

# **High Lane Village Neighbourhood Development Plan 2020 - 2037**

## **Consultation Statement**

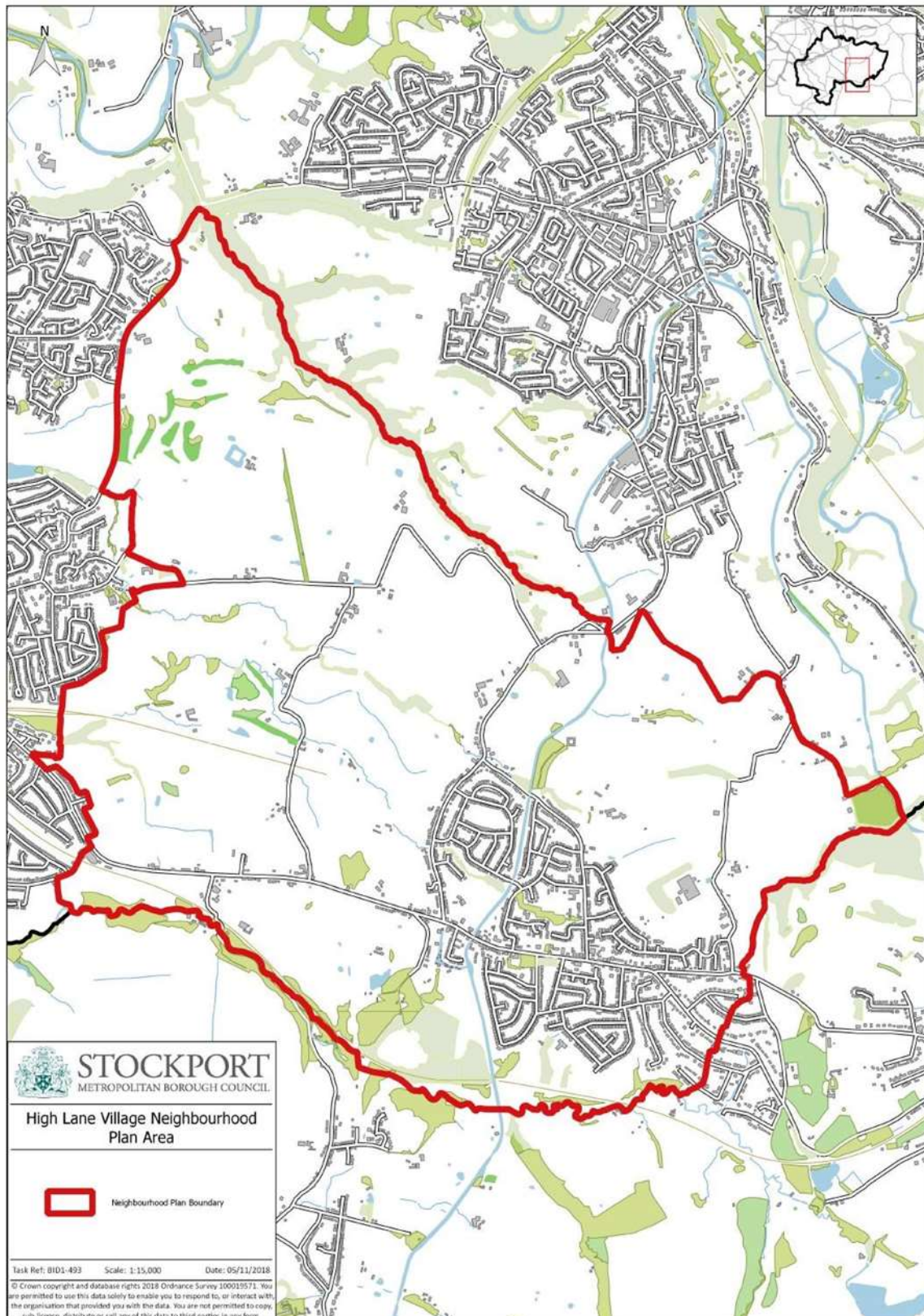


**Prepared by High Lane Village Neighbourhood Forum Steering Group**

With support from



Map 1 High Lane Designated Neighbourhood Plan Area



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## 1.0 Introduction and Background

1.1 This Consultation Statement has been prepared in accordance with The Neighbourhood Planning (General) Regulations 2012 (SI No. 637) Part 5 Paragraph 15 (2)<sup>1</sup> which defines a “consultation statement” as *a document which –*

*(a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;*

*(b) explains how they were consulted;*

*(c) summarises the main issues and concerns raised by the persons consulted; and*

*(d) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.*

1.2 Planning Practice Guidance provides further advice:

*"A qualifying body should be inclusive and open in the preparation of its Neighbourhood Plan (or Order) and ensure that the wide community:*

- Is kept fully informed of what is being proposed*
- Is able to make their views known throughout the process*
- Has opportunities to be actively involved in shaping the emerging Neighbourhood Plan (or Order)*
- Is made aware of how their views have informed the draft Neighbourhood Plan (or Order).* Reference ID: 41-047-20140306.

1.3 High Lane Village Neighbourhood Development Plan (NDP) has been prepared in response to the Localism Act 2011, which gives parish councils and other relevant bodies, new powers to prepare statutory Neighbourhood Plans to help guide development in their local areas. These powers give local people the opportunity to shape new development, as planning applications are determined in accordance with national planning policy and the local development plan, and neighbourhood plans form part of this Framework. Other new powers include Community Right to Build Orders whereby local communities have the ability to grant planning permission for new buildings.

1.4 The area does not have a parish council and therefore a Neighbourhood Forum was set up to oversee the preparation of the NDP.

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<sup>1</sup> <http://www.legislation.gov.uk/uksi/2012/637/contents/made>

## 2.0 Initial Meetings and Early Engagement, 2017

- 2.1 On 11<sup>th</sup> January 2017 an open "pathfinder meeting" was held at Windlehurst Church Hall in High Lane village. The meeting was promoted through the distribution of around 2000 leaflets in High Lane area and direct e-mails, announcements on social media and notifications through the High Lane Residents' Association. This first meeting led to a follow-up open meeting on 28<sup>th</sup> February 2017 where the needs and benefits of a neighbourhood forum were outlined to local residents and the community were invited to set up a neighbourhood forum to provide a greater level of influence over future developments in High Lane. **Copies of Promotional material are provided in Appendix 1.**
- 2.2 The map of the proposed Neighbourhood Area (see Map 1) was considered at the public meeting on 28<sup>th</sup> February 2017 and there were no objections or proposed changes to the boundary. The boundary predominantly follows the electoral boundary for High Lane and is aligned to the local Stockport Borough Council Councillors who supported the Forum application, and to the people who live in the community and vote for those councillors. The boundary encompasses three existing boundaries as per the Plan Boundary Statement 2017: on the west and south sides it follows the Marple Area electoral boundary for councils; on the east side it follows the Peak Forest canal, also part of this electoral boundary, and to the north it follows the boundary set by the Marple Forum Designated Area.
- 2.3 The Neighbourhood Forum formally applied for the designation of the neighbourhood area to Stockport MBC who consulted on the proposed Neighbourhood Area from 16<sup>th</sup> June 2017 to 28<sup>th</sup> July 2017 and formally approved the High Lane Village Neighbourhood Area on 14<sup>th</sup> September 2017. The Terms of Reference of the Forum can be found on the NDP website.
- 2.4 There were subsequent Neighbourhood Forum meetings in March, April and May 2017 to plan for Open Meetings on Friday 26<sup>th</sup> and Saturday 27<sup>th</sup> May 2017 at High Lane Village Hall. The flyer for the meetings had an A4 version of the Area map in colour on one side and 1,800 were distributed to houses and businesses in the proposed Area. **Copies of publicity are provided in Appendix 1.**



**Open Event, 26<sup>th</sup> May 2017**



2.5 The aim of the Open Meeting consultation events were:

- To explain the council led planning system
- To explain a community led Neighbourhood Plan
- To outline the process of Neighbourhood Planning
- To ascertain local support for the development of a Neighbourhood Plan

2.6 In all over 200 local people participated in one or more of the meetings and the open days. Everyone was given the opportunity to complete a questionnaire (**see Appendix 2**). This asked whether they supported the establishment of a Neighbourhood Forum and whether they wished to be involved. 103 questionnaires were completed with 100 responses in favour, none against and 3 asking for more information.

Other questions included:

- What do you see as the main aims of the plan?
- As High Lane evolves in to the 21st century in what ways can it continue to sustain you and your family, friends or business?
- How many new homes does High Lane need: 0-4,000?

2.7 A website dedicated to the NDP was set up in November 2017 ( <http://hlvnf.org/> ) and a Facebook page ( <https://en-gb.facebook.com/groups/HighLane/> ) was set up in January 2018.

2.8 The comments submitted from the Questionnaire are provided in **Appendix 2**.

2.9 The comments were considered by the HLVNF and used to help identify some key planning themes for the NDP. Each theme has been progressed by a Sub Group. The planning themes for the NDP were:

#### **Transport**

- Looking at commuting and access.
- Assessing existing transport systems and anticipating future needs for public transport, cycling, parking and pedestrians.

#### **Housing**

- Looking at our future housing needs.
- Seeking the right type and scale of developments in the right place.

#### **Greenspace**

- Looking at our open green spaces
- To explore how we can enhance and safeguard our recreational and green assets.

#### **Heritage**

- How to protect our history in the village
- Identifying, protecting and enhancing local heritage that is valued by the community.

2.10 The NDP Working Groups progressed more detailed work on these key themes, identifying the main issues that the NDP should address in an Issues and Options public consultation.

### 3.0 Consultation on Issues and Options, June - July 2018

- 3.1 An Issues and Options document was prepared by the Steering group with support from planning consultants Kirkwells and can be viewed on the NDP website <https://www.hlvnf.org/assets/files/Issues-and-Options-V4-300518.pdf>.
- 3.2 Prior to the consultation, some early promotional activity was organised to raise awareness about the forthcoming Issues and Options. A hustings Local Councillor 'Question Time' took place 24<sup>th</sup> April 2018 at High Lane village hall. The hustings was used to raise awareness of the Neighbourhood Forum, its aims and the issues which the Neighbourhood Forum was addressing. The Forum believed this community event would be a good way to make contact with people at a time when local issues would be particularly on their minds. The event was co-hosted by the Vice Chair of the Forum and the Secretary of the Residents Association who chaired the event.



Photos of Local Councillor Hustings Event, 24<sup>th</sup> April 2018

- 3.3 All prospective local candidates were invited by the Forum and 3 of them attended representing Labour, Conservative and Liberal Democrats. The Forum's sub groups had prepared some questions for the candidates based on the issues which had arisen in the 2017 questionnaire. There were questions on Transport and Air Quality, Housing, Recreation and Green Spaces and Heritage. The Chair gave a brief introduction on the aspects of these topics which the Neighbourhood Forum would be researching for the Neighbourhood Plan. 60 local people attended and as they arrived they were given an information sheet about the Neighbourhood Forum and invited to write a question for the candidates. These questions were addressed to the candidates after the 4 from the Neighbourhood Forum had been answered. The event was streamed live on Facebook and apparently received 1000 views. Publicity material is provided in **Appendix 3**.
- 3.4 The Issues and Options document was published for informal public consultation from 30<sup>th</sup> June 2018 to 30<sup>th</sup> July 2018. The consultation was promoted on the website, by posters, having a stall in front of the Spar and through the Residents Association. **Further information about publicity is provided in Appendix 3.**

- 3.5 Residents and stakeholders were invited to find out more and comment on the document by:
- Coming along to the Scouts Fun Day on 30<sup>th</sup> June;
  - Downloading the document from the NDP website <http://hlvnf.org/>;
  - Borrowing a hard copy of the document from High Lane Library; and
  - Returning any comments in writing / email or using a feedback form to [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)
- 3.6 The consultation invited responses to 21 questions and consultees were also encouraged to provide additional comments on the draft vision and the four focus areas: transport, housing, green spaces/ recreation and heritage. **A copy of the questionnaire and a summary of responses is provided in Appendix 3.**
- 3.7 There were 246 responses which represents 10% of the 2,070 households polled in the Forum's plan area. The comments were reviewed with the most common themes, along with new ideas highlighted and all comments were provided in the appendix for the record.
- 3.8 At the same time, various informal consultations were undertaken during 2018 by members of the Subgroups using social media and direct contact with local groups. **Further information about this is provided in Appendix 4.**
- 3.9 The responses to the Issues and Options Consultation and other informal consultations during this time were considered very carefully and used to inform the draft vision and objectives and draft planning policies in the First Draft Plan.



## 4.0 Public Consultation on the First Draft Plan, March 2019

- 4.1 The First Draft Plan for High Lane was published for informal consultation with local residents and stakeholders from 9<sup>th</sup> March to 30<sup>th</sup> March 2019. The First Draft Plan is provided on the NDP website.
- 4.2 The Draft Plan was published on the NDP website and the consultation was promoted using social media, posters and direct emailing. **Copies of publicity are provided in Appendix 5.**
- 4.3 Residents could find out more and comment on the document on the following ways:
- By downloading the document from the NDP website <http://hlvnf.org/>
  - By borrowing a hard copy of the document from High Lane Library
  - By completing the accompanying questionnaire and returning any comments in writing or by email to [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org) or by dropping them off in the post box in the library.
- 4.4 Residents were invited to respond to a questionnaire which is provided **in Appendix 5.**
- 4.5 Responses were submitted by 24 local residents, an agent representing a landowner / developer and SMBC. These responses were carefully considered by the Forum and the Draft Plan was amended and updated where appropriate. Further information about the detailed responses and the Forum's approved changes to the Plan are provided on the NDP website and **the report is reproduced in Appendix 5.**
- 4.6 In May 2019 Forum members met with officers from SMBC to discuss and agree final revisions to the Draft NDP.
- 4.7 It is also worth noting that in July 2019 the Strategic Environmental Assessment Screening Report of the Draft NDP was published for consultation with the consultation bodies.

## 5.0 Regulation 14 Public Consultation - Wednesday 18<sup>th</sup> September 2019 to Friday 1<sup>st</sup> November 2019



**Village Hall Open Day, 27th September, 2019**

- 5.1 The public consultation on the High Lane Draft Neighbourhood Plan was carried out in accordance with The Neighbourhood Planning (General) Regulations 2012 (SI No. 637) Part 5 Pre-submission consultation and publicity, paragraph 14. This states that:

Before submitting a plan proposal to the local planning authority, a qualifying body must—

*(a) publicise, in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area:*

*(i) details of the proposals for a neighbourhood development plan;*

*(ii) details of where and when the proposals for a neighbourhood development plan may be inspected;*

*(iii) details of how to make representations; and*

*(iv) the date by which those representations must be received, being not less than 6 weeks from the date on which the draft proposal is first publicised;*

*(b) consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and*

*(c) send a copy of the proposals for a neighbourhood development plan to the local planning authority.*

- 5.2 The Draft NDP was published for formal public consultation initially from Wednesday 11<sup>th</sup> September 2019.

- 5.3 However the consultation period was extended by one week to comply with the minimum 6 week period after it was found that not all the documents were available on the NDP

website by Wednesday 11<sup>th</sup> September. All relevant documents were made available on the website on Wednesday 18<sup>th</sup> September, and consultation bodies and all those on the consultation database were notified by email that the consultation period was to be extended from the initial date of Friday 25<sup>th</sup> October to Friday 1<sup>st</sup> November. A notice was also placed on the website giving the new date - **see Appendix 6 (Further Notice on Website)**.

5.4 Residents and stakeholders could find out more and comment on the document by:

- Downloading the document from the NDP website <http://hlvnf.org/>
- Borrowing a hard copy of the document from High Lane Library (50 hard copies were printed)
- Attending one of the open drop in events on 27<sup>th</sup> and 28<sup>th</sup> September from 1.00pm - 4.30pm, at High Lane Village Hall
- Completing and returning the accompanying response form or returning any responses in writing to [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org) or dropping them off in the post box in the library.

5.5 A list of consultation bodies and contact details was provided by Stockport MBC. This is provided in **Appendix 6**. Other local organisations on the NDP database were also notified by email or in writing - also in Appendix 6.

5.6 The consultation bodies and other organisations were notified by email about the Regulation 14 public consultation - see **Copy of letter / email / notice in Appendix 6**.

5.7 Copies of other **publicity are provided in Appendix 6 and Screenshots of the Forum website**.

5.8 In total 91 people attended the events on 27<sup>th</sup> September 6pm - 9pm and 28<sup>th</sup> September. 21 signed to become forum members. The Regulation 14 consultation was discussed and copies of the policies were on view for discussion with attendees.

### **Summary of Responses**

5.9 The full responses to the Regulation 14 public consultation, together with how these have been considered by the Steering Group on behalf of the Forum are provided in **Appendix 7**.

5.10 There were no formal comments submitted from Stockport SMBC but members of the Steering Group attended a meeting with officers to discuss some key points prior to submission in December 2019 and further amendments were made prior to submission.

5.11 Table 1 sets out the responses from the Consultation Bodies and the local MP. Standard responses / no comments were submitted by Natural England, Historic England, and Network Rail and these did not lead to any changes in the submission plan. Disley Parish Council submitted a late response (dated 18<sup>th</sup> November 2020) commenting that the Parish Council were particularly impressed with the Draft Policy T1 Mitigating Local Traffic Impacts of Development and Improving Air Quality and that the document it is very well constructed. The MP wrote a detailed letter supporting the NDP.

5.12 There was a response from agents on behalf of a developer with interests in a proposed strategic site in the GMSF. Table 2 sets out how these comments have been considered and how they have informed some minor changes to Objective 5 and one of the Design Codes.

- 5.13 Table 3 sets out the local residents' comments. Around 40 residents responded and a number of detailed changes were made, mainly to the supporting text of the NDP but also to Policy R1. Consideration was given to a new important view. One respondent complained that previous comments had not been considered and unfortunately once checked, it was found that although the comments had been reviewed, due to an administrative error, the resulting changes were not made to the NDP. The previous comments have therefore been carried forward into Table 1 and considered again.
- 5.14 Informal consultation on Design Codes v2 was also undertaken before, during and after the Regulation 14 consultation.

## Appendix 1 Early Informal Engagement and Promotional Material, 2017

Flyers advertising the first Pathfinder's meeting on 11<sup>th</sup> January 2017.

The meeting was held in Windlehurst Church Hall 7.30pm - 9.00pm.

**"Whatever you can do, or dream you can do, begin it. Boldness has genius, power, and magic in it. Begin it now." W. H. Murray**

**'High Lane Neighbourhood Forum' Pathfinder's Meeting**

**NEW DATE AND VENUE**  
**Wednesday 11<sup>th</sup> January, 7pm**  
**@ Windlehurst Methodist Church**

In light of the moves to destroy Windlehurst Park in 2014, to let High Lane simply put with increased traffic following A6MARR (and the subsequent campaign in 2015 to get a better deal) and what with plans now for 4000 houses, many residents feel a 'Neighbourhood Forum' for our area would be a positive step forward. This is an initiative already happening across the country – and it would provide new community leadership and representation for the whole village.

To begin this process we need as many residents as possible to turn up to a pathfinder's meeting. All are welcome, the more the merrier!

**HIGH LANE NEIGHBOURHOOD FORUM  
PATHFINDER MEETING**

**WINDLEHURST METHODIST CHURCH**  
Wednesday, 11<sup>th</sup> January 2017 at 7.00pm

**GILLIAN POSTILL** from **MARPLE CIVIC SOCIETY** will give a presentation on first steps, and how the Forum process works.

It has been decided in the immediate interests of High Lane Residents and the Community to set up a **Neighbourhood Forum**.

**IMPORTANT** If you are interested in shaping your local area, and deciding where any possible future new homes, shops and other facilities will go and what they will look like then **PLEASE GET INVOLVED AND ATTEND THE MEETING**. THANK YOU.


 **SaveStockportsGreenbelt**  
 **@SaveSKGreenbelt**  
 **saveSKgreenbelt@hotmail.com**

**www.SaveStockportsGreenbelt.org.uk**




## Publicity Leaflet for Open Days, 2017

Do you want to see 4,000 new houses built around our 1,200 existing homes..



Around this bend could be a whole new world..



Would new homes look better here?

How does a Neighbourhood plan work?

You need:

- ⇒ Forum with 20 members & 1 councillor
- ⇒ Constitution and Area map
- ⇒ To be recognised by Council

Forum can get funding (up to £9,000)

Once approved, the Council have a "duty to cooperate" and the Plan is seen as a positive approach to community lead development!

*'We can propose improvements to recreation, heritage and transport, protect and enhance our environment, including Middlewood Way, Canals & Greenbelt', though we need the communities support!*

Want to get more involved?  
High Lane Forum contacts:  
Interim Chair: Richard Jones  
Jones@Richardelaine.plus.com

More info on Neighbourhood Plans at:  
<http://www.rtoi.org.uk/planning-aid/neighbourhood-planning/>

High Lane Neighbourhood Forum Invites you to..

*High Lane Plan Open days at the Village Hall  
Fri. 26<sup>th</sup> (1-8pm) & Sat. 27<sup>th</sup> May (8-1pm)*

Does High Lane need a Forum and Neighbourhood Plan?  
The Localism Act gave communities opportunity to create a plan for its local needs. Plans developed by the community not the council..

What can YOU do?

Your community needs you to engage with the Forum.  
We need your views on the development High Lane wants, be it..

- Recreation needs
- Transportation ideas
- Heritage & Environment protection
- Housing Proposals

We welcome all those who LIVE, WORK & ENJOY High Lane

We also want to hear from organisations/clubs and businesses who operate here.

All are invited to the Forum open days at our Village Hall, for your opportunity to:

- ⇒ See photos of village heritage & present
- ⇒ Understand what a Neighbourhood plan is & how you can make a difference!
- ⇒ Look at the proposed area map
- ⇒ Have your say by filling in a brief Questionnaire!

We hope to see you there!  
Refreshments available (by donation!)

## Back of Leaflet (Map of Neighbourhood Area)



### Copies of publicity in local newspaper, Stockport Express

(2 weeks immediately before the open days. The Express appears weekly on a Wednesday).



**Power point presentation** - slides shown at the follow up meeting on 28<sup>th</sup> February 2017 also at Windlehurst Church Hall explaining the idea of Neighbourhood Plans.

## High Lane Neighbourhood Forum

Initial Planning meeting  
Tuesday 28-Feb-17  
7:30 to 9:00pm

### HLNF Agenda 28-Feb-17

1. Discuss interim committee roles - Richard
2. Review supporting skills from invite responses - Richard
3. Proposed plan area review, with post-its - Mike/Jenni
4. Outline project plan - Richard
5. Finance - Mike
6. Drafting a Constitution - Richard
7. Work group proposals (priority areas). - All
8. Next steps

### Neighbourhood plans are growing

1,700 communities are neighbourhood planning across 69% of all council areas

375 draft neighbourhood plans

118 successful referendums

### The Power of Neighbourhood Planning

- Neighbourhood planning policies can cover a broad spectrum of issues:
- Choose **where new housing should go and what it should look like**
- Plan for more **housing with the Local Authority**
- Grant **planning permission**
- **Small but growing number of neighbourhood plans include a policy on Community Land Trusts**
- Protect and enhance the **High Street**
- Decide how **community infrastructure levy money is spent**
- Protect and enhance **green spaces**
- Define and secure local heritage
- <http://www.rtpi.org.uk/planning-aid/neighbourhood-planning/>

## 1 Interim Committee

Interim Roles:

- Chair Richard Jones
- Treasurer Mike Jones (Vice Treasurer Gillian Karle)
- Secretary Janine Fletcher
- Committee 1 Councillor (Kenny Blair)
- 17 other members – must be representative
  - Reflect the community in profile (Use census data?)
  - Mix of Age/gender/ethnicity
  - Mixture of backgrounds/professions/non-workers/retirees
  - Be spread across the area in the plan (Place on map?)
  - Engage key groups: businesses, schools, clubs, churches etc.

## 2 Supporting skills

What can you do for the Forum?

- Organise meetings/events
- Planning – for Neighbourhood plan
- Finance
- Document drafting/proofing
- Leafleting/surveys
- Legal knowledge
- Communications
- IT/Web pages
- Provide refreshments?





### 3 Proposed Area designation

- Review of initial Area plan – Mike
- We need your engagement on proposal
  - Please review and provide feedback
  - Post-it notes for comments
  - We will collate, review and respond.

### 4 NF & Plan key steps

1. Decide if you need a neighbourhood plan?
  - Engage Local planning authority and key partners
2. Define neighbourhood Area
  - 6 weeks public review and decision
3. Apply for forum status (LPA)
  - Application, Constitution & Area map
4. Plan preparation
  - Engagement
5. Plan preparation & Community engagement
  - response review, submit, examination, Referendum

<http://www.ourneighbourhoodplanning.org.uk/resources/documents>

### 5 Finance – Mike

- Forum accounts
- Donations & refunds
- Costs
- Payments
- Grants applications & duration

### 8 Next steps

- When to meet?
- What to start or complete?
- Who can help?
- AoB?

### 6 Drafting a constitution

- **Use Marple's (approved) as template?**
- Set own principles
- Membership
- Management Committee
  - Meetings frequency, voting & quorum %
- Forum meetings – open to all
- Finance
- Forum duration/review/dissolution
- **Who?**

### 7 Work group proposals

- Plan:
  - Area
  - Constitution
  - Application
- Communication
  - Web IT, survey, questionnaires
- Content
  - Housing
  - Business
  - Recreation
  - Environment

## Copy of High Lane Residents Association Newsletter

Showing the Residents Association supporting and publicising the Open Day to its members

# High Lane Residents Association

## MEETING NOTES

11<sup>th</sup> May 2017  
High Lane Library

### *Neighbourhood Forum*

Richard Jones gave the meeting an update on progress towards making the application to SMBC LPA for formal recognition. It is planned to make the application by 1<sup>st</sup> June with approval by September 2017. As part of the community engagement process the Forum is hosting two Open Days at the Village Hall as follows:

Friday 26<sup>th</sup> May 1pm to 8pm  
Saturday 27<sup>th</sup> May 8am to 1pm

All residents are encouraged to attend, show support and learn more about what the Forum is doing and give your views on what you want to see for the future of High Lane in terms of for example transport, housing, heritage and environment protection, recreation and other facilities. It was agreed that HLRA will assist the Forum with funding for the Open Days pending receipt of the relevant grants.

### *Public-Access Village Defibrillator*

We are currently speaking to suppliers, the emergency services and other volunteer groups to establish the most appropriate model of defibrillator for our needs together with the appropriate security and maintenance arrangements. We hope to be in a position to make a recommendation at the next meeting. The defibrillator will be dedicated to memory of the late Dr Margaret Barber.

### *Councillors*

Cllr Sue Ingham took away several issues raised by residents at the meeting relating to traffic and highways and will report back at the next meeting, these include:

- Clarify future maintenance obligation in respect of the new speed cushions
- Removal of 30mph signs in the new 20mph zones
- Traffic light sequencing at Norbury Hollow causing tailbacks
- Road safety/visibility problems caused by parked cars opposite Windlehurst Methodist
- Quality/completion of the junctions on the new stretch of A6
- Highway repairs Threaphurst Lane and Hartington/Park Road

It was also agreed that:

- Sue Stevenson and Nick Whelan of SMBC are to be invited to a future HLRA meeting to report on the results of pollution monitoring and A6MARR/mitigation situation
- A representative of United Utilities is to be invited to a future HLRA meeting to advise on the ongoing works at the reservoir and hear concerns this is causing to residents



***Police Report***

PCSO Mark Turner advised the meeting there had been a small increase in burglaries and anti-social behaviour over the last month. Residents are reminded to be vigilant - more details on this in the latest Police Newsletter, copy attached.

***Around the Village***

- *War Memorial:*  
We are pleased to say the war memorial has now been professionally cleaned and is looking in excellent condition. It has been suggested that an explanatory plaque be provided to help give context to the story behind the war memorial and the names included at some point in the future.
- *Planters*  
Our volunteers work hard to keep the planters along the A6 looking their best but we need more volunteers to help with the maintenance, weeding and watering of these planters please. If you would like to help, please get in touch.
- *New Planning Applications:*
  - 31 Windermere Road – single-storey side extension
  - 9 Alders Green Road – two-storey extension
  - 5 Dovedale Close – single-storey extension

***Next Meeting***

**Thursday 1<sup>st</sup> June 2017, 8:00pm** at High Lane Library. All welcome.

If you have any suggestions for future meetings or would like to raise any matters please get in touch.

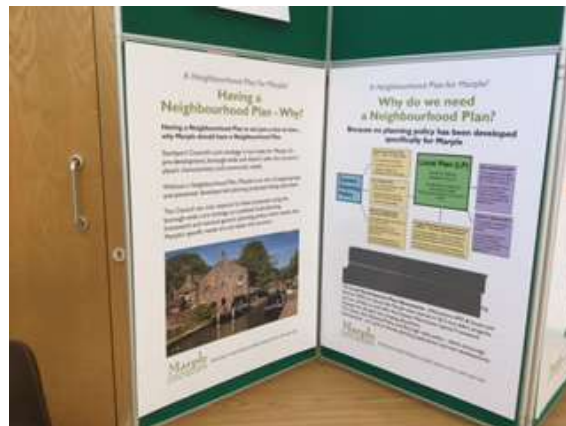
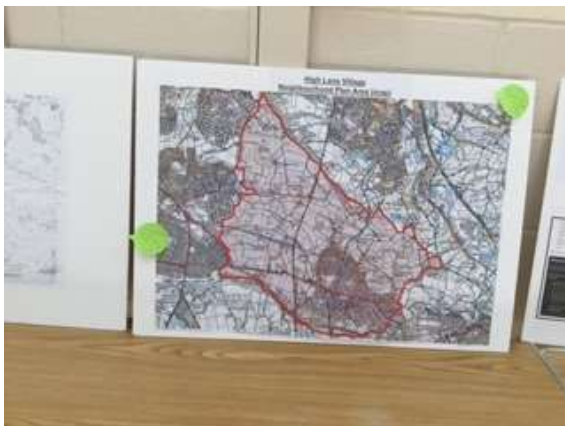
*High Lane Residents Association*

## Photographs from Open Days

26<sup>th</sup> May 2017 - Early public event held in the village hall, High Lane, Windlehurst Road



## Information / Display Material



### Comments from residents attending HLNF open days 26<sup>th</sup> and 27<sup>th</sup> May 2017

The comments were originally written on post it notes and then typed up afterwards. The second is an information sheet which was displayed at the Open Day.

High Lane village needs to retain its identity. I don't want it to merge with Hazel Grove and become an urban sprawl.

*We don't want to be joined onto a neighbouring area.....*

We want to keep the village not 'join up' with our neighbours!

*Do not want to be a 'bit' of Marple, Hazel Grove. High Lane is its own space.*

Master planning required - provision of new schools and health facilities to meet demand of new homes. - conservation of heritage and natural features.

*Retain the village identity. Keep the green spaces. Infrastructure cannot cope. Traffic already a nightmare.*

This is the only 'green area' in the county of Greater Manchester from the centre to the end of the county- Don't lose it!

*Why build on good agricultural land when there are brown field sites?*

It is important to use brownfield sites before Greenbelt land.

*So much property in central Stockport unused/ derelict. Use that before destroying greenbelt.*

Any empty premises above shops [e.g. Marple centre] to be converted for small residential developments. Compulsory purchase if necessary.

*Environmental Assessments required - existing rail tunnels -pollution-noise- mining- habitats - SSIs- identify brownfield sites*

So many other options - not destroy a thriving village

*GMSF is not 'local'. Local plan required and bottom up approach not dictated by overall housing agenda.*

Small pockets of individual new building that won't spoil the area - great! Destroy the village? No.

*Traffic Impact Assessments required - impact of increased traffic due to increase in homes - impact on local roads etc*

We need a High Lane/ Disley by pass not more housing bringing more traffic!

*Keep a careful eye on SMBC's monitoring of the impact of the A6 - MARR*

Things have gone quiet on the 'junction front'

*We are a village with a small doctors surgery, a small post office and a small village hall and only a small primary school. Stepping Hill Hospital cannot cope now so please don't build on GREEN BELT.*

Economic impact assessment required - impact on existing businesses - impact on agriculture - impact on property values - compensation for adjacent properties!

*We, the local people, are entitled to have some control over what happens in the area we live in.*

Poster promoting First AGM, November 2017

**High Lane Village Neighbourhood Forum**  
**Now officially recognised by SMBC**

**If you live or work  
in the  
Neighbourhood  
join us to:**

- **Get updated on the Plan**
- **Help prioritise the plan**
- **Hear from the Consultant planner**
- **Vote for a new committee**
- **Understand how you can become involved**



**7:30pm  
Thursday  
16<sup>th</sup>  
November  
2017**

**High Lane  
Village Hall**

**Please attend the 2017 AGM  
All are welcome, Refreshments served**



## Appendix 2 First Questionnaire and Responses, May 2017

### Copy of Questionnaire

#### **High Lane Village Neighbourhood Plan/Forum Questionnaire** **May 2017**

#### **Six questions, five minutes of your time**

**High Lane Village** has evolved over the years, shaped by generations living and working here. As someone associated with the village, we are seeking your views on what the neighbourhood needs and how you would like to see it developing in the future. Your input will help to ensure any development of the village will reflect local people's feelings and needs.

This information will be used as the basis to develop a plan. Please take the time to complete and return to us. The more feedback we get, the more accurately we will be able to respond to people's needs.

<b>1. What is your association with High Lane Village?</b>	
Live	Live here
Family	
Friends	
Clubs/ Group membership (Name?)	
Work	
Other please specify	

<b>2. How long have you been associated with the High Lane Village? Please indicate one.</b>	
Less than a year	
1-5 years	1
5-10 years	
10-15 years	
Over 15 years	
Generations	

<b>3. Are you aware of the aims of the neighbourhood plan for our Village?</b>	
Yes	yes
No	
Would like more information	

<b>4. What do you see as the main aims of the Neighbourhood plan? Please tick all that apply.</b>	
Proportionate and affordable housing development	yes
Improved recreation facilities	
Protecting our heritage	
Protect the environment and green spaces	
Improving transport	
Supporting business	
Other?	



**5. As High Lane Village evolves in to the 21st century in what ways can it continue to sustain you and your family, friends or business? Please tick all that apply**

Better internet access	
Less road noise	yes
Cleaner air	
Safe bike cycling/parking	
Better public transport	
Community events	
Other	

**6. High Lane Village currently has circa 1,500 homes now. How many more homes does this community need in the next 10 years? Please tick one**

0 to 200	none
200 to 500	
500 to 1,000	
1,000 to 2,000	
2,000 to 4,000	

**Comments:**

**If you live or work in High Lane Village and would like more information on the Neighbourhood Plan, then please supply your details. Please PRINT your name, address and postcode (Phone No discretionary)**

Name:

Address:

Email:

Postal address:

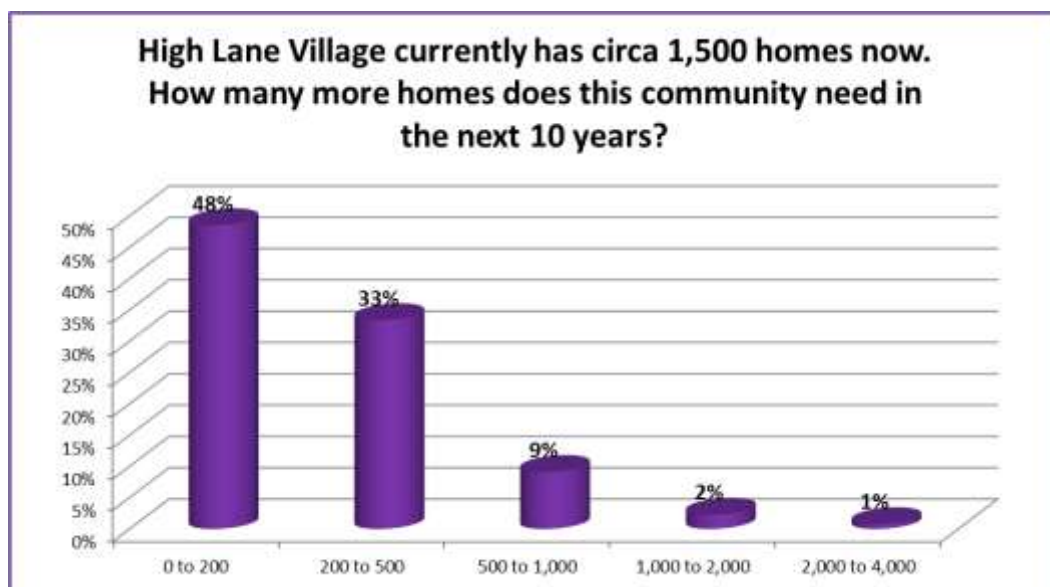
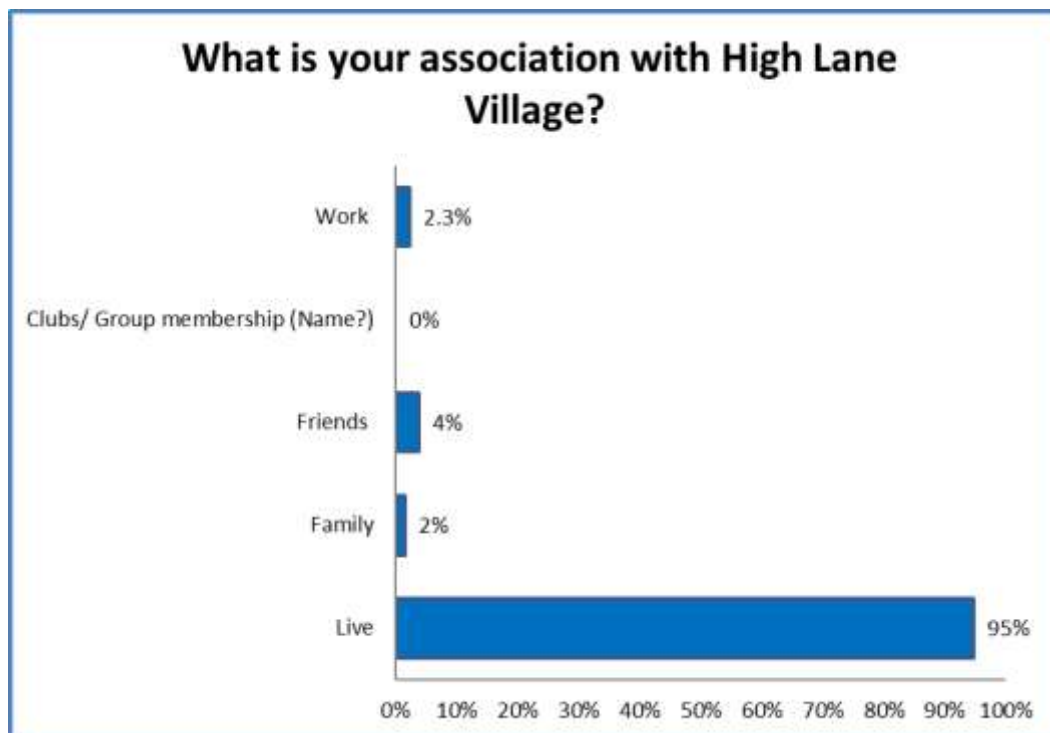
Post code: Phone No.

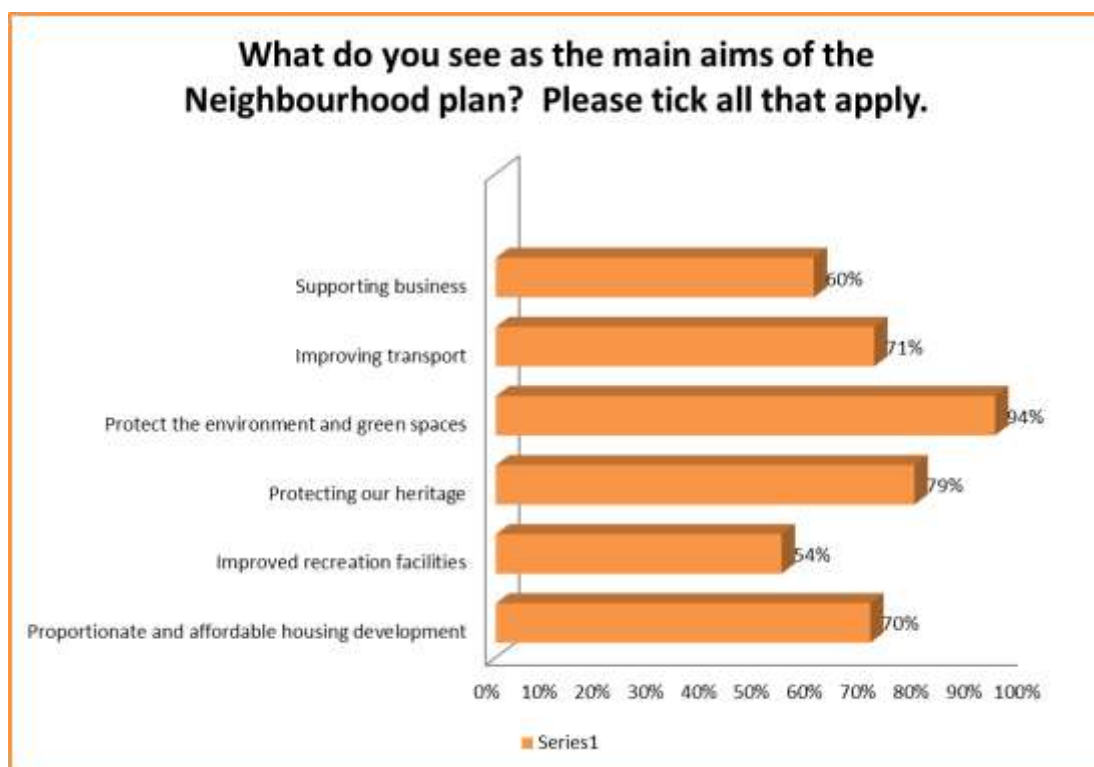
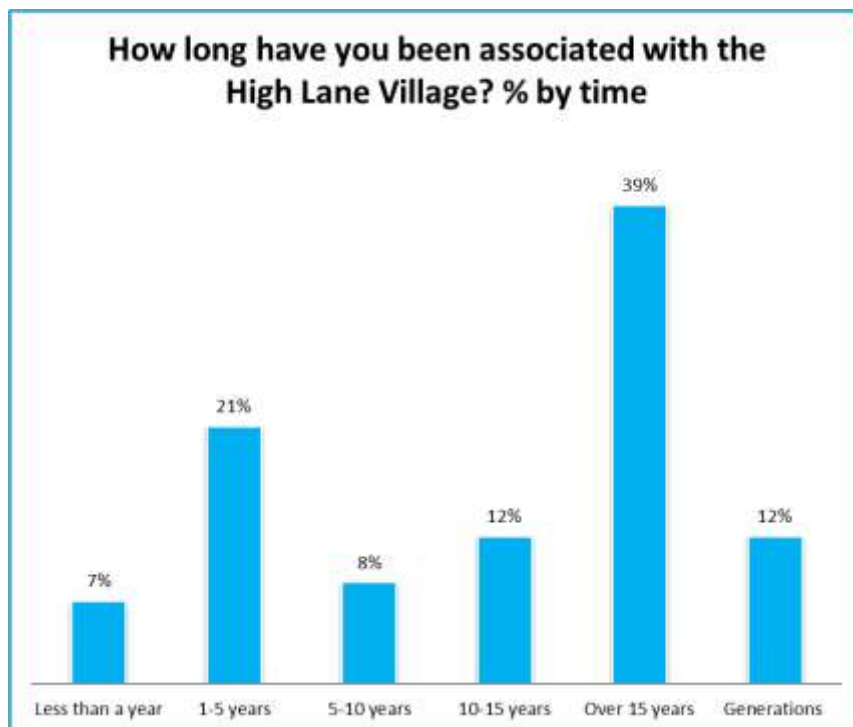
**Would you consider being one of the following to support the Forum & Plan? Please tick your preference OR leave blank.**

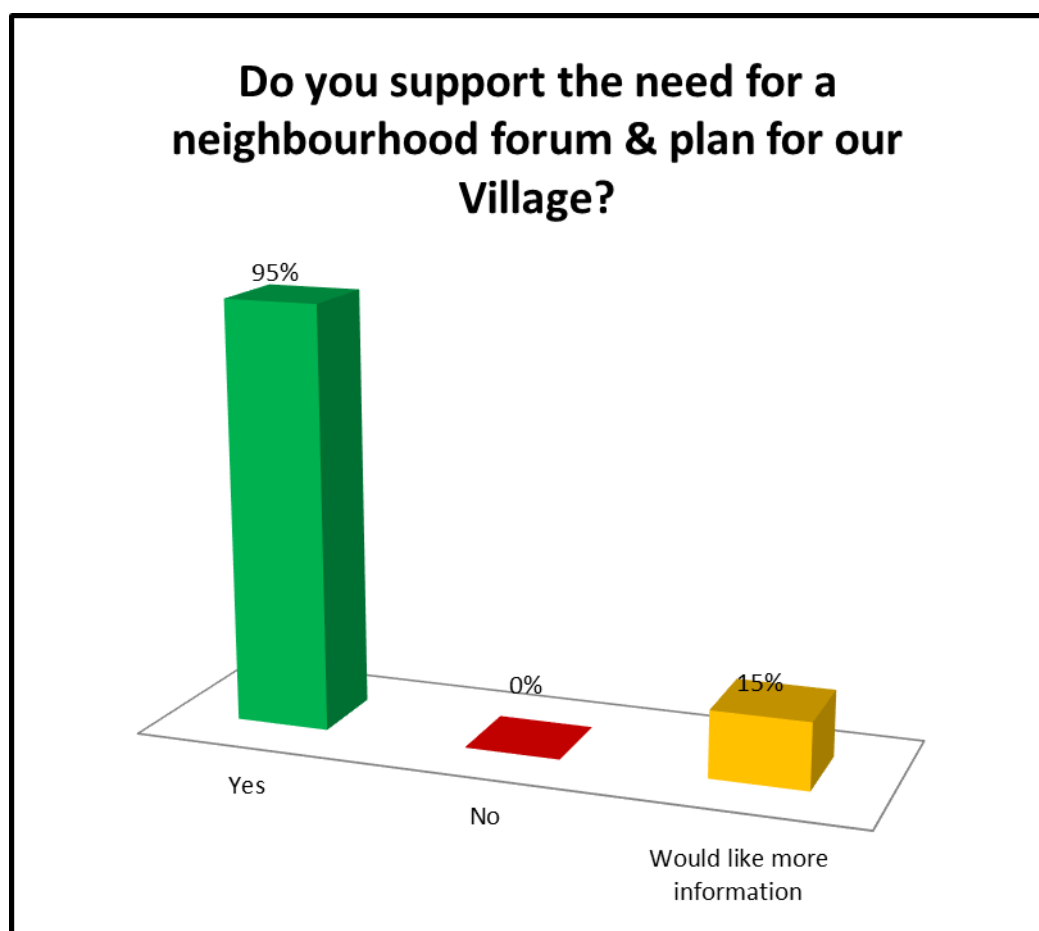
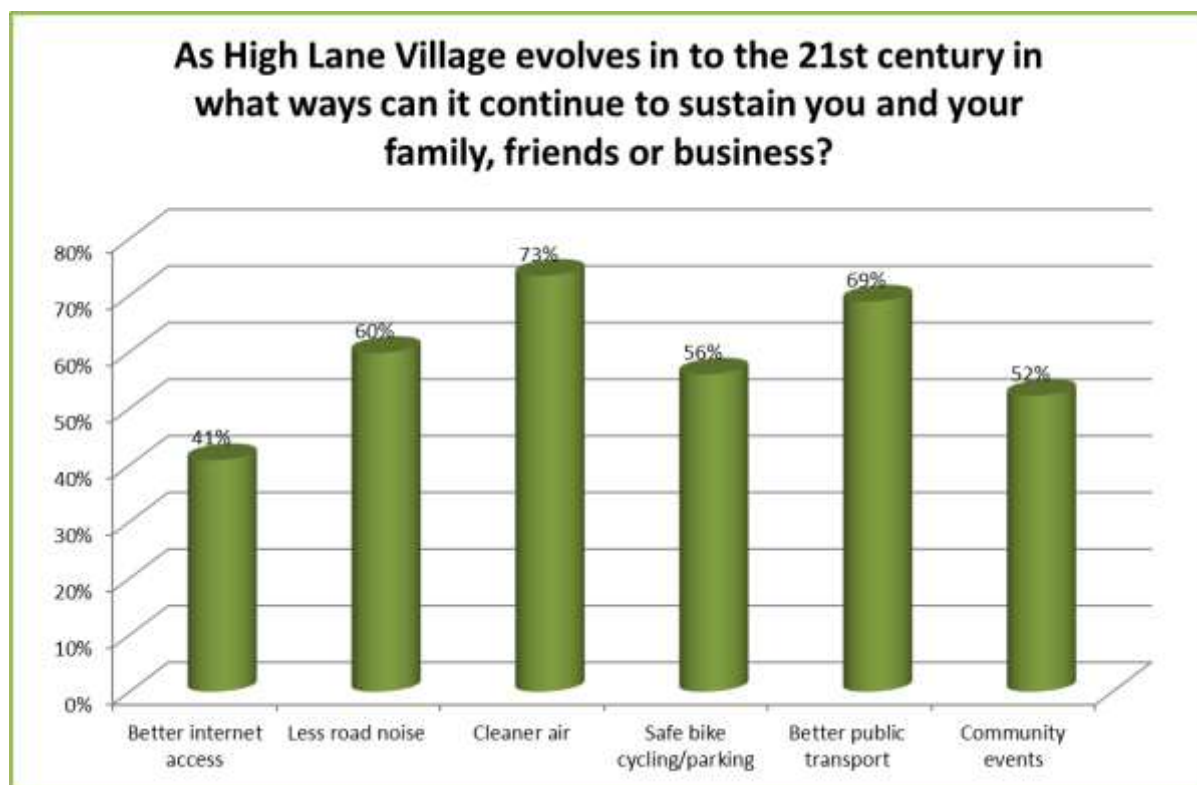
<b>Committee Member</b> (Active role/regular meetings)	
<b>Member</b> (Support and voting at AGM's)	
<b>Partner</b> i.e. Business or club. (Support & contact)	
<b>Contact</b> (Add to e-mail list for news)	

*Thank you for your time to complete and return.*

## Responses







## Comments

### Housing

- Affordable housing on brown field sites
- New housing needs to be sympathetic and proportionate thought to the existing village and the community's needs. Some consideration to the demographic in terms of older people and providing affordable retirement developments to free up existing housing stock
- Supported living accommodation for the elderly
- Need for a plan
- Starter Homes/Retirement, Different age groups, Show interest in Mining history, Light Rail,
- No idea how many houses are needed
- Definitely not 4000
- Rate of growth should be broadly similar to that in recent times. i.e. no steep changes please.
- Need affordable housing for new buyers in real terms and not big housing estates and houses that people can't afford. I know we need more housing but in the right places and the right type of housing
- I like living in the village as it is
- New Housing? not if it means destroying greenbelt land
- Not all in one place
- All Brownfield sites in Stockport should be used first before any greenbelt is used
- Brownfield sites first
- No more than is strictly necessary, use brown field sites first
- Will support all you do but already have 3 village projects to deal with
- We need some homes for the younger generation, affordable homes/housing association which should be built first so developers back out of the deal and just build large executive houses
- We do not need larger houses but affordable housing suitable for a variety of ages
- Must be affordable
- Small pockets of new housing, first time buyers with help on mortgages, bungalows for elderly community., check drug dealing in the local park
- Stopping mass development
- Almost impossible to answer, it should grow in a way that can easily cope with the demands of those living in the village already plus a reasonable and sustainable increase for external growth, maintaining a way of living that is rapidly disappearing from all large conurbations maintain a quality of life for those already living in the village
- Maybe a mix of homes, a limited number. Try to keep High Lane in its own space, with its own identity. The space of High Lane was added to with new homes over the years, with the estate around Alderdale Dr and the lakes estate and other smallish developments, we do not want a high developments on green belt land
- Most new housing around here is too expensive, e.g. Woodford
- Housing should be provided in self-contained settlements not adjacent to existing settlements even if this requires use of green field sites and suggests Equestrian development
- Small pockets of building bungalows/flats
- Starter homes and buy to rent homes needed also bungalows



- We need starter homes, well designed and eco-friendly and a sheltered housing complex for older people
- Don't Know a number
- Preferable affordable homes for young people. Mills for living and workspace. Retail on ground floor, one bed rental (Canal) flats on other floors
- 100 houses is quite a big estate - brown field sites must be used. If we start building on greenbelt a precedent will be set
- To be given the power to veto any inappropriate housing developments. I would only support building more houses if there were no more Brownfield sites available. • Affordable housing on brown field sites

### **Infrastructure and Services**

- Infrastructure first, taking care of Facilities/Spaces, encourage new business to add to area.
- Improve the paths along the canal. There is a need to bring young families to High Lane
- More shops and businesses
- Proper co-ordinated approach, consultation, consultation, consultation, Green Corridor must remain
- Just don't know
- Retailing and other services
- Subject to improved services/infrastructure
- Involvement in planning decisions. We are a small village with limited facilities, schools, doctors/dentists
- Supporting the community
- Increase social interaction between people, encourage more exercise for all age groups, mitigate against isolation of old people
- More community activities, i.e. shows carnivals events, Affordable family and single person properties. Support for local businesses and traders.

### **Green Spaces and Footpaths**

- Maintaining green spaces that give the area its pleasant character and is one of the main reasons for living here. Smaller retirement type homes & houses suitable for first time buyers, built in small pockets so that new people integrate and identify with High Lane rather than a new estate
- Please use brown field site before considering green

### **Design and Heritage**

- Ensuring high quality development is brought forward that will benefit the village as a whole. Ensure sustainable development and address surface water drainage issues. New houses should be affordable for people that are struggling to buy property in High Lane
- Protect our village identity
- Carefully located small pockets of housing, so as not to destroy green spaces or village atmosphere.

### **Transport**

- Focus on the impact of the A6-MARR we need a High Lane bypass not more housing
- improve car parking

- Need to liaise with Disley/Cheshire East. Need to improve roads before A6MARR opens, improve buses on A6, Improve train frequency on Buxton line, Protect A6 By-Pass route before building housing or GMSF expansion. Maintain footpaths in High Lane especially Ladybrook Valley & Bollinhurst valley. Improve air quality a priority.
- Open up Middlewood Station properly to make easy access for people so it can be used effectively. Removal of all speed humps to improve the environment
- Road humps must be maintained . Buses to Bramhall needed
- Transport to Bramhall and Poynton needed
- no facilities/infrastructure for any new homes, no Bus Link do not wish tramline as unsightly and wrong type of transport. Middlewood station used more, light up with solar and tarmac pathway. Do not dig up fields for parking (Development at traffic lights in Newtown)to 192 service, 199 quite good, though infrequentA6 is a problem, HGV's/Noise/ splits village Road surface needs attention
- Need for improved car parking
- Transport and road access needs to be improved before more houses become an option
- Needs more short term parking for shoppers etc
- Reducing traffic congestion
- Reducing traffic congestion
- There is insufficient transport infrastructure to support more growth

#### **Environment/Heritage**

- Maintaining the canals and pathways
- Maintaining and improving the water quality of the canals and Existing housing stock only
- . Maintain footpaths in High Lane especially Ladybrook Valley & Bollinhurst valley. Improve air quality a priority
- Improve the paths along the canal.
- High quality master planning and design guidance (materials, shop fronts, street furniture consistent with local heritage). Pedestrian priority in some locations and 20MPH zones are needed. Public realm framework identifying, rail, road pedestrian, cycle, bridleways, improving pedestrian access in High Lane and to Middlewood station. No of new homes to be sustainable in terms of being supported by community facilities and access and impact on existing neighbourhood

## Appendix 3 Issues and Options Consultation, June - July 2018

### Early Publicity, prior to Issues and Options Consultation

#### Poster for Local Councillor Hustings



## Local Election event for Marple South ward

**High Lane Village Hall**

**Tues 24<sup>th</sup> April**

**7:00 to 9:00 PM**

## **Councillor** **“Question time”**

A hustings on local issues for  
your community

*Chaired by:*

*High Lane Village Neighbourhood Forum*

*and*

*High Lane Residents Association*

**Hustings Event 24<sup>th</sup> April 2018, High Lane Village Hall**

**Organised by High Lane Village Neighbourhood Forum and the Residents Association**

**Forum Questions for Candidates**

**TRANSPORT**

(1) In view of the increase in traffic through High Lane , estimated at 23% once the bypass opens, and with air pollution already significantly higher than average:

**If elected how are you going to ensure that monitoring and control of levels of air pollution takes place, including the measuring of highly dangerous particulate matter from diesel emissions ,so that High Lane continues to be a safe and healthy place for people to live and bring up their families?**

(2) The promotion of sustainable transport for High Lane is a key issue raised by many local people in the forum's consultations as well as being one of the main aims of the National Planning Framework.

**If elected, how would you increase the level of sustainable transport in High Lane? In your answers, please can you include specific reference to the issues surrounding Middlewood Railway station and how you see the station developing or otherwise over the next decade.**

**HOUSING**

(3) We know the village is surrounded by Green belt and this can only be changed through statutory powers from the executive branch of the government. However, locally we see the need to grow the housing stock in and around the village, through small scale new development.

**How would you as a councillor support the neighbourhood plan's model for housing development in High Lane?**

**(4) What number and type of homes do you feel High Lane needs?**

**RECREATION AND GREEN OPEN SPACES**

(5) Access to the open countryside which surrounds High Lane is highly valued and utilised by the community to pursue family and general recreational activities. The area also has a thriving equestrian society and has the potential to attract many visitors. However access to our open green spaces is difficult for many people.

Despite the fact that Marple Area Committee reviewed and voted to continue with the SMBC 2007 Rights of Way Improvement Plan , in the 10 years since the plan was established High Lane has seen very few improvements to our off road access routes. We continue to

experience poor signage and poor footpath maintenance meaning lack of inclusiveness for the less able bodied. Moreover we have witnessed the closure of bridleways, forcing horses and riders onto our congested roads risking their safety.

**If you are elected, how will you pursue the issue of improving access to green spaces in the High Lane area for all members of the community.**

(6) In 2016 in a report commissioned and published by SMBC which reviewed Stockport's Play Areas, High Lane Village Park was deemed to be of high value and poor quality, requiring enhancement. Both parks in the area, High Lane and Brookside, are valued and well used by the High Lane community but have significant problems relating to poor drainage on their football pitches making them unfit and unsafe to play on, together with a lack of equipment for older children .

**Taking into account the recommendations from the Play Area Review, if you are elected, how will you support improvements to our parks?**

### **HERITAGE**

(7) High Lane is an attractive and historic village and the neighbourhood forum is consulting with residents on ways to share its heritage with more visitors. One idea has been to create a heritage trail.

**(a) What are your views on this idea?**

**(b) How do you see it as potentially benefiting or not the High Lane community?**

**(c) If elected how would you take the idea forward?**

**(8) How important do you think heritage is in terms of any future development within the village? If elected what steps would you take to ensure the area's heritage is taken into account as an important factor in any plans for further development?**



**New Councillor Hustings Event 24<sup>th</sup> April 2018**

Hosted by High Lane Village Neighbourhood Forum and High Lane Residents Association

1. Introductions from the Chair and Candidates
2. Prospective Councillors answer questions put to them around our four key areas of:  
Transport Housing Green Spaces Heritage
3. Break.
4. Questions from the Community. Please ensure you have filled in the attached paper

High Lane Neighbourhood Forum is currently developing a Neighbourhood Plan; which will become a legal document. A powerful tool will sit alongside Stockport's Local Plan (when available) influencing how High Lane develops over the next decades.

In the next month we will be publishing our Issues and Options document which you will be invited to review and comment on. This raises issues highlighted by the community at our events, and explores the available options. We will need your responses to the questions posed in order to facilitate the Plan going forwards.

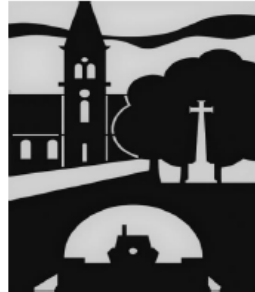
We are always looking for volunteers or any other support so please get in touch via our Facebook page 'High Lane Village Neighbourhood Forum' or email us at [ourforum@HLVNF.org](mailto:ourforum@HLVNF.org)

THANK YOU FOR ATTENDING.

PLEASE WRITE YOUR QUESTION IN THIS SPACE THEN HAND INTO A FORUM MEMBER

## Publicity

### Copy of Poster - Reminder to return Issues and Options Questionnaires



# HAVE YOU COMPLETED YOUR ISSUES AND OPTIONS QUESTIONNAIRE?

Have your say about High Lane's future.

Complete the questionnaire by 30<sup>th</sup> July and hand it in  
to: the library/ medical centre/ Blueberries/ Carve/  
Jolley's /Tomlinson Parbans/ Co-op funerals .

(Find out about the neighbourhood forum at: [www.hlvnf.org](http://www.hlvnf.org))

AGM poster, November 2018 Village Hall

Inviting residents to provide feedback on Issues and Options Consultation

**High Lane Village Neighbourhood Forum**  
**Open Day 1.00 – 4.00pm and AGM 4.00 - 5.00pm**

**If you live or work  
in the  
neighbourhood  
join us to:**

- **Get feedback  
on the Issues  
and Options  
survey**
- **Hear about the  
progress of the  
Neighbourhood  
Plan and its  
next steps**
- **Express your  
views**
- **Vote for a new  
committee**



**Saturday  
10<sup>th</sup>  
November  
2018**

**High Lane  
Village Hall**

**Please attend the 2018 AGM  
All are welcome, Refreshments served**

Photograph of a stall outside the local Spar in High Lane.

On 3rd November 2018 between 10am to 4pm a rota of forum members in pairs were at the stall with the banner to advertise the forthcoming Open Day and AGM on 10<sup>th</sup> November and to talk to shoppers and passers-by about the Neighbourhood Plan and its progress.



**Copy of Poster which was displayed in the library, medical centre, coffee shop, reminding people to drop off their completed Issues and Options Questionnaire.**



## Questionnaire Responses

### Feedback of HLVNF Issues and Options Paper published September 2018

Produced to allow High Lane residents an opportunity to review output (without detail) from the Issues and options survey completed during the summer of 2018. 2,070 questionnaires were sent out and 248 responses were received.

Question 1 "Vision for the Neighbourhood Plan". 47 comments were made, 28 (60%) were directly supportive of the vision as stated.

#### TRANSPORT

Question 2A Should we have policies to protect and enhance local walking & cycling routes? 239 (98%) were in favour.

Question 2B Should we encourage new development to link cycle routes to existing routes? 190 (82%) were in favour.

Question 3 Should we support improvements to the Middlewood Station, including improving access for users for both day and night times? 206 (92%) were in favour

Question 4 What are the major issues affecting the community from the new road development?

Issue	% agreeing
Congestion	94%
Air Pollution	91%
Noise	81%
Road safety	62%

The Forum have agreed that policies will be included in the Neighbourhood Plan to ensure the above needs for improvement are represented.

#### HOUSING

Question 5 What types of new build housing do you think High Lane village needs? 226 responses gave:

Type	No.	%
Affordable to Buy	196	87
Affordable to Rent	101	45
Shared Ownership	55	24
Market Housing	49	22
None	23	10

Question 6 What types of Houses and Sizes, Please rate 1 through 6 (counted by vote)

	Type of Houses	Total	Position
A	Starter homes (1-2 bedrooms)	352	1 <sup>st</sup>
B	Small family (2-3 bedrooms)	371	2 <sup>nd</sup>
C	Larger Executive (4+ bedrooms)	747	6 <sup>th</sup>
D	Sheltered / retirement home	498	3 <sup>rd</sup>
E	Apartments	593	4 <sup>th</sup>
F	Terraced	619	5 <sup>th</sup>

Question 7 How large should new development sites be in High Lane?

		No.	%
A	1 – 10 units	89	43%
B	11 – 20 units	78	38%
C	21-50 units	48	23%
D	51- 100 units	10	5%
E	101 - 200 units	15	7%
	None	13	6%

Question 8 Do you have any ideas about where in the village new small-scale development (say 1- 5 units) could be placed? Response was low, only 40 responses eliciting informative responses: \*

Brownfield	13
Middlewood	13
Behind A6 Shops	9
Golf Club/A6	5
Royal Oak	4
Doodfield	3



- Question 9 Should the plan include a design policy to ensure any new housing blends into the village? **89% responded favourably.**
- Question 10 Should the plan include a policy that encourages new housing to be environmentally sustainable? **94% responded favourably.**
- Question 11 Should the plan include a policy that supports new housing for existing local residents? **83% responded favourably.**

*The Forum have agreed that policies for; the types, plot sizes, character, environmental sustainability and supporting local resident purchasing will be included.*

*\* The areas to build on are more problematic as the village has an existing settlement boundary, which cannot be changed at this stage. Should strategic influences come to bear with proposed sites (under revised NPPF guidelines) residents can then put forward alternatives to ones chosen by the authority.*

#### **GREENSPACES**

- Question 12 Would High Lane benefit from the provision of more sporting and outdoor recreational activities? **81% of respondents agreed.**
- Question 13 Top 3 improvements to existing recreational space were:
1. **Sport-multi Use Games Area (MUGA)- basketball/netball/football etc.**
  2. **All weather (recycled rubber) surface to kids play area.**
  3. **Target rebound walls (football/cricket)**
- Question 14A Should a policy be included to improve accessibility/signage for off road footpaths? **93% said "Yes."**
- Question 14 B Should there be a multi-user access route from Windlehurst Road onto the Middlewood Way? **84% said "Yes."**
- Question 15 Should we promote the creation of new bridleways? **85% said yes**
- Question 16 Are there any other local open spaces or recreational facilities that you want to see protected?  
Comments included; Canals, beauty spots, Greenbelt, Parks, recreational clubs, allotments and Moulton Wood.

*The Forum have agreed that policies will be included in the Neighbourhood Plan to ensure all the above are represented. Additional proposals include working with landowners and schools to plant more trees via the Woodland Trust.*

#### **HERITAGE**

- Question 17 Are there other buildings of historical interest that you think need protecting? Comments included; "All historic features should be protected for future generations," "We need to include famous people including those who lived at Wybersley Hall and WW1 heroes."
- Question 18 Should we describe the local character of different areas of High Lane in detail to help provide design principles? **70% agreed.**
- Question 19 Would you value a heritage trail around the village? **60% agreed.**
- Question 20 **84% agreed** that farming and horse livery around the village is valued.
- Question 21 Is there anything important we have missed/ you would like to see addressed? A new idea suggested would be famous people who have lived in the village linked to buildings, i.e.
- C. Isherwood author (Cabaret)
  - Judge John Bradshaw President of the High Court of Justice - sentenced Charles 1 to death
  - The Orford family - links with Orford Hall, the Church and school.
  - WW1 heroes - could be linked to the War Memorial
- Several people felt that we should have blue plaques on the relevant buildings

*The Forum have agreed that policies will be included in the Neighbourhood Plan to ensure all the above are represented.*

**An "Informal Review" of feedback on the HLVNF Issues & Options will run for 2 weeks from 10<sup>th</sup> to 24<sup>th</sup> November.**

**Comments can be submitted by email to [ourplan@hlvnf.org](mailto:ourplan@hlvnf.org) or in writing and left at High Lane Library or High Lane G.P Surgery.**

## **High Lane Village Neighbourhood Forum**

### **Issues and Options summary sheet**

This is the combined summary of responses to the I&O document which went to public review from 30 June 2018 to 30 July 2018. It asked 21 questions and provided for additional comments on the vision, and the 4 focus areas: transport, housing, green spaces and recreation and heritage.

There were 231 responses which represents 23% of the households in the Forums plan area. This summary highlights the community's responses to each question in numbers and percentage of respondents. The comments were reviewed and the most common themes and new ideas were highlighted. All comment responses will be in the appendix for record.

#### **A: Vision**

##### **Question summary**

##### **Q 1 Do you agree with the Vision for the Neighbourhood Plan?**

**Of the 47 comments made, 28 (60%) were directly supportive of the vision.** Only 3 (6%) had negative comments on the vision or forum, but some of these appeared not to understand what the forums purpose was.

**Top 1 10 wanted to priorities protecting the Greenbelt and green spaces.**

*E.g. "More development to Brownfield, no Greenfield"*

**Top 2 9 commented on housing development, mostly opposing the 4,000 homes in GMSF. Some supported limited new housing.**

*E.g. "No to mass development, only small pockets of housing."*

#### **B: Transport**

##### **Question summary**

##### **Q 2A Should the NDP include planning policies to protect and enhance local walking & cycling routes?**

**There was a strong agreement with 239 (98%) of the 244 responding supporting the protection local walking and cycling routes.** Only 5, (2%) were against this proposal.

##### **Q 2B Should the NDP encourage new development to link existing routes improving accessibility to local facilities?**

**There was a strong agreement with 190 of 231 (82%) of the 231 responding supporting the new development to link existing routes, improving accessibility to local facilities and services.** Only 41 (18%) of respondents were against this proposal.

##### **Q 3 Should the NDP have a policy that supports improvements to the Middlewood Station, including improving access for users at day and night times?**

**There was strong agreement for this proposal with 206 (92%) of 225 respondents supporting improvements in day and night access to Middlewood Station.** Only 19 (8%) of respondents against this proposal of which 9 stated because the station was too far from the village.

**Q 4 What are the major issues affecting the community from the proposed increases in road development (in High Lane)?**

Issue	No agreeing	% agreeing (of 244)
Congestion	230	94%
Air Pollution	221	91%
Noise	196	81%
Road safety	165	62%

Other issues were: Protecting the green belt (2); Division of the village (1); Disruption (1) Too many HGV's(4)

Top points:

**There was strong support for an enhanced Bus Service 102 (42%) of the 244 wanted to protect and enhance current services.**

E.g. Reliable public transport, at a time people require to use it. Week days and weekends, small circular bus between HL and HG p and r, Better bus timetable to Stockport, hazel grove park and ride, Manchester - need more often. All new development should be conditional on commensurate improvements to public transport and NDP should positively look to enhance/add public transport connects

Strong support for improving access to Middlewood station both pedestrian and vehicular. 9 responding Middlewood station too far from HLV and a new station should be built.

E.g. much underused station, access, lighting, mud all terrible. Signage to station very poor, Definitely Yes, There needs to be a footpath, lights, signposts, Yes but Middlewood Station too far from the village, Current access is dreadful, need proper vehicle access and proper footway

There was support for walking and cycling in particular, but some wanted them separate for safety reasons.

E.g. Where possible we should push walking and cycling routes

**C: Housing**

Question summary:

**Question 6A - What types of new build housing do you think High Lane village needs? Please tick all that apply.**

Response:

Type	No.	%
Affordable to Buy	196	87
Affordable to Rent	101	45
Shared Ownership	55	24
Market Housing	49	22
Blanks	29	13
None	23	10

**226 (89%) of High Lane residents replying, responded to this question, of these 196 (87%) have the desire to see only Affordable homes built in High Lane, when weighed against the lowest response of 49 (22%) for Market Housing**

(defined by the committee as Executive Detached, et al) the need for starter homes is obvious.

**Affordable to Rent Homes second place with 101 (45%) of the 226 shows again that starter homes are needed.** There is some qualitative comment that social housing is not desirable, though the committee feel the inclusion of Housing Associations in future conversations should be considered as Shared Ownership had 55 (24%) respondents, any such developments should also provide for the ability to rent.

It must be noted that there is a very strong opinion in the Village that “No new houses” are required, this is shown with Blanks = 29 and None = 23 showing that 52 (20%) of the total 255 respondents stated none or no preference when left blank.

**Question 6B -What types of House Types and Sizes, Please rate 1 through 6 (1 + most important)**

Response:

With the question posed to show preferences by weighting the response, the methodology used to analyse this question was to add the total, with the lowest number showing what the respondents felt the most important type and sizes of houses that are required in High Lane. The total number of respondents to the question was not counted.

The types of houses questioned were:

	Type of Houses	Total	Position
A	Starter homes (1-2 bedrooms)	352	1 <sup>st</sup>
B	Small family (2-3 bedrooms)	371	2 <sup>nd</sup>
C	Larger Executive (4+ bedrooms)	747	6 <sup>th</sup>
D	Sheltered / retirement home	498	3 <sup>rd</sup>
E	Apartments	593	4 <sup>th</sup>
F	Terraced	619	5 <sup>th</sup>

The fact that Starter homes (A) and Small Family (B) homes were clearly the two highest property types required in the Village links directly to Question 6A with affordability the theme to that answer. Third in the voting with 498 reflects the age groups currently residing in the Village and their desire to stay within the Village as they age.

Neither Apartments or Terraced received overwhelming support, yet further data will show the overwhelming support in keeping the character of the Village as it is, (which already includes many 'terraced cottages'.)

Unsurprisingly the lowest vote was to build larger four (+) bedroom houses, a policy will therefore be needed to ensure that such houses are unable to be built within the Village settlement boundary.

**Question 7 - How large should new development sites be in High Lane?**

		No.	%
A	1 – 10 units	99	44
B	11 – 20 units	82	36
C	21-50 units	50	?
D	51- 100 units	13	?
E	101 - 200 units	11	
	None =	15	
	?	2	

The overwhelming support amongst those that replied (225) to this question, is for any development to have less than ten dwellings built on, with 99 (44%) and 82 (36%) supporting this proposal. The committee feel that given the sites available the size of plot should be below 50

If the no responses 30 are added to none as they can only be counted as a negative if no vote was cast, then 45 (18%) is a very large minority to any new houses being built within the Village.

**Question 8 - Do you have any ideas about where in the village new small-scale development (say 1-5 units) could take place?**

The response to this question was particularly low, with only 40 responses eliciting informative responses, these have been analysed as follows:

Brownfield	13
Middlewood	13
Behind A6 Shops	9
Golf Club/A6	5
Royal Oak	4
Doodfield	3

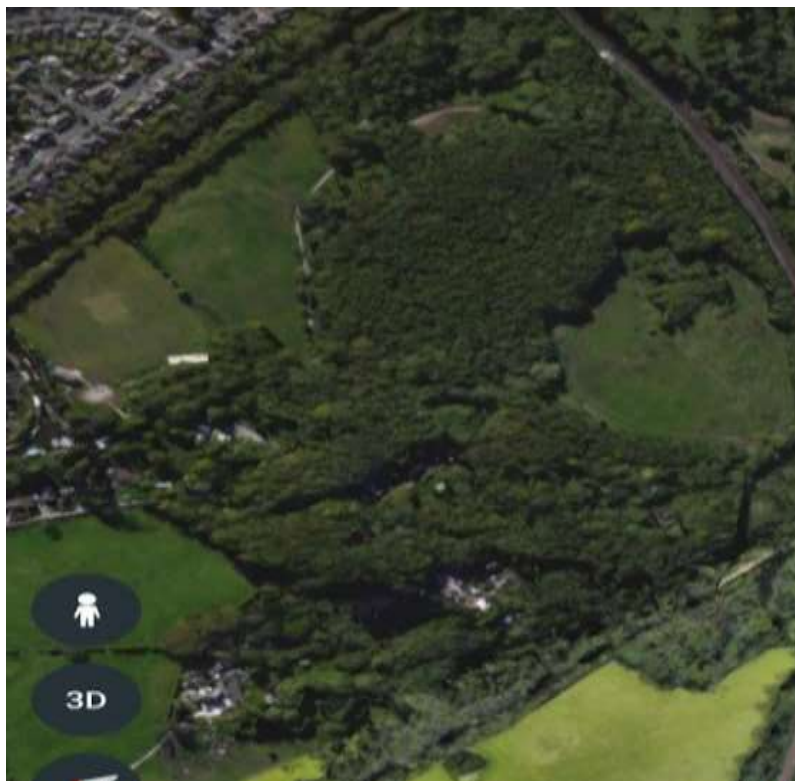


As the Village is surrounded by Greenbelt it is unsurprising to see so much negative response to this question . The greenbelt also forces the Forum to find as much Brownfield sites for development as possible. These areas are under review but Brownfield sites are believed to be:

- Land behind the shops fronting the A6,
- Land with old garages within Middlewood (near cricket club)
- Land around the Scotch Produce Centre, Andrew Lane and the Water Treatment facility.

One other area was mentioned which is Hartley Woods, a plot of land opposite St Thomas's Church, the committee is unaware of the ownership of the land but will refer the plot to the Heritage committee as they have it listed as a place of local interest/heritage trail.

The Middlewood area has been mentioned the most, even though a large section of woodland would need to be replaced if utilised. The road to the station is currently unmade with only a small number of houses/businesses located from it. The Transport question asked "Should access to the station be improved?" had an extremely positive response. The Committee believe that 'opening' the station by creating a metalled road and providing car parking with improved lighting would allow a sizeable portion of land (currently mainly greenbelt) to be utilized for housing as land behind the Cricket Club borders the Canal and Middlewood stretching down to Middlewood Way. A policy must be agreed to replace any trees removed to build housing.



Pic 1 - Middlewood

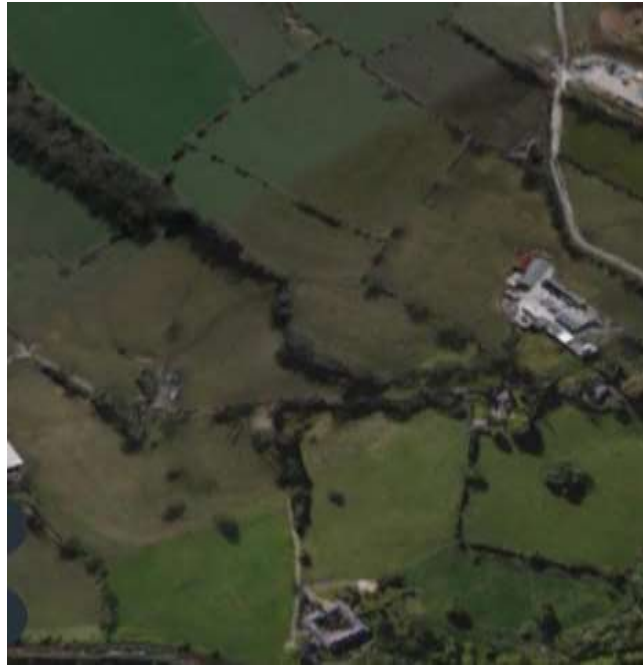
The Land behind the shops on the A6, which has a triangular border of the Macclesfield Canal and the rear of Russell Avenue is the most common area advised of. The Forum believes this to be the site of an old Pig Farm potentially classed as Brownfield. The open aspect of the site does provide the

residents of Russell Avenue with unparalleled views over Manchester and the Cheshire plain. The Committee propose that a Policy be created to allow only single-story properties be built there, with the proviso that Retirement/Sheltered Housing should be built to provide up to 20 units, as per the recommendation of most respondents.



Pic 2 – A6 Shops to Canal

Although not mentioned in the response the committee understand that Land between Andrew Lane, Wybersley Rd and the Canal may be considered Brownfield as a business “Scotch Produce Centre” closed only a few years ago. This is a large area of land which could be accessed via Wybersley Rd, however this would place further road congestion degrading air quality as the majority of traffic would pass through the village via the A6 or Windlehurst Rd.



Pic 3 Scotch Produce centre

The above sites together would allow many properties to be built in High Lane, so the policy of restricting developments to less than 50 units must be included to ensure mass development is restricted.

To ensure the Greenbelt is protected as much as feasible given the pressures the Forum is aware of with both Stockport Local Plan and Greater Manchester Spatial Framework due to be announced during the next 12 months.

The committee understand that a policy of settlement boundary can be utilized when developing a Neighbourhood Plan. If available, the boundary could be Windlehurst Road/Macclesfield Canal to Wybersley Rd with Middlewood Station (the other point of what would be an elongated triangular area.) The Forum will insist that a settlement boundary for High Lane is agreed, the current proposal is seen below.



Pic 4 High Lane Settlement Boundary

**Question 9 - *Should the plan include a design policy to ensure any new housing blends into the village?***

<b>Yes</b>	<b>203</b>
<b>No</b>	<b>24</b>
<b>?</b>	<b>1</b>
<b>Blanks</b>	<b>23</b>

**Of the 232 respondents 203 (89%) agreed that the Forum should ensure this policy is a mainstay of any new development.** As to how we can blend into the existing village, the committee propose a mix of Cottage type dwellings mixed with 2-3 starter homes allowing all ends of the age spectrum to have access to starter or down-size homes which will allow for greater community spirit.

**Question 10 - *Should the plan include a policy that encourages new housing to be environmentally sustainable?***

<b>Yes</b>	<b>216</b>
<b>No</b>	<b>12</b>
<b>?</b>	<b>3</b>
<b>Blanks</b>	<b>26</b>

**Of the 230 respondents 216 (94%) agreed that any new housing be environmentally sustainable.**

- The committee consider this to include solar power on all properties.
- Can we add a policy to ensure drives are minimal and maximise garden space?

- Insist that an upgrade to Middlewood station in access/parking/lighting be completed before any new developments take place? (congestion/air pollution)
- Insist on 192 to High Lane, could add turning spot in improved access road to Middlewood station?

**Question 11 - *Should the plan include a policy that supports new housing for existing local residents?***

<b>Yes</b>	<b>187</b>
<b>No</b>	<b>37</b>
<b>?</b>	<b>1</b>
<b>Blanks</b>	<b>30</b>

**Of the 225 respondents 185 (83%) agreed that such a policy should be developed within the plan.**  
Perhaps we can insist on a large percentage of properties to be offered to HL residents only?

**Two comments had a strong preference for housing for the elderly, bungalows & retirement homes.**



**D: Green Spaces and Recreation.**

**Question Summary:**

**\*Question 12:**

**Do you think High Lane would benefit from the provision of more sporting and outdoor recreational activities for its younger residents?**

**Of 232 responses 187 (81%) said Yes.**

- *Encourage greater use of existing facilities and clubs, e.g. The Cricket Club.*
- *Depending on the size of development new facilities may be needed or moneys given to existing clubs to improve.*
- *New facilities in proportion to proposed population increases as a direct consequence of new development.*

**\*Question 13:**

**Which of the following do you think would be most used/valued?**

The top 3 responses:

1<sup>st</sup>. *Sport-multi Use Games Area (MUGA)- basketball/netball/football etc.*

2<sup>nd</sup>. *All weather (recycled rubber) surface to kids play area.*

3<sup>rd</sup>. *Target rebound walls (football/cricket)*

*\*The target rebound walls would be part of the MUGA making 2 priority areas.*

*(‘Friends of the Park’ Group are working towards this but would like Forum help.)*

*\*The all-weather surface is already due to be carried out by SMBC*

- *A running track is cheap, but not as useful as the MUGA, and Target rebound walls.*
- *MUGA to go into the existing park and the Target wall*
- *Current facilities must be improved before we create more.*

**\*Question 14:**

**A: Would you support an NDP action to work with SMBC to improve accessibility/signage for all, inclusive of those with disabilities to off road footpaths?**

**Of 238 responses 222 (93%) said Yes.**

B: Would you support the creation of a multi-user access route from Windlehurst Road onto the Middlewood Way?

**Of 239 responses 201 (84%) said Yes.**

- *Access to Green Spaces is poor.*
- *Much needed by all pedestrians, cyclists and equestrians on the A6 and Windlehurst.*
- *Better access to Middlewood Way for wheelchair users and improve the access paths*
- *Be good to have access from Windlehurst to Middlewood-existing footpaths are muddy and often impassable. Safer for walkers, cyclists and horses.*
- *A multi-user route to blend in with the surroundings.*

**\*Question 15:**

**Do you think the Neighbourhood Forum should work with the local farmers and landowners to promote the creation of new bridleways and use of the fields for grazing?**

**Of 234 responses 200 (85%) said Yes.**

*\*No need to contain grazing, within this question, as it's the farmer's decision.\**

- *Horses do use narrow passageways and road. New bridleways would ease this.*
- *Joined up off-road permissive bridle way for horses.*
- *Without causing detriment to the farmers and landowners.*

**\*Question 16:**

**Are there any other local open spaces or recreational facilities that you want to see protected in the NDP?**

- *Canal listed as a conservation area, so does it need to be made an asset?*
- *Parks already made an asset.*
- *Allotments in process of being made an asset*
- *Canals, beauty spots, Greenbelt. Parks, recreational clubs, allotments*
- *All as mentioned within the question. All these amenities are what High Lane is all about, and makes it the place it is, thus making them all very important to the quality of life in High Lane.*

The consistent themes taken from the questionnaire responses are summarised as follows.

There are 3 topic areas the forum should focus on:

Q12 & 13:

- TARGET THE EXISTING CLUBS AND IMPROVE FACILITIES.

Q14 A & B COMBINED WITH Q15:

- OVERALL COMMENTS SUPPORTIVE OF IMPROVEMENTS.
- MULTI-USER ROUTES TO MIDDLEWOOD WAY IS SUPPORTED, BUT NOT THE CREATION OF A ROAD

Q16:

- PROTECTION FOR THE CANAL, MIDDLEWOOD WAY, PARKS, RECREATIONAL CLUBS AND ALLOTMENTS.
- VAST MAJORITY NON-SPECIFIC I.E ALL THE GREENBELT.

*\*As already stated parks are already protected and allotments are in the process of being protected.*

*Also need to investigate 'Moult Wood' an area of natural beauty behind Windlehurst Park.*

*(Can be seen on Google Earth.)*

**E: Heritage**

Question summary:

**Q 17 Are there any features of local historical interest that you think need protecting in addition to those noted above? Please explain why.**

There was strong agreement with the features of local heritage identified in the I and O document including buildings, the canal and it's bridges, the railways, farming and mining.

'All local historic features should be protected for future generations' and maintaining the identity of the village were important to several people.

We need to include famous people including those who lived at Wybersley Hall and WW1 heroes.

**Q 18 Should the NDP describe the local character of different areas of High Lane in more detail and provide design principles for new development to ensure it responds positively to local character and context? Yes/No**

**Of 256 responses 70% - 180 agreed with this idea that new development should be in keeping with the character of areas of High Lane.** There were several question marks and some comments expressing that the question wasn't understood.

**Q 19 Would the local community value a heritage trail around the village? Yes/No**

**155 of the 256 returns [60%] agreed that a heritage trail would be a good idea.** These are the positive responses

'Yes, with interesting activities for children to follow the trail'

'This is a great idea let's get cracking on with this now'

'Yes the schools might find this interesting plus visitors'

'Show what we have and that it needs protecting'

We are in discussion with Stockport Heritage Trust at present and hope to produce a booklet - A Heritage Walk around High Lane which will include a brief history and will include all the information researched for the I and O paper.

**Q 20 Is the farming and horse livery around the village a valued part of our rural heritage? Yes/No**

**Of the 256 responses, 214 people agreed [84%] that farming is an important part of our rural heritage.**

It was felt that 'Farming and rural activities are vital to preserving High Lane as a village.' There was one concern that horse riders should be kept off main and narrow roads.

**Q 21 Is there anything important we have missed which you would like to see addressed in the NDP?**

Very few comments for this question. Links to the Industrial Revolution particularly mining, canal how linked to the history of Marple and Poynton was suggested.

**Top points:**

*Top 1 The canal - the towpath and bridges and when, why and how it was built. The importance of the canal in terms of transporting goods and links to surrounding villages.*

*Top 2 Buildings including St. Thomas' Church, the school house, the courthouse, Lyme estate cottages farms etc. Grade II listed buildings already identified in I and O paper.*

*Top 3 Farming - 84% agreeing that farming is an important part of our rural heritage would suggest that this should be included in the NDP.*

‘Farming and rural activities are vital to preserving High Lane as a village.’

*Top 4 Mining* ‘Mining, engineering history and how the immediate area contributed to the wider area’.

A new idea would be -

*People - famous people who have lived in the village linked to buildings for example*

C.Isherwood author - links to Wybersley Hall - [Cabaret]

Judge John Bradshaw - Wybersley Hall -President of the High Court of Justice - sentenced Charles 1 to death

The Orford family - links with Orford Hall, the Church and school.

WW1 heroes - could be linked to the War Memorial

Several people felt that we should have blue plaques on the relevant buildings



## **Appendix 1 All comments made by question.**

### **A Vision**

#### **Q1 Do you agree with the Draft Vision and objectives?**

##### **The following 54 comments were made:**

No housing developments, leisure centre in the High Lane Tea Room(old School)

The vision should also reflect the project need for housing and services

Suggest no new development. People like you are only interested in jobs and making money, you are not interested in green space

Remove speed bumps between High lane and Marple, speed bumps damage cars even when driving slowly. Speed bumps dangerous when high speed cars and vans pass slow moving cars on the wrong side of the road

Mainly fully covered

Availability on website

No- use Stockport brown sites first, i.e. old Mirrlees Golf course

Any development should have minimal impact to prevent residents forced to live with the changes as they happen

nothing to add. You are doing a great job

Supporting the campaign to get rid of speed humps in Windlehurst & Andrew Lane, makes the area unattractive to come to and causes damage to cars in the long term

Any increase in size would cause problems for local amenities

Divert A6 away from High Lane

The vision says it all, just what we need in High Lane

Middlewood station - not all trains stop here. Village MUST be kept as RURAL

High Lane By-Pass

more focus on how we resolve housing

It needs to be more 'easy to read' down to the level of the general public. Not so long and boring!

Is there still going to be a Greenbelt?

I'd like to see more emphasis on Public transport links

THE above "Rural identity and Heritage as an attractive village" is wishful thinking, the village is not attractive and is far from rural, it is a derelict coal mining village surrounded by a housing estate, plagued from all sides by speeding traffic

Although the boundary is generous towards the village as Torkington seems to be included

High Lane needs a focal point, a village centre

Yes except to encourage new development of houses

Need to consider young people's opinions

Facilities and promotion of same for visitors to the area

Forum should have their say

By restricting further development drastically

Protect our green area from 4000 homes

Concentrate on preventing 4,000 home it will destroy our village

Protect trees/wildlife badgers etc

The proposed objectives appear comprehensive

Focus on heritage/history protecting green belts as seems about right

Availability on website

Priority to maintain(as a minimum) & improve public transport links, in particular bus services

Produce a concise shorter version more people will read

Generally good, consultant will bring refinement

Well done to everyone involved for giving their time & effort

Very well thought through, more resident participation in implementation would guarantee success

Move redevelopment to Brownfield, No Greenfield

For housing at only 2 items this is wholly inadequate, see appendix(Not included to be submitted August due to time constraints)

Housing and infrastructure need to go hand in hand, one without the other leads to a choked village

Should mention growth. Growth is #1 issue for the community

No to mass development, only small pockets of housing

leave the green belt alone

Integration of residents employment & leisure facilities to design out transport needs

the NDP is totally toothless, people may have their say but they are totally ignored or deliberately mislead.

No reference on plan for schools or protection of wildlife

## **Transport**

### **2a Should the NDP include planning policies to protect and enhance local walking and cycling routes? Yes/No**

Here is a list of the comments made:

Too many cycles on paths. Hazard to walkers

We often walk on the towpath and Middlewood way and feel this is an asset which should be protected

What new development? Any new development should be linked with the appropriate infrastructure and services

Where possible we should push walking and cycling routes

Yes Priority

You have made a mess of the green space when building the new road on Buxton Rd. High Lane it seems will not be finished **(Inappropriate)**

**2B Should the NDP encourage new development to link to existing routes improving accessibility to local facilities and services?**

Not new development, but better transport available, need buses

More public transport required

The option seems leading and irrelevant

Easier access to HLV via public transport and access from High Lane to other local area, e.g. Marple, etc

Local transport to Marple etc would be used more frequently if the service was better

192 bus needs to run up to High Lane. By Pass urgent for High Lane

**3 Should the NDP have a policy that supports improvements to Middlewood Station including improving accessibility for users both day and night times? Yes/No**

Yes but Middlewood Station too far from the village

Definitely Yes, There needs to be a footpath, lights, signposts

yes definitely

Needs improved footpath lighting & signposting otherwise the trains will stop.

Possible extending the 192 routes to encompass the A6 to High lane with some buses, possibly a new bus service that meets/departs trains and drops off as a circular in High lane.

New station at High Lane(bottom of Chatsworth) and close Middlewood.

Current access is dreadful, need proper vehicle access and proper footway

No to development

much underused station, access, lighting, mud all terrible. Signage to station very poor

yes and for parking use the old LA tip

Definitely we are cut off

Very Important

Only if increase in number of houses and population renders it necessary

Yes most definitely, this is one resource which is underused due to access and security, plus lack of parking on route to it

Improvement to Middlewood road and parking over old tip. Footpath crosses private land

Parking issue needs consideration

Yes on condition that the wildlife surrounding middlewood is respected and development is minimal

Access to station URGENTLY needed

Lighting and path should be done. Would make it easy to access

Waste of money to remote/never used

Yes, Yes, Yes!

shuttle bus to prevent people driving to the station

We should support the development of a new station in High Lane instead

A pipe dream

Yes this would encourage the train companies to stop more trains there

Yes this is one of the main issues, this train route would prevent traffic to Manchester and Stockport on the road from local users

Not sure it's quite a walk to it, to be viable it needs vehicular access

Yes more lighting access for cars, pick up drop off points

improving rail links and times would be better than new roads and cycle lanes

Needs safe roads and well lit paths to Middlewood Station

yes if more trains will stop at middlewood

Save travel to Disley/Hazel Grove reduced traffic

Yes but Middlewood Station too far from the village

Definitely Yes, There needs to be a footpath, lights, signposts

yes definitely

Needs improved footpath lighting & signposting otherwise the trains will stop.

Yes especially lighting and footpaths

Possible extending the 192 routes to encompass the A6 to High lane with some buses, possibly a new bus service that meets/departs trains and drops off as a circular in High lane.

New station at High Lane(bottom of Chatsworth) and close Middlewood.

Current access is dreadful, need proper vehicle access and proper footway

Signage points off A6 down Middlewood but for large parts of the year path is unusable

As previous long term user of Middlewood station(1968-1998\_ and still occasional user

Clear access to the station would ensure HL would use it

As ,long as big increase in trains that stop at the station

No close it

Abandon the station, needs to be closer, build one all weather path from gate to MW station & from canal via old tip to station. New foot bridge between bridges 12-13. All trains to stop(request stop)

Yes but Middlewood Station too far from the village

## **C Housing**

**Q7      *How large should new development sites be in High Lane?***

Maybe in field by the canal

none

none

21 to 50 units Only if smaller houses

None

none

Depending on location

ABSOLUTELY NONE WHATSOEVER! Totally unnecessary prioritise Brownfield sites. No council estate in High Lane!

**Q8      *Do you have any ideas about where in the village new small-scale development (say 1- 5 units) could take place?***

A6 just before Royal Oak no more than 20 Units



Adjacent to Middlewood Rd opposite the 4 recent builds. Below Norbury hollow road, however restricted to south end to prevent linkage to Hazel Grove, odd plots on A6

Along Canal

Andrew Lane, Middlewood, Doodfield. Brookside., all of Torkington

Any available brownfield sites

Any brown belt land

Any small unused rundown area

Anywhere but Greenbelt

Around the Middlewood Area

As near to the boundaries as possible, say close to Hazel Grove

At the back of clough house farm bordering Torkington Rd and Warren Wood School

Back of shops/next to canal. Vacant untidy spot

Behind Royal Oak

Behind Royal Oak

Behind Spar and other shops for retired residents to include garden area opposite Thai Fusion

Behind the Pizza shop on the land next to the canal

Behind shops on A6 + above reservoir

Brownfield not any green belt (maybe knock down with large gardens to make some smaller houses or apartments)

Brownfield sites

Brownfield sites definitely not Green Belt

brownfield sites first

Brownfield sites near Thai restaurant (Fusion)

Brownsite land, land access from A6, small developments elsewhere in village

Buxton Rd, unoccupied buildings near Sharples Funeral Directors

Buxton Road

canal side behind spar

Check to see if there are any properties empty,. Near Brookside School & Tennis club & Thornway/water treatment works

Could large plot houses be bought, when they come up for sale and then build on the gardens or demolish the house and build on the entire plot

Don't know green belt but can they be avoided

Doodfield

Facing Thai Fusion or between cricket field & Middlewood station

Factories (goyt mill) could be used to create new apartments for young professionals

Fields along Windlehurst Road

Greenland area adjacent to public footpath to station. Development along here would also create access, be better lit and more secure. Can network Rail land over Disley Tunnel be released for building on?

HL playing fields/Cricket Club

Items 6 -11 in this questionnaire should only be considered after traffic issues (dating back to 1939!!!!) are largely resolved, without which extra development will exacerbate problems

Land behind Cromly Rd and to the rear of woodside tennis club

land opposite royal oak

Lomberhey Farm,

Lomberhey Farm, Middlewood Road  
Marple Road  
Middlewood Road Area  
Middlewood road on field  
middlewood tip  
Mill Lane Farm area. Fields around HL Cricket Club  
Near Middlewood Station, Near Brookside School/Canal  
near old middlewood tip  
Nearer to the bypass  
New development in the village no longer remains a village.  
New development in the village no longer remains a village.  
No further development  
No local roads will not sustain any increase in traffic  
NO More Houses  
NO More Houses  
No space we know of  
no, but the new motorway has cut off land at the end of Cranleigh Dr up to the motorway which could now be developed  
None do not build on green belt land  
Not bordering fields or canals  
Not Green belt is there any brownfield sites  
Not on Greenbelt  
Not on greenbelt, perhaps a house is knocked down and small development put in its place  
not really, adjacent A6 road developments  
Off the A6, near Middlewood train station on the Brookside side of High Lane  
Off Windlehurst Rd  
On brown sites, there is space behind shops next to canal  
On Brownfield sites  
On Brownfield sites  
Only on Brown site  
road leading to middlewood station  
Road that goes to cricket club on the right hand side  
Should be outside the village not in it  
Should be outside the village not in it  
Small extension to village may be required to protect character of the village- rather than the loss of green space  
Small extension to village may be required to protect character of the village- rather than the loss of green space  
Thai restaurant, Middlewood Rd  
The building near the sailing club that keeps changing hands  
The business/flat buildings on Fairacres Rd seem underused  
The old pig farm at back of the Spar, the empty lot between cricket club and A6 with a garage on it, field between Windlehurst Rd, Andrew and canal  
Use all Brownfield sites first  
Windlehurst road

Without land contour map I cannot say  
yes behind Royal Oak, behind GP surgery, Station farm field on A6

**Q9      *Should the plan include a design policy to ensure any new housing blends into the village?***

Yes of course  
NO More Houses  
Build houses as close as possible to the A6 to cut down on road miles (pollution etc0  
DON'T WANT NEW HOUSING  
Houses should be in keeping  
Definitely  
Yes of course  
NO More Houses  
Including meeting existing building lines etc., considering amenities  
Why no, if housing is designed in the vernacular sense to blend with the landscape it will by default  
bled  
We need a mix of property types and styles  
Yes Priority  
No HL isn't a heritage zone  
ABSOLUTELY NONE WHATSOEVER! Totally unnecessary prioritise Brownfield sites. No council estate  
in High Lane!

**Q10      *Should the plan include a policy that supports new housing for existing local residents?***

Maybe Bungalows for people in bigger houses to down-size to  
There are some older people looking to downsize but there are no available bungalows etc, this  
would free up housing for families

**D      Recreation & Green spaces**

**Q12      *Do you think High Lane would benefit from the provision of more sporting and outdoor recreational activities for its younger residents?***

Possibly  
Larger sports hall needed  
Extended Skate board park  
But on existing areas e.g. Parks  
Disley amalgamated is not openly accessible for individual use  
The activities are there but need to encourage young people to use them  
Nice to have not sure where it would go  
Yes but better use should be made of exiting park  
Yes on existing places and use school land when free  
Yes it will save travelling to Marple /hazel grove = less traffic

In proportion to proposed population increases of a direct consequence to new development  
Depending on the size of the developments new facilities may be needed or monies given to existing clubs to improve  
update what we have  
yes, as long as maintained properly  
I feel I have not sufficient sporting knowledge to express an opinion  
No we already have football, tennis & cricket plus 3 children's play parks  
Encourage greater use of existing facilities e.g. Cricket club

**Q13 Which of the following (sports facilities) do you think would be most used/valued?**

A running track is cheap but not as useful as the multi use games area (MUGA) and target rebound walls

Target rebound Wall - maybe in cricket club. Skate Park extension - NO!! Running track - Use pavements

**Q14A: Would you support an NDP action to work with SMBC to improve accessibility/signage for all, inclusive of those with disabilities to off road footpaths?**

Very Much so

This is essential everywhere

Much needed by all pedestrians, cycling and equestrians on the A6 & Windlehurst

Access to green spaces is bad right now

all this need to be targeted to existing local sports clubs to ensure facilities are properly run and all

this need to be targeted to existing local sports clubs to ensure facilities are properly run and

maintained. Please explain what off road means so you cant create walkways across

greenbelt/farmland etc.

Signage is an issue

I do not support any action to "work" with SMBC at all - they cannot be trusted! A regard to signage, whenever the subject is raised the usual response is No - too much "street furniture" as it is

Some improvement needed

Make HL a place for all to live

**Q14B Would you support the creation of a multi-user access route from Windlehurst Road onto the Middlewood Way?**

There is already the Holly Trail from the Royal Oak to Middlewood way. This is in a poor state.

Development of this would be wonderful if it is a multi user route

It is dangerous to walk along Torkington road, join the MW way or cycle

It is dangerous to walk along Torkington road, join the MW way or cycle

Middlewood Way needs to be more accessible

Current access is narrow, overgrown and very, very muddy

Especially if it avoids the A6

Exists if cleared

Consider parking

Yes it is needed

Yes but how can this be achieved looking at the distances involved

No plenty already

No plenty already

It would be good to have access from this side of the A6 to Middlewood way, the existing footpath is very muddy for most of the year it would be safer for walkers, cyclists and horses too

Yes if safe for ALL bikes hazard to walkers as no bells used.

yes, as long as it blends in with the surroundings

**Q15 Do you think the Neighbourhood Forum should work with the local farmers and landowners to promote the creation of new bridleways and use of the fields for grazing?**

Bridleways

Please increase the number of dog waste bins too

In the field at the back of Andrew Lane there are badger sets which are supposed to be a protected species and are according to law not to be marooned in between developments

Not sure. Farming is a business and people don't respect that,

Bridleways yes, grazing no

But less livestock in fields which have a public footpath running through it

Bridleway from Windlehurst to Middlewood Way

Don't know

Don't know

Horses do use narrow passageways and roads, new bridleways would ease this,

Not important

Creation of a joined up off road permissive bridle way for Horses

Existing bridleways maintained-yes. Who is needing grazing licenses? This is separate commercial interest no.

Yes for Bridleways and Cycle routes

and for walking

Bridleways

Please increase the number of dog waste bins too

Yes we could have a community farm

But without causing detriment to the farmers and landowners. However those using bridleways need to respect farmers and landowners who should be able to appeal if land is used increasingly

We have enough places to walk but farmers need to maintain safe access and cut hedges

Don't Know

Naïve question. If there is no reward of money to be gained by local farmers and landowner, I doubt very much if you will be successful here. Far more money to be made by selling land for development.

**E Heritage**

**Summary of comments:**



**Q17 Are there any features of local historical interest that you think need protecting in addition to those noted above? Please explain why.**

All features

Former Thai Restaurant/school/recording studio

No its not Bath

Schools, local interest, shops - how they have changed over the years

The Church and War Memorial, though there are plans for an Information board b the church. Better

"Village' info perhaps by Hartley woods or Con Club

The Old Hall near the Scotch Produce centre, The old Hall on the A6 nr HL garage

**Q18 Should the NDP describe the local character of different areas of High Lane in more detail and provide design principles for new development to ensure it responds positively to local character and context?**

Part of our identity

No this just makes the houses more expensive

OBVIOUSLY! But will the designers? Remember the sociological disaster of the 1960's council estate, I do! Typically designed by distanced and detached "experts" who never had any intention of living in the nightmare abominations they created.

Any development should be in keeping with character of areas of High Lane

The village has rich history and housing reflects the different roles of the village

**Q19 Would the local community value a heritage trail around the village?**

It would be an excellent idea finding out about where we live

This is a great idea lets great cracking on this now

**Q20 Is the farming and horse livery around the village a valued part of our rural heritage?**

Consider a name change as High Lane is not descriptive enough and mistaken for the name of a road. Ask for local ideas for this it will strengthen the identity of the village.

Air Pollution on the A6, children stand in smog waiting for the bus

Air Pollution on the A6, children stand in smog waiting for the bus

Growth Build a new station, build a village centre. Move library to HL park

Maybe a booklet outlining the history of the village especially for newcomers

Don't forget St Thomas's Church and Windlehurst Church

Protect Brookside School and grounds

**Slide presentation from the Open Day and AGM of Nov 2018 .**

The slides, numbers 6, 7 and 8 going from the top show an analysis of some of the findings from the Issues and Options consultation.

## High Lane Village Neighbourhood Forum AGM

10-Nov-18

### Agenda

1. Welcome from Chair – Richard Jones
2. Apologies for absence – Claire
3. Approval of last years minutes
4. Financial report
5. Issues and Options Feedback
6. Photo competition results
7. Moving forward with Neighbourhood plan
8. Election of Steering Group
9. AoB
10. Questions – On the Neighbourhood plan?

## High Lane Village Neighbourhood Forum – second AGM

Welcome!

2. Apologies for absence  
Claire Porterfield – Secretary

3. Approval of last year's minutes  
Claire Porterfield – Secretary

### 4 Financial report

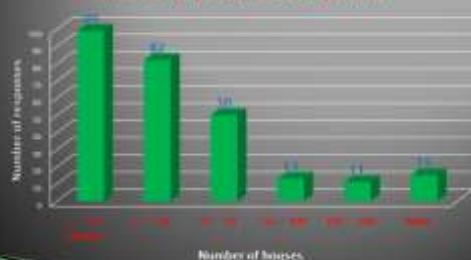
- HLRA Treasurer – Barry Sequeria
- 2017-18 Grant
- £6,140 Spend £4,101 Returned £2,039
- 2018-19 Grants
- Standard Grant £5,699
- For Meeting, Materials, Consultant Fees
- Additional Grant £4,595
- For Consultant fees to complete Plan & other costs
- SMBC Flexibility Fund £200 – Every pound counts!

### 5 Issues and Options paper feedback

- I&O paper run for 6 weeks June & July
- Over 230 responses (>10% households)
- Positive responses on all 21 questions
- Summaries in Response paper for comment:
- From 10 November to 24th November
- At Doctors surgery, and On-line

### I&O results – QT Size of Housing sites

Size of Any New Development



### 5 Issues and Options paper feedback

- Transport
- 94% rated "Congestion" biggest problem
- Greenspaces
- 93% wanted better signage for off road footpaths
- Heritage
- 60% valued a "Heritage trail" for High Lane
- See booklet – £2 only!

## 6 Photo competition results

- Heritage
- Green-spaces & Recreation
- Transport
- Housing
- Please collect your prize!

## 7 Moving forward with our Neighbourhood Plan

### Building support

- ✓ Increased our membership and partners
- ✓ Established support agreement with SMBC Planning & new Policy Senior Officer contact
- ✓ Secured 2 funding grants for 2018-19
- ✓ Raised 2 questions on funding in House of Lords!
- ✓ Impact of changing grant for unparished fora?
- ✓ If they have plans for additional support as funding reduced?
- ✓ We accessed these additional funds to complete High Lane Village's Neighbourhood Plan!

## 7 Moving forward with our Neighbourhood Plan



Your plan! Your Vote!

## 8 Election of Steering Group

- **Chair:** Richard Jones
- **Vice Chair:** Jeni Regan
- **Secretary:** Claire Porterfield
- **Treasurer:** Volunteer Needed!

## 9 AoB?

- 1.
- 2.
- 3.

## Questions please?

The more you tell us about your views, the stronger our village plan will be!

**Close**

**Thank you for attending!**  
**Keep in touch!**

## Appendix 4 Further Informal Consultation, 2018

### Informal Public Consultation on Housing Issues using Facebook, Summer 2018

#### Questions

1. How many new homes does High Lane need over the next 20 years to grow as a sustainable village?
2. Please rank in order of importance the types of homes the village should see built with any development?
3. Do you feel that High Lane needs more Council/Housing Association/Shared ownership type homes?
4. Would you prefer land currently used for recreation, such as golf, be used for housing development before any green belt is removed?
5. If you are aware of land, which may be used for small developments, up to 10 homes, please advise the location.

#### Responses

The responses gained from 35 respondents mirror much of the knowledge gained from the initial open day, with 27 (77.14%) answering less than 500 homes to question one.

Question two provided more detail than the initial questionnaire:

	Ranked	1 –	2 –	3 –	4 –	5 –	6 –	Total –	Score –	Ranking
	–	58.62%	17.24%	10.34%	0.00%	3.45%	10.34%			
House Type	Affordable	17	5	3	0	1	3	29	4.97	1st
	–	0.00%	19.23%	38.46%	26.92%	11.54%	3.85%			
	Terraced	0	5	10	7	3	1	26	3.58	3rd
	–	3.57%	14.29%	17.86%	32.14%	21.43%	10.71%			
	Retirement	1	4	5	9	6	3	28	3.14	4th
	–	25.93%	33.33%	14.81%	7.41%	14.81%	3.70%			
	Family	7	9	4	2	4	1	27	4.37	2nd
	–	3.85%	3.85%	3.85%	11.54%	23.08%	53.85%			
	Executive	1	1	1	3	6	14	26	1.92	6th
	–	7.41%	11.11%	14.81%	25.93%	22.22%	18.52%			
	Apartments	2	3	4	7	6	5	27	3	5th

Question three on whether the village needs social/council homes showed 42% for in favour and 42% against with 16% unsure.

As the initial FB survey response advised the group to show where new homes should be built the last two questions focused on this. Question four asked whether homes should be built on green belt land or recreational land such as Golf courses, with 45% stating Yes, 42% No and 13% unsure. However, the group are advised that the two golf courses within the boundaries of High Lane are in fact on green belt land.

The issue the housing group face in providing options as to “where to build” is that 100% of the land surrounding High Lane is designated as green belt, as such to grow the Village will have to encroach on some of this precious commodity. Question five asked residents to advise where new build could be built. The responses were as follows:

- Behind the shopping arcade on the A6 (Buxton Rd) that borders the Canal.
- Land behind High Lane cricket pitch where motor engineers have a large plot
- Behind and to the side of the Royal Oak.
- Opposite the Royal Oak, on the other side of the A6.
- Adjacent to Brookside farm (High Lane side of the railway line.)
- Behind Brookside Tennis Club.
- Behind the Water Treatment Plant adjacent to Wybersley Farm.
- Land around Batesons Trailers.

## **Informal Consultations on Recreational Activity**

### **Community Survey Questionnaires 2018 and Facebook Surveys 2018**

From the 165 responses received from the younger generation of High Lane there were 114 journeys by car across all ages to access sporting activities in other areas. Of these 24 were for ages 11-18 and totalled 88.8% of the total responses received for this age group.

Local sport clubs indicate that they are all well used. Both the tennis club and the cricket club are seeking expansion of their facilities but are currently limited by financial restraints and other suitable users with whom they could share facilities. Since existing clubs cannot expand at the moment, though they would if they could, this supports an argument for extra facilities for High Lane. The Forum approached the Tennis Club, Cricket Club, Allotment Club and the Bowling Club all of which have recreational premises in High Lane and consulted with them about their needs and future plans.

#### **Responses:**

**The Tennis Club** has the capacity to increase their membership. They are seeking to raise funds for extensive improvement to both the clubhouse and courts in order to expand their facilities and attract younger members to the sport. The local Bridge Club shares its facility. The club lies adjacent to greenbelt. It has no excess land.

**The Cricket Club** advised they have the capability to increase their membership and expand their facilities, but due to field usage constraints together with the issue of field water retention they are limited in terms of users with whom they can share grounds with. They struggle attracting young people to the sport, as there are no secondary schools in the area. They have no excess land.

**The Bowling Club** has a large membership of predominantly older members. An independent club is sited behind the Conservative Club. They have one bowling green. The club has the capacity to expand its membership and would like to attract younger members. They have no other land available.

**The Allotment Group** advised they have 44 plots and are at membership capacity with a waiting list. As plots become available they are bound by plot allocation constraints in line with council policy, which means they are allocated from the Stockport waiting list. The allotments were expanded in recent years to include land available and adjacent to the current site. They have no other land available.

**The Junior Football Club** is run by volunteers. The club would like to expand its membership but has no premises. They train in the summer at High Lane Cricket Club. Matches are played

in Disley East Cheshire due to the only available pitch at High Lane Park recreation ground being unfit for purpose. The pitch there has poor drainage with holes present, presenting as a safety risk. Additionally, there are no available changing facilities.

#### **Local Primary Schools and Youth Survey, 2018**

We have undertaken school projects involving the two local primary schools. Questionnaires were aimed at those aged 7-11 years asking

- Which parks they use and which equipment/activity they enjoy there?
- What activities they enjoy doing in open green space?
- If they belong to any clubs in or out of High Lane?
- What they like about living in the area?

We achieved a 43% response rate from Brookside School whose pupils completed questionnaires at home and a 100% in school completion response rate from High Lane Primary.

The responses from the younger generation demonstrates support for both local parks as highly used community assets as well as retention of the countryside surrounding High Lane for family activities such as cycling and walking. Issues were raised concerning:

The need to improve facilities and football pitches at both parks; and

The children were also concerned about the environment in the parks, particularly the issues of dog fouling and need for improved lighting at High Lane Park.

Of the 74 responses received from Brookside 44 children travelled weekly in cars outside of High Lane to access sporting activities. Of the 64 responses from children attending High Lane School 55 journeys were made.

As High Lane has no secondary school. In order to gauge the opinions of those aged 11-18 years a small-scale study was undertaken using questionnaires completed by High Lane Scouts, together with a scheme using peer mentors to facilitate reaching a wider audience. Questionnaires asked this group about:

- Their use of local parks and if so, what their opinions were of the facilities there?
- Do they attend local activities/travel to other areas for recreational activities? Or access pursuits in green open space?
- We also asked the question if they felt there are enough activities for their age group in the area as this topic was a particular issued raised at both the forums earlier consultations.

The total of completed questionnaires were 27.



Copy of completed survey (front page)

High Lane Neighbourhood Forum: Open Space, Green Space and Recreation  
Neighbourhood Plan - Research with Primary Schools

Introduction

We are trying to find out how people your age use green areas like parks, playgrounds and sports clubs in and around High Lane Village. Adults will have a chance to answer similar questions. We want to make sure local children get their say too.

By finding out how and why you use open spaces for sport and playing, it will help the village to try to protect these, and improve them if possible. This is real plan for the area, and your answers are important to help inform this.

1. Please tick the local parks you visit?

- ☒ High Lane Park  
☐ Windlehurst Park  
☐ Brookside Park



2. Please tick your favourite things to do at the park?

- ☐ Use the playground (slides, swings, climbing and ramps)  
☒ Use the playing pitches  
☒ Use the paths to cycle/scooter  
☐ Any other things you enjoy at High Lane's parks? \_\_\_\_\_

3. Do you walk, cycle, scooter, skate or horse ride in and around the village? Please circle which ones you do.

4. Where do you go on your walks and rides and what do you like about these places?

Lyme Park, High Lane park where I play football



Please turn over →

**Copy of Youth Survey (11-18 year olds)**

**Recreational Activities and Green Open Spaces Youth Questionnaire**

High Lane Village Neighbourhood Forum are putting together a plan for our village and require your support to make sure that young people your age have a voice and a say in its development. We need to know your thoughts on the parks, sporting clubs and green open spaces in High Lane. Your answers are important to help inform our plan and to ensure that **recreational facilities for young people** are provided in High Lane.

Please would you complete the following questions?

- 1) What is your opinion of the park facilities in High Lane? Do you think there is anything to be done to improve them and if so what?
- 2) Do you attend any recreational or sporting clubs in High Lane? Please tell us which groups.
- 3) Do you attend activities anywhere else? Please advise which and where you travel to.
- 4) Do you think there are enough activities for your age group in the High Lane area? (Please circle).      Yes                      No

If no what activities would you like provided in the area?

- 5) Do you take part in activities that access the countryside around High Lane, the Middlewood Way or the canal? (Please circle)      Walking      Horse Riding      Cycling
- 6) Are there any issues using these areas? Are they well signposted? Are there any problems using the footpaths?
- 7) Finally what do you think we need to do to improve High Lane?

**A sample of the Issues raised in our Survey (42 adults) were:**

- Inconsiderate use of the Middlewood Way by cyclists who ride too fast putting walkers at risk
- Accessible points onto this route in High Lane are poor particularly for the disabled and for the residents of High Lane with young families.
- The main access points are on the busy A6 and Torkington Lane, both of which are not wheelchair friendly and cannot accommodate horses.
- Other access routes exist on Windlehurst Road (some involve navigating stiles and crossing open fields).
- Mog Lane is the only access point with no stiles which leads on to 202M pathway and provides access for walkers only.
- Access to the pathway is difficult to navigate as the path is often unpassable due to the boggy surface.
- Signage to Middlewood Way and other off road paths throughout High Lane are predominantly of the old wooden variety with little information available, or non-existent.



## Newspaper Article

### Winter 2018 edition of the Marple Review



## November 2018 - AGM

High Lane Village Neighbourhood Forum held its second AGM and Open Day on Saturday 10<sup>th</sup> November at the village hall. 70 local residents and visitors attended and received updates on the progress of High Lane's Neighbourhood Plan

Chairperson Richard Jones thanked local people for their support so far shown in the fact that membership of the neighbourhood forum has increased since last year and the forum also has more Partners. The Residents Association and its treasurer were particularly thanked for holding money for the forum in their account and for their support generally.

Richard gave a presentation on the results of the recent Issues and Options consultation in High Lane and highlighted some of the concerns from local people such as traffic congestion, air pollution, a desire to see more affordable housing and concerns about poor signage in the area. Copies of the summary of the response are available online at the forum's website [www.hlvnf.org](http://www.hlvnf.org) and in hard copies in the medical centre at High Lane.

Following this the results of a photographic competition organised by the forum were announced. Photos submitted had to relate to one of the forum's 4 key areas: Transport, Heritage, Green Spaces and Recreation and Heritage. Winners were: Caroline Sedgley, Cath Clappison and Katherine Macfarlane. Richard explained the twofold purpose of the competition: to generate further interest in the neighbourhood plan and to include the photos in the Plan itself so that the final document is attractive and readable.

Finally Richard outlined the next steps for the forum : drafting and consulting upon policies for a Neighbourhood Plan which, when completed, will be voted upon in a referendum by the whole community. Questions were then invited from the floor.

Earlier on many residents attended the Open Day. Visitors were able to chat to steering group members and view presentations on the 4 key areas. The summary of the Issues and Options consultation was also available to read and discuss.

Janet Burks and Anne Walker , leaders of the Heritage Group were especially busy as the High Lane Heritage Walk booklet which they have been working on for a year was available for sale at £2. Copies were being snapped up “like hot cakes”, some people getting engrossed in reading them right away.

The afternoon concluded with Hilary Stephenson reiterating the chair’s message to local people: Please engage in the consultations and encourage your neighbours to do so too. It is a community plan and your point of view matters.

### **January 2019 - GMSF Meeting**

The Neighbourhood Forum has attended various community events such as a meeting organised by the then Conservative local councillor to give people a chance to express their views on the revised GMSF. This was on 19th January 2019 in the village hall. The Committee Chairman was one of a panel of 3 who spoke to a packed hall of local residents. He outlined the forum’s purpose and stated its role is to prepare a plan for High Lane village for the next 20 years: The plan will have to be in line with strategic decisions made by GMSF and the Stockport Local Plan; it will have influence once written and will have to be taken into consideration by the council and planners. The Forum has been investigating air pollution issues and supports the collection of up to date data both for use in responding to the consultation and for use in the Neighbourhood Plan. He summarised the forum’s views on housing:

- (1) Right development of the right type in the right place.
- (2) Brownfield first
- (3) Greenfield last option
- (4) principle of proportionality
- (5) 500 houses are still too many for sustainability.

## Appendix 5 Consultation on the First Draft Plan, March 2019

### **Pre-Consultation Publicity**

On 9th January 2019 4 committee members attended the monthly meeting of another local group, the U3A, also a partner of the Forum. The meeting took place in the village hall between 2pm to 3pm. There was a 15 minute presentation, and committee members were able to chat to many residents and answer questions after the presentation. 6 new members joined the Forum during the afternoon and many shared their views on local issues such as transport.

### **Publicity**

#### **Copies of posters**

This poster was displayed on 5 outdoor noticeboards round the village, in local shops including the Spar, hairdressers, and coffee shop, and at the medical centre, on 5 local pub noticeboards, and on the 2 library noticeboards - inside and out.



**3 week Informal Consultation on  
High Lane Village Draft Neighbourhood Plan  
March 9<sup>th</sup> - March 30<sup>th</sup>**



The first draft Neighbourhood Plan is complete and the  
Neighbourhood Forum would like to hear your views on  
its content

**Either**

Download the draft plan online at : [http:// hlvnf.org](http://hlvnf.org)  
and complete the short questionnaire or simply  
comment in an e mail to: [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)

**Or**

Copies of the Draft Plan are available to read at High  
Lane library. Questionnaires are also available there.  
They can be returned to the post box in the library.

**Our Plan Our Community**

This poster was displayed in the library alongside the copies of the Draft Plan and the post box for responses.

**3 week Informal Consultation on  
High Lane Village Draft Neighbourhood Plan  
March 9<sup>th</sup> - March 30<sup>th</sup>**



The first draft Neighbourhood Plan is complete and the Neighbourhood Forum would like to hear your views on its content

**Copies of the Draft Plan are available to read here at High Lane library. Response questionnaires are also available here. They can be returned to the post box in the library. If you prefer you can drop your own response into the post box**

Alternatively the draft plan and questionnaire can be downloaded online at <http://hlvnf.org> or e mail comments can be returned to [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)

**Our Plan Our Community**

## Copy of Questionnaire for First Draft Plan

### **High Lane Village Neighbourhood Plan - Draft March 2019** **Questionnaire**

The High Lane Village Forum are pleased to publish the first Draft Neighbourhood Plan for our village and the designated area surrounding it.

This initial consultation on the draft plan is informal to allow our members and the community to comment and express their preferences for any changes or additional to the draft plan. These will then be reviewed by the Forum Committee to inform a revised version that will become our final Draft Neighbourhood Plan. This will then be published for the first formal consultation later in 2019, so all interested parties can formally respond as part of the required planning process, and will include an open day for further discussion.

The final version of the plan will then be submitted to Stockport Council who will publish it for a further 6 weeks consultation before it is subjected to Examination. If approved, the Plan will be voted on by the community to become the adopted Neighbourhood Plan for High Lane Village.

The full Draft HLV Plan is available via our web site [www.hlvnf.org](http://www.hlvnf.org) along with these questions below. They are also available in hard copy at High lane Village Library. PLEASE RETURN RESPONSES TO THE LIBRARY

**This informal consultation on the Draft Neighbourhood Plan will be 3 weeks from 9th to 30 March 2019.**

**Please comment on the following questions on policies and aspirations in the Draft Plan:**

**Question 1: Draft T1 Mitigating Local Traffic Impacts of Development and Improving Air Quality**

"Development proposals are required to provide evidence that they would not lead to further deterioration of air quality in those areas of High Lane which already exceed legal limits for Nitrogen Oxide (NO<sub>2</sub>) or other pollutants." **Do you agree with this Policy? Is there anything we need to add?**

**Question 2: Draft Policy Transport T2 Middlewood Station**

"Proposals to improve passenger facilities at Middlewood Station will be supported subject to Green Belt policies". How important are improvements to public transport (train, bus etc.) before any development begins to mitigate car usage?

**Question 3: Draft Policy H1 Housing Scale and Mix**

"Proposals for new housing development will be supported within the existing built up area of High Lane Village where schemes are for small to medium scale housing developments of up to 9 units or comprise

major schemes of 10 to around 20 units<sup>3</sup>. Schemes for 11 or more units will be supported where a suitable proportion of affordable housing is provided subject to viability as part of the development scheme"

**Q3** How important is it that the scale and distribution of developments are small scale and proportionate and dispersed where practical?

**Question 4: Draft Policy NH2 Protecting Important Views and Vistas**

How important to you is it to preserve and enhance the landscape around the Village, including "Important/distinctive views" from and of High Lane? Do you have any suggestions for any other important Views and Vistas?

**Question 5: Draft Policy R2 Walking, Cycling and Horse Riding**

"The existing network of walking, cycling and horse riding routes in High Lane NDP area as shown on Map 6 is protected, and improvements to these routes are supported to create more safe access, routes and segregation for recreation.". How important is it to preserve and improve safe access to our green-spaces for all users?

**Question 6: Draft Policy HD2 High Quality Design and Design Codes**

"New development in High Lane Village Neighbourhood Area should demonstrate a commitment to high quality and innovative design". How important is it that any future developments are innovative, sustainable and visually in character with the existing village?

**Question 7: Do you have any comments policies in the Draft Plan, or suggestions for improving it?**

**Your comments all make a difference!**

**Our Plan Our Community**

## **Responses to Informal Consultation on High Lane Village Neighbourhood Draft Plan**

Consultation period: March 9<sup>th</sup> –March 30<sup>th</sup> 2019

### **Question 1 Draft Policy T1**

#### **Mitigating Local Traffic Impacts of Development and Improving air quality**

*“Development proposals are required to provide evidence that they would not lead to further deterioration of air quality in those areas of High Lane which already exceed legal limits for Nitrogen Oxide and other pollutants”*

Do you agree with this policy? Is there anything we need to add?

1) I agree with this policy. Currently the proposed development for 500 houses is west of the village with a proposed new roundabout on the Hazel Grove side of High Lane towards the A555 junction. In consequence this would be an easy win for the developers due to new traffic being away from the village. That said if the thinking is that a new roundabout with traffic entering at that point would cause additional standing traffic in High Lane village creating more pollution then my point can be ignored. [Point noted](#)

2) Air quality is essential to the future of our village; it is already not good, nothing must allow it to deteriorate further. [Point noted](#)

3) Yes nothing to add [Point noted](#)

4) Agree but would go further to say improvements must be made before any development proposals are considered [Point noted and we will see if this can legally be included in the plan](#)

5) Blank

6) Development proposals should aim at reducing pollutants by encouraging cycling for commuters. Safe cycle routes along the A6 into Hazel Grove and Manchester [This is already covered in the plan Draft Policy T1 point 6](#)

7)Agree

8)Yes

9)AGREE

10)I agree with this policy. Stationary traffic which is stop/starting on the main road(A6 and surrounding estates is significantly increased since the opening of the A555 [This is covered within the plan document under Transport in point 4.5](#)

11)Get it reduced and adjust traffic lights [Point noted](#)

12)Yes

13)I agree. Air pollution on the A6 has increased due to the opening of the A6 Marr

14)Yes I agree

15)Agree

16)Yes I agree

17)Yes I agree but congestion on the A6 is still an issue [Point noted](#)

18)Yes I agree with the policy. The air quality needs improving and development will make it worse without improvement measures. [Point noted](#)

19)We fully agree with this policy. However, we think that it would be extremely difficult, if not impossible, to implement. In those areas of High Lane that presently exceed legal limits, it seems to go without saying that any 'additional' pollutant emitting vehicle which could arise in the future as a direct result of a proposed development would almost certainly lead to further deterioration of air quality in that area. No matter how small the increase may be, how can it be otherwise? This could put off developers from pursuing small scale development. National-type building companies with more ambitious development proposals have the finances to present all the contrived evidence you don't want to receive. Do the Council have the expertise to contest that evidence? What is the policy if in areas of High Lane which have present levels



above legal limits then fall below the legal limits but are nevertheless still considered excessive. [Point noted, this is covered in Draft Policy T1](#)

20) I agree with the draft policy but consider it should go further as currently it refers only to areas where air quality levels already exceed legal limits. Can development proposals be required to evidence that they would not cause or contribute to the occurrence of any adverse air quality levels in excess of legal guidelines within the neighbourhood plan area, including in connection with additional traffic as a consequence of the use and/or occupation of the completed development? [Point noted, this is covered in Draft Policy T1](#)

21) No I don't agree. Where air pollution exceeds the legal limit I would not allow further development. Developers will always find evidence that their proposals will not lead to further deterioration but I cannot imagine any development in the foreseeable future that will not, in one way or another, add to deterioration. Additionally the policy goes on to talk about "...where air quality is poor they will be required to provide suitable mitigation measures." What is the definition of poor air quality? Unless it is specified, it is open to interpretation and likely to lead to none of these mitigation measures being implemented. [This is covered within the plan document under Air Quality points 4.10 to 4.21](#)

22) I agree with this policy

23) I agree with this policy and think the forum should use the recent data which has been published nationally on the danger of particulate matter and focus attention on the present and near future ie next 10 years. It's all very well saying electric cars will make a difference but they are not going to be widespread for a decade at least and the Plan has a responsibility for the well being of current children and adults during the intervening years as well as considering the more distant future. [This is covered within the plan document under Air Quality points 4.10 to 4.21 and recent air quality monitoring will be included in the evidence section of the document.](#)

## Question 2 Draft Policy Transport T2 Middlewood Station

*“Proposals to improve passenger facilities at Middlewood Station will be supported subject to Green Belt policies”.*

How important are improvements to public transport before any development begins to mitigate car usage?

1) I believe improving access to Middlewood Station is paramount to any new development to the point that any new development should be encouraged along a corridor from Middlewood Road towards Middlewood Station (developments being small, below 20 houses set out in a ribbon with undeveloped land in between) [Point Noted](#)

2) In this age of traffic-choked roads, integrated, innovative public transport must be the way ahead. [Point Noted](#)

3) There will have to be significant changes to access and service frequency before car usage will be mitigated. An alternative site would probably lead to parking problems in the vicinity [Point Noted and covered in the plan](#)

4) Personally I don't think many people will use the station if upgraded unless there is a large car park. If this was the case it would result in more cars and pollution coming to High Lane. [Point noted](#)

5 ) Very important. Our bus service is very poor [Point noted](#)

6) Very important along with improving access to Middlewood Station [Point noted](#)

7) Very important

8 )Very important

9) Needs major improvement without extra housing [Point noted](#)

10) These improvements are vital now with the existing numbers of houses (and the amount of traffic already passing through) [Point noted](#)

11) Public transport first then reduce car usage [Point noted](#)

12) Very important

13) Improvements in public transport are very important. There is no vehicle access to Middlewood Station. Buses are a terrible service as we have to rely on the High Peak Bus Services as we do not receive any service for Greater Manchester/ Stagecoach despite paying for transport in our excessive council [Point noted](#)

14) A good road into the station with parking provided there. Improve bus timetables and destinations [Point noted](#)

15) I think the station is too far from High Lane to be useful. There should be a fifteen minute shuttle bus service from Disley to Hazel Grove [Point noted](#)

16) Very important

17) Important but access to Middlewood Station would need to be well lit, car parking facilities and I would suggest CCTV because I would not use it if I was on my own. [Point noted and this has been included in the plan Draft Policy T2 point 1](#)

18) Improvements to public transport might help relieve the current road traffic congestion in High Lane and this might compensate for limited development. Road use through High Lane (A6) is already excessive at key times of the day and substantial development would make it worse without viable alternatives. Improved access to Middlewood station might help but this should only be in accordance with Green Belt policies. However, residents' transport needs and potential willingness to switch to public transport should be surveyed (if not done already) to provide evidence of the realistic need. The flexibility that only cars offer in locations such as High Lane might be difficult to compete with and realistically this might be one reason to severely limit development. [Point noted](#)

19) Providing public transport improvements ahead of (or at least in parallel with) the occupation of new developments is important but history shows that whilst developers don't waste time once they have received approval of their applications, public transport and in particular, rail transport and its infrastructure, is extremely slow to react. Rail projects are prioritised and always seem to run very late to programme. Changes and additions to bus routes and changes to timetables only seem to happen when there is a demonstrated demand. Upgrading Middlewood Station and especially the access from High Lane would greatly benefit the village and probably would boost the numbers of people travelling by train. [Point noted](#)

20) I consider it should be an imperative that improvements to public transport are put in place as a pre-requisite to any future development commencing. Can this be strengthened into a draft policy itself? [Point noted, we can look at what could be done to strengthen the policy.](#)

21) While I agree with making improvements to the actual station itself and to pedestrian and cycle access, I absolutely disagree with providing car access and parking. My reasons for this objection:

How would providing car access "*reduce reliance on the car*" [Para 4.28] or "*reduce the need to travel by car*" [Para 4.29] [Would mean short drive to station versus longer drive to Hazel Grove onwards, passengers could be dropped off at the station](#)

How would this proposal align with "*encourages other means of transport such as walking and cycling to reduce local reliance on cars*" [Para 4.21]

If car access is provided it will not only encourage High Lane residents to drive to the station it will encourage residents from elsewhere to drive there due to the lack of parking at other stations. It will also add to congestion on the A6 by virtue of cars accessing and egressing the route to the station [almost certainly another set of traffic lights].

Additionally Para 4.25 states “ *The station has viable options for ...parking..*” No it doesn't. The only option for parking is to destroy more green belt land; how would that support Green belt policies? [Point noted](#)

Regarding the suggestion of a new station. Of Middlewood Station Para 4.25 mentions “*The location and distance from local residential communities is also recognised...*”Where would a new station be located that didn't have the same issues? I don't see a suitable location within the environs of High Lane that doesn't involve decimating another great swathe of green belt land. And if road access is allowed, it has the same problems as the Middlewood Station above plus the potential additional issue of people driving through a residential area to access it.

If we are to encourage people to walk and cycle and use public transport what better way to do this than by upgrading the route to Middlewood Station but not include cars? [Point noted](#)

22 )Quite important

23) I think Middlewood Station will be unpopular with many because of its position remote from most of the village even with improved access. In my opinion building a car park there will only compound the traffic problems in High Lane encouraging people to use their cars and probably people from other areas too. I think to fit in with the NPs other aims it should be a station people can walk and cycle to. I think improving public transport will only have a limited impact on traffic flow. Much of the traffic is through traffic which won't use a station or bus. The Plan has to be realistic about how people will travel. If you are elderly you will prefer the convenience and perceived safety of a car. If you have a family with several children you won't abandon your car to get to work or school. For this reason development of the area needs to be on a very limited scale. [Point noted](#)

### Question 3 Draft Policy H1 Housing Scale and Mix

*How important is it that the scale and distribution of developments are small scale and proportionate and dispersed where practical?*

1) I support that policy however affordable should be truly affordable not disguised under some form of government / council definition. My definition would be houses of a value between £150K and £200K , not subsidised other than by the developer and built by same, finally this should be a non negotiable planning condition [Point noted :Definition of affordable housing has been added to the draft Plan at point 5.30](#)

2) Small developments are essential if they are to be supportable by a village structure. [Point noted](#)

3) Quite important [Point noted](#)

4) Agree [Point noted](#)

5) I consider this important. Any development should respect local community needs and be in keeping with the existing character and scale of the village [point noted and referenced within Design Codes and Housing Policy](#)

6) Important so that integration into the village life is easier. New development on a modest scale will add to the community in general and not overwhelm one particular area [Point noted feedback added to Draft Plan at Point 5.35](#)

7) No local development required [Point noted](#)

8) Very important [Point noted](#)

9)No development required [Point noted](#)

10)This is extremely important [Point noted](#)

11)Brownfield and social housing first then small scale spread about [Point noted](#)

12)Very important [Point noted](#)

13) Housing should be confined to the existing built up area and not in the green belt [Point noted](#)



14)Very

15)Extremely important. Developments should be small scale and not be built on Greenfield areas [Point noted](#)

16)I think up to 10 units only as the village can't cope with any more traffic until that is sorted, no more than 10 [Point noted](#)

17)Very important but the A6 is congested enough as it is [Point noted](#)

18)It is very important that development is on a small scale so that its distribution allows organic growth and not urbanisation, the latter being unviable in High Lane if Green Belt and the identity of the village is to be protected. [Point noted and this feedback added to Draft Plan at point 5.35](#)

19)These small scale types of development in High Lane are clearly the way to go. They have minimal impact on the village and all the various infrastructures and services that already exist. [Point noted](#)

20)I consider this to be very important and fundamental to (a) preserving the character of High Lane as a rural village and (b) recognising the practical constraints that exist in relation to the extent to which infrastructure and public transport can be credibly expanded or improved [Point noted and this feedback added to Draft Plan at Point 5.35](#)

21)I support the proposal for "*small to medium scale housing developments of up to 9 units*" but not "*major schemes of 10 to around 20 units*". Additionally as Para 5.9 states "*development in High Lane would be restricted to infill sites within the existing built up area*". I find it difficult to envisage where you would find such sites to accommodate a major scheme. [Point noted](#)

Also Para 5.16 states "*...the type of homes that the current residents feel should be built: not 4 bedroom executive homes but affordable homes – so local children can afford to live here – or smaller retirement homes that will allow older residents to downsize without moving from the area they love to live in.*"

Although the feedback was from current residents, your age structure shows that the majority of these are in the older age group who already

live here and maybe have children who they would like to have living nearby. Has anyone asked the people who would actually be the occupiers of affordable housing whether they want to live here? It's likely that such people, if they have a job, may work some distance from High Lane and would prefer to have affordable accommodation nearer to where they work and reduce the need for commuting which in turn would be a benefit to all of us. [Point noted; unsure how potential occupiers of affordable accommodation could be asked about this. Probably outside the scope of the Neighbourhood Plan](#)

Secondly, "*will allow older residents to downsize*". My experience is that the majority of people in larger houses do not down size either when their families move away or one of the partners dies, preferring to stay in the house where they have probably spent a good deal of their lives. [Point noted consultation feedback suggests some residents wish to downsize](#)

22) Very important [Point noted](#)

23) Housing needs to be small scale and dispersed otherwise the village will lose its identity as the area of the village with the massive housing sites will become a separate sort of place. The quality of life for existing residents near massive development sites will be poor. For this reason also smaller scale is preferable. [Point noted](#) There is a large area of land round Lomber Hey Farm which could take small housing development without overwhelming the area or destroying its identity and in this way share the burden rather than all of new housing being in one giant block. [Point noted Feedback included at point 5.35 of Draft Plan](#)

#### Question 4 Draft Policy NH2 Protecting Important Views and Vistas

How important is it to you to preserve and enhance the landscape around the village including “**important /distinctive views**” from and of High Lane? **Do you have any suggestions for any other important views and vistas?**

1) Absolutely imperative this is one of the defining benefits of living in this village [Point noted](#)

2 )The maintaining & enhancing of our views & vistas is very important to our wellbeing. [Point noted](#)

3 )Blank

4) Agree

5) Blank

6) Views from bottom of Chatsworth Road and Brookside School along the valley towards Lyme Park and Disley [Point noted this view is included in the Draft Plan](#)

7) The fields look fine with grass instead of concrete [Point noted](#)

8) Fairly important [Point noted](#)

9) Extremely important- main reason I live here [Point noted](#)

10) It is vital to preserve the landscape views. Once gone it is irreplaceable [Point noted](#)

11) Hedges and trees spread about/ vistas and reduce pollution [Point noted and referred to in Draft Policy T1 as a means of mitigating air pollution](#)

12) The land on Andrew Lane is important green space it gives a feeling of space and rural aspect [Point noted](#)

13) Very important

14) Very

15) Very important

16) Very, very important

17) The views are one of the reasons I came to live here. I do not agree with any kind of development on the green belt. [Point noted](#)

18) It is very important to preserve the aesthetic qualities of High Lane of which some of the most important are the views over rural landscapes. These are assets which are intrinsic to the village and essential to its long term survival. Views from the canal (virtually anywhere along its local stretch) are particularly accessible and would especially include the local woods and towards the hills to the east.

[Point noted and acknowledged within this section of the Draft Plan\(Protecting important Views and vistas\). The policy and wording in this section acknowledge the contribution the landscape makes to High Lane. Further discussion on important views is to take place](#)

19) It is extremely important to preserve and enhance the High Lane landscapes. It is what makes High Lane an attractive place to live. No other suggestions, it seems to be very well covered. [Point noted](#)

20) It is very important. Other suggestions for important views that should be preserved:

- View to the north/west from the Macclesfield Canal just past the bridge at Andrew Lane, looking over Stockport and beyond and showcasing High Lane's elevated and rural situation
- Views from and around Windlehurst Hall
- Views towards Marple Ridge and surrounds from/in the east of the neighbourhood area
- The flowering cherry trees on Andrew Lane; a key feature of the character of the village [Point noted. Further discussions to take place re important views for inclusion in the Plan](#)

21) Very important. I agree with this policy

22) Quite important

23) Protecting views is important and I think the draft plan identifies some key views. In my opinion the open views as you enter High Lane with the fields and the field opposite the Royal Oak gives a sense of openness and provide a green haven in the midst of the

busy A6. The open fields also help to dilute the effects of pollution from cars. The more built up the area round the main road, the greater the toxic concentration will be since there is nowhere for the fumes to disperse. Many local people walk their dogs along Middlwood road going to the canal and enjoying the peace there.

Point noted. Same response as to Comment 18 and referenced also in Draft Policy T1 : Air Quality Further discussion on important views is to take place

#### QUESTION 5 Draft Policy R2 Walking, Cycling and Horse Riding

*How important is it to preserve and improve safe access to our green spaces for all users?*

- 1) This initiative is very important to me! [Point noted](#)
- 2) Walking, cycling & horse riding will all help us to use the car less, so good routes are important. [Point noted](#)
- 3) very important
- 4) Agree
- 5) Green space in and around High Lane is a facility not only for the use and enjoyment of residents but also Stockport residents within walking and cycling distance so would encourage preservation and safe access [Point noted](#)
- 6) It is important to encourage the use of these areas for leisure use and for providing good health and well being [Point noted](#)
- 7) Very important
- 8) Very important
- 9) Extremely important
- 10) Extremely important
- 11) Green spaces make us live [Point noted](#)
- 12) Very important

13) Very important

14) Top priority

15) I am a cyclist and the A6 in High Lane is one of the most dangerous roads for a cyclist. Safe cycle ways are [needed Point noted and referenced in Transport policy](#)

16) Very important

17) Very important but the A6 is a very dangerous road to be riding a bike. [Point noted](#)

18) It is very important to preserve the existing access routes to green spaces as these are important assets of High Lane. Clearly, development plans on the scale of the GMSF 2<sup>nd</sup> version threaten to compromise these routes and access would effectively be pushed outwards from the village (worsening access). Whilst improvements on a sympathetic and modest scale would be beneficial in the current situation, unnecessary access improvement plans should be avoided as such plans might (also) encourage excessive development plans by tacit approval of re-routing/developing current access routes. [Point noted and will be discussed before the next draft. Careful thought will be given to access improvements based on feedback from the community in the consultations which have taken place](#)

19) There is no question that easy and safe access to these routes is provided for everyone. [Point noted](#)

20) I consider it to be very important.

21) Very important. I agree with this policy

22) Quite important

23) Yes safe access is important but hopefully done in a way that is not so intrusive as to damage/destroy the feel of the countryside that it's giving access to. I don't understand what is meant by "segregation for recreation"? [Certain routes would separate for example cyclists and pedestrians perhaps by means of different coloured road surfaces, allowing both groups to use the same area for recreation in a safe way](#)



## QUESTION 6 Draft Policy HD2 High Quality Design and Design Codes

*How important is it that any future developments are innovative, sustainable and visually in character with the existing village?*

- 1) Very important this I believe is a very important first principle [Point noted](#)
- 2) New designs must not spoil the existing ambience of our village. [Reference to Draft Plan and to be included in Design Codes document](#)
- 3) Blank
- 4) Agree
- 5) We chose to live in High Lane because of its existing character both housing and green belt areas so any new development should certainly be in keeping with this and not be an 'eyesore'. [Reference to Draft Plan and point noted](#)
- 6) Yes
- 7) No further building necessary [Point noted](#)
- 8) Very important
- 9) No development required [Point noted](#)
- 10) Any new buildings should be in the same style as surrounding properties to retain the character of the village [Reference to Draft Plan and to be included in Design Codes document](#)
- 11) Well designed small scale social housing [Reference to Draft Plan](#)
- 12) Very important [Point noted](#)
- 13) Future developments should be in character with the existing village with the majority being bungalows. Adequate parking should be provided for a minimum of two vehicles [Reference to Draft Plan and Design Codes document](#)
- 14) Very. But do not forget affordable [Point noted](#)

15 )Very important [Point noted](#)

16) Very important [Point noted](#)

17) Very important [Point noted](#)

18) It is important that new development fits with the surrounding character of locations within High Lane. This would include architectural style as well as quality of construction. To be avoided are developments which appear to be ‘forced’ residencies ie. houses crammed together or obstructing spaces between existing housing and other buildings. As witnessed elsewhere, such developments advertise the triumph of developer profit (£/sqm) over sympathy for existing ambience. [Reference to Draft Plan and consideration is being given to this point](#)

19) Very important, it goes without saying. [Point noted](#)

20) I consider it important that development is sustainable and visually in character and in keeping with the vernacular of the village (respecting scale, proportion, style, choice of materials and architecture) [Point noted to be included in Design Codes document](#)

21)I don’t think that any future development necessarily needs to be innovative, but I agree with the rest of the policy. [Point noted](#)

22) Quite important [Point noted](#)

23) I don’t think “*innovative*” is crucial. There are many good planning ideas already. I agree with the other points: sustainable and high quality. I think you need to be more specific when you state “*visually in character with the existing village*”. There is great variety in the village. Which character are you referring to? [Consideration is being given to this point as we know that we have to be clearer about what we mean by the character of the village.](#)

QUESTION 7 Any other comments or suggestions for improvement?

1) Unfortunately I believe the only way of improving the traffic issues in High Lane would be to construct a High Lane Disley New Mills by pass. History demonstrates that the population will continue to grow cars will remain the most convenient mode of transport largely created by people's need to travel for their work due to insufficient opportunities in the local area. [Point noted](#)

In reality there is no real chance of the government/council funding significant infra structure improvements to change the current situation. Indeed the final question in the GMSF proposals asked whether people agreed with developer funding for infra structure, this demonstrated to me that there are those who consider this is a serious possibility?

As no plans are contained within the GMSF for infra structure improvements in the High Lane area moreover there is absolutely no chance of funding being provided by the size of developments proposed in High Lane for such infra structure requirements, then a bypass seems the only way forward to me. Government should take back responsibility for infra structure development, in consequence if they can't do that, then inevitably the building of houses in High Lane shouldn't happen, unless properly managed a this plan. [Point noted. Forum aware of the importance of infra structure preceding development](#)

2 )Thanks for all the hard work which has gone into producing such an excellent, comprehensive plan.

3 )Blank

4) No Greenfield site should even be discussed until all other brownfield sites have been used up. [Point noted and referenced in Draft Plan](#)

5) Houses need to be nearer jobs to reduce commuting so as High Lane has little employment it's not a suitable area to build houses. Infrastructure and other improvement promises often not delivered once plans passed [Point noted](#)

6) Blank

7) We really must encourage the development of a safe cycle network for commuters as well as leisure riders to get people out of cars and onto bikes. Makes for a healthier life style, reduces obesity, rapidly reduces pollutants in the air. [Point noted and referenced in Draft Plan](#)

8) Fields should stay as fields [Point noted](#)

9) Blank

10) High Lane does not need any development. The reason we live here is due to the views and accessibility of the land around us [Point noted](#)

11) Existing 'derelict' properties and 'waste ground' in built up areas should be used first. Any building on green belt land should be an absolute last resort and only if absolutely essential, NOT because it is easier or to create larger 'executive' estates. [Point noted](#)

12) No new build until infrastructure is in place schools, doctors, dentists, library [Point noted](#)

13 )Blank

14) No other comments

15) Any development should not use green field areas. This should be a matter of principle. As soon as any green field areas are used this could be the start of many developments in these areas [Point noted](#)

16) Hardly anyone is against development at all, but the A6 traffic is close to breaking point and until this is sorted I don't think you will get much support for any development- and definitely NOT on the green belt. [Transport policy in draft Plan supports your point](#)

17) No but thank you for doing a great job!

18) The plan is very detailed overall but appears to lack detail of actual numbers of new houses recommended such that it is not entirely clear how many are agreeable to the HLVNF. Although the proposed distribution '*within the existing built up area*' would limit numbers, '*schemes of 10 to around 20 units* and '*Schemes for 11 or more units*' does not define just how many of these schemes or what actual limit might be desirable development.

It might be reasonably assumed that few people would be against development in very small numbers and equally that few people approve of the scale of the GMSF original 4000 houses plan. This implies that there is an optimal number that would be supported by a majority. Perhaps there is a tactical reason for avoiding an exact number or fixed limit by HLVNF; otherwise it seems that this question would arise at some stage in negotiations with Stockport Council? [Point noted and further discussion round this to take place](#)

19) We don't have any specific comments or suggestions for the Draft Plan and the policies contained therein. Clearly, it is thorough and well prepared document and reflects well on all those who have been involved in its creation. [Point noted](#)

20) Thanks to everyone who has put together the draft plan, it is a testimony to their hard work. Just some other comments the team may want to consider:

1. Draft Objectives (page 12/13) – maybe consider if the Transport and Air Quality objectives can be streamlined or condensed (having eleven objectives seems a lot compared to the others)[Point noted to be discussed](#)
2. Transport – Middlewood Station – I think the Plan could try to account more constructively for the fact that the station is somewhat remote from the main residential areas and maybe provide clearer support for a means of more straightforward pedestrian/cycle access to it as being the intended primary means of access. I acknowledge this is referred to in some extent, but think this is more sustainable than supporting provision of car parking or improved vehicular access. [Point noted. Further discussion round Middlewood station is to take place and your view will be considered](#)
3. Perhaps consider the fact that High Lane is not in essence a centre of employment, the logic being that housing numbers here should be accounted for by organic growth/local factors and not the need to accommodate additional numbers coming here to work. As residents

of High Lane will mostly have to travel to areas of employment, this should act as a further limiting factor on the scale of future housing development. [Point noted](#)

4. On reading section 5.0, there appears to be a potential disconnect between the discussion in Paras 5.25 – 5.29 concerning Stockport's HNA and Draft Policy H1. The HNA refers to a demand/expectation for larger (3+ bedroom) family homes but this does not translate into the Draft Policy which refers to smaller (1-3 bedroom) family homes. I agree with the Draft Policy's intentions but think the Plan would benefit from an explanation as to why the Draft Policy does not follow or reflect the data presented from the HNA. [Point noted and an explanation will be included in the next Draft. The HNA of 2015 looks at the needs of the whole Stockport area whereas the Neighbourhood Plan concentrates on High Lane's particular needs and circumstances](#)
5. Given that a very large proportion of the neighbourhood area is made up of open green space surrounding the village itself (which stands out clearly in Map 4 on page 28), should the Plan also include a Draft Policy that seeks to positively "protect and preserve rural life" including farming, equestrianism etc. all of which contribute to the village's unique character and setting? This would also link to and support several other policies. [Point noted and to be considered. The Forum do make reference within the Views and Vistas policy to farming being part of the character of the village and equestrian pursuits generating revenue for the area.](#)

## 21) Draft Policy T3 Supporting Cycling, Walking and Liveable Neighbourhoods

I support parts of this policy but in particular I do not support "*schemes to reduce through traffic on residential streets to make High Lane a more liveable neighbourhood as shown on Map 3*"

Map 3 is labelled as a Sustrans proposal, is clearly out of date as it includes housing proposals from the first GMSF consultation and shows *a possible road scheme* by passing High Lane using a route through Lyme Park and Bollinghurst Brook valley. This was a route suggested and rejected some 30 years ago and it is still unacceptable for a plethora



of reasons. I find it hard to believe the HLVNDP supports this proposal particularly as Para 6.1 states: *The Forum has a commitment and passion to enhance and protect the neighbourhood of High Lane including its village status, green open spaces and recreational facilities.*

Map 3 refers to possible road schemes not schemes which have been passed. Lyme Park is not referenced by Sustrans as a route for cyclists on this map nor is it referenced in the policy

If a bypass of High Lane is to be achieved has anyone considered using the railway line and Disley tunnel as part of the route? I am not a railway engineer and I'm sure many reasons can be found to demonstrate this to be impracticable, unworkable or uneconomic, but if we can find £ billions to fund HS2 I'm sure we could find £ millions to fund this. The said railway is only a relatively short section linking the Manchester/Marple/Hope Valley line to the east of New Mills and the Manchester/Buxton line at Hazel Grove. This link could be provided around Furness Vale freeing up a lot of the route to connect the Chapel bypass at Bridgmont to the A555 at Hazel Grove. It may be that the Disley tunnel would need to be bored out and I appreciate it has been mentioned as local heritage but it would still be there and a small price to pay for burying the road. [Point noted](#)

*Para 4.34 states: The Forum is concentrating on off road cycling as part of the Recreational Activities..*" This seems to contradict Para 4.37 which states: *" The Forum is working with Sustrans to consider possible schemes for improving the local road network to enhance provision for walking and cycling."* [Point noted and agreed with. Paragraphs have been changed and wording added to clarify meaning](#)

The two things, off road recreational cycling and on road 'utility' cycling are fundamentally different. I frequently cycle off road in the area around High Lane for recreational purposes and I consider it to be reasonably well catered for. It can always be improved and if you want suggestions I'd be happy to make some.

However if you want to encourage people out of their cars and onto cycles it is utility cycling whereby people want to get somewhere for a purpose. In this case you need to know where they want to go and recognise they will very often ignore provided facilities if it doesn't suit

them. For example where the A6 has been diverted to provide a junction with the A555 the old route has been designated as a cycle and bus route. However, commuting cyclists regularly ignore this and travel on the new section of the A6 because its shorter and faster. [Point noted](#)

Point 3. *“Safe and secure parking provision at suitable locations...”*  
Does this refer to car parking or cycles? It's not clear. [It refers to both](#)

Point 4. *“ Measures to deter rat running by vehicles through residential neighbourhoods”*

It sounds good but has anyone seriously considered what these measures should be? The current daily congestion on the west bound A6 has provoked a regular 'rat running' through Park Road, Hartington Road, Alderdale Drive. This route is clearly marked as illegal for through traffic at this time of the morning, there is a chicane at the end of Park Road and all the roads have a 20 mph speed limit. Neither the speed limit nor the 'no access' are enforced and thus are totally ignored with some vehicles travelling at excessive speeds to 'beat the traffic'. Elsewhere speed bumps have been installed. But here people just brake to go over the bump then accelerate between them creating additional pollution. Maybe if the proposed fitment of speed limiters on all new cars is implemented in 30 years time when most of the current cars are replaced, we may have solved the problem, but in the meantime what are the proposed measures? [Point noted and acknowledged. The police have done some enforcement round Park Road area and the speed bumps are part of an ongoing debate. There are no easy answers](#)

#### Draft Policy R1 Protecting and Enhancing Parks and Recreational Areas

I agree with this policy.

However Para 6.29 *“ The Lady brook Valley Trail offers off road access for cyclists and horse riders to pursue a route which extends from Coppice Lane in Disley passing through Middlewood and on towards Bramhall and Cheadle.*

Has the person who wrote this ever achieved this on a cycle or a horse? You would have to shoulder a bike over several stiles and steps and I would guess it to be impossible for even the most agile of horses.

Point noted and accepted. Wording has been amended and added to for clarity in next draft version

Draft Policy NH1 Protecting Local Landscape Character in the High Lane area

I agree with this policy

Draft Policy NH3 Protecting and Enhancing Local Wildlife

I agree with this policy

Draft Policy HD1 Protecting Built Heritage assets and their settings

I agree with this policy

22) You asked for comments and I hope you find my views and suggestions helpful.

Firstly, I want to thank you all for all the hard work and commitment in pulling all the various strands together and completing this. It must have been a massive effort so well done.

Page 6 1.2. Should it clearly emphasise that the NDP cannot address highways matters also. Point noted. To be discussed and sentence possibly added.

P7 1.8 Should the last line say “any national policies” otherwise it may give the impression that national policy originates from Stockport. Point noted.

P10 2.13. Greenspace. What is meant by “green needs”. Point noted and accepted. Wording to become “green assets”

P12 3.2 Draft Vision. It says “a good mix of small scale housing is provided, etc” which is present tense. Do you mean “needs to be provided” ie. by any developer? Point noted. The tenses used in the vision are being looked at again

P14. 4.2 What does “equality of opportunity “mean? [Provision of public transport enables people without cars to travel and thereby participate in society in an equal way to those who have cars. Similarly walking and cycling routes widen the opportunities for people to travel cheaply and safely and again to participate in an equal way.](#)

P22 4.32 Given the small number of people who use or might use Middlewood Station, how practical or viable would it be to invest in a ticket office and provide catering facilities? [Point noted .Issues round Middlewood station still being discussed](#)

P23 4.41 Should this say High Lane and not Hall Lane? If not, what is the significance of the Hall Lane reference? [Point noted. Sentence should read High Lane – has been amended](#)

P26 5.1 This is probably the most important statistic in the draft and it is distorted and misleading. You say that “87% of people believed that 500 or fewer houses would be suitable”. If that was true, there would not be the large local protest against the current development plan for 500 homes. I think the actual figures gathered from the Open Day event were that 52% suggested between 0 and 200 homes and only 35% suggested building up to 500 homes. You have added the two figures together but they are each separate figures. ***You need to change that because any reader, including GMCA or a developer, would believe that you endorse the building of 500 new homes.*** [Point noted –we appreciate this statistic could be interpreted in several ways so we will make it less ambiguous in the next draft](#)

P30 Figure 3. I think it would be useful to say Total Houses Owned-1,879.[Point noted – to be discussed](#)

P32 5.24 Will everyone know where the Scotch Produce Centre is? It no longer exists and there are many more recently arrived residents living in High Lane who will not recognise the reference. [Point noted and to be discussed](#)

P41 6.17 What is meant by “natural surveillance”? [An example might be: benches would be placed in public spots which can be naturally overseen by people passing by providing “natural surveillance” without the need for artificial surveillance such as CCT cameras](#)

P48 6.37 Location and summary. The draft says “It is not a contiguous LCA”. Will everybody be familiar with that word or do you mean continuous? [Point noted](#)

P70 6.8. Remaining strategy interventions. The last line is incomplete [.Point noted. Amendment has been made](#)

P74 8.126 This refers to the TransPeak bus service from Derby to Manchester. This service was reduced some time ago and now only runs from Derby to Buxton and back. [Point noted and accepted. The reference comes from the A6 corridor study of 2014 when the service still extended to Manchester. As you say , it no longer does so. An amendment will be made](#)

P74 The last line is incomplete. [Point noted. The end of the sentence will be added](#)

There are several quotations such as the one on page 61 at 7.31 and they could be summarised or paraphrased to reduce the wordage. [Point noted and understood. However, this is part of a quotation from Core Strategy An Effective and Sustainable Transport Network so summarising the points is not an option](#)

23) Thank you for all the work which has gone into creating this draft plan for our village .

## Appendix 6 Regulation 14 Public Consultation

### Pre-Regulation 14 Promotion and Publicity and Other Ongoing Promotional Activity

#### 1. Artisan Market, 24<sup>th</sup> August 2019

Forum members had a stall at the Artisans Market held on 24<sup>th</sup> August 2019 from 2pm - 7pm at the Horseshoe Inn, Buxton Road High Lane. Committee members were available to answer questions and discuss the Plan and publicise the forthcoming Reg 14 consultation. This was a very well attended event. Following conversations about the Plan with committee members, 24 new members joined the Neighbourhood Forum and 1 Partner.





**2. Attendance at the Dog Show/Fun Day, High Lane Park, Windlehurst Road, 7<sup>th</sup> September 2019  
12.30pm - 4.30pm.**

The event was very well attended. The Neighbourhood Forum had a stall manned by committee members and used the event to talk to local people about the Draft Plan and to publicise the forthcoming Reg 14 consultation and to invite residents and local businesses to become forum members. 45 new members were enrolled that afternoon and 2 Partners.



Deputy Chair of the Forum, Janet with a local councillor and local MP.

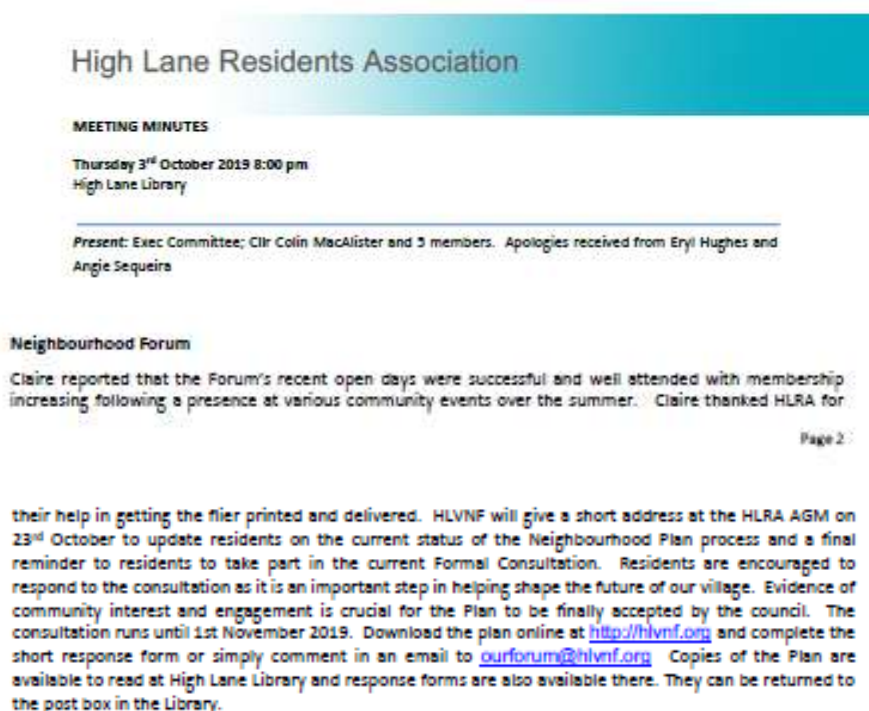


### 3. Brookside Primary School Summer Fair, 29<sup>th</sup> June 2019

As part of the pre Reg 14 publicity and to target a different audience, two members of the Forum attended the summer fair of one of the Forum's Partners, Brookside Primary School in High Lane, one of two Primary schools in High Lane. The fair took place 29<sup>th</sup> June 2019 between 11am and 2pm in the grounds of the school. The forum had a stall with information boards on the Plan, talked to many local parents and some children and recruited 9 new members to the Neighbourhood Forum.

### 4. Residents Association Updates

The Residents Association meets monthly and on most months a committee member has attended to update residents on the progress of the Plan and encourage their participation in whatever consultation is happening and to give the residents feedback once a consultation has finished. This update was during the Regulation 14 public consultation.



### 5. Tour of Britain, 14th September 2019

The Tour of Britain cycling race passed through High Lane on 14th September 2019 and Forum members volunteered to support the welcome event by distributing flags and whistles from the council to the crowd. They spoke about the NDP when there was an opportunity and gave out Forum cards with contact details.

## **List of Consultation Bodies and Other Organisations provided by Stockport MBC**

### **Consultation Bodies**

The Coal Authority  
Homes & Communities Agency  
Natural England  
Environment Agency  
Environment Agency  
Historic England  
Network Rail  
Highways Agency  
Marine Management Organisation  
Who owns or controls electronic communications apparatus  
Stockport Primary Care Trust  
United Utilities Water Limited  
National Trust  
Highways England  
Transport for the North

### **Voluntary bodies**

Disability Stockport  
Stockport Friends of the Earth  
Cheshire Wildlife Trust  
Cycle Stockport  
  
Friends of the Earth Manchester  
Greater Manchester Cycling Campaign  
Stockport & District Anglers Association  
Stockport Community Cycling Club  
Stockport Campaign to Protect Rural England  
  
Stockport Green Party  
Stockport Metropolitan Allotment & Gardeners Association  
Ramblers' Association of Greater Manchester and High Peak

### **Other Local Consultees contacted directly**

William Wragg MP  
Cllr Tom Dowse  
Cllr Aron Thornley  
Cllr Colin McAlister  
Disley Parish council  
Marple Neighbourhood Forum  
Woodford Neighbourhood Forum  
High Lane Residents Association  
Friends of High Lane Parks  
High Lane Village Hall

High Lane Medical Centre  
BUPA Dentist HL  
Home Instead Senior Care High Lane  
Hardie Hearing Aids  
Peak Pharmacy  
High Lane Post Office  
Bowerfield Nursing Home  
Abbeyfield Supported Living

Brookside Primary School  
High Lane Primary School  
Nina's Nursery HL

Woodside Tennis Club High Lane  
High Lane Cricket Club  
High Lane Scouts  
Stockport Golf Club  
Hazel Grove Golf Club  
U3A High Lane  
North Cheshire Cruising Club  
Women's Institute HL

Windlehurst Methodist Church  
St Thomas Church HL

Conservative Club High Lane  
The Red Lion  
The Horseshoe  
The Dog and Partridge  
The Royal Oak  
The Bulls Head

KCS Developers and Q Developers

Tomlinson Parbans High Lane  
Marchington Stone  
First Choice Finance  
When you wish upon a star  
Jacksons Dairy  
Mill Farm Riding School  
Down to Earth Flower Shop  
She Snaps Photography

SK Barbers  
Klass Hairdressers  
Blonde Hairdressing  
Images  
Colourist

VIPz hairdressing

Rejuven8

Balloon U R Room

Spar Store

Pizza Pan Take Away

Danny's Delicatessen

Blueberries Coffee shop

Carve

High Lane Fish Bar

Cowburn's Artisan Bakers

M and J restaurant

Lime Restaurant

Happy Wok Takeaway

Into the Deep Scuba Diving Centre

G. Burdett Funeral Services

Co-operative Funeral Directors

Brian Sharples and Son Funeral Directors

Ian Tonge Estate Agent

Jolleys Estate Agent

Coach House Garage

Hillcrest Garage

High Lane Garage

Dave Nelson Garage

Edmonds and Co Accountants

Garner Town Planning

Simon Dunn: Chocolatier

CDM Menswear

Ella Mae Beauty

Talisman Books

JSM Maintenance

White Cross Plasterers

Afond

Marsden House

Lomber Hey

Woof Club

AD Autos Ltd

All Series

## Publicity

Copy of leaflet. This was hand delivered with the Residents' Association newsletter just before the start of the Regulation 14 public consultation to every property/business in High Lane.

**Decide the future of our village**

**HIGH LANE VILLAGE NEIGHBOURHOOD FORUM**

**We are holding Open Days at the Village Hall on**

**Friday 27<sup>th</sup> September (6 to 9pm) and**

**Saturday 28<sup>th</sup> September (1 to 4.30 pm)**

**You would ALL be very welcome!**



A VILLAGER'S GUIDE TO  
A NEIGHBOURHOOD  
DEVELOPMENT PLAN  
(HLVNDP)



*If you want to go fast go alone, but if you  
want to go far go together.*

**Visit our Website**

**[www.hlvnf.org](http://www.hlvnf.org)**



A Neighbourhood Plan is an official document that is created by the Forum based on the views of the local community. The Plan has much more weight coming from a community than if you express your views individually. Of course you should also respond with your personal views to council consultations.

Our Plan has been split into 4 sections based on the community's priorities:

- **Transport** – Outlines issues that were raised with pollution, congestion, noise, public transport and journeys by bicycle, on foot and by car. It makes sure the council are aware of the current challenges and what would be needed to ensure any development would not worsen current issues but help High Lane remain a safe, healthy and desirable place to live. It proposes improvements and sustainable options for off road rights of way.
- **Housing** – Outlines the types and quantity of houses the village not only needs but can cope with based on the current infrastructure and outlines the type, style and design of any developments helping to ensure that local young people can afford to stay in the village and allowing elderly residents to downsize into retirement property. Our aim is the right development, of the right type in the right place.
- **Recreational Activities, Green Open Spaces** – Outlines how the village currently looks within greenbelt and what parks and recreation need to be maintained and enhanced to ensure a healthy and sustainable village for both residents and our natural environment. It supports protection of biodiversity and our distinctive views
- **Heritage and Design** – Showcases the range of built heritage assets including listed buildings, monuments and of course the canal. By identifying heritage in our plan we help to protect our heritage for future and guide planning to ensure it is properly integrated with the existing character of our village.

**So what next and why do you have to take time to review, comment and finally vote on the Plan?**

- In order for the Plan to be officially recognized it has to jump several hurdles.
- We started by building a draft Plan and sending out to you as a resident.
- Comments were sent back to the forum and we adapted the plan to reflect your views. The Plan is constantly being reviewed by policy consultants from SMBC, our consultant and the committee.
- Once we have what we believe is a balanced view from the village residents which complies with all the legal/council guidelines the new Plan is sent back to you for final comments:
- **Formal Consultation. This is 6 weeks: 11<sup>th</sup> September to 1<sup>st</sup> November 2019**
- The Plan then goes to the council so they can ensure it meets all guidelines - based on Stockport Council feedback we make any necessary changes.
- This all leads to the final steps; the final Plan has an independent examination followed by an official Village vote organised by the council. If the majority are in favour, then we have a Neighbourhood Plan and more importantly a voice for High Lane Villagers that ensures our engagement at the planning stage of any new developments. This is now a legal requirement!
- **The Forum is not a protest group, it is run by village residents for our community and it exists to promote the views of our community and make sure our views and voices are heard on future development.**

## **One Village, One Voice, One Plan**

### Copy of Poster

Posters were used to promote the formal consultation and open days. They were displayed in the following locations:

- 5 outdoor noticeboards round the village;
- Local shops: Spar, hairdressers, coffee shop, and at the medical centre;
- 5 local pub noticeboards; and
- On the 2 library noticeboards - inside and outside.

**6 week Formal Consultation on  
High Lane Village Neighbourhood Plan  
Wed. 18<sup>th</sup> Sep. To Fri. 1<sup>st</sup> Nov.**



**Please come to our 2 Open Days at  
High Lane Village Hall on  
Friday 27<sup>th</sup> September 6-9pm and  
Saturday 28<sup>th</sup> September 1- 4.30pm**

**You can also:**

Download the plan online at: [http:// hlvnf.org](http://hlvnf.org) and complete the short response form or simply comment in an e mail to: [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)

**Or**

Copies of the Plan are available to read at High Lane library. Response forms are also available there. They can be returned to the post box in the library.

**Have your Say. Your Village. Your Plan**

### **Display at the Library**

This poster was also on display in the library with copies of the Plan, response forms, a copy of the Design Codes and a post box for responses.

## **Reg 14 Consultation on the Draft High Lane Neighbourhood Development Plan**

**18<sup>th</sup> September – 1<sup>st</sup> November**

The Neighbourhood Development Plan is now ready for formal consultation. As always we value your feedback.

### **You may read the Plan**

- Here in the library or
- If you wish to borrow it to read at home you are welcome to do so. We ask that you record your name and the date on which you have borrowed a copy of the Plan on the sheet provided. When you have finished with the Plan, please could you return it to the library.
- There are response forms which you can use here in the library and post in the post box or if you prefer to simply write your comments on a sheet of paper that is fine.
- Copies of the Plan are also available to read online at the forum's website: [www.hlvnf.org](http://www.hlvnf.org). Comments can be e-mailed to the forum at: [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)

**With many thanks for your ongoing support. Please leave a comment no matter how brief. The Plan belongs to the community and we want it to reflect your views.**

**Copy of letter / email / notice**

**High Lane Village Neighbourhood Forum**

**Dear Consultee,**

**Notification of Formal Public Consultation on the High Lane Village Draft Neighbourhood Development Plan (NDP) (Regulation 14 Town and Country Planning, England, Neighbourhood Planning (General) Regulations 2012)**

I am writing to advise you that the High Lane Village Draft Neighbourhood Development Plan (NDP) has been published for formal consultation by the High Lane Village Neighbourhood Forum (HLVNF)

The Draft Neighbourhood Development Plan has been prepared by a neighbourhood plan steering group of interested residents and representatives of local organisations on behalf of the HLVNF, building on extensive informal public consultation and engagement undertaken since 2017 including a questionnaire, consultation on Issues and Options and then publication of the emerging First Draft Plan.

**The consultation period runs for over 6 weeks from 11<sup>th</sup> September to 1<sup>st</sup> November 2019**

The Draft Plan and other supporting documents can be viewed and downloaded from the Neighbourhood Plan website: <http://www.hlvnf.org/>

Hard copies of all the Neighbourhood Plan can be viewed in the following locations at normal opening times:

- High Lane Library at normal opening times: 8 -8 Mon to Fri, 9 -5 Sat and 9 – 4 Sun( unstaffed some hours and Sunday and Wednesday)
- Open Days Friday 27<sup>th</sup> September(6 – 9pm) and Saturday 28th September (1to to 4.30pm)
- Drop-ins at Library on Saturdays 5th and 19<sup>th</sup> October( 10.30 to 1pm)

Hard copies of the Draft Plan will be provided on request from [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)

A Representation Form is provided for comments but the HLVNF also welcomes comments by e mail or in writing.

Please submit all comments on the Draft Neighbourhood Development Plan to:

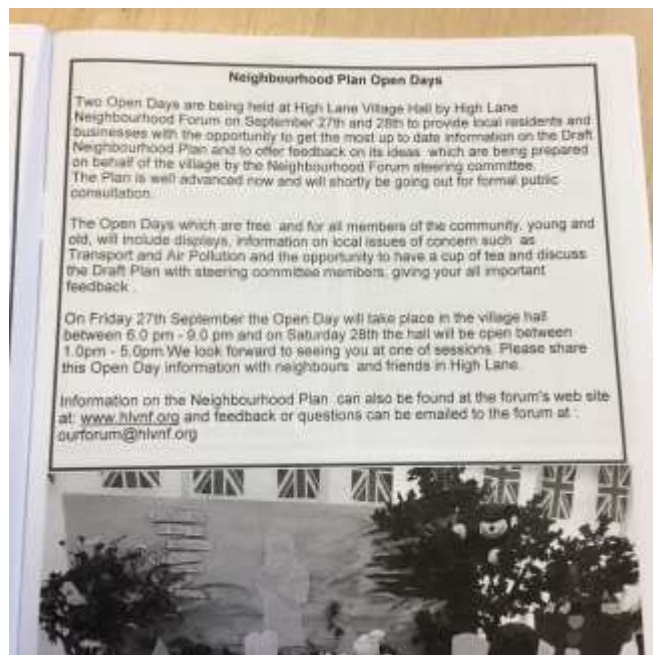
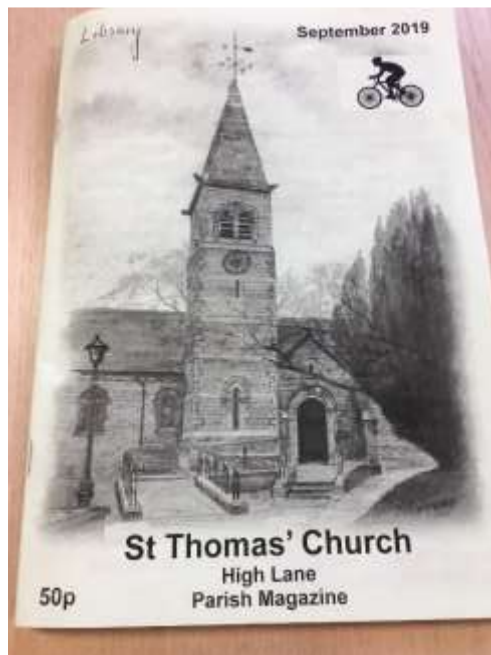
High Lane Library, Buxton Road, High Lane Stockport, SK6 8DX (hard copies). (There is a post box in the library where comments can be posted through)

### **Further Notice on Website**

#### **Amendment to Consultation Dates**

As the Regulation 14 documents were not all placed on the website on Wednesday 11<sup>th</sup> September as intended, the period for consultation responses has been extended to Friday 1<sup>st</sup> November to ensure the minimum period of 6 weeks is provided. The HLVNF apologises for any confusion caused.

## Publicity in the Church Magazine, September 2019





**Copy of Representation Form**

**High Lane Village Neighbourhood Development Plan (NDP)**

**Public Consultation 11<sup>th</sup> September –1<sup>st</sup> November 2019**

**Representation Form**

**PLEASE COMPLETE AND RETURN ONE FORM FOR EVERY COMMENT MADE**

**Office Use Only**

Consultee No.

Representation No.

Name	
Organisation	
Address	
Email	
Tel. No.	

To which part of the High Lane Village Draft Neighbourhood Development Plan does your representation refer?

Page Number	
Paragraph Number	
Policy Number	

Are you supporting, objecting, or making a comment? (Please Tick v)

Support	
Object	
Making a Comment	

Data Protection - please indicate your choice with a tick.

I do consent to my contact details being provided to Stockport MBC so that they can keep me informed about the next stages in the NDP process.	
I do not consent to my contact details being provided to Stockport MBC	

Please use the box below and overleaf for any comments.

**Thank you for your time and interest.**

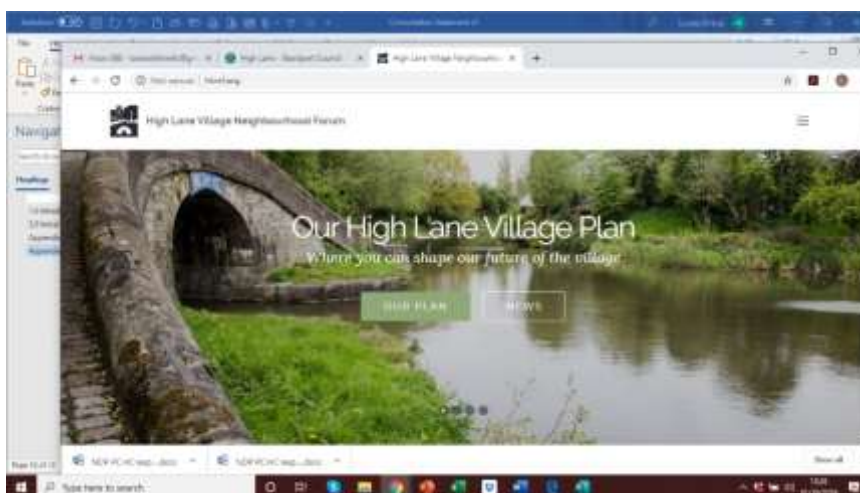
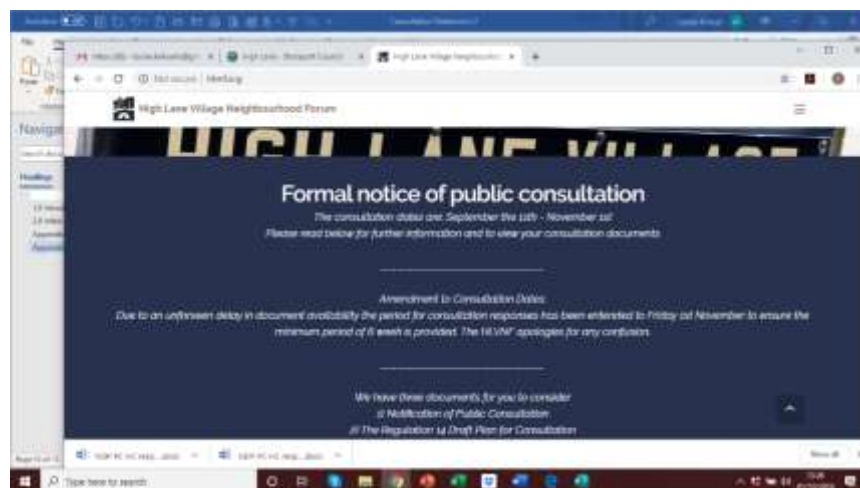
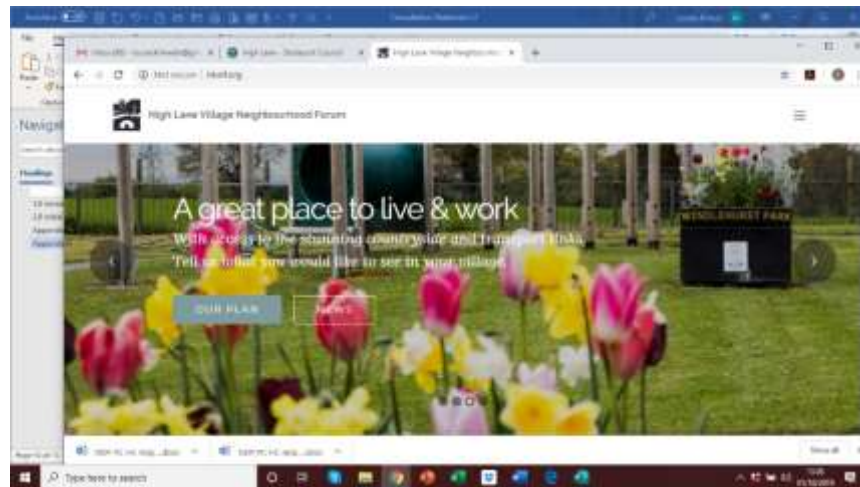
**Please return this form by 5pm on 1<sup>st</sup> November 2019 to the post box at :**

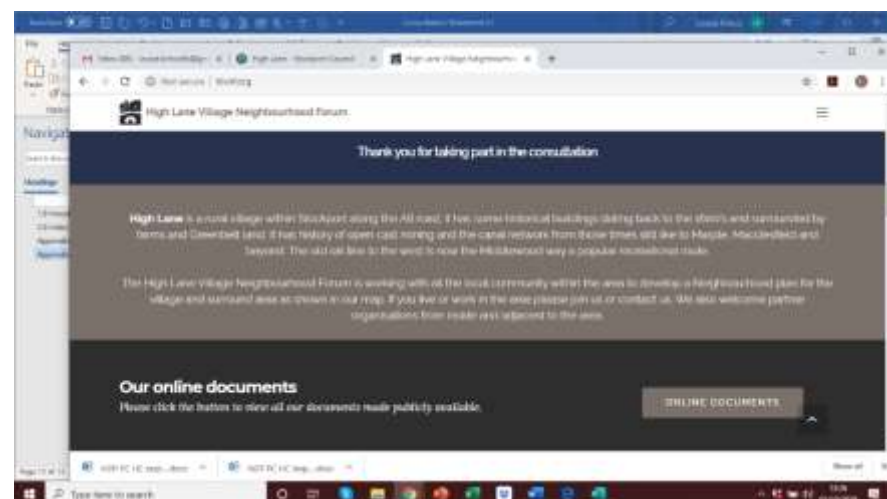
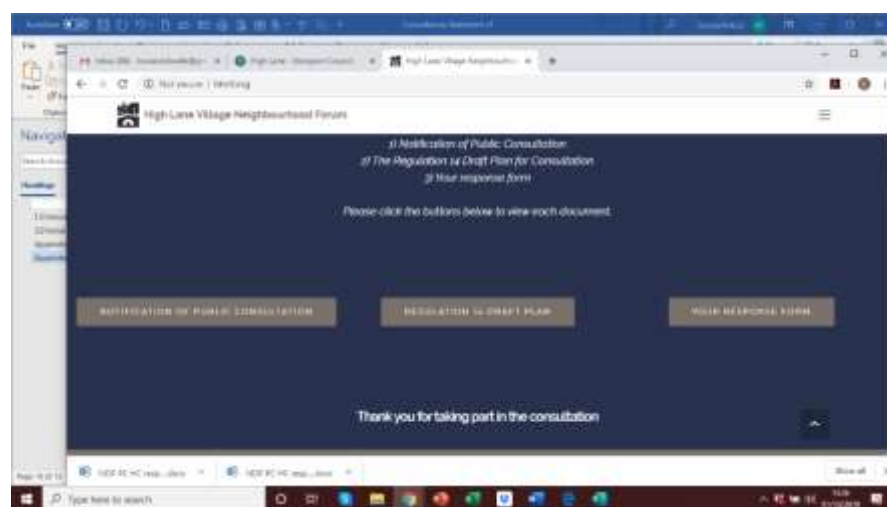
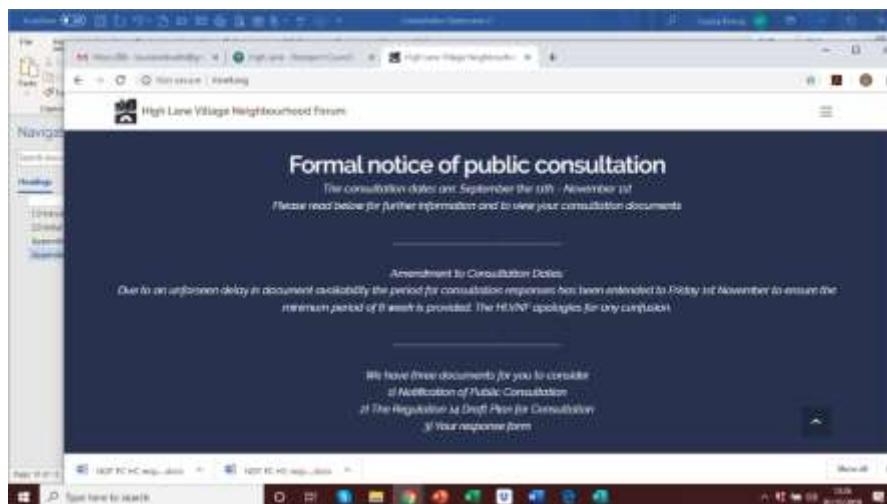
**High Lane Library , Buxton Road, High Lane, Stockport SK6 8DX (Normal opening times: 8am to 8pm Mon to Fri , 9 -5 Saturday, 9-4 Sunday. Unstaffed some hours and all day Sunday and Wednesday)**

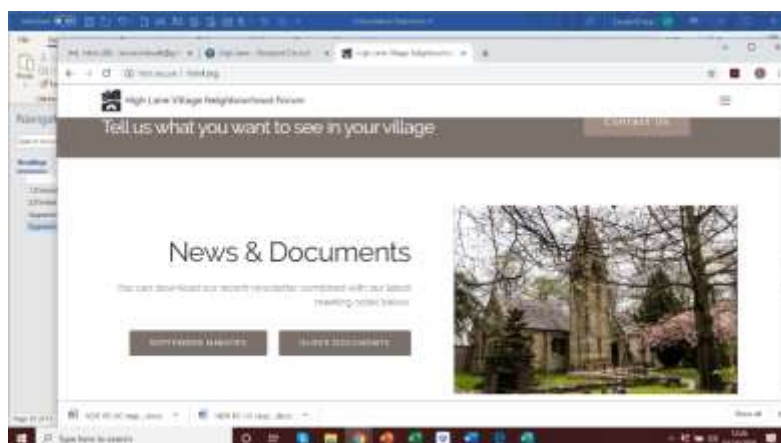
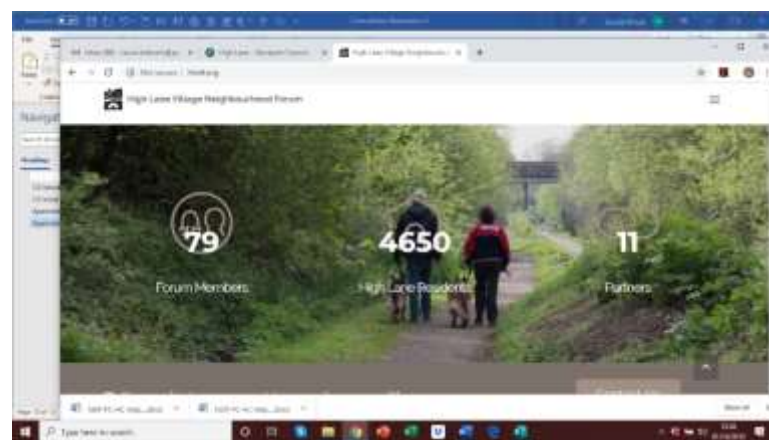
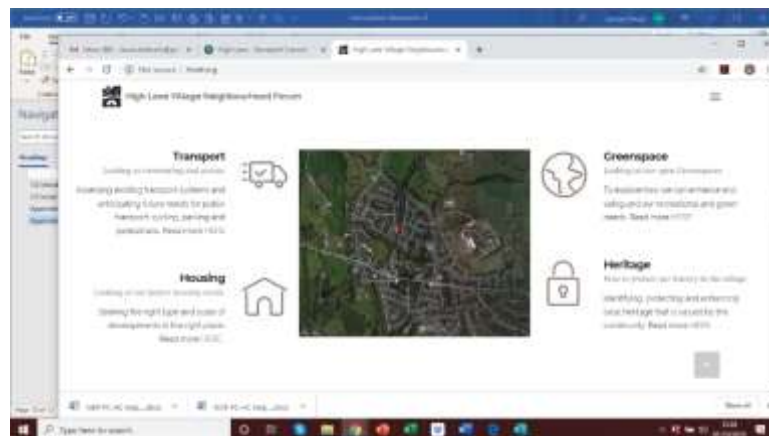
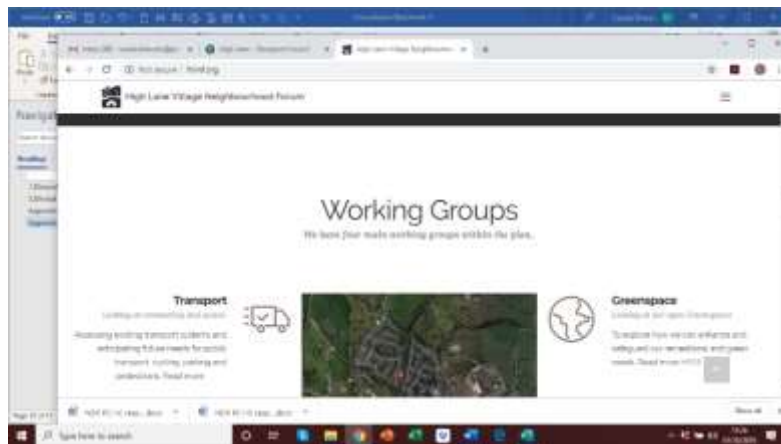
**Or return the form by e mail to : [ourforum@hlvnf.org](mailto:ourforum@hlvnf.org)**

## Screenshots

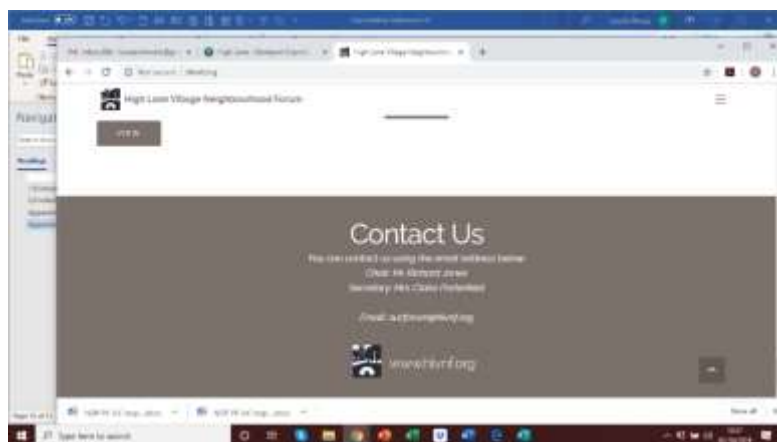
### High Lane Village Neighbourhood Forum Website











**Open Days** - 27<sup>th</sup> September 6pm - 9pm and 28<sup>th</sup> September 1pm - 4.30pm, at High Lane Village Hall. 91 people attended and 21 signed to become forum members. The Regulation 14 consultation was discussed and copies of the policies were on view for discussion with attendees.



## AGM 23rd November 2019 - Screenshots of Presentation



### Agenda

1. Welcome from the chairman RJ
2. Apologies for absence CP
3. Approval of last year's minutes CP
4. Financial Report – summary
5. Presentation by Chair:
  - Brief review of 2018-19
  - Regulation 14 Feedback
  - Next steps for the Neighbourhood Plan
6. Election of Steering Group
7. Any Other Business
8. Questions from the floor- HLV Neighbourhood Plan

### Financial report

<b>INCOME</b>	
• 28/6/18 Balance b/w	£4,545
• 5/12/19 Grant from Groundwork	£4566
• 4/6/19 Book sales	£35
• 10/7/19 Grant from Groundwork	£7964
<b>TOTAL</b>	<b>£17,150</b>
<b>PAYMENTS</b>	
• Kitchens	£6,000
• Printing	£934.49
• Website	£700
• Repayments of underspend	£1702.61 + £3595.00
• PL insurance	£5257.61
• Other costs including room hire	£158
<b>Total</b>	<b>£323.03</b>
<b>BALANCE</b>	<b>£13,385.63</b>

Artisticwood funding for final referendum £2,450

### HLVNF - Updates 2018-19

- Nov'18: Sustrans reviewed cycling options
- Dec'18: Analysed comments from Issues and Options summary
- Jan'19: Created Design codes. Responded to GMSF
- Feb'19: Produced v3 of Draft Plan
- Mar'19: Met SMBC with other local forums
- **Informal consultation on Draft Plan 5-Mar to 30-Mar**
- Apr/May: Draft Plan responses reviewed and shared with SMBC
- Grant awarded £7,000. Meeting of 4 forums with SMBC
- **May'19: Design code V2 completion by Janet & Heritage team**
- Jun'19: Draft Plan changes from SMBC feedback & Brookside fair
- Jul'19: SEA Report (developed with SMBC) approved as "positive plan impact" with statutory consultees Jul 19
- Aug'19: Engagement: Dog show, Artisan market, Tour of Britain
- **Sep'19: Reg. 14 consultation 18-Sep to 1-Nov**
- Open day 27-28 Sep – 95 attendees
- Cheshire WT environment report
- Oct'19: Collation & review of Formal Plan response

### Our engagement - 2019



Open days 27-28 Sep



Brookside school & Dog show

### Forums 4 Focus Groups

- Transport** (Trish Freeman & TBC)
  - Looking at road & rail plus air pollution
  - Assessing existing transport systems and anticipating future needs for public transport, cycling, parking and pedestrians.
- Housing** (Trish Conroy & TBC)
  - Looking at our future housing needs
  - Seeking the right type and scale of developments in the right place
- Green space & Recreation** (Anne Young & Helen Stocks)
  - Looking at our open Green-spaces, natural GB and parks etc.
  - To explore how we can enhance and safeguard our recreational and green assets.
- Heritage & Design** (Anne Walker, Carol Bruce & Janet Burks)
  - How to identify and protect our history in the village
  - Identifying, protecting and enhancing local heritage that is valued by the community.
  - Ensure Design Codes aligned to the Plan



## R14 – Formal Plan & Design Codes consultation

- Ran 6 week 18<sup>th</sup> September to 1<sup>st</sup> November
- Open Days Friday & Saturday 26-27<sup>th</sup> September
- Responses
  - 114 Responses 280+ Comments
  - 68 People/Organisations: 6 Statutory Consultees (=74)
  - 44 Supported Plan and policies,
  - 2 did not approve of plan in general
  - There was more support for specific policies that disagreement (see chart)

## What are the HLVNF Policies?

### Transport

- T1 Mitigating Local Traffic Impacts of Development and Improving Air Quality
- T2 Middlewood Station
- T3 Supporting Cycling, Walking and Liveable Neighbourhoods

### Housing

- H1 Housing Scale and Mix

## What are the HLVNF Policies cont.?

### Recreation

- R1 Protecting and Enhancing Parks and Recreational Areas
- R2 Walking, Cycling and Horse Riding

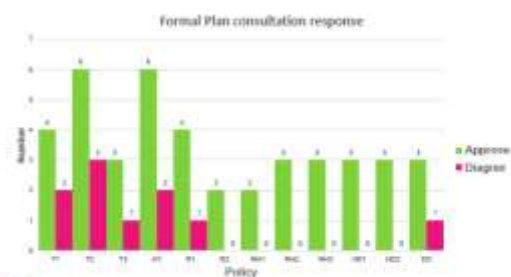
### Natural Heritage (Green-spaces)

- NH1 Protecting Local Landscape Character in the High Lane Area
- NH2 Protecting Important Views and Vistas
- NH3 Protecting and Enhancing Local Wildlife

### Heritage & Design

- HD1 Protecting Built Heritage Assets and their Settings
- HD2 High Quality Design and Design Codes

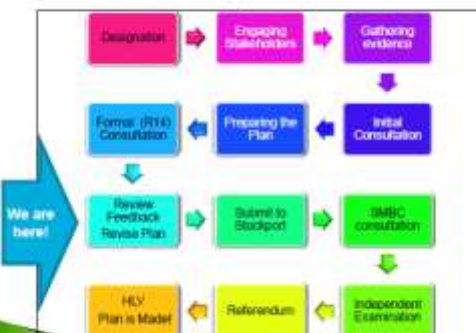
## HLVNF Plan R14 Consulation



## Plan responses - examples

- Clearly a great deal of work has been done on this and it seems comprehensive, detailed and justified.
- "I firmly believe in your Brownfield Sites First Policy throughout Greater Manchester must be adhered to, before any green belt is built on"
- My concerns are being addressed on the plan -mainly air quality along the A6
- Support the need for suitable retirement accommodation for the more senior people
- Firstly congratulations to all involved for preparing a robust and comprehensive Neighbourhood development plan for our village
- The traffic in and out of High Lane is the worst it has ever been, to add more homes on the scale proposed could be disastrous.
- The idea of the 102 extending its route to High Lane is an excellent
- I support the plan as it represents a positive framework for village life in High Lane

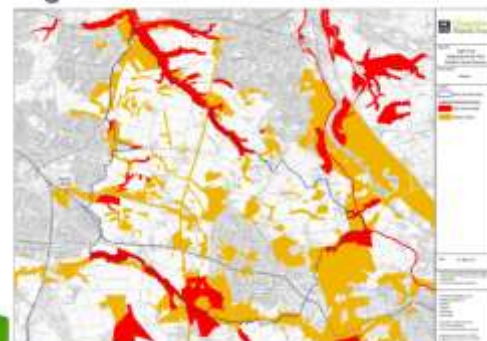
## HLVNF Planning steps?



## What is our future time table?

- Review consultation responses Nov'19
- Add new information (CWT habitats report)
- Draft final plan Dec'19
- Pre-examination on re-draft plan Nov/Dec'19?
- Submit Final Plan to SMBC Dec'19/Jan'20
- HLVNF N Plan Consultation (6wk) Feb/Mar'20
- SMBC Purdah Mar- May'20
- Independent Examination Mar-May'20
- SMBC Approval (4 stage 2 months)! Jun-Jul'20
- Referendum Sep'20?

## High Lanes wildlife habitats



### Election of Steering Group: Nominations

1. Chair: Richard Jones
  2. Vice Chair: Janet Burks
  3. Secretary: Claire Porterfield
  4. Treasurer: (TBC)  
Robert Taylor to audit accounts
- Votes please!

### Any Other Business

1. Claire to confirm

### Questions & Answers

- Your opportunity to discuss the  
High Lane Village  
Neighbourhood Plan

### One village, One Voice, One Plan



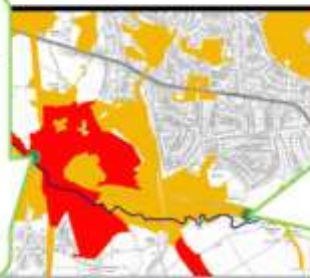
Thanks you for attending the  
Forums 2019 AGM!

***Please keep supporting  
the Forum and  
your Final Plan***

### High Lanes 2 station options

**Middlewood Station:**  
Middlewood way walk/cycle access (sustainable lighting & surface upgrade); Parking at cricket club; Mfwood Road; Woodland impacts review for footpath

**New High lane Station (GMTS 2019):**  
Off Chatsworth Road across bridge by Brookside farm; No parking provision; New construction impacts; Less woodland impact;



High Value habitat  
Medium Value habitat

## Appendix 7 Regulation 14 Consultation Responses Tables



High Lane Village Draft Neighbourhood Development Plan – Regulation 14 Public Consultation

Wednesday 14<sup>th</sup> September 2019 until Friday 1<sup>st</sup> November 2019

Table 1 Consultation Bodies and MP's Responses

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
Natural England 1.	All			No comment	<p><b>High Lane Village Draft Neighbourhood Development Plan – Regulation 14</b></p> <p>Thank you for your consultation on the above dated 04 September 2019</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood</p>	Noted.	No change.

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					<p>development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p><b>Natural England does not have any specific comments on this draft neighbourhood plan.</b></p> <p>However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.</p> <p>For any further consultations on your plan, please contact: <a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>.</p> <p>(See NDP website for attached annex)</p>		

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
Historic England 2.	All			No Comment	<p><b>High Lane Village Draft Neighbourhood Development Plan (NDP) (Regulation 14 Town and Country Planning, England. Neighbourhood Planning (General) Regulations 2012</b></p> <p>Historic England is the Government's statutory adviser on all matters relating to the historic environment in England. We are a non-departmental public body established under the National Heritage Act 1983 and sponsored by the Department for Culture, Media and Sport (DCMS). We champion and protect England's historic places, providing expert advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly</p>	Noted.	No change.

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					<p>understood, enjoyed and cared for. Thank you for consulting Historic England on the above document. At this stage we have no comments to make on its content.</p> <p>If you have any queries or would like to discuss anything further, please do not hesitate to contact me.</p>		
<b>Network Rail 3.</b>	All			Comment	<p>Network Rail has the following comments to make.</p> <p>(1) Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material</p>	<p>Noted.</p> <p>Network Rail will be consulted by SMBC as and when planning applications are considered as part of the development management process.</p>	No change.

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					<p>change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order).</p> <p>Network Rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will need to be carefully considered.</p> <p>(2) The proposal area includes a section of railway line as well as Disley railway tunnel.</p>		

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					<p>Developments in the neighbourhood area should be notified to Network Rail to ensure that:</p> <ol style="list-style-type: none"> <li>Access points / rights of way belonging to Network Rail are not impacted by developments within the area.</li> <li>That any proposal does not impact upon the railway infrastructure / Network Rail land e.g. <ul style="list-style-type: none"> <li>Drainage works / water features</li> <li>Encroachment of land or air-space</li> <li>Excavation works</li> <li>Siting of structures/buildings less than 2m from the Network Rail boundary / Party Wall Act issues</li> </ul> </li> </ol>		



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					<ul style="list-style-type: none"> <li>• Lighting impacting upon train drivers' ability to perceive signals</li> <li>• Landscaping that could impact upon overhead lines or Network Rail boundary treatments</li> <li>• Any piling works</li> <li>• Any scaffolding works</li> <li>• Any public open spaces and proposals where minors and young children may be likely to use a site which could result in trespass upon the railway (which we would remind the council is a criminal offence under s55 British Transport Commission Act 1949)</li> <li>• Any use of crane or plant</li> <li>• Any fencing works</li> <li>• Any demolition works</li> <li>• Any hard standing areas</li> </ul>		

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					<p>For any proposal adjacent to the railway, Network Rail would request that a developer constructs (at their own expense) a suitable steel palisade trespass proof fence of at least 1.8m in height.</p> <p>The National Planning Policy Framework calls for local authorities to prevent unacceptable risks from land instability by ensuring decisions for proposed development are only approved when development is appropriate for its location. Applications for development</p> <p>All initial proposals and plans should be flagged up to the Network Rail Town Planning Team London North Western Route at the following address:</p>		

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					<p><b>GUIDANCE FOR DEVELOPMENT ABOVE/ADJACENT TO RAILWAY TUNNELS</b></p> <p>1. The Developer should undertake a topographical survey of the site to determine the exact location and relationship of Network Rail's tunnels to the ground surface features. All levels to be related to Ordnance Datum. At this stage it would be beneficial for the applicant to also undertake a tunnel condition survey also.</p> <p>2. Network Rail's Engineer is to approve details of any development or works within 15 metres, measured horizontally, from the outside face of the tunnel extrados with special reference to:</p> <p>a. The type and method of construction of foundations</p>		

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					<p>b. Any increase/decrease of loading on the tunnel both temporary and permanent. Certified proof that the proposals shall have no detrimental effect upon the tunnel will be necessary.</p> <p>3. Any proposal must not interfere with Network Rail's operational railway nor jeopardise the structural integrity of the tunnel.</p> <p>4. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the tunnel structures nor for any noise or vibration arising from the normal use and/or maintenance of the tunnel. No right of support is given or can be claimed from Network rail's tunnels or railway land.</p>		

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					<p>5. The developer is to reimburse Network rail the cost of any remedial works to damage or deterioration of the tunnel structures caused by any development and in this respect Network Rail reserves the right to carry out any necessary emergency work on the site at the Developer's expense should this become necessary to safeguard the integrity of the tunnel structure.</p> <p>6. If construction or other shafts associated with the tunnels are identified, Network Rail's Engineer must be advised immediately and work in the vicinity stopped. Network Rails' approval must then be obtained and working methods agreed before work is permitted to re-commence. The Developer is to reimburse Network Rail the cost of any necessary physical work, protection and/or supervision.</p>		

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					<p>7. Network Rail to retain unencumbered rights of access to any existing tunnel shafts .</p> <p>8. Where new roads, turning spaces or parking areas are to be situated adjacent to the tunnel shaft, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling into or damaging the tunnel shaft.</p> <p>9. All drainage from any development must be taken away in an approved sealed pipe system. No soak ways are to be constructed within 50 metres of the tunnel. Details must be submitted for approval.</p> <p>10. No piling over the tunnel. Bored piles as part of an independently supported</p>		



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					<p>structure clear from the tunnel may be acceptable, but the piles must not be closer than 5 metres from the outside face of the tunnel structure and have full bearing below invert levels, unless with prior approval of Network Rail.</p> <p>11. Consideration will also be given to the monitoring of the tunnel in the vicinity of any development at regular intervals before, during any works and at completion, the cost of which to be at the Developers expense.</p> <p>12. The developer should ensure that he has complied with all restrictive covenants, if any, contained in the title deeds to the property.</p> <p>13. It should be noted that Network Rail as part of its rolling maintenance programme</p>		

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					<p>of tunnels will continue to seek access on an annual basis to carry out routine inspections of the land above such tunnels.</p> <p>The Developer shall ensure that these requirements are met and provide, for acceptance by Network Rail, sufficient evidence, supported by drawings, calculations and Design check certificates. Design check certificates will be subject to an independent check arranged by and at the expense of the applicant.</p>		
<b>Disley Parish Council</b> 4.	All		T1	Support	<p>Dear Neighbourhood Forum Re: High Lane Village Draft Neighbourhood Development Plan(NDP)</p> <p>On behalf of Disley Parish Council, I would like to apologise for the late response to the recent NDP consultation.</p>	Noted.	No change.

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					<p>The Parish Council read your plan with interest and was particularly impressed with the Draft Policy T1Mitigating Local Traffic Impacts of Development and Improving Air Quality. Given the complexity of the document it is very well constructed.</p> <p>Given that many of the High Lane concerns reflect those of Disley and Newtown, Disley Parish Council would like to register its support for the Plan and to confirm that the Council will fully engage with any further consultation.</p> <p>We wish you every success in moving the Plan to the next stage.</p> <p>Yours faithfully</p>		

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<b>William Wragg MP</b> MP for Hazel Grove Constituency 5.	All			Support / Comment	<p><b>High Lane Village Draft Neighbourhood Development Plan</b></p> <p>I am pleased to respond to this consultation in my capacity as Member of Parliament for Hazel Grove Constituency, which includes the village of High Lane. I welcome this consultation opportunity and the Neighbourhood Plan, as I have long believed that development should be done in a way which is sensitive to both the local environment and the wishes of local communities. Community planning must be central to that process and people must have a meaningful say on the areas in which they live, and the Neighbourhood Plan Provides this.</p> <p>I wish to formally offer my <b>Support</b> to the Draft Neighbourhood Development</p>	Noted.	No change.

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					<p>Plan (NDP) as a whole, and I make additional comments on specific sections and related issues below.</p> <p><b>Relation to Local and Regional Planning Processes</b></p> <p>The NDP covers the neighbourhood area of High Lane Village and surrounding Green Belt, but it is important to remember that this sits within several other local and regional developments planning processes, including the Stockport Local Plan, the SEMMMS Strategy, the Grater Manchester Spatial Framework (GMSF), and the National Planning Policy Framework, each of which are referenced by the NDP. As the Member of Parliament for the local area, I have also given responses to the various consultations associated with those process, which are a matter of public</p>		

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					<p>record. In addition, I am regularly contacted by constituents regarding these various planning matters in both the consistency consultation exercises I have run, for example around the GMSF, and on an ongoing basis. My comments below are made in light of these representations.</p> <p><b>Transport – Roads</b> I agree with the NDP that congestion is a real problem in High Lane and is of great concern to many residents, and that this is concentrated along the A6 corridor. On a daily basis there are high volumes of slow-moving traffic, with the A6 Northbound (High Lane to M60) seeing Morning Peak-Time Average Speeds of 13 mph – this makes it one of the most congested roads in the country with lower average speeds than</p>		

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					<p>many in central London. Also, as the NDP highlights since the A6MARR opened which was intended to relieve congestion, traffic using the A6 increased as the A6MARR has only served to draw more traffic though the area, creating congestion which backs up onto the local roads.</p> <p>There is no apparent silver bullet to the local congestion issue in the near future. Therefore, it is right that NDP focusses on mitigation measures aimed at deterring more HGVs from using the A6 route, improved Air Quality monitoring and mitigating the impacts of future development. Essential to this is proper assessment of the impact that any housing developments, such as under the GMSF, would have on local traffic with the additional cars that new occupants would likely drive.</p>		



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					<p>Due consideration of this has been sorely lacking to date in the GMSF proposals, yet it was and remains one of the main subjects of comment from residents who contact me about the GMSF proposals affecting High Lane.</p> <p><b>Transport - Rail</b>  The village of High Lane needs to be provided with a viable form of local rail access. This can be either through the provision of a new station to serve High Lane specifically, or by providing improved access to nearby Middlewood Station. The more simple and expedient option is improvements to Middlewood. With Middlewood station a mere half a mile away, the provision of a proper road link and car-park would enable High Lane residents to make practical use of the existing station. The exact route of a</p>		

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					<p>new road would need careful consideration. I also support the NDP call for parking and cycle storage facilities at the station and investment in passenger facilities.</p> <p><b>Housing and Green Belt</b> By far the most contentious planning issue affecting High Lane in recent years was that initial proposal to expand the village by around 4,000 homes on Green Belt land contained in the first draft of the GMSF. This sparked understandable and justified outrage from local residents, not only for the large-scale destruction it would have meant for highly valued local Green Belt, but for the unsustainable pressure that the development would have placed on local roads, community infrastructure and amenities by more than doubling the size of the village.</p>		

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					<p>I joined local campaigners against the proposals, and I have raised the issue repeatedly in Parliament including organising a petition of over 4,000 local signatories. Instead a policy of smaller scale local developments and urging the Council and the GMSF as a whole that a Brownfield First strategy should be pursued.</p> <p>I and the thousands who signed local petitions are not against house building. We need to provide new homes in order to fill the housing shortage, but this should be done in a way which is sensitive to both the local environment and the wishes of local communities. I therefore welcomed the revised Draft GMSF which reduced High Lane's proposed new housing allocation from 4,000 to 500 and also the Councils formal</p>		

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					<p>adoption of a Brownfield First strategy. This not only protects the countryside, but focuses development where regeneration is needed and where the necessary infrastructure already exists. I want to thank local residents in High Lane for there support in this campaign.</p> <p>There was widespread and sincere relief that the original proposals for 4,000 homes has been reduced to 500, but nevertheless significant opposition remains. The principle issue of concern was the impact on local traffic that even 500 homes, and potentially around 1,000 cars, is likely to bring. High Lane is already in a difficult situation in terms of its proximity to the heavily congested A6. The likely impact of these new homes, and consequently additional</p>		

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					<p>cars on the road (and fairly assuming an extra two cars per household) is believed by residents to be extremely negative in terms of traffic, congestion and as a result impacts on air quality too.</p> <p>In terms of future housing developments, I support the NDPs plan to mitigate the environmental and disruptive impact of this. I especially want to emphasise the impact on air quality and traffic congestion which such developments, both large and small, will inevitably bring and it is right these are fully explored. The affordability of units in future housing developments is a point that was echoed by residents responding to my own local GMSF consultation. I am pleased to see this point is addressed in the NDP.</p>		

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					<p>I do, however, remain concerned that even the revised draft of the GMSF lacks detail on the type and character of the new sites were proposed by the GMCA for GMSF without consultation with HLVNF. As I said above it is vital that development should be in conducted with due regard for the wishes of local communities. I hope that in the further stages of GMSF the GMCA engage more proactively with local communities, neighbourhood plans and forums. I fully support the NDP and Neighbourhood Forum in its efforts to achieve this.</p> <p><b>Green Space</b> As with Green Belt, Green Spaces within the built environment are hugely valued by local people as areas of both natural beauty and sites of recreation. Their value is</p>		

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					<p>brought into even sharper focus as a means of providing a place of relief to the problems of Air Quality and traffic discussed above and as a means to improving people's physical and mental health. It is vital they are both protected and improved, and I support the NDPs objectives of protect existing recreational facilities and support investment in new and improved facilities for all ages and abilities.</p> <p><b>Heritage</b> High Lane is a village with great natural and industrial heritage, notably the historic Coal Mining and Canal industries, and is home to many listed buildings. I support the objectives of the NDP to protect the character of the village and the natural landscape – which is why the proposal of 4,000 new homes was completely unjustifiable.</p>		



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					<p>In addition I support investment in maintaining and improving the canal network, both the water and the tow paths. What was once a very important source of industry is now a very important source of recreation. Steps should be taken to encourage walking, cycling, and boating along this invaluable community asset.</p> <p>I also wish to underline the importance of providing Wildlife Corridors and protection for Mature Trees, which were repeatedly mentioned by residents to me during discussion of GMSF sites. I would urge the Neighbourhood Forum to work closely with wildlife and environmental organisations – including RSPB, The Wildlife Trusts, Woodland Trust, Canal and River Trust, CPRE, and</p>		

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					<p>others - to ensure that any permitted development is done with sensitivity to the local environment and provides maximum protection for local wildlife and habitats.</p> <p>Finally, I wish to offer my thanks to all the members of the High Lane Village Neighbourhood Forum, and especially its NDP Steering Group and other Working Groups, for their time and effort in preparing the Plan to its current stage. I offer my best wishes for its future progress in the process to adoption.</p>		

High Lane Village Draft Neighbourhood Development Plan – Regulation 14 Public Consultation

Wednesday 14<sup>th</sup> September 2019 until Friday 1<sup>st</sup> November 2019

Table 2 Developers and Landowners

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Peacock and Smith On behalf of KCS Development and Q Developments 1.1		9.1	Draft Vision  Housing Objectives  T1  T2  HD2	Object / Comment	<p>Dear Sir/Madam,</p> <p>Thank you for notifying us of the above consultation. Please find attached comments prepared on behalf of KCS Development and Q Development in relation to the following aspects of the Draft Plan:</p> <ul style="list-style-type: none"> <li>• Draft Vision</li> <li>• Housing Objectives</li> <li>• Policy T1</li> <li>• Policy T2</li> <li>• Policy HD2</li> <li>• Para 9.1 Review</li> </ul> <p>I would be grateful if you could confirm receipt of these comments. Yours faithfully</p>	<p>Noted.</p> <p>See detailed responses below.</p>	No change.

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1.2	All			Comment / Object	<p><b>Introduction</b></p> <p>These comments are made on behalf of KCS Development and Q Developments, the two promoters of GMSF draft allocation 38 High Lane. KCS Development are promoting the part of the allocation north of Buxton Road, whilst Q Developments are promoting the remainder of the allocation south of Buxton Road. Both promoters are working collaboratively to ensure that a comprehensive approach is adopted towards the masterplanning of the draft allocation.</p> <p>The promoters' vision for the draft allocation is to create a sustainable and vibrant new neighbourhood which is well connected to High Lane and to existing services; which places the promotion of sustainable</p>	<p>Noted.</p> <p>The HLVNDP does not include site allocations.</p> <p>The proposed site allocation is a matter for the GMSF and requires a change to the boundary of the Green Belt.</p> <p>Proposals will be considered against the policies in the NDP once the Plan has been made (adopted).</p>	No change.

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					<p>travel, health and well being at its heart; which comprises a wide range of housing types, including smaller homes and retirement accommodation; and which fosters social cohesion through high quality green infrastructure and community facilities.</p> <p>It is considered that there are significant advantages in pursuing a single allocation of 500 dwellings in High Lane as this will create the critical mass for sustainable travel to be addressed comprehensively, which could include support for improvements to be made to Middlewood Station - in line with the Transport and Air Quality objectives of the Neighbourhood Plan (NP). A range of smaller sites would not deliver the scale of local public transport</p>		

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					<p>improvements that can be achieved by a single large housing allocation.</p> <p>The promoters will seek to integrate existing pedestrian routes with informal green spaces and other green infrastructure which have been woven into a masterplan for the benefit of the wider community – in line with the Vision for the NP. The new residential areas will form strong links with the existing High Lane urban area and the facilities, amenities and public transport already provided within the settlement, whilst creating an identity befitting of this distinct gateway location.</p> <p>The draft allocation proposals will give rise to a wide range of benefits for High Lane including:</p>		

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					<ul style="list-style-type: none"> <li>- local housing choice and a significant number of affordable homes for local people who are currently unable to get on the housing ladder;</li> <li>- Increased demand for existing shops and services in High Lane, thus supporting their viability, and potentially creating the right conditions for new businesses to open;</li> <li>- Significant construction employment – support for 1,550 jobs during the construction period, and the creation of new apprenticeships/trainees/graduates;</li> <li>- New recreation opportunities for local residents in the form of informal open space, equipped open space and footpaths/cycleways that connect into existing</li> </ul>		



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					<p>infrastructure, including the Middlewood Way;</p> <ul style="list-style-type: none"> <li>- Improvements to local public transport services, including potential support for enhancements to Middlewood Station;</li> <li>- New tree and hedgerow planting and other habitat features that will deliver a net biodiversity gain;</li> <li>- New Homes Bonus of over £5M, which would assist Stockport MBC local spending priorities.</li> </ul> <p>It is our view that these positive impacts constitute significant planning benefits that weigh in favour of the draft allocation.</p> <p>KCS Development and Q Developments support the majority of the aims and ambitions of the NP, and wish to work constructively with the Neighbourhood Forum,</p>		

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					but the promoters have some concerns about the content of the document. Those concerns are set out in individual representations that respond to the NP.		
1.3	12		Vision	Object	<p><b>Comments on Draft Vision</b></p> <p>KCS Development and Q Developments note that the Draft Vision of the NP refers to a range of objectives, including the provision of small-scale housing to meet local needs and the protection of the Green Belt. However, we are concerned that some of these objectives may not be realistic in the context of the strategic policy aims of the emerging GMSF, which seeks to ensure that Stockport provides for as much of its housing needs within the Borough as possible (notwithstanding that some of those needs are proposed to</p>	<p>Not accepted.</p> <p>The policies in the NDP will be superseded by more up to date local plans as and when they are adopted as the most recent adopted planning policy takes precedence.</p> <p>There is no need therefore to insert the proposed wording into the vision which is an expression of local residents' vision for the area. Therefore the proposed change should not be accepted.</p>	No change.

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					<p>be met in Manchester and Salford) – which inevitably requires some Green Belt release in a number of settlements.</p> <p>Para 29 of the NPPF indicates that NPs should not promote less development than set out in the strategic priorities for the area, or undermine those strategic policies. Planning Practice Guidance also advises that communities preparing a NP should take account of the latest and up-to-date evidence of housing need (Paragraph: 084 Reference ID: 41-084-20190509). Those needs are summarized at Table 7.1 of the Revised Draft GMSF (January 2019) – the annual average requirement for Stockport, 764 dpa, represents a 60% increase from the requirement in the Stockport Core Strategy (March 2011).</p>		

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					<p>In order to help meet that substantial housing need the GMSF has identified the Green Belt in High Lane as a location for a large-scale housing allocation at both Draft and Revised Draft consultation stages – the latter draft proposing 500 new homes (Allocation 38). There is therefore a strong possibility that this allocation will form part of the adopted GMSF, and if so, the Vision of the NP will be out of step with strategic policies, contrary to national policy.</p> <p>In our view the best way to reconcile the above issues is for the Vision of the NP to include a short reference to the fact that the strategic policies in the GMSF and the Stockport Local Plan will ultimately take precedence over the NP. This could be</p>		

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					undertaken by the addition of the words “Subject to the strategic policies of the GMSF and Stockport Local Plan...” at the beginning of the Vision, and the provision of an explanatory supporting paragraph that also cross refers to Section 5 of the NP, where we note there is reference to the GMSF proposals for High Lane.		
1.3	13		Obj 5	Object	<p><b>Comments on Housing Objectives (Objective 5)</b></p> <p>KCS Development and Q Developments note that Housing Objective 5 seeks to ensure that local people have first options/preference in new housing schemes.</p> <p>Whilst it is common to give local people first opportunity to rent/buy the affordable element of new housing schemes, it would be highly</p>	<p>Accepted.</p> <p>The wording has been amended following advice from SMBC.</p> <p>Objective 5 now reads: <b>To ensure local people can access new housing development schemes</b></p>	No further change.

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					<p>unusual to apply this approach to market housing, and such an approach has not been justified in the evidence base to the NP.</p> <p>We note that Policy H1 and Para 5.35 of the NP indicate that the intention is to introduce the local people clause for affordable schemes only. Accordingly, Housing Objective 5 should be amended to ensure that it is consistent with these other parts of the NP. This can be achieved by the introduction of the words “the affordable element” before the text “in new housing development schemes”.</p>		
1.4	19/ 20		T1	Object	<p><b>Comments on Draft Policy T1</b></p> <p>KCS Development and Q Developments note that Policy T1 sets out planning application requirements for consideration of air quality.</p>	<p>Not accepted.</p> <p>Addressing air quality issues is a primary concern of local residents. Refer to comments and advice of</p>	No change.

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					<p>This is a general development management policy that risks repeating (and potentially conflicting with) air quality policies within the GMSF and the new Stockport Local Plan. We therefore question the need for such a policy in the Neighbourhood Plan, since it will overlap with higher level policy.</p> <p>The policy refers to areas of High Lane that exceed the Air Quality Objectives. However, Para 4.20 of the NP confirms that a recent survey found that exceedance of these Objectives was not found at 10 separate locations along the A6 road network through High Lane. This follows surveys undertaken in 2015 (Para 4.16 to 4.17 of the NP) that demonstrated that exceedences of the Objectives were taking place at eight sites – thus suggesting that</p>	<p>support submitted by residents in Table 3.</p> <p>Therefore the proposed change should not be accepted.</p>	



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					<p>there has been some improvement in air quality.</p> <p>In relation to the GMSF draft allocation for High Lane, whilst it is acknowledged that the proposed development will lead to an increase in traffic flows once operational, it is anticipated that as new Euro class vehicles continue to be released with stricter emission limits and the uptake of non-conventionally fuelled vehicles increases in the future, reductions in emission to air should be achieved. At the earliest the proposed development is anticipated to be complete in 2026, by which time the proportion of the national vehicle fleet of newer Euro class vehicles (with lower emissions) and electric vehicles is expected to have grown significantly.</p>		

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					<p>The proposed transport strategy for the draft allocation includes, but is not limited to, making provisions for new cycle and footpaths to connect with the existing local network, and retaining existing routes, provision of electric vehicle charging points for all properties and a Travel Plan which will encourage the use of cycling and walking and discourage people from using cars. By maximising these opportunities for the transport strategy of the site any impact on local air quality will be reduced.</p> <p>We note that the second part of Policy T1 states that development proposals that are likely to lead to exceedences of Air Quality Limit Values in the High Lane NP will be resisted. This is a change to the wording of</p>		

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					<p>Policy T1 as set out in the First Draft NP (Spring 2019) that is not justified. It does not reflect national or emerging GMSF air quality policy and it does not take account of the potential for proposals to mitigate the air quality impacts of development.</p> <p>In the light of the above we consider that Policy T1 should be deleted and NP should seek to pursue an air quality management approach that is in line with policy set out in the GMSF and the new Stokcport Local Plan. In the alternative the second part of Policy T1 that states that development proposals that likely to lead to exceedences of Air Quality Limit Values in the High Lane NP will be resisted should be amended to require proposals that are likely to lead to exceedences</p>		

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					of the Air Quality Limit Values to mitigate those impacts.		
1.5	26		T3	Object	<p><b>Comments on Draft Policy T3</b></p> <p>KCS Development and Q Developments note that Point 5 of Policy T3 requires continental design standards for the strategic road network, whereby vehicles do not have to negotiate junctions when travelling along the road and closely spaced junctions. Our client objects to this requirement for the following reasons:</p> <p>☐ Point 5 is generally poorly worded and as such it is not clear how this part of the draft policy is intended to support cycling and walking provision in the village;</p> <p>☐ There is no justification made for roads being designed to 'Continental Design Standards'. The roads</p>	<p>Not accepted.</p> <p>This wording was provided by SusTran and some minor amendments have been made to the Policy wording following discussions with SMBC. The proposed change should not be accepted.</p>	No change.

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					<p>which serve the village are under the remit of Stockport Borough Council who are the Local Highway Authority. The roads would generally be designed in accordance with the Council's local design standards or possibly Manual for Streets. There is no evidence provided to demonstrate how or why 'Continental Design Standards' are required or whether they conflict or accord with current standards;</p> <p>- By the nature of travelling through a village, vehicles will have to negotiate junctions which provide access to residential properties and local facilities away from the main A6 route through the village;</p> <p>- The Strategic Road Network is referred to which is</p>		

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					<p>confusing, considering that the nearest road on the SRN is the M60 around 7km to the north-west. It may be that the NP is referring to the A6, but this is not clear; and</p> <p>- A 1-2km junction spacing is not considered to be 'closely spaced' and it is not clear how this would benefit pedestrians and/or cyclists.</p> <p>In the light of the above we consider that Point 5 of Policy T3 should be deleted.</p>		
	65/66		HD2	Object	<p><b>Comments on Draft Policy HD2</b></p> <p>KCS Development and Q Developments note that Policy HD2 cross refers to a number of design codes, and there is a requirement for new development to incorporate the principles set out in those codes.</p>	Partially accepted.	<p><b>Amend Design Codes</b></p> <p><b>Amend Design Code T1 to:</b></p> <p><i>"In line with Manual for Streets (See 4.4 The Walkable Neighbourhood, paragraph 4.4.1 insert footnote / reference <a href="https://www.gov.uk/government/publications/manual-for-streets">https://www.gov.uk/government/publications/manual-for-streets</a> ), new residential development should be located within a 10 - 15 minute walk (or 800m) of</i></p>

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					<p>In respect of Design Code T1, this seeks to maximise connectivity and permeable street layouts, which are reasonable design objectives. However, the same design code also requires new residential development to be located within a 5 to 10 minutes walk of key facilities. The rationale and justification for this specific requirement is not substantiated by the evidence base of the NP. We are also concerned that this is an in principle locational/transport requirement rather than a design principle, and as such it is not appropriate for it to be included within a design code. In the light of the above, we consider that the requirement of Design Code T1 for new residential development to be located within a 5 to 10</p>		<p><u>key facilities such as the schools, shops and public transport facilities and should demonstrate how accessible new walking and cycling linkages to such facilities and the existing walking and cycling network in the area can be achieved."</u></p>



Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					minutes walk of key facilities should be deleted.		
1.6	66	9.1		Object	<p><b>Comments on Para 9.1 Review</b></p> <p>KCS Development and Q Developments note that Para 9.1 commits the Neighbourhood Forum to a review of the NP within 3 years of adoption of the GMSF and Stockport Local Plan. We consider that this commitment would be clearer, and more effective, it is were encapsulated within a discrete policy within the NP. We also consider that the 3 year timescale for a review is too long. Significant aspects of the NP will be rendered out of date if the Draft GMSF Allocation for High Lane is adopted. However, KCS Development and Q Developments have sought, and will continue, to keep the</p>	<p>Not accepted.</p> <p>This wording was supported / suggested by SMBC at an earlier stage of plan preparation so the proposed change should not be accepted.</p>	No change.

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					<p>Neighbourhood Forum informed about their proposals for the Draft Allocation, which should allow the NP to be updated in a shorter timescale.</p> <p>In this context, and given that Para 29 of the NPPF requires NPs to not promote less development than set out in strategic policies or to undermine those policies, we consider that the NP should set out a more ambitious timescale for review of the NP following adoption of the the GMSF and Stockport Local Plan. In our view a more appropriate timescale to commence such a review would be within 12 months of adoption of the latter plans.</p>		

High Lane Village Draft Neighbourhood Development Plan – Regulation 14 Public Consultation

Wednesday 11<sup>th</sup> September 2019 until Friday 1<sup>st</sup> November 2019

Table 3 Residents' Responses

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
1.	All			Support	<p>We would like to thank all the members of the HLVND committee who have obviously worked extremely hard to produce a first class professional document.</p> <p>We agree with all the sentiments and proposals contained in the document and wish the committee success with all their proposals.</p>	Noted	No change.
2.	23		T2	Support / Comment	Although I agree that access to the station should be improved I am dubious about improving car access as this is likely to cause more traffic congestion at the junction of the A6 and Middlewood Road.	<p>Noted.</p> <p>The Steering Group has given further consideration to this, and a Table has been added to the NDP showing a SWOT analysis of proposals for a new station and improvements to the existing station.</p>	<p><b>Amend NDP.</b></p> <p><b>Insert a new Table after 4.30 provided by Steering Group - SWOT Analysis of new station and improvements to existing station.</b></p> <p><b>In 4.30 omit sentence 3 beginning 'However there is a clear preference ...' and replace it with this: "<u>Responses</u></b></p>

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						The preferred approach will be to improve access for pedestrians and cyclists to support a move towards more sustainable transport alternatives. However some provision for car access and parking may also be required.	<u>confirm there is a clear need for access to a railway station and opinion is mixed locally for the existing Middlewood Station to be part of any enhanced public transport plan or for a new railway station to be provided."</u>  Paragraph continues with existing sentence "Subject to further detailed studies....New sentence at end of paragraph: <u>"The NF would actively seek to engage with SMBC on all public transport options as part of the multi phased plan"</u> . and final sentence of 4.30 is <u>"The Swot Analysis below includes pros and cons from draft plan consultations."</u> (Swot to go in the body pf the text not as an appendix)
3.	All			Support / Comment	I support the High Lane Village Neighbourhood Development Plan as at September 2019.  My particular concerns for my local area are air pollution, traffic congestion, efficient and accessible public	Noted.  These matters are all addressed in the NDP.	No change.

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					<p>transport and preservation of Greenbelt land.</p> <p>I support the NDP's stance on all of the above and also the requirement for affordable housing and accessible housing for the elderly in our community.</p> <p>Brownfield sites within the borough must be developed before greenbelt land is converted for development and action must be taken to address the traffic congestion and associated air pollution.</p>		
4.	28/ 29		Design Code LC1	Support / Comment	Each para: A-F makes total sense. Ensuring the preservation of the character and context of the existing residential areas is of paramount importance to maintain the character and context of High Lane Village as a whole.	Noted.	No change to NDP or Design Codes.

Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					The suggestion that there should be several small developments instead of one large one would reduce the impact of the traffic congestion and air pollution on the A6 corridor. Therefore, would seem an extremely sensible option.		
5.			All T2	Support / Comment	<p>First of all I must say I am very impressed with the Development Plan and the work that the committee are putting into the Plan.</p> <p>The proposed development of the 500 houses either side of the A6 in such close proximity to the A6 is certainly going to cause added congestion ie minimum of say 1000 extra cars. It will add to the already high pollution already existing. The idea of the 192 extending its route to High Lane is an excellent idea as the reliability</p>	<p>Noted.</p> <p>The proposal for 500 new houses has come forward through the GMSF.</p>	No change.

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					<p>of the 199 is already stretched as is its frequency.</p> <p>Instead of the new railway station at Brookside, would it not be better to make the access to Middlewood station easier by creating more car parking space.</p> <p>We must protect our greenbelt area – otherwise the ‘village’ name of High Lane would not seem appropriate.</p>		
6.			Vision  T1	Comment  (Objection relates to GMSF site allocation)	<p>I object to more houses adding traffic onto the A6. It's already a standing car park in rush hour. We have too many traffic lights in High Lane causing congestion.</p> <p>New houses should be built on brownfield sites first.</p> <p>The side roads are now a cut through to avoid the A6.</p>	<p>Noted .</p> <p>The Vision prioritises brownfield development.</p> <p>Policy T1 addresses air quality.</p> <p>The numbers of traffic lights and links to pollution (stop/start effect) will be raised with SMBC. (This cannot be addressed through the NDP's planning policies).</p>	<p>No change to Policies.</p> <p>However wording could be added to the supporting text:</p> <p>Amend NDP 4.26 page 19 of Plan : Start the opening sentence like this:</p> <p><b>"Policy H1 prioritises brown field development and Policy T1 resists new development which would have an adverse effect....."</b></p>



Consultee Name Address Ref. No.	Page No.	Para. No.	Vision/ Objective / Policy No.	Support / Object / Comment	Comments received	HLVNF Consideration	Amendments to NDP
					I also object to the air pollution on the A6. Bad for health of the local people that walk and shop on A6.		
7.			Design Code MC1	Support / Comment	<p>With regard to traditional frontages I propose that not only should they be protected but businesses given a reasonable deadline to conform to an agreed design model which could be decided by an appropriate local body.</p> <p>Shop frontages should also meet an agreed traditional standard and not be 'fussy'.</p> <p>All the above should be sympathetic to the heritage of High Lane as a village.</p>	<p>Noted.</p> <p>The Design Code MC1 does not require reinstatement of original designs but sets out "Opportunities to reinstate original designs should be taken whenever alterations are proposed. New or replacement shop fronts should be of high quality, sympathetic to the building and local architectural traditions and not detract from the character or appearance of the area as a whole." This provides sufficient flexibility and encourages sympathetic designs.</p>	<p>No change to NDP.</p> <p>No change to Design Code.</p>

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8.1	All			Support	<p>Clearly a great deal of work has been done on this and it seems comprehensive, detailed and justified. All contributors should be congratulated.</p> <p>The NPD is very comprehensive, balanced and justified; a commendable job.</p> <p>Some specific queries:</p>	Noted.	No change.
8.2	P15			Comment	<p>P.15: It is not clear what the SEMMMs A6 mitigation measures are/will be but limiting HGV is highlighted.</p> <p>Could this be linked to the air pollution issue (next section) ie. enforcement based on NOx and particulates? This could be the basis of a Clean Air Zone, as apparently favoured by Government.</p> <p>Not sure if this is appropriate for the NPD specifically.</p>	<p>Noted.</p> <p>Refer to Appendix 2. Proposals and mitigation measures related to High Lane are highlighted in yellow.</p> <p>The NDP cannot identify a Clean Air Zone but the Forum will refer this to SMBC for consideration. It is understood that SMBC and GMCA are looking at a Clean Air Zone across the whole of Greater Manchester.</p>	No change.

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8.3	P17			Comment	P.17: How was the air pollution monitoring data 'adjusted', resulting in levels below Air Quality Objectives? Was the monitoring in line with that in other areas ie. recognised as valid?	Noted.  Please refer to the full report (Air Quality Monitoring Results - High Lane, Stockport, Redmore Environmental, May 2019) for further technical information about how the data was adjusted.	No change.
8.4	P33			Comment	P.33: Figure 6 is confusing: what are the 'total' column values? They increase with decreasing ranking, so where does the ranking come from?	Accepted.  The Table has been revised by the Steering Group and a new, clearer Table will be inserted into the NDP.	<b>Amend NDP.</b>  <b>Insert new Table for Figure 6.</b>
8.5	P36			Comment	P. 36: The policy statement says HLNf could support 'major' development ('if met requirements of NPD') but this is this not contradictory with 'not in green belt' or 'within build up area' ( 5.23, P. 33)?	Noted.  The NDP recognises that at the current time High Lane village is inset within the Green Belt and there are likely to be few opportunities for significant new housing development.  However proposals have come forward through the GMSF for	<b>Amend NDP.</b>  <b>Amend para 5.23, after 4th sentence to:</b>  <b>"Therefore following consideration of the existing settlement boundary around the Village and constraints of Green Belt the HLVNF Management Committee has taken the view that the NDP should not include site allocations in the Green Belt. In addition, the</b>

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						major development; such development will require changes to the Green belt boundary and this will be considered through the GMSF process. Policy H1 has been prepared to be flexible so that the criteria could be applied to larger schemes in the future if they come forward. This should be made clearer in the supporting text.	<p><b>HLVNF proposes that the NDP should not allocate sites within the existing built up area due to the limited opportunities within the settlement boundary. <u>However there is a need for the NDP to demonstrate that the reasoning and evidence supporting the new emerging GMSF has been taken into consideration in the NDP (see paragraph 1.4), and the NDP should not conflict with the emerging policies and proposals. Therefore the NDP Policies (including H1) have been prepared to incorporate flexibility so that they may be applied to larger schemes if they come forward in the future.</u></b></p> <p>Insert the GMSF Response summary to Allocation 38 in Appendix 4.</p>
8.6	P55				P.55: If needed, several more viewing points could be identified on the map – such from the canal (W+E) south of Middlewood (as referred to on P. 60).	Accepted.	<p><b>Amend NDP.</b></p> <p><b>Insert new View 4 text and photograph before 6.41.</b></p>

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							<p><u>"View 4 Railles Field(opposite the Royal Oak) looking west towards Marsden House and the woods of Middlewood.</u></p> <p><u>This peaceful view alongside Middlewood Road is visible to pedestrians, cyclists, and walkers from the A6 and sets the scene for High Lane's rural character. Residents and visitors can quickly and easily access the view and escape the noise and pollution of the A6 thereby enhancing their physical and mental well being. Many local people choose to regularly walk, jog or cycle alongside it to enjoy its serenity. "</u></p> <p>Insert new view 4 to Map 6.</p>
8.7	P66			Comment	P.66: Could there be a comment on avoiding typical modern developer estates where houses are clones with minimal space between? The point here is restricting profit maximisation being the	<p>Noted.</p> <p>Policy HD2 requires proposals to respond to local character and encourages imaginative modern designs.</p>	No change.

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					overriding criterion of design (as opposed to the desire for more character, as expressed elsewhere).	Further detail is provided in the Design Codes, and together these should help to ensure that new development is distinctive and high quality.	
9.	All			Support	I support the Plan	Noted	No change.
10.	All			Support	I support the plan as it represents a positive framework for village life in High Lane.	Noted	No change.
11.	All			Support	I totally support the Draft Plan	Noted	No change.
12.	All			Support	I support the forum. Keep up the good work. Thank you!	Noted	No change.
13.	All			Support	<p>Firstly, I am in overall support of the draft NDP and its vision and I commend the hard work and energy of the HLVNF team in producing this. Thank you very much for this.</p> <p>I have a number of comments/observations that I would ask the HLVNF team to</p>	Noted	No change.

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					consider, further to the initial comments I submitted in response to the informal consultation in March 2019.		
14.		4.19 4.20		Comment	Para 4.19/4.20 – if the findings of the Redmore Environmental report are to be stated within the NDP then I consider it important, for balance, that the NDP also acknowledges the comments made in the review prepared by Darrell Williams on behalf of HLRA dated 15 September 2019 which highlights the limitations of the Redmore report and why its findings should be treated with caution.	Noted.  The report from the RA was provided to Redmore for comment and there professional response addressed the points raised in relation to the competency and scope of the report.	<b>Amend NDP.</b>  Report from Redmore to go as an appendix to the Plan.  (Feedback from DW and Redmores response to go on web site.)  Insert after 4.20: " <b><u>The Forum was provided with a technical review of the Redmore Air Quality Monitoring report by a member of the community which challenged some of the approaches to the data sampling, adjustments and data sets used. This information was shared with Redmore for comment, and their response on 12th December 2019 answered these points in relation to the scope and funding provided and the standard of methods used. The Redmore report is seen as a significant</u></b>

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							<u>indication of pollution levels in the community along the A6 are close to legal limits in several locations.</u> <u>Additional traffic and or points of congestion on the A6 without adequate mitigation would risk a breach of these limits. (Note: the community review of the Redmore report and the Redmore response are available on the HLVNF website.)."</u>
15.1		4.21	T3	Comment	Para 4.21 – I think, in addition to what is said here, it is also important to mention that the local shops, pubs/cafes, medical centre and church are all situated directly on the A6 and this coincidentally represents probably the highest localised concentration of people being exposed directly to the effects of traffic congestion within the NDP Area when walking to and from those facilities. The Greater Manchester Transport	Noted.  Amend NDP as suggested.	<b>Amend NDP.</b>  <b>Insert new paragraph after 4.21:</b>  <b>" <u>It is important to note that many local facilities including shops, pubs, cafes, the medical centre and church are all located along the A6 corridor. Residents and visitors accessing these local facilities may be exposed to localised air pollution walking to and from the facilities.</u>"</b>  <b>Insert new paragraph after 4.41:</b>



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					<p>Strategy 2040/Draft Delivery Plan 2020-2025 includes a commendable strategy on “Streets for All”, dealing with <i>“the role of streets in creating sustainable, healthy and resilient places ... balancing the movement of people and goods alongside the creation of more people-friendly and less polluted streets and places”</i>. This surely builds the case for addressing traffic issues on the A6 in High Lane in the round, particularly in the context of other policies to promote a Liveable Neighbourhood with use of local facilities and encouraging walking/cycling over car use (e.g. Draft Policy T3 later in the Plan).</p>		<p><b><u>"The Transport for Greater Manchester Draft Delivery Plan 2020-2025 (ref <a href="https://tfgm.com/2040/delivery-plan-2020-2025">https://tfgm.com/2040/delivery-plan-2020-2025</a> ) sets out an overall aim for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040. This includes implementing the programme "Streets for All". Paragraph 15 explains: " Streets for All is Greater Manchester's new way of thinking about the role of our street network, with a focus on the needs of people and places, rather than considering the movement of vehicles alone. It will enable Greater Manchester to work in an integrated way to create sustainable, healthy and resilient places; tackling issues such as congestion, air pollution, bus service reliability; improving interchange between modes; creating walking and cycling improvements; and delivering local centre enhancements. We are already working on a number of major</u></b></p>

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							<u>corridor studies using a Streets for All approach, and the recommendations from these studies will be incorporated into future versions of this Delivery Plan." The proposed measures include a Long-term Cycling and Walking Infrastructure Plan (paragraph 174).</u>
15.2		5.10 - 5.34		Comment	<p>In my view, the section of the NDP at paras 5.10 – 5.34 would benefit from a conclusion which draws together the work done in analysing the data from Stockport HNA/HLVNF's own questionnaires etc. into how this arrives at the policy and position taken in Draft Policy H1.</p> <p>A partial conclusion is included in paragraph 5.23 but this appears to be put before the analysis of the housing need/demand.</p>	<p>Accepted.</p> <p>Insert new concluding paragraph after 5.34.</p>	<p><b>Amend NDP:</b></p> <p>Insert additional wording after 5.34 (insert new concluding paragraph):</p> <p><u>"Policy H1 has been prepared therefore to provide a positive planning framework to guide new housing development in High Lane over the plan period. The Policy has been prepared to be in general conformity with adopted strategic policies which identify High lane as a settlement inset within the Green Belt and the emerging new policies and proposals in the GMSF which is at an early stage of preparation but which proposes a strategic site allocation in the existing Green Belt adjoining the</u></p>

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							<p><u>settlement to the west. The Policy also sets out proposals for house types and sizes taking into account existing housing provision in the area, population changes and changing housing needs based on technical assessments and responses to local public consultations undertaken as part of the NDP process."</u></p> <p>Also typo - amend "Grenbelt" to "Green Belt" in 5.23</p>
15.3			H1	Comment	<p>I would ask the team to consider whether the current drafting of Draft Policy H1 goes far enough. In particular, how would the NDP respond, when considered objectively, to certain types of development application over the full lifetime of the NDP, as the examples below:</p> <p>Referring to Para 1 this states: <i>"Proposals for new housing development will be supported within the existing built up</i></p>	<p>Not accepted.</p> <p>Policy H1 aims to provide a supportive planning framework for new development within the existing built up area in the first instance but also refers to larger scale development proposals which may come forward through the GMSF.</p>	No change.

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					<i>area of High Lane Village where schemes are for small to medium scale housing developments of up to 9 units of market housing (not major development)"</i>		
15.4			H1	Comment	<p>Please consider:</p> <ul style="list-style-type: none"> <li>Should the NDP's support be expressed as being conditional upon the proposals also meeting the requirements set out in the other policies in the HLVNDP?</li> <li>If this paragraph excludes 'major development', how would the NDP apply to a proposal for major development of say 20 units from a private developer (i.e. not GMSF)? Should the policy expressly state that proposals for major development will be resisted?</li> <li>Ought the policy also to say, for the avoidance of doubt, that any proposals for new development within the</li> </ul>	<p>Partially accepted.</p> <p>The Policy already sets out that development proposals that come forward through the GMSF will be supported provided they meet the requirements of other NDP policies. This could be amended so that the first paragraph also refers to other policies.</p> <p>The second paragraph could also be changed to refer to the Stockport Local Plan as well as the GMSF. Proposals for major development are likely to require changes to the Green Belt boundary and therefore they should come</p>	<p><b>Amend NDP</b></p> <p><b>Amend Policy H1 paragraph 1: Insert</b>  <i>"<u>Subject to other policies in the HLVNDP, ...</u>"</i></p> <p><b>Amend Policy H1 Paragraph 2 to:</b>  <i>"If proposals for major development in the HLVNDP Area come forward in the future through the GMSF or Stockport Local Plan, they will be supported provided they meet the requirements set out in the policies in the HLVNDP."</i></p> <p><b>Note on need to need to retain GMSF ref, but update to Allocation 38 and include responses in Appendix - see 8.5 above.</b></p>

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					<p>existing Green Belt boundary will be resisted?</p> <p>Referring to Para 2, this states: "If proposals for major development in the HLVNDP Area come forward in the future through the GMSF, they will be supported provided they meet the requirements set out in the policies in the HLVNDP"</p> <p>Please consider:</p> <ul style="list-style-type: none"> <li>Over the life of the NDP, major development may come forward from other strategic plans such as the Stockport Local Plan or some alternative incarnation of GMSF in the future. Should the wording here not be widened to cover any strategic plan?</li> <li>Whilst there is a proviso that support would be conditional on the proposals meeting the requirements of</li> </ul>	<p>forward through the local plan as proposed site allocations.</p> <p>The NDP has to be in general conformity with the strategic planning policies in Stockport's most up to date adopted development plans in order to meet the basic conditions. It also has to consider the reasoning and evidence supporting emerging plans such as the GMSF.</p> <p>The NDP cannot be used as a tool to oppose proposals in the GMSF (or proposed new Stockport Local Plan) but should include planning policies which are positive to guide development proposals that may come forward in the future. Objections to the proposals and policies and policies in the GMSF should be undertaken in response to consultation processes for this</p>	

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					<p>other HLVNDP policies, none of those policies cover wider infrastructure requirements such as increases in healthcare and education provision and other services that would need to accompany major development as a pre-requisite. Should the requirement for providing supporting infrastructure also be expressly stated here as a condition of support?</p> <ul style="list-style-type: none"> <li>I note that various extracts from the January 2019 Draft GMSF and in particular GM Allocation 38 are included and/or referred to in the draft NDP (including Appendix 4 but also for example para 4.50). I am not sure it is appropriate to include, and therefore potentially give credence to this, when that version of GMSF is itself “draft” and there are many reasons why</li> </ul>	<p>development plan and not through the NDP.</p> <p>Existing national and Stockport planning policies provide a robust framework to protect existing Green Belt areas from inappropriate development. Changes to the Green Belt boundary can be undertaken through a review of the local plan.</p> <p>Infrastructure requirements will be addressed through the GMSF, Local Plan and associated infrastructure delivery plan. Proposals which will lead to direct need to increases in infrastructure such as education, health etc may be required to contribute towards the required investment but this is not a matter for the NDP. SMBC and GM authorities will be leading on work linked to</p>	

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					development of the scale/density proposed in GM Allocation 38 would not be appropriate or sustainable in this location.	infrastructure requirements and delivery.  It is appropriate to refer to the GMSF and the latest and most up to date versions of draft policies and proposals. The NDP will be updated at key stages in the process to ensure it refers to the most up to date versions of plans and policies.	
16.			Green Spaces	Comment	Finally I wish to reiterate comments first made in my response to the Informal Consultation in March 2019 concerning the lack of direct reference in any draft policy to a positive support for the preservation and support of rural life, including farming.  Section 6 of the Draft NDP focusses very much on the role of green spaces in a recreational context but, apart from an indirect reference in	Noted.  The preservation of rural life is not really a planning policy matter. The NDP aims to protect landscape character and will be amended and updated to take account of more recent information and studies on local biodiversity undertaken by the Cheshire Wildlife Trust. Hopefully, together protection and enhancement of landscape character and biodiversity will	No change.

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					paragraph 7.15, there is little that acknowledges the role of farming within the NDP Area and the fact that it is a vital contributor to the character of the setting within which the built-up area sits, notwithstanding its contribution to other factors such as environment. It may be that the team considers this to be covered sufficiently by other policies/objectives but I am concerned if there is no <i>positive</i> reference in any policy within the NDP towards supporting and preserving rural life in that form then I fear that is a missed opportunity because, without it, the purpose and sustainability of that land within the Green Belt (and making up a very large proportion of the NDP Area) could become more vulnerable.	support rural life and farming in the NDP area.	



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17.			p.25 map 2	Comment	Sustrans proposal This proposed road to the south of the A6 runs straight through the Greenbelt. Why is this even being considered?	Noted. The Map has been updated to refer to the most recent proposal in the GMSF.	<b>Amend NDP.</b>  <b>Insert new updated Map 2 from Sustrans.</b>
18.			91 map 12	Comment	Map 12 Protected species of birds. How can this be updated? Provide information to residents.	Noted. The Forum is working with the Wildlife Trust to provide the most up to date information. All information provided in relation to the NDP as background supporting evidence will be made public on the NDP pages of the website.	No change.
19.			P56 6.44	Comment	In the Greenbelt to the south of A6 known as Cooper's Meadow[opposite the Royal Oak] there are badgers who visit the gardens most evenings. There are also resident bats seen every night at dusk. How can these be logged accordingly?	Noted.  SG to provide wildlife info to CWT for report. Send info to GMEU to update maps.	No change.
20.			p.85	Comment	Page 85 refers to a previous survey of where houses could be built in the future. I believe	Accepted.	<b>Amend NDP.</b>

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					that greenbelts suggested should be annotated here and therefore noted that they will not be considered e.g. Behind and to the side of the Royal Oak Opposite the Royal Oak, on the other side of the A6.	Create a table in appendix showing which of those sites are in the Green Belt.	<b>Show sites on p84-85 in a table indicating which are in the Green Belt (all except site rear of shops on A6 which is currently being built on).</b>
21.			P 82	Comment	<p>Page 82 questions which of the sites identified in Allocation 38 is preferred.</p> <p>Both are on Greenbelt so neither is preferred. Previous comments in the plan refer to this. No building on the Greenbelt. Propose a survey. Not done that I know of and shouldn't be done as GMSF are reviewing all sites again.</p>	<p>Noted.</p> <p>The paragraph on p82 should be deleted as it was carried over from a previous version of the NDP and is no longer relevant.</p>	<p><b>Amend NDP.</b></p> <p><b>Delete paragraph on p82 (Appendix 4).</b></p>
22.			P 89	Comment	Map 10 on page 89 refers to bats. There are 100% bats in Cooper's meadow so information should be provided as to how this information should be	<p>Noted.</p> <p>Refer information to CWT report info &amp;/or Engage GM Ecology Unit.</p>	<p>Amend NDP.</p> <p>Refer to advice from CWT in relation to Policy NH3 and refer to report in supporting text after 6.46.</p>

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					updated. Where can people report known bat habitats so all can be captured in the Plan.		
23.	P 38		H1	Comment	<p>Page 36 states proposals for major developments in the HLVDP area will be supported if they meet the requirements set out in the plan.</p> <p>There is NO capacity for this in the HLVDP except for the GREENBELT which the village do not want to build on so I believe that this is a contradiction in terms?</p>	<p>Not accepted.</p> <p>Refer to 15.4 above.</p>	No change.
24.				S/C	<p>A great document with all areas of the plan well researched and well put together. The very considerable work and effort put into producing the document thus far is self-evident and is a credit to all those actively involved.</p> <p>We have absolutely no reservations in fully</p>	Noted	Support

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					supporting all aspects of this draft NDP.		
25.				Support	<p>See supporting letter I wish to formally offer my <b>Support</b> to the Draft Neighbourhood Development Plan (NDP) as a whole, and I make additional comments on specific sections and related issues below.</p> <p>I wish to offer my thanks to all the members of the High Lane Village Neighbourhood Forum, and especially its NDP Steering Group and other Working Groups, for their time and effort in preparing the Plan to its current stage. I offer my best wishes for its future progress in the process to adoption.</p>	<p>Noted.</p> <p>Refer to Table</p>	No change.
26.	p16	4.8	T1	Object / Comment	An A6 – M60 link road from the end of the A555 to the M60 at Bredbury would be catastrophic for High Lane and all areas eastwards along the	<p>Noted.</p> <p>There is a need to balance negative impacts of A6 M60</p>	<p><b>Amend NDP.</b></p> <p><b>NDP Amendment. Add to 4.8 on page 16 of Draft Plan</b></p>

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					A6 as far as Whaley Bridge in terms of increased traffic volume, HGV's and congestion. The A555 has already brought a large increase in traffic volume in particular HGV's.	link road. Additional traffic pulled into HL from East Link to original MARR survey?	<b>"There is a need to balance the negative impacts of an A6 M60 link road against possible benefits it could bring. However data from the residents' traffic survey October 2019(Appendix ..) highlights significant increases in HGVs through High Lane since the opening of the A555 and serious concerns have been expressed by residents in the Reg 14 consultation about the impact of an M60 link road drawing in more traffic to High Lane and all areas east along the A6. Should there be a plan for an M60 link road from the A555 the NF would want to engage in discussions re. mitigation measures ."</b>
27.	P17	4.16	T2	Comment	The air quality monitoring carried out by Redmore Environmental was only undertaken for a 3 month period which is insufficient time for an accurate assessment to be made as they should be taken over a 12 month period. The readings	Noted.  3 months monitoring meets the DEFRA requirement and was limited by community funding available. A review of the report has been sent to Redmore for their comments and these	No further change. See 14.

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					have been extrapolated to give the 12 month value and may have been affected by the unseasonably warm weather during the test period. In any event the readings from diffusion tubes are only generally accurate to + or – 20% and do not highlight any daily or weekly fluctuations. <a href="https://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/what_is_pollution_like_near_me/diffusion_tube_monitoring/diffusion_tube_monitoring.aspx">https://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/what_is_pollution_like_near_me/diffusion_tube_monitoring/diffusion_tube_monitoring.aspx</a>	documents will placed on the NDP website.	
28.	P24	4.39	T3	Comment	It is disappointing to learn that the provision of cycle lanes on the A6 from the A6/Norbury Hollow Road junction to Middlewood Way and then through High Lane to Lyme Park entrance to tie in with the existing cycle lanes provided by Cheshire CC have	Noted.  It is understood that SMBC did not progress cycle lanes on the A6 due to the narrowness of the A6 carriageway. Discuss at SMBC meeting. Safe link from A6 to A555?	<b>Amend NDP.</b>  <b>Add action for HLVNF to engage GM cycling Tsar (C Boardman) about on and off road plans after 4.54.</b>  <b>Add further sentence to 4.54:</b>

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					been abandoned by Stockport MBC. This was one of the proposed mitigating measures of the A555. This section of the A6 is heavily used by commuters during the week and by serious leisure cyclists heading to the Peak District at weekends. Whilst the route suggested by Sustrans is welcomed and will be well used by families and leisure cyclists this is unlikely to be as quick as on the A6 due to the terrain of the suggested route and hence will be largely unattractive to commuters and longer distance cyclists and will therefore have little impact on reducing traffic volumes and congestion.	SMBC are looking at this and should provide relevant information. This may be a future option but it is not something the NDP can address. It will be reviewed when the Stockport Local Plan is prepared and the community can engage in the process at that time.	<b><u>"The HLVNF supports the principle of cycle lanes. However off road cycling is preferred as it is likely to be healthier and safer due to lower air pollution levels and fewer hazards from vehicles."</u></b>
29.	P27	5.3	H1	Objection / Comment	The proposed GMSF allocation 38 for 500 homes on each side of the A6 if implemented would likely require additional	Noted.  Objections to the GMSF should be referred to GMCA.	<b>Amend NDP.</b>  <b>Add to end of 4.21:</b>

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					<p>road junctions and traffic lights on the section of the A6 immediately to the east of the bridge over Middlewood Way.</p> <p>This section of road already suffers from serious congestion especially at peak times due to the proximity of the traffic light junction at Windlehurst Road and the two new traffic light junctions with Norbury Hollow Road and the A555. The A555 has already brought an increase in traffic flows to this stretch of the A6 (in particular HGV's) and any further intermediate junctions and additional flows will only exacerbate the current situation. Priority should be given to brownfield sites and small sites within the existing built up area. If it is shown that there is a requirement for development on greenbelt land then alternative sites</p>	<p>The new traffic lights and impacts on air pollution and traffic flow could be added to the NDP.</p>	<p><b><u>"There were also opinions expressed during the Regulation 14 public consultation about ( a )the need to optimise traffic lights to maximise vehicle flow and ( b ) the potentially negative air quality and traffic impacts if a new junction or 4 way traffic lights were added on the A6 due to implementation of the proposed GMSF Allocation 38 "</u></b></p>



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					should be considered to the south west of the designated neighbourhood area in the vicinity of the old A6 to the rear of Cranleigh Drive adjacent to the A555 and the area of land opposite to the former Robin Hood PH bounded by the old A6 and the railway. Both these sites will have less traffic impact on High Lane and the A6 generally and are already bounded by existing infrastructure.		
30.				Support	Yes A well balanced plan that most importantly to me protects green belt.	Noted	No change.
31.				Support	I think the High Lane Village Draft Neighbourhood Development Plan (NDP) has been very well put together and I would support it in its current form. Well done to all concerned.	Noted	No change.

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32.			R1	Comment	<p>Would have liked to have seen within policy R1 inclusion of developer contributions to support improvements or extensions to existing sports facilities such as the Tennis and Cricket clubs.</p> <p>These facilities are assets to our community and could provide so much more for all age groups within High Lane ie a gym, squash indoor 5 a side etc. They have the capacity to expand but need investment. Makes sense as space is limited in High Lane to build new facilities for developers to support these facilities. Can this not be more specifically included within a policy proposal?</p>	<p>Noted.</p> <p>Policy R1 already refers to developer contributions in the final paragraph.</p> <p>Developer contributions cannot be used to support private clubs - only municipal provision.</p>	<p>No change.</p> <p><b>Amend NDP</b></p> <p><b>Add to supporting text to Policy R1 - insert at end of 6.18:</b></p> <p><b><u>“SMBC will only support public facilities not private clubs through the use of developer contributions. However the NF would seek to gain an appropriate portion of funding for the High Lane community”</u></b></p>
33.				Support	I have no comment other than to confirm I support the HLVNDP.	Noted.	No change.

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34.			Transport	Support / Comment	<p>Point 4.3 around Congestion is correct we live on the A6 and have noticed an increase in traffic on an already busy road. There is a noticeable increase in HGV's and there is a good percentage of these in the early hours of the morning 4am onwards that also don't seem to be doing the 30mph limit.</p> <p>Point 4.7 refers to mitigation measures including noise reducing tarmac which I support.</p> <p>Point 4.8 I support looking at the possibility of Disley/High Lane bypass</p> <p>Point 4.10 I support that air quality is poor in the area. Point 4.21 I support that those people trying to use buses or walk are the ones most affected by the air quality as</p>	Noted.	<p><b>Amend NDP.</b></p> <p><b>Add the traffic survey speed data summary – comment &amp; appendix.</b></p> <p><b>Replace original text on 4.5 with this:</b></p> <p><b><u>“The community of High Lane paid for a traffic survey between Tuesday 29<sup>th</sup> Jan and Monday 4<sup>th</sup> February 2019 at the lamppost opposite Station Farm on the A6. There was heavy snow on the Tuesday and Wednesday resulting in a 7 day average of 20,093 and for the 5 days without snow of 21,465. The most comparable data is the 2012 actual from ID 56154 east of Windlehurst Road of 21192.</u></b></p> <p><b><u>On 15<sup>th</sup> October 2019 the residents did a manual account at Dept of Transport count point 90082 which showed a projected 24 hour total of 29827 with 2368HGV's. This is comparable with the equivalent count in 2018 (pre A555 opening) which showed 23,389 vehicles total and 1570 HGV. This</u></b></p>

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					<p>they have to be exposed to this on the walking routes and at bus stops</p> <p>Point 4.29 I support to alleviate road traffic the number of trains would need to increase enabling people to use this as an alternative.</p> <p>Point 4.43 I think the average person would find it difficult to cycle due to the gradient up the a6 even if cycle routes were available unless they were using an electric bike.</p>		<p><u>represents an increase of 27.5%on total vehicles and 50.8% for HGV's. (See appendix x Table "High Lane Manual Traffic Count 15/10/19/"). This demonstrates the increase in traffic volumes; the resultant congestion and associated air pollution risks will all have risen significantly for the A6 through High Lane."</u></p>
35.		5.1 5.4 5.23	Housing	Comment	<p>Point 5.1</p> <p>I don't believe we can cope with 500 homes this is still around a 20% increase on the current volume of homes which is still too high and the only way this can happen is green belt land.</p> <p>Point 5.4</p>	<p>Noted.</p> <p>The NDP promotes prioritising brownfield development in the vision but has been prepared to be flexible to guide any proposals for new strategic sites which may come forward and which</p>	No change.

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					<p>I support that exceptional circumstances are the only reason greenbelt should be changed. But I do not believe we are in that position currently and therefore zero greenbelt should be built on.</p> <p>Point 5.23 I support that there should be Zero homes on green belt.</p>	require changes to the green Belt boundary.	
36.		6.34 6.11 6.4 6.43	Green Spaces	Support / Comment	<p>Point 6.34 I support this as there is a noticeable feeling of leaving an urban area as you drive into high lane due to the surrounding farmland.</p> <p>Point 6.11 I support that more drainage is needed for the parks to be enjoyed.</p> <p>Point 6.4 I support the views should be protected particularly the view from Brookside park.</p>	Noted	No change.

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					Point 6.43 I support there are ancient woodlands are trees of significant age- there is a large ash tree in the field proposed for houses.		
37.	All		(T2)	Support	With the exception of policy T2 (the reservations for which I have explained separately), I support the Draft NDP, notwithstanding the numerous minor errors contained therein.  Overall, well done to all those who have worked hard to produce this document for our community.	Noted	No change.
38.	p.23	4.37	T2	Object	I do not feel that any alternative location for a High Lane railway station has been adequately explored by HLVNF. Paragraph 4.30 correctly acknowledges that the A6 Corridor Study Report identified a “new rail station	Noted.  The HLVNF does not have the resources to undertake a feasibility / viability study to test proposals for a new rail station, and is not aware of any such detailed study being undertaken by other	No change.

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					<p>at High Lane”. But then the paragraph continues</p> <p><i>“However there is a clear preference locally for the existing Middlewood Station to be part of any enhanced public transport plan. In the responses to the HLVNF GMSF survey, an overwhelming 98% of the residents who responded and expressed a preference wanted Middlewood Station to be used for better public transport.”</i></p> <p><b>Where is the evidence for this preference?</b> The Issues and Options consultation simply posed the question</p> <p><i>“Should the NDP have a policy that supports improvements to Middlewood Station, including improving</i></p>	<p>organisations to date. Therefore the NDP does not have the technical evidence to support a proposal for a new station at this stage.</p> <p>At the current time it is considered appropriate for the NDP to support limited improvements to the existing station to improve use and promote more sustainable transport alternatives. The policy and proposals have been consulted upon both formally (at Reg 14) and informally (with users) and should be retained in the NDP.</p>	

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					<p><i>accessibility for users both day and night times? Yes / No"</i></p> <p>Phrased like this, of course the likely outcome would be majority support! The I&amp;O consultation did not give any hint that a new railway station, closer to more residents in High Lane, had been proposed by local government. This was therefore a leading question, producing a biased result.</p> <p>Also, the further informal consultation mentioned in paragraph 4.28 was "with rail users and people in the immediate area around Middlewood Station". Again, by limiting the scope of that consultation to such a group, the likelihood of producing a biased result in favour of support for Middlewood Station was increased.</p>		



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					<p>Although there is merit in the argument for improving access to the existing Middlewood Station, on balance, I think the huge scale* of the necessary improvements, coupled with the station's isolated and distant location relative to the village centre (cited in paragraph 4.27, as "about 1 mile (20 minutes' walk)") means that Middlewood Station is not necessarily a clear "winner" over a new, alternative location within High Lane that is closer to more residents and is less isolated.</p> <p>I contend that such an option has not been properly explored in the consultations so far.</p> <p>*Lighting, paving and drainage improvements along a very</p>		

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					long route to the station would be required. Also, there is currently no vehicular access to the station. These issues would be less of a problem (and presumably, therefore, less expensive) for alternative sites, such as near the existing railway track in the area close to Brookside School, and this would also seem to be a safer, less remote location, and closer (and so more convenient and walkable) for a greater proportion of residents.		
39.1			All	Object / Comment	We have spent some time reviewing the Sep19 vs the Mar19 draft NDPs. It appears to have had some cosmetic editing but the substance has changed very little. Therefore, virtually all our comments made on the earlier Plan seem to have been ignored or deemed not to represent the majority view.	Noted.  The earlier comments submitted during the First Draft Plan consultation were considered by the Forum but unfortunately the proposed changes were not made prior to Reg 14 due to an administrative error. The HLVNF apologises for this and	See 39.2 below - no further change.

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					<p>Although this is not supported by conversations we have had with other residents, we accept the outcome needs to reflect the democratic majority.</p> <p>It therefore seems pointless to reiterate detailed comments we have made previously and thus regretfully, we advise you we do not support the draft NDP.</p>	has considered the responses again - see 39.2 to 39.7 below.	

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					Previous comments	Previous Responses (red) Further Responses (Green)	Proposed Changes to Submission NDP
39.2					<p><b><u>Question 1 Draft Policy T1 Mitigating Local Traffic Impacts of Development and Improving air quality</u></b>  <i>“Development proposals are required to provide evidence that they would not lead to further deterioration of air quality in those areas of High Lane which already exceed legal limits for Nitrogen Oxide and other pollutants”</i></p> <p>Do you agree with this policy? Is there anything we need to add?</p> <p>21) No I don't agree. Where air pollution exceeds the legal limit I would not allow further development. Developers will always find evidence that their proposals will not lead to further deterioration but I cannot imagine any</p>	<p>AQ levels do not currently exceed limits but mitigation is required (see letter to Defra from Theresa Coffrey Under Secretary on “Greater Manchester Local NO2 Plan” to Cllr Western 9July 2018)</p> <p>Work is ongoing at a SMBC and GMCA level to tackle air quality across Greater Manchester. The NDP cannot place a moratorium on new development as the NDP has to plan positively and be in general conformity with strategic planning policies. The GMSF although at an early stage of preparation includes the identification of a strategic site at High Lane and the NDP cannot be used to object to this proposal.</p>	No change.

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					development in the foreseeable future that will not, in one way or another, adds to deterioration. Additionally the policy goes on to talk about "...where air quality is poor they will be required to provide suitable mitigation measures." What is the definition of poor air quality? Unless it is specified, it is open to interpretation and likely to lead to none of these mitigation measures being implemented.	The letter from Theresa Coffrey Under Secretary to Defra on "Greater Manchester Local NO2 Plan" to Cllr. Andrew Western was 9-July-2018	
39.3					<b><u>Question 2 Draft Policy Transport T2 Middlewood Station</u></b> <i>"Proposals to improve passenger facilities at Middlewood Station will be supported subject to Green Belt policies".</i> How important are improvements to public transport before any development begins to	Car parking options have benefits for some users but are dependent on council approval.  Please refer to SWOT analysis The NDP includes a number of policies which support increased levels of walking and cycling. Policy T2 supports improved vehicular access and car parking but	See 2. Above.  Policy T2 should be deleted and moved to the supporting text as an aspiration.  Policy T3 should be amended:  New title: <b>" <u>Policy T2 Liveable Neighbourhoods and Sustainable Travel</u>"</b>  Insert additional text at the end:

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					<p><b>mitigate car usage?</b></p> <p>21) While I agree with making improvements to the actual station itself and to pedestrian and cycle access, I absolutely disagree with providing car access and parking. My reasons for this objection: How would providing car access “reduce reliance on the car”[Para4.28} or “reduce the need to travel by car” [Para 4.29}</p> <p>How would this proposal align with “encourages other means of transport such as walking and cycling to reduce local reliance on cars” [Para 4.21]</p> <p>If car access is provided it will not only encourage High Lane residents to drive to the station it will encourage residents from elsewhere to drive there due to the lack of parking at other stations. It will also add to congestion on the A6 by virtue of cards</p>	<p>there is also an emphasis on providing better passenger facilities and improved facilities to encourage access by walking or cycling. Green Belt policies would apply and the NPPF (see NDP para 4.35) sets out that local transport infrastructure which requires a Green Belt location is “not inappropriate” (NPPF para 46c).</p> <p>Policy T2 will be reviewed. The Policy would be better incorporated into the supporting text as an “aspiration” rather than a planning policy.</p> <p>Policy T3 should be amended to refer to “Liveable Neighbourhoods and Sustainable Travel” and widened to refer to support for improvements to rail facilities in the area as well as</p>	<p><b><u>“Improvements to existing rail facilities at Middlewood Station, or the provision of a new station in High Lane, will be supported where they improve passenger facilities and accessibility for all users.”</u></b></p> <p><b><u>Proposals for major new housing development should be located where there is good access to local bus routes and rail facilities.”</u></b></p>

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					<p>accessing and egressing the route to the station [almost certainly another set of traffic lights].</p> <p>Additionally Para 4.25 states “<i>The station has viable options for ...parking..</i>” No it doesn’t. The only option for parking is to destroy more green belt land; how would that support Green belt policies?</p> <p>Regarding the suggestion of a new station. Of Middlewood Station Para 4.25 mentions “<i>The location and distance from local residential communities is also recognised...</i>”Where would a new station be located that didn’t have the same issues? I don’t see a suitable location within the environs of High Lane that doesn’t involve decimating another great swathe of green belt land. And if road access is allowed, it has the same problems as</p>	support for new facilities and supporting development which has good access to local bus routes.	

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					the Middlewood Station above plus the potential additional issue of people driving through a residential area to access it. If we are to encourage people to walk and cycle and use public transport what better way to do this than by upgrading the route to Middlewood Station but not include cars?		
39.4					<b><u>Question 3 Draft Policy H1 Housing Scale and Mix</u></b> <b><i>How important is it that the scale and distribution of developments are small scale and proportionate and dispersed where practical?</i></b> 21)I support the proposal for “small to medium scale housing developments of up to 9 units” but not “major schemes of 10 to around 20 units”. Additionally as Para 5.9 states “development in High Lane would be restricted to	<b>No response required. Subjective</b>  The NDP has been prepared taking into account the reasoning and evidence of emerging development plans and in particular the GMSF which identifies a site in the Green Belt as a proposed strategic site. Therefore in order for the NDP to be flexible it has been prepared in the context of the existing planning framework whereby the built up area is surrounded	No change.



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					<p><i>infill sites within the existing built up area". I find it difficult to envisage where you would find such sites to accommodate a major scheme.</i></p> <p>Also Para 5.16 states "...the type of homes that the current residents feel should be built: not 4 bedroom executive homes but affordable homes – so local children can afford to live here – or smaller retirement homes that will allow older residents to downsize without moving from the area they love to live in."</p> <p>Although the feedback was from current residents, your age structure shows that the majority of these are in the older age group who already live here and maybe have children who they would like to have living nearby. Has anyone asked the people who would actually be the</p>	<p>by Green Belt, and the emerging new planning context which identifies major development.</p> <p>The consultation process has focussed on existing residents and stakeholders but anyone can comment on the NDP during consultation processes.</p> <p>The responses to various consultations have demonstrated overall support for the housing policy which promotes smaller homes for older residents and young families and it is underpinned by technical evidence including a housing needs assessment undertaken by SMBC in 2015.</p>	

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					<p>occupiers of affordable housing whether they want to live here? It's likely that such people , if they have a job, may work some distance from High Lane and would prefer to have affordable accommodation nearer to where they work and reduce the need for commuting which in turn would be a benefit to all of us.</p> <p>Secondly, <i>"will allow older residents to downsize"</i>. My experience is that the majority of people in larger houses do not down size either when their families move away or one of the partners dies , preferring to stay in the house where they have probably spent a good deal of their lives.</p>		
39.5					<p><b><u>QUESTION 7 Any other comments or suggestions for improvement?</u></b></p> <p>21) Draft Policy T3 Supporting</p>	<p>The Sustrans Map (Map 2) was out of date and will be replaced by an updated</p>	<p><b>Amend NDP with new map.</b></p> <p><b>Sustrans map has been replaced in the submission plan..</b></p>

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					<p>Cycling, Walking and Liveable Neighbourhoods</p> <p>I support parts of this policy but in particular I do not support “<i>schemes to reduce through traffic on residential streets to make High Lane a more liveable neighbourhood as shown on Map 3</i>”</p> <p>Map 3 is labelled as a Sustrans proposal, is clearly out of date as it includes housing proposals from the first GMSF consultation and shows a <i>possible road scheme</i> by passing High Lane using a route through Lyme Park and Bollinghurst Brook valley. This was a route suggested and rejected some 30 years ago and it is still unacceptable for a plethora of reasons. I find it hard to believe the HLVNDP supports this proposal particularly as Para 6.1 states: <i>The Forum has a commitment and passion to enhance and</i></p>	<p>version in the Submission Plan.</p> <p><i>Amend or delete sustrans map</i></p> <p><b>This comment appears to be in relation to the Disley bypass which has been previously rejected. Map 3 refers to possible road schemes not schemes which have been passed. Lyme Park is not referenced by Sustrans as a route for cyclists on this map nor is it referenced in the policy.</b></p>	

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					<i>protect the neighbourhood of High Lane including its village status, green open spaces and recreational facilities.</i>		
39.6					<p>If a bypass of High Lane is to be achieved has anyone considered using the railway line and Disley tunnel as part of the route? I am not a railway engineer and I'm sure many reasons can be found to demonstrate this to be impracticable, unworkable or uneconomic, but if we can find £ billions to fund HS2 I'm sure we could find £millions to fund this. The said railway is only a relatively short section linking the Manchester/Marple/Hope Valley line to the east of New Mills and the Manchester/Buxton line at Hazel Grove. This link could be provided around Furness Vale freeing up a lot of the route to</p>	<p>Measures would be agreed as part of transport review of development (speed limits, ramps signage etc)</p> <p>The NDP cannot propose major transport infrastructure such as a bypass.</p> <p>The NDP includes policies and proposals to support both on road and recreational cycling and Sustrans have supported the HLVNF with supporting text and policy wording. The NDP recognises that the 2 issues require different responses and this is reflected in the relevant policies and approaches in the Transport section and the Recreation section.</p>	No change.

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					<p>connect the Chapel bypass at Bridgmont to the A555 at Hazel Grove. It may be that the Disley tunnel would need to be bored out and I appreciate it has been mentioned as local heritage but it would still be there and a small price to pay for burying the road.</p> <p><i>Para 4.34 states: The Forum is concentrating on off road cycling as part of the Recreational Activities..” This seems to contradict Para 4.37 which states:” The Forum is working with Sustrans to consider possible schemes for improving the local road network to enhance provision for walking and cycling.” The two things, off road recreational cycling and on road ‘utility’ cycling are fundamentally different. I frequently cycle off road in the</i></p>	Accepted- wording to be clarified	<p>Amend NDP</p> <p>Replace former 4.37/new 4.39 to this:</p> <p><b><u>"The area is well used by cyclists. However the proposals for the cycle lanes on the A6 have been withdrawn by Stockport Council. The Forum is working with Sustrans to consider possible schemes for improving the local road network to enhance provision for walking and cycling.</u></b></p>

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					<p>area around High Lane for recreational purposes and I consider it to be reasonably well catered for. It can always be improved and if you want suggestions I'd be happy to make some.</p> <p>However if you want to encourage people out of their cars and onto cycles it is utility cycling whereby people want to get somewhere for a purpose. In this case you need to know where they want to go and recognise they will very often ignore provided facilities if it doesn't suit them. For example where the A6 has been diverted to provide a junction with the A555 the old route has been designated as a cycle and bus route. However, commuting cyclists regularly ignore this and travel on the new section of the A6 because its shorter and faster.</p>		<p><b><u>Whilst the Forum Transport sub group are concentrating on the establishment and development of safe cycle networks and routes for road cyclists, the Recreational and Natural Heritage sub groups will be concentrating on off road cycling networks and routes."</u></b></p>

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					<p><i>Point 3. "Safe and secure parking provision at suitable locations..." Does this refer to car parking or cycles? It's not clear.</i></p> <p><i>Point 4. "Measures to deter rat running by vehicles through residential neighbourhoods"</i>  <i>It sounds good but has anyone seriously considered what these measures should be?</i>  <i>The current daily congestion on the west bound A6 has provoked a regular 'rat running' through Park Road, Hartington Road, Alderdale Drive. This route is clearly marked as illegal for through traffic at this time of the morning, there is a chicane at the end of Park Road and all the roads have a 20 mph speed limit. Neither the speed limit nor the 'no access' are enforced and thus are totally</i></p>		

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					<i>ignored with some vehicles travelling at excessive speeds to 'beat the traffic'. Elsewhere speed bumps have been installed. But here people just brake to go over the bump then accelerate between them creating additional pollution. Maybe if the proposed fitment of speed limiters on all new cars is implemented in 30 years time when most of the current cars are replaced, we may have solved the problem, but in the meantime what are the proposed measures?</i>		
39.7					However Para 6.29 " <i>The Ladybrook Valley Trail offers off road access for cyclists and horse riders to pursue a route which extends from Coppice Lane in Disley passing through Middlewood and on towards Bramhall and Cheadle.</i> Has the person who wrote this ever achieved this on a cycle	Amend access to lady brook valley trail to "allows access to walkers and potentially cyclists and horse riders, for some or part of the trail"	Amend NDP.  Amend former 6.29 / new 6.30 to: " <b><u>The Ladybrook Valley Trail is an off road route for walkers which extends from Coppice Lane in Disley passing through Middlewood and on towards the A6 Marr cycle network and Happy Valley in Bramhall before going on to Cheadle, Stockport. At its junction with</u></b>



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					or a horse? You would have to shoulder a bike over several stiles and steps and I would guess it to be impossible for even the most agile of horses.		<u>the Middlewood Way the route is sign posted for both cyclists and horse riders. The terrain on this route however requires considerable attention and investment in order to make it safe for users. With council planning and investment this cycle route could provide an alternative to on road cyclists travelling towards Cheadle."</u>
40.			T1 T2 T3 H1 R1 NH1 NH2 NH3 HD1 HD2	Support / Comment	Draft Policy T1 – Yes, I support these statements.  Draft Policy T2 – Yes, I generally support this but it may increase traffic locally which is accessing Middlewood Station.  Draft Policy T3 – Yes, I support these statements, especially item 4 to deter rat-runs	Noted	No change.

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					<p>Draft Policy H1 – Yes, I generally support these statement except for paragraph 2; I don't support any future major housing development in the HLVNDP area.</p> <p>Draft Policy R1 – Yes, I support these statements.</p> <p>Draft Policy R2 – Yes, I support these statements. Draft Policy NH1 – Yes, I support these statement</p> <p>Draft Policy NH2 – Yes, I support these statements</p> <p>Draft Policy NH3 – Yes, I support these statements.</p> <p>Draft Policy HD1 – Yes, I generally support this but I do not agree with any development (unless canal</p>		

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					related) within the Macclesfield Canal Conservation Area.  Draft Policy HD2 – Yes, I support these statements.		
41.	P14	4.1			Page 14, 4.1, - No development should take place without infrastructure enhancements being implemented prior to permission for such developments being granted. The minimum requirement for development over 10 houses should be that the effect should be mitigated prior to such development commencing. The reason for this comment being that the A6 Trunk Rd is already oversubscribed.	Noted.  Infrastructure requirements will be managed through the infrastructure delivery plan.	No change.
42.	15	4.6 4.7		Support	It is clear that traffic levels have increased since the opening of the A555 and that mitigation measures already implemented have had little	Noted	No change.

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					effect, evidenced by an increase in traffic in excess of expectations. Real measures have to be adopted prior to development as stated above as proof already exists that previous measures have been little more than a “Fob” to our village..		
43.	21	4.27		Support	<p>4.27 - It should be noted that Middlewood Station was not built to serve High Lane, it was purely a “Change over Station” due to two lines crossing. High Lane was served by “High Lane Station” (below the A6, west of High Lane adjacent to “Cooper Cottage) that was closed in January 1970, some 50 years ago!</p> <p>Since that date nothing has been implemented to make Middlewood Station readily usable and accessible to the residents of High Lane. One could go as far as to state that</p>	<p>Noted</p> <p>Refer to 2. Above.</p>	No further change.

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					High Lane doesn't have a Railway Station!  Either a new Station needs to be built or a Road access should be provided to Middlewood Station, adequately lit to provide safe access.		
44.	25, 46	4.45 4.47		Support	4.45, 4.46, & 4.47 - There is reference to "12km" within 4.45, followed by reference to 1.2km in 4.46 & 4.47, is this an error? 12km doesn't appear to relate to the argument?	Accepted.  (4.46 and 4.47 refer to 1-2km not 1.2km.)	<b>Amend NDP. 4.45 - Correct to 1.2km</b>
45.			Mpa 2	Comment	1) Page 25, Map 2 doesn't relate to the current GM Allocation 38? (Yellow hatching - Possible Housing Development, I believe relates to the 4000 proposal)  2) Page 31, 5.12, Figure 4 – The numbers don't add up, all households equates to 2207.	Accept.  Map 2 has been amended.  Figure 4 was drawn from - 2011 Census statistics. Households are different from the number of houses (properties) as sometimes more than 1 household share a house.	Insert New Fig 6.

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					3) Page 33, 5.20, Figure 6 – I don't understand the figures, are they correct?	Figure 6 has been re-calculated.	
46.			T1 T2 T3 H1 R1 R2 NH1 NH2 NH3 HD1 HD2	Support / Comment	<p>Draft Policy T1 – Yes, I support these statements.</p> <p>Draft Policy T2 – Yes, I generally support this but it may increase traffic locally which is accessing Middlewood Station.</p> <p>Draft Policy T3 – Yes, I support these statements, especially item 4 to deter rat-runs.</p> <p>Draft Policy H1 – Yes, I generally support these statement except for paragraph 2; I don't support any future major housing development in the HLVNDP area.</p>	Noted	No change.

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					<p>Draft Policy R1 – Yes, I support these statements.</p> <p>Draft Policy R2 – Yes, I support these statements</p> <p>Draft Policy NH1 – Yes, I support these statements.</p> <p>Draft Policy NH2 – Yes, I support these statements.</p> <p>Draft Policy NH3 – Yes, I support these statements.</p> <p>Draft Policy HD1 – Yes, I generally support this but I do not agree with any development (unless canal related) within the Macclesfield Canal Conservation Area.</p> <p>Draft Policy HD2 – Yes, I support these statements. I do consent to my contact details being provided to</p>		

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					Stockport MBC so that they can keep me informed about the next stages to the NDP process.		
47.	All			Support	I approve of the Plan	Noted.	No change.
48.	All			Support	I fully support the High Lane NDP as a policy which takes into account the views of local people. A vision of how we envisage our village developing in the future, with regard to the main areas in the policy which aim to maintain and enhance our local heritage, and green open spaces, consider sympathetic housing and an improved transport system	Noted	No change.
49.	All			Support	I support the Plan and recognise the enormous amount of work that has gone into it.	Noted	No change.
50.	17	4.19 and 4.2		Comment	Are these results suspect? Surely with 30,000 vehicles a day , often crawling through	Noted  See new traffic survey data in Appendix.	No change.



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					the village, you would expect limits to be exceeded		
51.	89		Maps	Comment	Land proposed for development south of the A6 (Coopers Meadow) has bats and is a highway for badgers, foxes and hedgehogs	Noted	Amend NDP.  Add further sentence to 6.44:  <b><u>" The land proposed for development south of the A6 (Coopers Meadow) is thought to have evidence of bats and is a highway for badgers, foxes and hedgehogs."</u></b>
52.	56		NH3	Support	I am very happy to support. The wildlife landscaping schemes should include wildlife	Noted	No change.
53.				Support	I support- well thought out Plan	Noted.	No change.
(No number 54)							
55.	19		T1	Support / Comment	The problem will get worse with all the building going on in East Cheshire	Accepted.  Add points on additional Each Cheshire development impacts	Add to 4.21: <b><u>"There may also be cumulative traffic impacts from nearby developments outside the neighbourhood area in Cheshire East at Disley, Wybersley and Carr Brow"</u></b>

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56.	23			Support / Comment	Draft Policy T2 Middlewood Station  support needed for better access lighting signage car parking. Hope a local bus could run round the village at peak times and 192 to come up to the station. Also cheaper than new one to put a station at Brookside with on road parking would cause more air pollution round Brookside School (just like station in Heaton Moor at roads clogged with cars) This would take years and a lot of money	Noted.  Refer to 2.	No further change.
57.	36 54 56 64 65		H1 NH2 NH3 HD1 HD2	Support / Comment	Page 36 Draft Policy H1 <u>Support</u> - if any larger build we need the transport and air quality addressing first!  Page 54 Draft Policy NH2 Support  Page 56 Draft Policy NH3 Support It is very important to	Noted	No change.

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					protect wildlife also woodlands and waterways  Page 64 HD1 Support Page 65 HD2 Support		
58.	51	6.39	NH1	Support / Comment	<p>If we have to have some new housing a small development of homes, similar to the Goldsmith Street development in Norwich awarded the Stirling Prize 2019</p> <ul style="list-style-type: none"> <li>• ultra low energy</li> <li>• roofs designed so sun hit houses opposite even in winter</li> <li>• Open Plan light bright eco houses with gardens backing onto enclosed soft play area for children</li> </ul> <p>Maybe a few low rise apartments on the same design and bungalows for older people or something on</p>	Noted.	<p><b>Amend NDP.</b></p> <p><b>Add reference to this scheme in supporting text to Policy HD2.</b></p> <p><a href="https://www.architecture.com/awards-and-competitions-landing-page/awards/riba-regional-awards/riba-east-award-winners/2019/goldsmith-street">https://www.architecture.com/awards-and-competitions-landing-page/awards/riba-regional-awards/riba-east-award-winners/2019/goldsmith-street</a></p>

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					the lines of Chapelwood in Wilmslow for older people.		
59.	24	4.37, 4.38	T2	Support / Comment	<p>I support additional transport particularly to Marple from High Lane. Currently a bus runs from Marple to Hawk Green. Could this be extended ie up Windlehurst to A6 then return via Andrew Lane. Should the station get 'going' a shuttle bus would be great as would safe and well lit pathways</p> <p>NB Also the Hawk Green / High Lane route would also give High Lane residents access to other buses and rail links within Marple</p>	Noted	<p><a href="#">Amend NDP.</a></p> <p>Add further text to 4.38:</p> <p><b><u>"There would be considerable benefits to the local area if a bus service was provided linking High Lane to Hawks Green and Marple aligned to the proposed High Lane station improvements"</u></b>.</p>
60.	32	5.2	T3	Support / Comment	Support the need for suitable retirement accommodation for the more senior people – who love living in High Lane. Therefore ultimately releasing larger properties for families and younger generation	Noted	No change.
61.	All			Support	Seems like a job well done Support all	Noted	No change.

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62.				Support / Object / Comment	<p>Overall I agree with the village plan. However I firmly believe in your <u>Brownfield Sites First Policy</u> throughout Greater Manchester must be adhered to, before any green belt is built on. I agree its much better to have small developments(up to 9) rather than a mass sprawl of 250 on either side of the A6. These new houses are still being built on Green Belt Land. How do residents feel about having their cul de sac, road or adjoining field extended?</p> <p><u>Air Pollution/Traffic Chaos</u></p> <p>For every new house built it is said add 1.9 additional cars. That is nearly 1000 more cars joining the often stationary A6 going one way or another</p>	Noted.	<p><b>Amend NDP.</b></p> <p>Add further sentence to new conclusion after 5.34:</p> <p><b><u>"Overall the HLVNF would prefer to see the priority being for a brownfield first approach to development ahead of strategic development proposals which would require changes to the Green Belt boundary"</u></b></p>
63.			H1	Support / Comment	<p>Overall I agree with the village plan. However I firmly believe in your Brownfield Sites First Policy throughout Greater</p>	<p>Noted.</p> <p>Refer to 62.</p>	<p>Amend NDP.</p> <p>Add further sentence to 5.23:</p>

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					<p>Manchester must be adhered to before any green belt is built on. I agree it is much better to have small developments (up to 9) rather than a mass sprawl of 250 on either side of the A6. However these new houses are still being built on Green Belt Land. How do local residents feel about having their cul de sac, road or adjoining field extended?</p> <p><u>Air Pollution/ Traffic Chaos</u></p> <p>For every new house built it is said add 1.9 additional cars. That is nearly 1000 more cars joining the often stationary A6 going one way or another.</p>	Add additional sentence to 5.23.	<b><u>"The HLVNF will promote an approach that supports the local need for small scale developments and for schemes to be designed in close consultation with those residents most affected."</u></b>
64.	17	4.19 4.20		Comment	Is there any point including these paragraphs because the results and interpretation of them are open to question?	<p>Noted.</p> <p>The analysis was compliant with DEFRA standards. The issues raised on making it more valid are additional</p>	No change.

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						information and will be included in final plan.	
65.	23 24	4.36 4.38	T2	Object	<p>I object to this policy for the following reasons:</p> <p>1 ) As the planned housing developments along the A6 corridor in both East Cheshire and Derbyshire are completed, commuter traffic through High Lane will increase</p> <p>2) Train fares to Manchester from both East Cheshire and Derbyshire are more expensive than fares from Stockport. Therefore as a result, commuters drive through High Lane to Hazel Grove Station to avail themselves of cheaper fares.</p> <p>3) In developing Middlewood Station, it will become a target for these commuters. Improving Middlewood Station will do little to discourage traffic through the</p>	<p>Not accepted.</p> <p>Improvements to Middlewood Station would help to increase local transport choices for residents and reduce reliance on the private car. Increased use of trains would support measures to tackle air pollution and reduce carbon emissions which contribute to climate change.</p> <p>The Policy aims to provide public transport infrastructure option before any housing development begins.</p> <p>Delete the text relating to the proposed turning circle. The Policy does not refer to this.</p> <p>Areas of ancient woodland and wildlife sites and the Middlewood Way would be</p>	<p><b>Amend NDP:</b></p> <p><b>Delete in para 4.38:</b>  <del>" If the road to Middlewood Station is improved, a turning circle could be created close to the junction with the A6 and Middlewood Road allowing the 192 to be extended from Hazel Grove."</del></p>

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					<p>village( and may well increase it further)</p> <p>4 ) Creating a bus turning circle at Middlewood Road will impede traffic flow up to the A6 as buses attempt a right turn.</p> <p>5 ) The above are all reasons why I believe it would be wiser to build a new station at the Disley end of the village as mentioned in the A6 Corridor Report</p> <p>6) Furthermore, Middlewood and Norbury Brook are sites of Scientific Interest (see Map 7). As a result shouldn't this area be protected from development?</p> <p>7)Map 9 clearly shows this is also an area of Ancient Woodland which adds further weight to the argument that it should be protected by the HLVNF.</p>	<p>protected in other planning policies and legislation.</p> <p>Proposals for a new station would have to be underpinned by a detailed viability / feasibility study.</p>	



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66.1	25	4.46	Policy T3	Objection / comment	<b>Page 25 Par 4.46</b> The sentence beginning “ <i>For example, having junctions..... up to Manchester Airport Eastern Link Road</i> ” is now out of date. Should it still be included?	Not accepted.  This is still relevant to the future Link Road project.	No change.
66.2			Map 2	Objection	<b>Page 24 Map 2</b>  I disagree with the inclusion of <u>Map 2 Sustrans Proposal for High Lane</u> . It is now out of date and features development proposals that no longer exist	Noted.  The map has been updated.	No further change.
67.	36 42	6.17	Policy H1 par 2  Policy R1	Objection / comment	HLVNF Neighbourhood Plan does not appear to facilitate any mass development. Since the village is largely against mass development; it is possible that any mention of accommodating the concept of mass development in the Neighbourhood Plan seems self- contradictory.	Noted.  As set out in the Housing Section (5) the NDP cannot be used to reject GMSF proposal. The Plan promotes smaller scale developments within the built up area but recognises that larger scale (major development) proposals may come forward through the GMSF or Stockport Local Plan.	No further change.

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					Wouldn't it be wise to omit any reference to mass development from the Plan, since its inclusion leaves the Plan open to ambiguity and misinterpretation?		
68.	56	6.45	NH3	Comment	<i>"Policy no. NH2 seeks to protect wildlife..."</i> Should this read policy NH3? Apologies if I have got it wrong.	Noted Change needed	<b>Amend NDP</b>  <b>6.45 change NH2 to NH3.</b>
69.	68			Comment	Bullet Point 2  Bullet Point 2 does not seem to make sense. If it is a direct quotation my apologies and please ignore this comment.	Noted	<b>Change "thought" to "throughout"</b>
70.	81 82			Comment	Are these maps and the accompanying comment relevant now?	Noted. Yes they are	No change.
71.	89			Comment	<b>Page 89 Map 10 Bats, Map 11 Protected Species</b>  Map 10 is inaccurate. There are bats in evidence over Coopers Meadow. They need	Noted.  Maps are from GM Ecology Unit. The information has been referred to the GMEU.	No change.

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					to be logged and /or mention of this location included.  Re Map 11 Page 90 – Do Badgers still count? Coopers Meadow is a Badger highway.  See <b>Page 56 para 6.44</b>	We will contact GMEU with emails from residents and ask for update timelines. May not be done until next GMSF update 2020.  The CWT report will balance this.	
72.				Comment / Support	My main concerns are:  The infrastructure needs to be in place  The pollution levels on the A6 need to be thoroughly addresses  Construction limited to two floors  I would also like to thank you and the rest of the team for all your efforts and I am happy with most of the Development Plan	Noted.  Infrastructure requirements associated with new development will be dealt with through the infrastructure delivery plan - see <a href="https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-documents/">https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-documents/</a> (Supporting Infrastructure).  The NDP seeks to address air quality and this will also be addressed at a Greater	<b>Amend NDP.</b>  <b>Add a new paragraph after 5.35:</b>  <b><u>"Infrastructure</u></b>  <b><u>"During the Regulation 14 public consultation a number of consultees expressed concern about the pressures on infrastructure associated with associated with new development proposals. Infrastructure provision at a strategic scale is being considered as part of the GMSF process - see <a href="https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-documents/">https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-documents/</a></u></b>

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						<p>Manchester and Stockport level.</p> <p>It would not be appropriate to limit buildings to 2 storeys but the design codes and NDP planning policies require development to respond to local character and context.</p> <p>The Design Codes are being reviewed following consideration of the consultation responses.</p>	<b><u>(Supporting Infrastructure). The website also includes Topic Papers looking at Physical Infrastructure and Social Infrastructure."</u></b>
73.			Design Codes  Housing Pollution	Object / Comment	<p>Whilst I appreciate the need for additional housing, I feel; that the building of so many on the planned sites would spoil the charm of High Lane village and its surrounding green fields.</p> <p>I do however feel that some of the shop fronts in High Lane village could be neater and enhance this charm.</p>	<p>Noted.</p> <p>The NDP addresses local character and the Design Codes include advice for shop fronts. The NDP also seeks to address air quality through support for more sustainable transport alternatives.</p>	No change.

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					The traffic in and out of High Lane is the worst it has ever been, to add more homes on the scale proposed could be disastrous. Not only the gridlock and frustration of being stuck in constant traffic jams on my commute to and from work to Stockport but living so close to the A6 I am aware that the traffic fumes cannot be good for anyone.		
74.	24	4.38		Object / Comment	<i>"a turning circle could be created close to the junction with the A6 and Middle wood Road..."</i> Is there room to do this safely? What would be the impact on traffic flow, congestion and pedestrian safety? The majority of High Lane residents live higher up so would still face an uphill walk of some distance to their homes from this point so how well used would it be? A turning point higher up the village maybe down Alderdale	Noted.  The reference to the proposed turning circle has been deleted from the supporting text.  Refer to 65.	No further change.

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					Road would be more useful for more people.		
75.	45	56.2 8		Object / Comment	<i>"Access to the Middle wood Way for the disabled and wheelchair users is via Middle wood Road."</i> Even if the surface of this route is improved, I do not feel it is a practical proposition for the disabled or wheelchair users. It is quite a long distance and parts of it are uphill and winding. Maybe improving the path off Windlehurst Road to the M Way would be a better idea ?	Noted.	Amend NDP  Post line 4, Para 6.28 following the sentence which ends 'support group', delete last 3 lines and insert ....  <b><u>"Access to the Middlewood Way however remains restrictive for those with disabilities. At present High Lane has no signage for the disabled advising of accessibility for this group to any of its off road walking routes including the Middlewood Way. While there are two potential routes which lead to the Middlewood Way both have unsuitable terrains. The 1<sup>st</sup> is the route which lies off Middlewood Road . This is an off road path which, whilst it is wide enough to accommodate wheel chair users , is long and uneven and in wet conditions muddy and impassable. 2<sup>nd</sup> potential route a recognised walkway which lies off Windlehurst Rd on Mag Lane is narrow, uneven and impassable when wet. The NDP</u></b>

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							<b><u>supports upgrades to both these routes and the establishment of a multi user route off Windlehurst Rd."</u></b>
76.	87		Facebook Survey	Comment	I think you should indicate the number of people who participated in this survey.	Noted.  The numbers taking part in the Facebook Survey will be added to page 87 Appendix 7 and also to par 6.22	Amend NDP.  Par 6.22 Start with: <b><u>"Of the 42 responses received ,results indicated....."</u></b>  <u>And in Appendix 7 the title will become:</u>  <b><u>'Adult Survey using the Survey Monkey Tool '</u></b>  <u>and the first sentence will be:</u> <b><u>"A Sample of Issues raised in our survey by the 47 respondents included:"</u></b>  <u>Bullet Point 1 : "Inconsiderate use of the Middlewood Way by cyclists..."</u>
77.	15 16 18	4.7 4.8		Support / Comment	I support mitigation measures such as the laying of a quiet	Noted  Amend link road wording	Amend NDP  Add further text to 4.7:

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	37 70	4.24 BP3 6.4			<p>road surface to mitigate noise pollution</p> <p>Extending the M60 from Hazel Grove to Bredbury may cause substantial additional traffic to come through High Lane</p> <p>Mitigation measures re air quality include “<i>means of ventilation</i>”. What is meant by this and who would be responsible for the “<i>means of ventilation</i>”?</p> <p>What is “<i>a Green chain</i>”? Looking at the map I am not clear what the Green chains actually represent or what routes they are following? Are they accessible for pedestrians or cyclists?</p>	<p>Ventilation can be mechanical or natural and allows air to circulate in a building.</p> <p>Green Chains are identified in the Stockport UDP. Policy NE 3 Green Chains sets out that <i>'The council will protect and enhance a network of green chains throughout the borough, linking areas of open space and ecologically valuable routes with each other, the open countryside</i></p>	<p><b><u>"There is likely to be additional traffic impacts on High Lane following the opening of the M60 to A555 link road."</u></b></p> <p>Insert a footnote to explain “means of ventilation”: <b><u>" Ventilation can be mechanical or natural and allows air to circulate in a building"</u></b></p> <p>Insert a footnote to "green chains": <b><u>" Green Chains are identified in the Stockport UDP. Policy NE 3 Green Chains sets out that The council will protect and enhance a network of green chains throughout the borough, linking areas of open space and ecologically valuable routes with each other, the open countryside and similar features in adjoining districts."</u></b></p> <p>Insert footnote:</p>



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					I think a brief explanation at the top of the page as to why the A6 Corridor Study is in the Appendix and the reason for the highlighting would be helpful.	<i>and similar features in adjoining districts.'</i>	<p><b><u>"The A6 Corridor Study was undertaken to consider the potential impact of predicted traffic growth and demands on public transport within the A6 Corridor (Buxton to Stockport / Manchester) over the next twenty years.</u></b></p> <p><b><u>The two-fold objectives of the study are summarised as follows:</u></b></p> <ul style="list-style-type: none"> <li><b><u>- To identify the key transportation issues affecting the A6 corridor now and in the next 20 years and their underlying causes; and</u></b></li> <li><b><u>- To develop a corridor strategy to address these issues and a short, medium and long term action plan to implement the strategy."</u></b></li> </ul>
78.	27	5.1		Object / Comment	<i>"The Open Day in 2017 showed the vast majority who answered the questionnaire (87% or 108 responses) believed that 500 or fewer houses would be a more</i>	Accepted.  Amend into 2 statistics	<p><b>Amend NDP</b></p> <p><b><u>Amend 5.1 : The third sentence becomes: "The NDP Open Day showed the strength of feeling in the area. Of those who answered the questionnaire</u></b></p>

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					<p><i>suitable growth figure for the village"</i></p> <p>This is probably one of the most important statistics in the draft and it is distorted and misleading. If it were true that 87% of people believed that 500 or fewer homes would be suitable, there would not be the large local protest against the current development for 500 houses. I think the actual figures gathered from the Open Day event were that 52% suggested between 0 and 200 homes and only 35% suggested building up to 500 homes. You have added the 2 figures together but they are each separate figures. It is important to change that</p>		<p><b><u>"52% preferred 0-200 houses and a further 35% preferred less than 500 (or 500 to 200)"</u></b></p>

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					because any reader, including GMCA or a developer ,would believe that you endorse the building of 500 new homes. I did make this point during the earlier informal consultation in March 2019.		
79.	12 13 All			Support / Comment	<p>Overall I support the Plan and its aims and am grateful for the work which has gone into producing it.</p> <p>I fully support the NDP Draft Objectives in particular</p> <p>1)Improving traffic issues within and to/from High Lane and improving air quality around the A6. Serious consideration to reducing traffic through High Lane is well overdue. The mitigation measures implemented when the A6 Marr was opened are insufficient.</p> <p>And</p>	Noted	No change.

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					<p>2) Improvements to Middlewood Station to enable access by car and fully lit walking access by paved footpath</p> <p>3) Preserving the rural character of the village by avoiding any building on green belt land.</p>		

