



Woodford Neighbourhood Forum

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Planning Services
Stockport Metropolitan Borough Council
Town Hall, Edward Street
Stockport
SK1 3XE

12 January 2026

To: Planning Officer

Reference: DC/097406

Proposal: Creation of new vehicular access, parking and hardstanding

Location: Land At Church Lane Woodford Stockport SK7 1PQ

1. Comments and Concerns

- We were not notified about this application, but noticed it on the planning portal and wish to make comments.
- We noticed, when permission was granted for DC/092296 for a dwelling at the site, that it would leave the field without access, so we anticipated an application to create one.
- This would result in further encroachment into farmland in Green Belt and further removal of a native hedgerow than was apparent in DC/092296, in a step-wise manner via two planning applications.
- The proposed access road is 6 m wide, raising the question of whether a short field access with adjacent hard standing needs to be double track. Farm gates are 3 m wide on average (range 2.4 m to 4 m). An access track of 4 m width would be ample for equestrian or agricultural vehicles.
- The proposed splay is 45 m wide, which would be likely to require removal of a large section of a tall hedge, which will change the leafy, rural character of the lane in that location. Reducing the width of the access road would in turn reduce the width of the splay and the harm to natural vegetation and the street scene.
- There is a history of several development proposals at this site, including proposals for infill development, which were refused.
 - DC/067276 (infill 4 dwellings) in 2017 (withdrawn)
 - (infill 2 dwellings) in 2020 (refused and appeal dismissed)

This proposal was refused by the Council and dismissed at appeal. Appeal Ref:

APP/C4235/W/21/3268543. The reasons for refusal by the inspector included lack of compliance with policy DEV1 in the Woodford Neighbourhood Plan and his view that the site lay outside of the settlement boundary, so infilling in a village did not apply.

- A proposal for a campsite in 2021 was refused by the Camping and Caravanning Club
- DC/092296 (1 dwelling on PDL) in 2024 (permitted)
- We are concerned that the introduction of a wide access road with a large area of hardstanding could be a precursor to a future application for change of use.
- We note that Point 8 in the Decision Notice for DC/092296 requires “*vehicular visibility splays measuring 2m by 25m to the carriageway edge on either side of the access*”. This is a total of 50 m and question whether there is enough space to include the additional proposed visibility splays of 45 m associated with this planning application (DC/097406). Our

assessment indicates that there may be some overlap in the proposed splays and that the total amounts to significant loss of hedge bordering the road.

- The site is in Green Belt and the appeal case history considered it to be outside of the village settlement, so the current policy background would provide a safeguard against inappropriate development. The draft Stockport Local Plan also proposes to draw the Green Belt boundary so that this site is outside of the settlement.
- If permission is granted, we would like to raise the question of whether conditions restricting the use of the proposed access road and hard standing would be appropriate to safeguard the openness of the Green Belt and to avoid incremental urban sprawl along the lines of those suggested in section 3.

2. Policies relevant to the application

We believe that planning policies relevant to this application include:

2.1. NPPF 2024

2.2. Stockport Development Plan:

- Woodford Neighbourhood Plan 2019
- Saved UDP 2011
- Core Strategy 2011

Woodford Neighbourhood Plan

The following policies are relevant:

ENV3: Protecting Woodford's natural features

The protection and/or enhancement of Woodford's natural features, including those identified in the Table below, will be supported.

The table includes trees and hedges bordering Church Lane.

ENV4: Supporting biodiversity

The conservation, restoration and enhancement of biodiversity, including that found in open spaces, trees and hedgerows, in order to promote and support wildlife and other forms of biodiversity will be supported. Development should, where viable and deliverable, achieve net gains in biodiversity.

The wide access road with even wider splays will result in removal of a section of tall hedge. See Figures 1 and 2 below. The application will need to be assessed for compliance with ENV 3 and ENV 4 and satisfactory mitigation proposals, including planting to replace lost sections of hedgerow.

3. Suggested Conditions

As mentioned in section 1, we raise the question of whether conditions would be appropriate to restrict the use of the proposed access road and hard standing to equestrian or agricultural purposes, perhaps something along the lines suggested below:

- **Use Restriction Condition:** "The vehicular access, parking, and hardstanding hereby permitted shall be used solely for purposes incidental to the equestrian or agricultural use of the land and for no other purpose, including any residential use, without the prior written approval of the Local Planning Authority." This ties the development explicitly to equestrian or agricultural activities, requiring new permission for any change (e.g., to residential

access). It aligns with NPPF para. 154 (preserving openness) and Green Belt policies in the Core Strategy/UDP (e.g. GBA1.2).

- **No Residential Association Condition:** "The development hereby permitted shall not be used to provide access to any residential dwelling or for any residential-related purposes, and shall remain separate from the access approved under DC/092296." This directly addresses the application's context, preventing shared or repurposed use of the access and hard standing for the adjacent dwelling or any proposed change of use of the field.
- **Monitoring/Enforcement Condition:** "Within six months of completion, details of how the access will be managed to ensure exclusive equestrian or agricultural use (e.g., signage, gating) shall be submitted to and approved by the Local Planning Authority." This adds enforceability.

Figure 1: Street view of location of proposed access.



Figure 2: Satellite image of location of proposed access



Yours sincerely,

Evelyn Frearson On behalf of Woodford Neighbourhood Forum Management Committee