan Document, page 74, ENV 14 Making effective use of land for residential development.

Local Plan Document page 18, Strategic policy 1: Spatial strategy

We have noted this policy and applaud its aims:

*“New development must make the most effective use of land. Residential development is expected to achieve or exceed the following minimum densities:”*

Increasing densities in town and district centres is clearly a way to spare Green Belt land from unnecessary development and avoid development in unsustainable locations. It will be important to ensure that this policy is upheld and the densities are optimised in existing urban areas.

### **16. Building height**

References:

Local Plan document, page 74 ENV 14: Making effective use of land for residential development

Local Plan document, page 75, ENV14 explanation paragraph 187

Building upwards in suitable locations is also a way to optimise land use. We appreciate that there are drawbacks as well advantages to tall buildings, but in the current circumstances with pressure on a finite land supply, we suggest that increased height is given careful consideration in the Local Plan. Any former limits should be reviewed.

### **17. Woodford Neighbourhood Plan**

This is not mentioned in the Local Plan Document but we would like to make these comments at this stage:

- a. The Woodford Neighbourhood Plan became part of the Stockport Local Plan in 2019 after a vote of approval by residents in a referendum. It is a criteria based plan which does not allocate sites and it is compliant with the revised NPPF 2024. It is currently the most up to date plan for the Neighbourhood Area.
- b. The strategic and development management policies proposed in the draft Stockport Local Plan do not contradict the Woodford Neighbourhood Plan, apart from the development allocations, which represent large development proposals in Green Belt [The neighbourhood plan predates the Grey Belt concept]  
HOM 2.14 Woodford Garden Village Extension  
HOM 2.38 Chester Road (Woodford)  
HOM 2.27 Jenny Lane  
See later sections for our assessment of these allocations.

### **18. Overlap between the Local Plan and Woodford Neighbourhood Plan**

Reference: Local Plan Document, Chapter 4 Development Management Policies

We are very pleased to see a high degree of overlap between Woodford Neighbourhood Plan (WNP) policies and draft Stockport Local Plan (SLP) policies. We will need to carefully assess the level of overlap and duplication. For example:

- a. SLP HOM 15: *Residential infill development in the Green Belt* on page 131 in the Local Plan Document uses very similar wording to WNP DEV1: *Limited infilling*, so there may need be no need to refer to the neighbourhood plan policy on that issue.
- b. SLP ENV 2: *Enhancing nature covers enhancing biodiversity* is very similar to Woodford Neighbourhood Plan policy ENV4: Supporting biodiversity and may cover the points for Woodford, which are not location specific.

The Woodford Neighbourhood Plan includes policies relating to specific details in the Woodford Neighbourhood Area. We will need to carefully assess whether these policies need to be retained. For example:

- c. WNP: ENV1: *Respecting views and vistas* refers to specific views and vistas in Woodford. This would need to be revised if the allocations go ahead because some views and vistas listed would be lost.

We will need to check whether SLP ENV 5: *Landscape* adequately covers details specific to Woodford.

- d. WNP ENV3: *Protecting Woodford's natural features* refers to specific natural features mapped in the Woodford Landscape and Environment report. This would need to be revised if the allocations go ahead because some natural features mapped would be lost.

We will need to check whether SLP ENV 4: *Trees, woodland and hedgerows* adequately covers the details specific to Woodford.

## **19. HOM 2a: New residential communities**

References: Local Plan document, Chapter 4 Development Management Policies, page 104  
Supporting document: Green Belt Assessment LUC Final report, 2025

### **19(i) HOM 2.14 Woodford Garden Village Extension**

Reference: Local Plan Document, Chapter 4 Development Management Policies, page 104

The site of this development allocation is not within the Woodford Neighbourhood Area, but it is adjacent to it and will have an impact on it. We would like to make the following points:

- a. We note that there is a planning application for development on the site of this allocation DC/094533, Woodford Garden Village Extension, which is now the subject of an appeal, APP/C4235/W/25/3373210. The outcome of the appeal will have a bearing on the assessment of the proposed allocation.
- b. We have noted that the site was not included in the Green Belt assessment by LUC and is marked in Fig 4.2 in the final LUC report as “Significant Planning Application”.

This means that we do not know how they would have assessed the performance of the site against the purposes of Green Belt.

- c. The site currently includes large areas of open space, including grassland. The development would have a negative impact on the openness of the Green Belt.
- d. Development of the site would harm the purposes of adjacent sites in Green Belt.
- e. Allocation of the site breaks an agreement associated with the planning permission for Woodford Garden Village to reinstate the fields and hedgerows in the allocation site, which was made when permission for Woodford Garden village was granted. It was an important part of the agreement in order to retain the openness of the Green Belt.
- f. If this area of the site is developed, important mitigating elements for the WGV development will be lost, including the openness of the Green Belt, improving the visual impact of the site and contribution towards environmental mitigation, including carbon capture, wild life corridors and biodiversity.
- g. The site is inaccessible. The proposed development allocation would be a significant distance from the main part of Woodford Garden Village, the Aviator pub, the proposed shops, the exits on to Chester Road, and the facilities in the rest of the village, such as Budgens Store, Woodford War Memorial Community Centre and Christ Church Woodford. This distance in a straight line from the entrance to far southern end of the site is over 1.5 km. We are concerned that these facilities could be beyond walking distance for elderly, or disabled residents and families with young children, creating a reliance on car travel. If residents reached Chester Road, train stations at Bramhall and Poynton are still too far for these vulnerable groups to walk or cycle. Bramhall and Poynton train stations are each over one mile away and access to either is not conducive to walking or cycling. There is currently no service from either station on a Sunday.
- h. Inaccessibility and lack of employment opportunities mean that it is not a good place for affordable housing, or housing for the elderly.
- i. There would be limited employment opportunities on site and in the surrounding area.
- j. It would be a car-dependent development.
- k. The allocation does not represent sustainable development.
- l. The site lies within the Woodford Landscape area which would be harmed by the proposed development. It is also part of the iconic landscape character of Woodford village with large expanses of open fields with mature native trees, native hedgerows and ponds and views to countryside and the Pennines beyond.

- m. The development would harm important habitats and wildlife corridors nearby to the south and west around the River Dean and on the site of HOM 2.38 identified by the Cheshire Wildlife Trust.
- n. Development of the site would result in over-development in Woodford.
- o. Development of 545 houses feeding onto Chester Road would increase traffic congestions on these routes (See section 11).
- p. We do not believe that there are exceptional circumstances to justify the harms to Green Belt that would result from this development allocation.

### **19 (ii) HOM 2.38 Chester Road, Woodford**

Reference: Local Plan document, Chapter 4 Development Management Policies, page 105

- a. We note that there is a planning application, DC/096927, for development of this site. The decision on this planning application will have implications for the site allocation.
- b. We believe that the site contributes significantly to Green Belt purpose a) to check the unrestricted sprawl of large built-up areas. Although it is not one of the three purposes used to identify grey belt, the site also contributes significantly to purpose c) to assist in safeguarding the countryside from encroachment.
- c. The site of the allocation is countryside, comprising agricultural fields, mature native trees, species rich native hedgerows, small copses and ponds. It provides a sense of openness and space between Woodford Garden Village and houses on Chester Road, providing vistas and views toward the Pennines and a sense of continuity with the countryside in Green Belt in Stockport and Cheshire beyond Old Hall Lane. Removal of the site from Green Belt would harm the Green Belt adjacent to the site.
- d. Development of the site would harm the openness of the Green Belt.
- e. The allocation is contrary to the Woodford Neighbourhood Plan. It does not comply with WNP ENV1: Respecting views and vistas or WNP ENV3: Protecting Woodford's natural features.
- f. Part of the site is class 3a agricultural land, which should be retained for agricultural use. The site is used for farming and recently in use to produce haylage which is used as fodder for livestock, which produce meat, dairy products and wool for human use.
- g. The site is not accessible. Similar problems to those explained in HOM 2.14 apply to this site i.e.:  
The proposed development allocation would be a significant distance from the main part of Woodford Garden Village, the Aviator pub, the proposed shops, the exits on to

Chester Road, and the facilities in the rest of the village, such as Budgens Store, Woodford War Memorial Community Centre and Christ Church Woodford. This distance in a straight line from the entrance to far southern end of the site is over 1.5 km. We are concerned that these facilities could be beyond walking distance for elderly, or disabled residents and families with young children, creating a reliance on car travel. If residents reached Chester Road, train stations at Bramhall and Poynton are still too far for these vulnerable groups to walk or cycle. Bramhall and Poynton train stations are each over one mile away and access to either is not conducive to walking or cycling. There is currently no service from either station on a Sunday.

- h. Inaccessibility and lack of employment opportunities mean that it is not a good place for affordable housing, or housing for the elderly.
- i. The site lies within the Woodford Landscape area which would be harmed by the proposed development. It is also part of the iconic landscape character of Woodford village with large expanses of open fields with mature native trees, native hedgerows and ponds and views to countryside and the Pennines beyond.
- j. The development would harm important natural features, habitats and wildlife corridors within the site and adjacent to it as identified by the [Woodford Landscape and Environment Survey](#) (pages 91- 102) and [Cheshire Wildlife Trust Report: Protecting and Enhancing Woodford's Natural Environment](#).
- k. Development of 550 houses feeding onto Chester Road would increase traffic congestions on these routes (See section 11)
- l. Development of the site would result in over-development in Woodford.
- m. Exceptional circumstances do not exist to justify the harm

### **19 (iii) HOM 2.27 Jenny Lane**

Reference: Local Plan document, Chapter 4 Development Management Policies, page 104

- a. We note the results of the Green Belt assessment for this site, which concluded that the parcel does not make a strong contribution to the Green Belt purposes a, b or d and therefore has the potential to be grey belt land.
- b. However, the openness of the Green Belt is an important feature of this site which will be harmed by the development.
- c. The site contributes significantly to the rural village character of Woodford, providing an open area between Woodford Road, Jenny Lane, Moor Lane and Cinder Track.

- d. The site includes species-rich native hedgerows, native trees and ponds which are recorded and mapped in the [Woodford Landscape and Environment Survey](#), pages 35-42.
- e. Development will be constrained by the underground pipeline from the fuel storage facility to Manchester Airport which crosses the site.
- f. The site is prone to surface flooding. This could be exacerbated by any removal of hedges, trees, and permeable grassland for development. A small stream, Handforth Brook, flows away from the site towards the A555. Development of the site could reduce its capacity to absorb heavy rainfall and lead to flooding downstream.
- g. Development of the site would contribute to over-development in Woodford.
- h. Development of 190 houses feeding onto Woodford Road and Moor Lane would increase traffic congestion on these routes (See section 11). The current problems of high volume of traffic on Jenny Lane would be significantly exacerbated.

#### **19 (iv) HOM 2.15 Hall Moss Lane**

Reference: Local Plan document, Chapter 4 Development Management Policies, page 104

This site is not in Woodford, but the development would have an impact on it. The main issues that would have an impact on Woodford are:

- a. 400 homes feeding on to Hall Moss Lane would increase traffic accessing the A34 at the Stanley Green round-a-bout and traffic heading though Woodford to access the A555.
- b. The A555 is prone to flooding resulting in closure. Any potential for development of the site to increase water run-off on the road should be ruled out before the site is developed.
- c. We note that a planning application, DC/097442, for development of this site has been submitted. The decision on this planning application will have implications for the site allocation.

#### **20. HOM 2b: Site specific requirements**

Local Plan document, Chapter 4 Development Management Policies, page 106

#### **20 (i) HOM 2.14 Woodford Garden Village Extension**

Local Plan document, Chapter 4 Development Management Policies, page 107

We believe that the harms of development cannot completely mitigated, but these measures could help:

- a. Utility services will need to up-graded to deal with extra load due to the increased population, including foul drainage, water pressure, gas pressure, electricity and broadband supplies.
- b. Water run-off drainage problems will need to be resolved.
- c. We note that all of Woodford is in a ground water source protection zone. This will be a consideration for this allocation.
- d. Start planning for expansion of Woodford School. We understand that it was designed so that it could be expanded to two-form entry.
- e. Bus service to sufficiently diverse locations and sufficiently frequent to be useful.
- f. Continue to lobby for improved and expanded facilities at Stepping Hill Hospital.
- g. Provide space for pharmacy and/or medical and dentists facilities in Woodford
- h. A Post Office is needed. There are now no banks in either Bramhall or Poynton which means that people have to use already ridiculously busy Post Offices in both towns. The proposed increase in Woodford's population would need somewhere more accessible than either Bramhall or Poynton to make use of all the services a Post Office has to offer. Residents in some parts of Woodford report problems with postal delivery.
- i. Extension and improvements to the existing Community Centre on Chester Road. This is an entirely self-funding, volunteer-run Community Centre and War Memorial Hall, but it is struggling to cope with the existing increase in population let alone the proposed increases. It has plenty of land which would permit a significant extension of the building and carpark
- j. There should be no through route for traffic via Old Hall Lane  
Old Hall Lane is part of the Woodford Neighbourhood Area and one of the narrow rural lanes at the periphery of the village which form an important part of the character of the Neighbourhood Area. It is very narrow and unsuitable for large vehicles or high volumes of traffic.
- k. A Travel Management Plan will be needed on a site of this size which is remote from public transport and will be very dependent on car travel.
- l. 20 mph speed limit on site roads should be imposed at the start of development.  
We hear from residents that traffic speeds on site are an issue. We know that it can take some time to instate speed limits so it should be a condition on the permission that they are imposed at the start of the development.
- m. External sports provision needs to proceed.  
The football pitch that was required for the existing development has not yet been built. There should be a guarantee that they would be provided if WGV extension was granted permission.
- n. A construction management plan is needed  
A construction management plan will be essential to minimise disruption for current residents and this should include a wheel wash for construction vehicles.
- o. Employment opportunities should be encouraged  
The Woodford Opportunity Site SPD prepared for the Woodford Garden Village development and Stockport Development Plan policies include support for suitable employment opportunities on site.

- p. Public rights of way to reopen  
Public rights of way from Woodford into countryside that were blocked by the Aerodrome should be opened as soon as can be done safely in areas of the site where construction work is completed.
- q. Environmental mitigation will need to include new planting of native species of trees, hedgerows and flowering plants to attract pollinators and areas left undisturbed for wildlife to flourish.
- r. Space between development blocks to allow views and vistas to the Pennine hills and countryside in Cheshire East.
- s. Footpaths, cycle tracks and recreational space to encourage physical activity.
- t. If the planning application for Woodford Garden Village extension is permitted at appeal, then it will affect agreements associated with the planning permission for WGV granted in 2014. Special requirements for the site addressed in policy HOM 2b will need to recognise this issue.
- u. Section 106 agreements are of no value unless they are enforced and all conditions to mitigate the impacts of development should be followed through, preferably before negative impacts occur.

## **20 (ii) HOM 2.38 Chester Road, Woodford**

References:

Local Plan Document, Chapter 4 Development Management Policies, page 108

Local Plan Document, Chapter 4.2 Our environment, ENV 9: Groundwater protection, page 66

As for HOM 2.14, we believe that the harms of development cannot be completely mitigated, but these measures could help:

- a. Utility services will need to be up-graded to deal with extra load due to the increased population, including foul drainage, water pressure, gas pressure, electricity and broadband supplies.
- b. Water run-off drainage problems will need to be resolved.
- c. We note that all of Woodford is in a ground water source protection zone. This will be a consideration for this allocation all of which is in Zone III (total catchment), and parts of which are in Zone II (outer protection) and border Zone I (inner protection)
- d. Start planning for expansion of Woodford School. We understand that it was designed so that it could be expanded to two-form entry.
- e. Bus service to sufficiently diverse locations and sufficiently frequent to be useful.
- f. Continue to lobby for improved and expanded facilities at Stepping Hill Hospital.
- g. Provide space for pharmacy and/or medical and dentists facilities in Woodford
- h. A Post Office is needed. There are now no banks in either Bramhall or Poynton which means that people have to use already ridiculously busy Post Offices in both towns. The proposed increase in Woodford's population would need somewhere more accessible than either Bramhall or Poynton to make use of all the services a Post Office has to offer
- i. Extension and improvements to the existing Community Centre on Chester Road. This is an entirely self-funding, volunteer-run Community Centre and War Memorial Hall, but it is struggling to cope with the existing increase in population let alone the proposed increases. It has plenty of land which would permit a significant extension of the building and carpark



- j. New planting of native species of trees, hedgerows and flowering plants to attract pollinators.
- k. Areas left undisturbed for wildlife to settle
- l. Space between development to allow views and vistas to the Pennine hills and countryside in Cheshire East
- m. Footpaths, cycle tracks and recreational space to encourage physical activity
- n. Section 106 agreements are of no value unless they are enforced and all conditions to mitigate the impacts of development should be followed through, preferably before negative impacts occur.

**20 (iii) HOM 2.27 Jenny Lane**

As this is not included in HOM 2b: Site specific requirements, we are unable to comment. However, we would like to note that, if this allocation proceeds, a carefully worked out construction management plan will be needed to ensure safety of other road users on Jenny Lane, Moor Lane and Woodford Road.

**20 (iv) HOM 2.15 Hall Moss Lane**

As this is not included in HOM 2b: Site specific requirements, we are unable to comment.

We note that a planning application has now been submitted for this site. The decision will have implications for the allocation.

With regards,

Evelyn Frearson

On behalf of the Woodford Neighbourhood Forum management committee