

High Lane Village Neighbourhood Development Plan 2020 - 2037



**Submission Plan
December 2020**

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Executive Summary

This is the Submission version of the High Lane Village Neighbourhood Development Plan (HLVNDP) for High Lane. This Plan has been prepared by the High Lane Village Neighbourhood Forum of local residents with the support and advice of officers from Stockport MBC and other stakeholder groups such as Sustrans and the Greater Manchester Ecological Unit.

The HLVNDP sets out local planning policies which will be used to help SMBC determine planning applications in the area up to 2037 (the same plan period as the Greater Manchester Spatial Framework or GMSF). These policies have been prepared taking into account the concerns and ideas of local residents, which have been put forward during numerous informal public consultation processes since 2017, and formal consultation in Autumn 2019.

The Submission version of the HLVNDP has been revised and updated following consideration of the representations submitted during the Regulation 14 public consultation on the HLVNDP from Wednesday 18th September 2019 to Friday 1st November 2019.

The HLVNDP provides planning policies and proposals to help address local transport issues including congestion and poor air quality, and promotes more liveable neighbourhoods which provide an appealing and safe environment to encourage more walking and cycling. A policy for new housing within the existing built up area and for future proposals which may come forward through the GMSF should guide new development to provide the type of housing most needed in the area. Open spaces, recreation areas and walking and cycling routes are identified for protection, and policies support their enhancement. Natural heritage including local landscape character, important views and wildlife are protected as significant local assets for future generations to enjoy.

Going Forward

The HLVNDP will be a statutory planning document and therefore it is required to go through a number of stages before it can be made (adopted) by Stockport MBC and used to help determine planning applications.

Following the 6 week period of formal period of public consultation undertaken by Stockport MBC, the HLVNDP will be examined by an independent examiner against a set of 'basic conditions' and then, provided it is found to meet these conditions (subject to any recommended modifications by the examiner) the HLVNDP will be subjected to a local referendum and residents in High Lane will be asked whether they think the Plan should be used to guide decisions on planning applications in their area. If there is a majority Yes vote at the referendum the HLVNDP will be made.

List of Policies

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1.0 What is a Neighbourhood Development Plan (NDP)?

- 1.1 Neighbourhood Development Plans (NDPs) are a relatively new type of planning policy document, prepared by Neighbourhood Fora or Parish Councils to guide new development within a defined local area. They are used alongside local authority (here, Stockport Metropolitan Borough Council) and national planning policy documents, to help determine planning applications. NDPs are powerful tools and present significant opportunities for local people to have a real say in how, and where, development should happen within their local area.
- 1.2 An NDP can cover a range of planning related issues, or just have one, single policy. **It is also worth noting that NDPs cannot address some strategic planning matters such as Minerals and Waste, Highways and Strategic Infrastructure Projects as these are dealt with by the local planning authority (Stockport MBC), and GMCA and Central Government.**
- 1.3 NDPs cannot be prepared in isolation and all NDP planning policies and proposals have to be underpinned by a clear and robust evidence base of technical resources, and should be informed by local consultation responses.
- 1.4 Overall the Plan has to meet a set of “basic conditions” set out in national guidance and these will be tested through an examination at the end of the process. The basic conditions include the requirement that NDPs have to be in general conformity with local strategic planning policies. The local strategic planning policies are set out in the Stockport Adopted Core Strategy 2011¹. Saved policies from the Stockport Unitary Development Plan Review 2006² may also apply but these are generally not strategic in nature. The NDP should also take into account the reasoning and evidence informing the emerging Local Plan process (see Planning Practice Guidance)³ - in relation to HLVNDP this includes the emerging new Stockport Local Plan⁴ and the emerging Greater Manchester Spatial Framework.⁵
- 1.5 NDPs also are required to have regard to national planning policy (National Planning Policy Framework NPPF, 2019⁶, Planning Practice Guidance and other Ministerial statements and guidance) and to comply with European (including Environmental) Regulations.
- 1.6 Preparing an NDP is therefore a complex and lengthy process. The main steps are set out in Figure 1.

¹ <http://old.stockport.gov.uk/ldf/corestrategy/>

² <http://old.stockport.gov.uk/ldf/udp/>

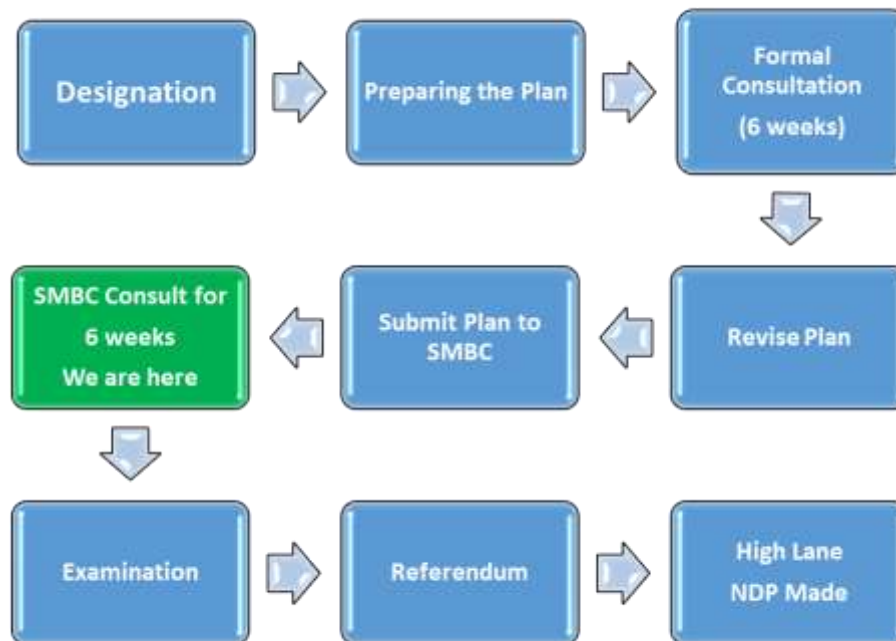
³ Planning Practice Guidance Para 009 Reference ID: 41-009-20160211
<https://www.gov.uk/government/collections/planning-practice-guidance>

⁴ <https://www.stockport.gov.uk/what-is-the-stockport-local-plan>

⁵ <https://www.greatermanchester-ca.gov.uk/GMSF>

⁶ <https://www.gov.uk/guidance/national-planning-policy-framework>

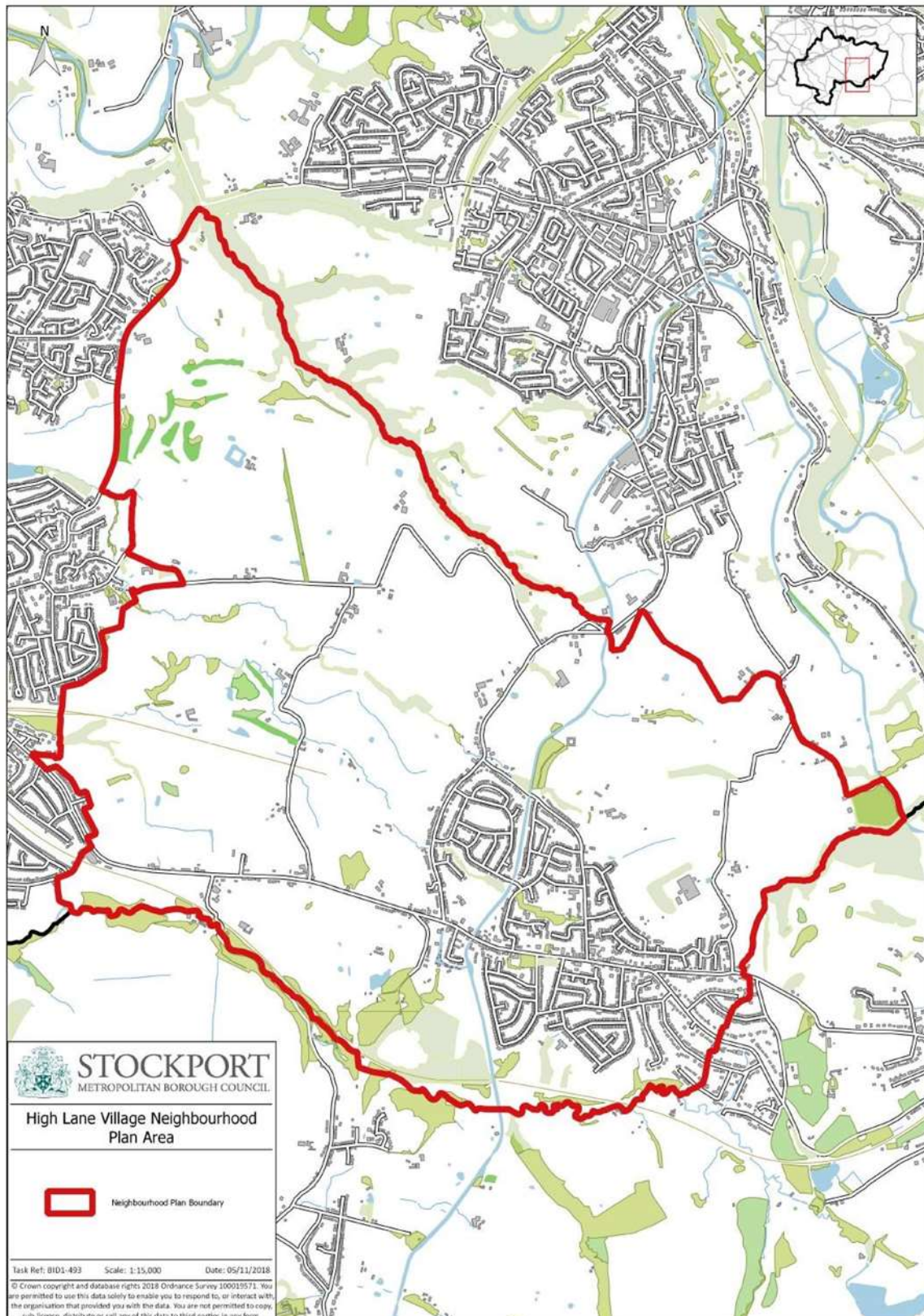
Figure 1 NDP Process



- 1.7 Following formal consultation on the Draft HLVNDP in Autumn 2019, the Plan was revised, taking into consideration the consultation responses. This Submission version of the HLVNDP has been approved by the HLVNF and then submitted to Stockport MBC who have checked it and are now publishing it for a further 6 weeks consultation.
- 1.8 The Plan will be examined by an independent Examiner who is likely to recommend further changes before the Plan is subjected to a local Referendum within the Neighbourhood Area. If there is a majority Yes vote (50% of turnout + 1), the Plan will be made (adopted) by Stockport MBC and used to help determine planning applications alongside Stockport's own planning policies and national policies.
- 1.9 There are therefore several stages of public consultation and engagement throughout the process and the Plan can only be made if at the very end local people support it.

2.0 High Lane Village Neighbourhood Development Plan

Map 1 Designated Neighbourhood Area



- 2.1 High Lane is located in the local authority area of Stockport Metropolitan Borough Council in Greater Manchester. It is just under 5 miles (8km) centre to centre, and about 2.5 miles (4km) edge to edge, south east of Stockport and is separated from the urban area by open countryside, which is protected as Green Belt. The Peak District National Park lies to the south and east. The A6 runs through the village east / west and the Macclesfield Canal and a section of the Conservation Area bisect the area north / south.
- 2.2 The Village has some historical buildings dating back to the 1600s and is surrounded by farms and woodland. The wider area has history of open cast mining and the Macclesfield Canal links to Marple, the Peak Forest and to the wider canal network beyond. The old rail line to the west is now the Middlewood Way, a popular recreational route for walkers, runners, cyclists and horse riders.
- 2.3 High Lane Built up area had a population of 4,608 residents on Census day 2011⁷ and covers an area of 838 hectares.

High Lane Village Neighbourhood Forum and Neighbourhood Area Designation

- 2.4 The area does not have a parish council and therefore a Neighbourhood Forum has been set up to oversee the preparation of the HLVNDP.
- 2.5 On 11th January 2017 a "pathfinder meeting" was held at Windlehurst Church hall after the distribution of around 2000 leaflets in High Lane area with direct e-mail to attendees, announcements on social media and via the High Lane Residents' Association. This led to a follow-up open meeting on 28th February 2017. This meeting outlined the needs and benefits of a neighbourhood forum to allow the community to influence future developments in High Lane.
- 2.6 The boundary for the High Lane Neighbourhood Area (Map 1) was identified since it predominantly follows the electoral boundary for High Lane and is aligned to the local councillors who supported the forum application and to the people who live in the community and vote for those councillors. The boundary for the designated area was broadly defined by 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, so that the 2 plans are aligned. The map of the proposed Neighbourhood Area was reviewed at the meeting on 28th February 2017 and there were no objections or proposed changes.
- 2.7 The Neighbourhood Forum formally applied for the designation of the neighbourhood area and the designation of the Neighbourhood Forum as the qualifying body to Stockport MBC who consulted on the proposed Neighbourhood Area from 16th June 2017 to 28th July 2017 and formally approved the High Lane Village Neighbourhood Area on 14th September 2017. The Terms of Reference of the Forum can be found on the HLVNDP website.

Early Informal Consultation and Emerging Themes

- 2.8 There were subsequent meetings in March, April and May 2017 to plan for Open Meetings on Friday 26th and Saturday 27th May 2017 at High Lane Village Hall. The flyer for the meeting

⁷ See Nomis Local Area Reports - High Lane Built-up area:
<https://www.nomisweb.co.uk/reports/localarea>

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.

2.9 The aim of the Consultation Event was:

- 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

2.10 In all over 200 people participated in one or more of the meetings and the open days. Everyone was given the opportunity to complete a questionnaire that 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?

2.11 A website dedicated to the HLVNDP 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.

2.12 The comments submitted from the Questionnaire are provided in Appendix I.

Key Planning Themes



Aerial view from Windlehurst looking east over High Lane toward Disley and the High Peak. Windlehurst Methodist Church and Windlehurst Park (Community Asset) are clearly shown in the left foreground. The picture also shows the range of house types in the area and the countryside surrounding the village

- 2.13 The comments were considered by the HLVNF and used to help identify some key planning themes for the HLVNDP. Each theme has been progressed by a subgroup. The themes are:

- **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 Greenspaces

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.

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

Public Consultation on Issues and Options

- 2.15 The Issues and Options (I&O) document was published for informal public consultation from 30th June 2018 to 30th July 2018. 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.
- 2.16 There were 246 responses which represents 10% of the 2,070 households polled in the Forum's plan area. The Issues and Options summary sheet which is published on the HLVNDP website, highlights the community's responses to each question in numbers and percentage of respondents. The comments were reviewed with the most common themes, along with new ideas highlighted and all comments were provided in the appendix for record.
- 2.17 The responses to the Issues and Options Consultation were considered very carefully and used to inform the draft vision and objectives and draft planning policies in the First Draft Plan.

Public Consultation on First Draft Plan

- 2.18 The First Draft Plan for High Lane was published for informal consultation with local residents and stakeholders from 9th March to 30th March 2019. The Draft Plan was published on the HLVNDP website and the consultation was promoted using social media, posters and direct emailing. Responses were submitted by 24 local residents, an agent representing a landowner / developer and SMBC. These responses have been carefully considered by the Forum and the Draft Plan has been amended and updated where appropriate. Further information about

the detailed responses and the Forum's approved changes to the Plan are provided on the HLVNDP website.

Regulation 14 Public Consultation on Draft HLVNDP

- 2.19 The Draft Neighbourhood Plan was published for formal public consultation from Wednesday 18th September for 6 weeks (and 2 days) until Friday 1st November 2019.
- 2.20 The Draft HLVNDP was published on the HLVNDP website <http://hlvnf.org/> and 50 hard copies were printed. Hard copies could be viewed at or borrowed from High Lane Library. Public drop in events were held on 27th and 28th September 2019. Consultees were invited to comment in writing using a response form or email and to return all responses to ourforum@hlvnf.org or to drop them off in the post box in the library.
- 2.21 Further detailed information about the consultation process and how the responses have informed the revisions to the HLVNDP are provided in the accompanying Consultation Statement.

3.0 HLVNDP Vision and Objectives

- 3.1 Taking into account the key themes emerging from the public consultations, the HLVNF has prepared the following Vision and Objectives for the HLVNDP.
- 3.2 In the Issues and Options consultation, of the 47 comments made, 28 (60%) were directly supportive of the vision. Only 3 (6%) had negative comments on the vision or forum. 10 responses suggested that there was a need to prioritise the protection of the Green Belt and green spaces. Comments also suggested that there should be a higher priority given to brownfield sites over greenfield sites and there were comments about housing development, mostly opposing the 4,000 homes in GMSF. Some supported limited new housing.

HLVNDP Vision

In 2037 High Lane's rural identity and heritage will have been retained and enhanced. The strong sense of community in the village remains a key benefit of living here and supports a high quality of life for all. New development, transport facilities and other infrastructure are proportionate to the area, taking into account the village's location within Green Belt.

A good mix of small scale housing is provided to meet local needs and support long term benefits for the whole community, prioritising brownfield sites, enabling protection of Green Belt and ensuring positive impact on the air quality for the village and wider Stockport area.

Open spaces and recreational facilities are fully accessible to all and provide a network of green infrastructure to protect and enhance biodiversity and wildlife.

HLVNDP Objectives

Transport and Air Quality Objectives

- 1. To improve traffic issues within and to/from High Lane.**
- 2. To support measures that improve air quality and resist proposals which lead to unacceptable levels of pollutants and further deterioration of local air quality.**
- 3. To recognise the need for integration between different modes of transport.**
- 4. To improve roads and footpaths in the village centre and elsewhere.**
- 5. To support improvements to Middlewood Station or the provision of a new station in High Lane.**
- 6. To recognise the importance of public transport services to and from High Lane Village in meeting the needs of both residents and visitors and improve bus services and access to other forms of public transport.**
- 7. To improve access points to the Middlewood Way, schools, shops and other community facilities.**

- 8. To improve cycle routes and access to cycle routes and address any local issues of conflict with walkers.**
- 9. To improve the provision for people with limited mobility and**
- 10. To continue to improve canal towpaths working with the Canal and River Trust and to promote and ensure continued good and safe access to all Public Rights of Way.**

(Through HLVNDP Policies T1, T2, R2 and HD2)

Housing Objectives

- 1. To preserve the rural character and identity of the area through sensitive, high quality design in all new development.**
- 2. To enhance the mix of house types in the Village, with a priority for starter, new family and retirement homes in both affordable and market housing schemes to meet the needs of local residents.**
- 3. To provide environmentally sustainable properties.**
- 4. To provide housing for those who wish to rent rather than buy homes and**
- 5. To ensure local people can access new housing development schemes.**

(Through HLVNDP Policies H1, HD1 and HD2)

Recreational Activities and Green Open Spaces Objectives

- 1. To protect existing recreational facilities and support investment in new and improved facilities for all ages and abilities and**
- 2. To protect and enhance biodiversity and other natural heritage assets.**

(Through HLVNDP Policies R1, R2, NH1, NH2 and NH3)

Heritage Objectives

- 1. To identify and assess any local heritage sites in High Lane Village Neighbourhood Area for protection.**
- 2. To encourage any new development to value and enhance the distinct character of High Lane Village and**
- 3. To protect the local landscape character and important views.**

(Through HLVNDP Policies NH1, NH2, DH1 and DH2)

High Lane Village NDP Planning Policies

4.0 Transport



Introduction and Background

- 4.1 At the Forum open day held in the Village Hall in May 2017, a key area of concern for the community was transport and related issues. New development should not increase the problems of traffic congestion and air pollution and indeed, where possible, should provide opportunities for walking, cycling and improvements to public transport. The issue of traffic congestion, high levels of air pollution and a lack of adequate access to public transport is therefore of much concern to the community and has been repeatedly raised at Neighbourhood Plan consultation events.
- 4.2 Transport has a very important role in helping to make High Lane a better, and more sustainable place in which to live, work, shop and play but is also important both in facilitating development and in catering for the travel demand that it creates. Whilst cars are essential for many people, the provision of public transport and the encouragement of walking and cycling routes are vital in order to help to address the issues of climate change, reduce congestion and parking problems, and provide equality of opportunity.

Congestion

- 4.3 Congestion is a real problem in High Lane and is of great concern to many residents. Traffic congestion in the area is concentrated along the A6, particularly at peak times. The A6 Corridor Study Final Summary Report⁸ notes (Overview, paragraph 4 p1) that *"The mix of local and strategic traffic is one of the major causes of congestion on the highway network. Freight traffic from Derbyshire and the Peak District to the M60, distribution centres and other destinations across the North West, mixes with commuter and business traffic travelling between Cheshire and parts of Greater Manchester, and with local commuter and leisure trips in the centres along the south Manchester corridor. These travel patterns have a direct impact on the ability of the transport network to provide efficient connectivity and access to markets and jobs. It also means that local communities are faced with large volumes of traffic and heavy goods vehicles passing through their centres, creating problems in terms of air quality, noise and highway safety."*
- 4.4 The report goes on to note in paragraph 9 that *"Future year traffic model predictions carried out as part of the A6 Manchester Airport Relief Road (A6MARR) study show that traffic volumes along the A6 through High Lane and Disley are expected to increase significantly compared to the current day levels with or without completion of the proposed A6MARR scheme. These forecast increases in traffic can be attributed in the main to traffic generation from proposed future land-use developments and to a lesser extent the strategic reassignment of longer distance east-west trips as a result of completing the A6MARR."*
- 4.5 The community of High Lane paid for a traffic survey between Tuesday 29th Jan and Monday 4th February 2019 at the lamp post 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 ID56154 east of Windlehurst Road, of 21,192. On 15th October 2019 the residents did a manual traffic count at Department for Transport count point 90082, which showed a projected 24 hour total of 29,827, with 2,368 HGVs. This is comparable with the equivalent count in 2018 (pre A555 opening) which showed 23,389 vehicles total and 1,570 HGV. This represents an increase of 27.5% on total vehicles and 50.8% for HGVs (See Appendix 11 High Lane Manual Traffic Count 15/10/19 Table 1). 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.

⁸ A6 Corridor Study Final Report, Stockport Metropolitan Borough Council, August 2014

<http://democracy.stockport.gov.uk/ielIssueDetails.aspx?Ild=19000&Opt=3>

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. The two-fold objectives of the study are summarised as follows:

- To identify the key transportation issues affecting the A6 corridor now and in the next 20 years and their underlying causes; and
- To develop a corridor strategy to address these issues and a short, medium and long term action plan to implement the strategy.



Queuing Traffic on the A6 through High Lane (9.00am 8th Nov 2018)

- 4.6 The SEMMMS Strategy mitigation measures page of the website⁹ notes that "the A6 to Manchester Airport Relief Road (A6MARR) will generally reduce traffic flow and congestion on local roads in the surrounding areas, however it is recognised that some roads will see an increase in traffic. A package of measures is being proposed to manage these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to lock in these changes, encourage walking and cycling and support district and local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay, but may also encourage the use of alternative forms of transport including schemes to encourage walking and cycling, and schemes to support local centres.
- 4.7 One of the mitigation measures proposed in the A6 Corridor Study is "*limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross country routes with the A6 Marr in place. This will be achieved through a combination of gateway treatments and reduced speed limits.*" The HLVNF and HLVNDP supports mitigation measures aimed at deterring more HGVs from using the A6 route and other measures such as the creation of a car sharing data base and the laying of a quiet road surface to reduce noise pollution - See Appendix 2. Such measures should all assist with helping the High Lane community deal with the projected 23% increase in traffic which is forecast now that the SEMMS road is open. There are likely to be additional traffic impacts on High Lane following the opening of the M60 to A555 link road.
- 4.8 Once the M60 extension is open or approved (subject to the proposal, approval and funding), research into the feasibility of a bypass for Disley / High Lane could be undertaken. However this may not be for some time. 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 (see Appendix 11) 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 Neighbourhood Forum would want to engage in discussions re. mitigation measures.
- 4.9 The new A6 MARR has led to traffic rat running through residential areas of the village. The main affected roads are (but not limited to) Torkington Lane, Russell Avenue, Park Road, and

⁹ <http://www.semmms.info/semmms/traffic-mitigation-complementary-measures/>

Threaphurst Lane. There is also significant congestion on Windlehurst Road; at peak times traffic is backed up past Andrew Lane increasing journey times and pollution levels from idling engines.

Air Quality

- 4.10 In addition to impacts on accessibility and movement for local residents and businesses, high volumes of traffic are associated with increased levels of air pollution. Poor air quality is a significant issue for High Lane.
- 4.11 Air pollution is defined as a mixture of gases and particles that have been emitted into the atmosphere by man-made or natural processes. Man-made inputs generally result from the combustion of fossil fuels. The main source of air pollution in the UK is from road traffic. Nitrogen Dioxide (NO₂) is generally formed as oxides of nitrogen are emitted from vehicle exhausts, which react with other pollutants in the atmosphere to create NO₂. Particulate Matter (PM₁₀ and PM_{2.5}) are fine particles which can be solid or liquid (solid generally formed via combustion, liquid formed in the atmosphere). Other chemicals can attach onto particles increasing toxicity such as heavy metals and hydrocarbons.
- 4.12 It is estimated that there are about 40,000 annual deaths in the UK as a result of air pollution exposure¹⁰. Air pollution is linked to respiratory illness, cardiovascular conditions, reduced life expectancy, reproductive issues and cancer. Air pollution can also have adverse impacts on plant species, habitats and wildlife which relies on them and designated sites.
- 4.13 Planning Practice Guidance¹¹ sets out that *"air quality concerns can be relevant to neighbourhood planning, and it is important to consider air quality when drawing up a neighbourhood plan or considering a neighbourhood development order. The local planning and environmental health departments will be able to advise whether air quality could be a concern."*
- 4.14 The Greater Manchester Air Quality Action Plan 2016-2021¹² sets out measures which will reduce air pollution while supporting the sustainable economic growth of the region. The Plan identifies 'Key Priority Areas' which are areas of relevant exposure that tend to be adjacent to major roads and heavily trafficked or congested areas with poor air quality, where improvement actions would achieve the greatest effects. A6 Hazel Grove / High Lane is identified in Table 1 (p24) and Figure 11 (p26) as a *'priority road for HGVs where the modelled annual mean concentration of nitrogen dioxide (NO₂) exceeds the 35µg/m³ target, and also where the road is within 50m of a property.'*
- 4.15 Greater Manchester is developing a Clean Air Plan¹³ to tackle harmful and illegally high levels of roadside air pollution across the city-region. In July 2017 the Government instructed many areas across the UK to develop measures to tackle high levels of nitrogen dioxide (NO₂) on local roads. The Government has identified 12 road-links in eight of the 10 Greater

¹⁰ See: Royal College of Physicians and the Royal College of Paediatrics and Child Health. [Every breath we take: the lifelong impact of air pollution](https://www.nhs.uk/news/heart-and-lungs/air-pollution-kills-40000-a-year-in-the-uk-says-report/) February 2016
<https://www.nhs.uk/news/heart-and-lungs/air-pollution-kills-40000-a-year-in-the-uk-says-report/>

¹¹ Paragraph: 003 Reference ID: 32-003-20140306 Revision date: 06 03 2014
<https://www.gov.uk/guidance/air-quality--3>

¹² <https://www.greatermanchester-ca.gov.uk/airquality>

¹³ <https://cleanairgm.com/clean-air-plan>

Manchester local authorities as likely to have levels of NO₂ in breach of legal limits beyond 2020. Buxton Road High Lane is identified as one such area on the list. The Government is in favour of Clean Air Zones as the quickest way of reducing harmful emissions together with other methods. Greater Manchester is considering a wide range of measures that could help reduce roadside NO₂ levels as part of work to develop a Clean Air Plan and these will be the subject of public consultation.

Air Quality Monitoring in High Lane

- 4.16 Air quality monitoring was carried out for a period of 6-months commencing on 14th August 2014, ending on 12th February 2015 prior to the commencement of construction of the A6 to Manchester Airport Relief Road (A6MARR) in March 2015. Monitoring was undertaken at various locations near the proposed route of the A6 to Manchester Airport Relief Road (A6MARR).
- 4.17 Eight sites exceeded the annual mean objective of 40 g/m³ including HL1 in High Lane (measured at 43.1 g/m³).
- 4.18 The next air quality-monitoring project is planned when the Poynton By-pass has opened. As an additional action, the HLVNF will encourage Stockport MBC to provide a regular or permanent air-quality monitoring station to be positioned in the village. In 2018 trees were planted, as part of a national project to help mitigate air pollution; the HLVNDP supports tree planting in suitable areas in the village as part of development schemes to help mitigate traffic impacts.
- 4.19 Redmore Environmental Ltd was commissioned by Residents Against Mass Development in early 2019 to undertake Air Quality Monitoring in order to determine baseline conditions and identify any potential issues along a stretch of the A6 road network through High Lane, Stockport. Monitoring of pollutant concentrations was undertaken at ten separate locations in the immediate vicinity of the A6 road network through High Lane, Stockport. Monitoring was instructed for a total period of 3 months and included assessment of Nitrogen dioxide (NO₂) at ten separate sampling locations. (see Air Quality Monitoring Results - High Lane, Stockport, Redmore Environmental, May 2019¹⁴ and Appendix 10).
- 4.20 The report concluded (see para 5.1.4, p120 of the HLVNDP) that *'the results of the survey and subsequent data analysis indicated that predicted annual mean NO₂ concentrations were below the relevant AQO (Air Quality Objectives) at all monitoring locations. Based on the monitoring results, exceedences of the relevant AQO were not identified throughout the survey extents.'* A summary of the unadjusted monitoring results is provided in Table 7. This shows NO₂ Concentration (µg/m³) with overall period means and in two locations (2 and 9) the annual mean Air Quality Objective of 40 was exceeded. The figure for Location 6 was 39.35 - just below 40. A summary of the adjusted monitoring results is provided in Table 8 and this shows that *"the adjusted results indicate that concentrations of NO₂ were below the annual mean AQO at all monitoring locations."*
- 4.21 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

¹⁴<https://www.hlvnf.org/public-documents.html>

comment, and their response (provided 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 indication of pollution levels in the community as areas along the A6 are close to legal limits in several locations. 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.)

- 4.22 In the consultation on Issues and Options, there were several comments relating to local concerns about traffic and air pollution in High Lane. Respondents noted that air pollution is a particular problem on the A6, exposing children waiting for buses to smog. Children are also exposed walking to and from school, to local facilities and to the nursery, as well as whilst using the outdoor play areas on the corner of the A6 and Russell Avenue. 91% of respondents (221 responses) identified air pollution as a major issue affecting the community from proposed increases in road development in High Lane and 94% (230) considered congestion was a major issue. There was a strong agreement to encouraging new development to link existing routes and improving accessibility to local facilities, with 190 of 231 (82%) of the 231 supporting this. Only 41 (18%) of respondents were against this proposal. There were also Highways related 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.
- There may also be cumulative traffic impacts from nearby developments outside the neighbourhood area in Cheshire East at Disley, Wybersley and Carr Brow.
- 4.23 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.
- 4.24 Stockport Core Strategy Core Policy CS8 Safeguarding and Improving the Environment sets out that *"Development should be located and designed in such a way as take account of natural and man-made environmental constraints and hazards including: Contamination, Air, water, noise and vibration, light or other pollution (including air-quality management areas)"*. SMBC is considering planning policies for new developments (including conversions) to promote Ultra Low Emission Vehicles by requiring the provision of dedicated parking bays and charging points and the standards under consideration have been incorporated into Policy T1 of the HLVNDP.
- 4.25 The Revised Draft GMSF notes in paragraph 5.31 that *"Within Greater Manchester, transport is the major source of air pollution, with roads accounting for 65% of nitrogen oxides (NOx) , 79% of larger particulates (PM10) and 31% of carbon dioxide emissions across the city region."* Paragraph 5.32 goes on to state that *"The AQMA and associated Greater Manchester Air Quality Action Plan (AQAP) 2016-2021 (approved by the GMCA in 2016) set out measures to help reduce air pollution caused by NOx while supporting the sustainable economic growth of the region. However, since the AQAP was introduced Government has directed GM authorities to take urgent action to address a specific air pollution problem: roadside concentrations of NO₂ that exceed legal Limit Values..... Government has directed Greater Manchester authorities to produce a Clean Air Plan to tackle roadside nitrogen dioxide (NO₂) concentrations and bring them within Limit Values in the shortest possible time."*

- 4.26 Planning Practice Guidance¹⁵ sets out various mitigation measures where air quality will be impacted by development. Suggested measures include:
- the design and layout of development to increase separation distances from sources of air pollution;
 - using green infrastructure, in particular trees, to absorb dust and other pollutants;
 - means of ventilation¹⁶;
 - promoting infrastructure to promote modes of transport with low impact on air quality;
 - controlling dust and emissions from construction, operation and demolition; and
 - contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.
- 4.27 The commissioned Air Quality Monitoring Results report sets out a summary of the legislation and policy for Air Quality in the UK. An extract from the report is provided in Appendix 10.
- 4.28 Policy H1 prioritises brown field development and Policy T1 resists new development which would have an adverse effect on areas of poor air quality. The Policy also promotes suitable mitigation measures to reduce air quality impacts from traffic associated with new development proposals, and encourages other means of transport such as walking and cycling to reduce local reliance on cars.

Policy T1 Mitigating Local Traffic Impacts of Development and Improving Air Quality

Applications for major new development¹⁷ should be accompanied by a detailed Air Quality Assessment considering both construction impact mitigation and ongoing impacts once the development is occupied and operational.

Such proposals will be required to provide evidence that they would not lead to further deterioration in air quality in any areas of High Lane which exceed Air Quality Objectives for Nitrogen Dioxide (NO₂) or other pollutants at the time of the development proposal. Development proposals will be resisted where they are likely to lead to exceedences of Air Quality Limit Values in the High Lane Village NDP area.

All proposals for major development will be required to provide suitable mitigation measures to minimise air quality impacts. These should include the following:

¹⁵ <https://www.gov.uk/guidance/air-quality--3#how-can-an-impact-on-air-quality-be-mitigated>

¹⁶ Ventilation can be mechanical or natural and allows air to circulate in a building.

¹⁷ See NPPF 2019 Annex 2: Glossary: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

1. The design and layout of new housing development should maximise separation distances from different sources of air pollution such as industrial and commercial uses;
2. New residential development should maximise separation distances between houses (including their garden areas) and main roads, taking into account density and local character. Habitable rooms should be located away from busy roads;
3. Schemes should make use of changes in height in local topography and consider prevailing wind direction to minimise noise disturbance as well as air pollution for occupiers. This could include for example locating built development on the lee side of slopes to provide added protection;
4. Landscaping schemes and buffer zones should retain mature trees and hedgerows wherever possible, and incorporate green walls and barriers using tree planting and other planting to provide screening and absorb dust and other pollutants;
5. Materials and construction techniques should provide appropriate noise insulation and protection from air pollution;
6. Where appropriate, schemes should incorporate accessible and safe linkages to local walking and cycling networks, public transport facilities and local services to reduce reliance on the car, particularly for short journeys;
7. Provision for safe cycle storage should be integrated into development schemes at standards set out in the accompanying design codes; and
8. New developments should incorporate electric vehicle (EV) charging points of at least a Type 2 connector, 7kW rating, in line with the following standards¹⁸ wherever possible:
 - A. One electric vehicle dedicated charging point per house with garage or driveway;
 - B. At least 10% of parking bays for flats to be provided with dedicated charging points and all other spaces to be provided with passive wiring to allow future charging point connection; and
 - C. All other developments to have 4% of parking bays (minimum 2 bays) marked out for use by electric vehicles only, together with charging infrastructure and cabling.

Where appropriate, developer contributions will be sought towards measures identified in air quality action plans and low emission strategies, to offset the impacts on air quality arising from new development.

¹⁸ Stockport MBC is at an early stage of preparation of an SPD for EV charging points. The HLVNDP standards may be revised and updated at future stages of the plan's preparation in line with the SPD if and when it is adopted.

Creating Liveable Neighbourhoods and Encouraging Cycling and Walking

- 4.29 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. 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.
- 4.30 Planning for cyclists and walkers require consideration of safety, viability, cost, feasibility, land availability, user convenience, accessibility, appeal and identified purpose. There is a need to identify how any proposed new cycle routes can link with existing networks such as the Middlewood Way and to consider how other infrastructure provision such as safe and secure cycle parking could promote increased cycling in the area.
- 4.31 The responses to the consultation on Issues and Options demonstrated that there was local support for protecting and improving cycling routes in High Lane. There was a strong agreement that the HLVNDP should include planning policies to protect and enhance local walking and cycling routes with 239 (98%) of the 244 responding supporting the protection local walking and cycling routes. Only 5 (2%) were against this proposal. There were also comments that different user groups should be separated to reduce conflict.
- 4.32 The Transport for Greater Manchester Draft Delivery Plan 2020-2025¹⁹ 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 corridor studies using a Streets for All approach, and the recommendations from these studies will be incorporated into future versions of this Delivery Plan."

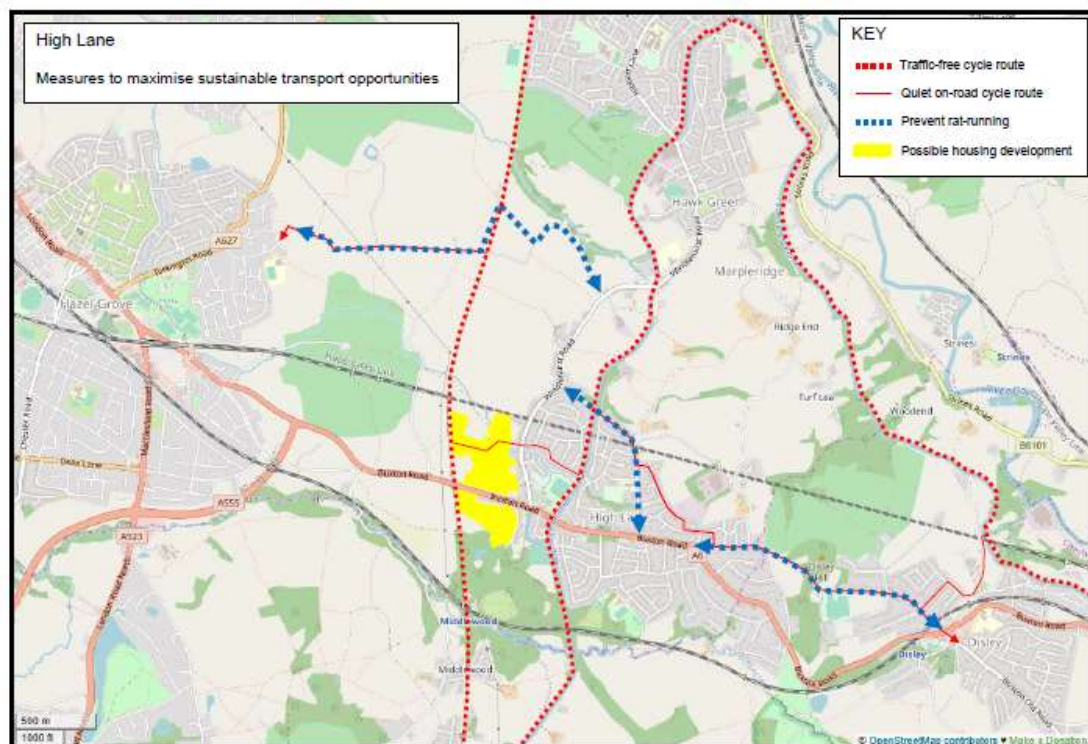
The proposed measures include a Long-term Cycling and Walking Infrastructure Plan (paragraph 174).

- 4.33 Holland, Denmark and other European countries that experience very high levels of cycling achieve this by having high quality strategic road networks that help to displace traffic out of communities, therefore making these communities better places for walking, cycling and living in. Bypasses are seen as a key component in helping to develop a transport network that allows more people to walk and cycle. There have been proposals for a bypass for High Lane for many years due to the number of properties fronting directly onto the A6 and the large volumes of traffic including HGVs.

¹⁹ <https://tfgm.com/2040/delivery-plan-2020-2025>

- 4.34 Continental design standards for the strategic road network result in free-flow designs whereby vehicles do not have to negotiate junctions when travelling along the road but can travel in a similar way to being on the motorway. Traffic is therefore able to travel more efficiently without having to brake and accelerate at junctions, thus helping to reduce air pollution levels.
- 4.35 The strategic road network on the continent also has closely spaced junctions, typically 1.2 km spacing where the road is adjacent to built-up areas, to allow communities to access these roads without having to travel some distance on the local road network.
- 4.36 The HLVNF would like any future road schemes around High Lane to take these factors into consideration. For example, having junctions with 1-2km spacing would allow a significant proportion of the traffic associated with the proposed housing site (GM Allocation 38 in the GMSF 2019) to access any future extension of the Manchester Airport Eastern Link Road without the need to travel into High Lane. Similarly, southern areas of Marple would also be able to access the Link Road without the need to travel in to High Lane.
- 4.37 Any future bypass of Disley and High Lane should have junctions with 1-2km spacing so that traffic with an origin/destination within Disley or High Lane can travel the shortest distance through these villages and thus minimise the impact that traffic has on the ability to encourage walking and cycling within these villages.
- 4.38 It is important in both instances that these bypasses are designed as free-flow to ensure that the journey time through High Lane village is not quicker than travelling along the bypass.
- 4.39 Within the village the road layouts within the residential areas should be reconfigured to prevent or deter rat-running and encourage motorists to get on to the key road within the village and ultimately the bypass as soon as possible so as to minimise the number of roads along which motorists are travelling within the village. The aim is to ensure that the local road networks within the residential areas have the minimum number of vehicles using them and thus make the on-road environment feel significantly more attractive and safe to cycle along or to cross as a pedestrian.
- 4.40 These proposals are shown on Map 2.
- 4.41 Anecdotally there are concerns about the poor maintenance of existing cycle lanes on the road network; debris, potholes and puddles are significant hazards and can deter cyclists from using routes. The HLVF is considering preparing a cycling strategy to look at the various issues in more detail and to support planning policies promoting cycling in the HLVNDP.
- 4.42 Off-road cycle routes are addressed in section 6.0 Recreational Activities, Green Open Spaces and Natural Heritage as they provide important recreational and health related facilities in the area. 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.

Map 2 Sustrans Proposals for High Lane Area



- 4.43 Core Strategy Policy CS10 an Effective And Sustainable Transport Network sets out that "The Council will continue to provide a network of safe, good quality walking and cycling routes and other Rights of Way.....The cycling network will cater for direct cycling routes (which in some cases may be on busier roads) and also for routes on quieter residential roads and off-road links (e.g. the Halls Route), which are required not only for recreational cycling, but also utility cycling trips for less confident cyclists."
- 4.44 Policy T2 supports improvements in cycle route provision in the area as part of a package of measures to reduce congestion, improve air quality and promote sustainable transport alternatives. By making High Lane a more cycle friendly environment, more cyclists may be encouraged to visit the area and use local shops, pubs and other facilities.

Policy T2 Liveable Neighbourhoods and Sustainable Travel

Proposals for improved and new cycle tracks along the A6 and other routes, and schemes to reduce through traffic on residential streets as shown on Map 2, will be supported.

Such schemes should include the following:

- 1. Defined and segregated cycle routes on main roads and new and improved off-road cycle tracks;**
- 2. Links and new access points from new residential areas to the Middlewood Way;**
- 3. Safe and secure car and cycle parking provision at suitable locations such as the village centre and local shops and services;**

4. Measures to deter rat running by vehicles through residential neighbourhoods; and
5. Transport for Greater Manchester standards or, if possible, 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, typically 1-2km spacing where the road is adjacent to built-up areas, to allow communities to access these roads without having to travel some distance on the local road network.

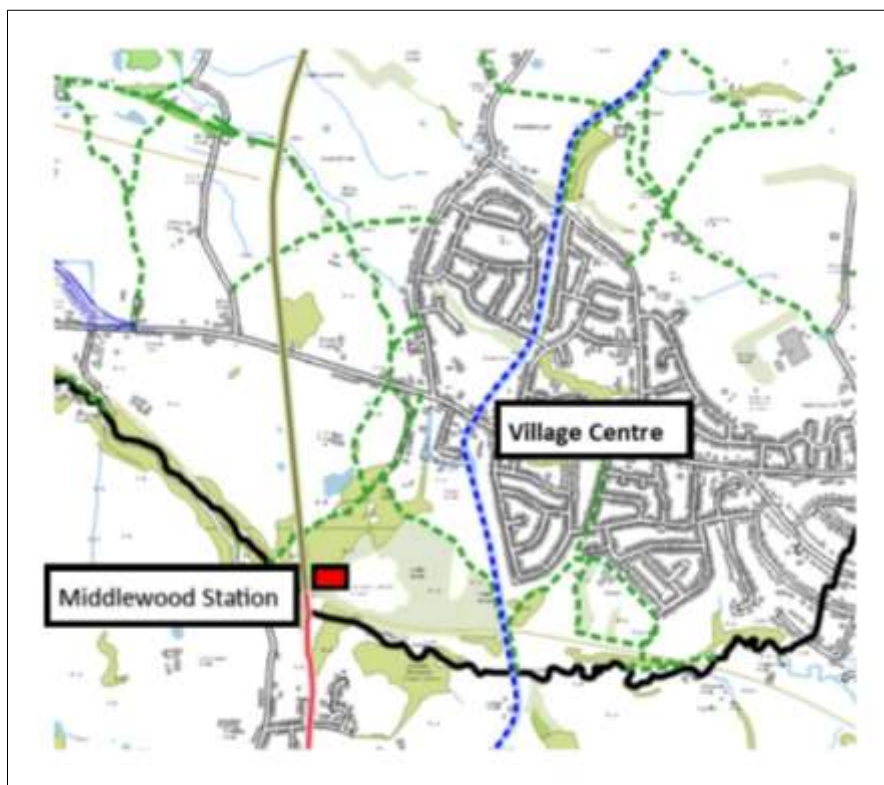
Improvements to existing rail facilities at Middlewood Station, or the provision of a new station in High Lane, will be supported where they improve passenger facilities and accessibility for all users.

Proposals for major new housing development should be located where there is good access to local bus routes and rail facilities.

Middlewood Railway Station and Proposals for a new Station

- 4.45 High Lane is fortunate to have a railway station at Middlewood, which is on the line between Manchester and Buxton. However, access to the station is both limited and unsafe due to the poor condition of the road and paths leading to the station and a complete lack of any lighting. The station is located in the Green Belt, about 1 mile (20 minutes' walk) from the village centre - see Figure 2 below.

Map 3 Location of Middlewood Station in relation to Village Centre



- 4.46 The HLNF Transport Subgroup undertook some further informal consultation with rail users and people in the immediate area around Middlewood Station in December 2018 to January 2019. The results are provided in Appendix 3 and show a mixed response with some for and others against improvements such as lighting, and concerns such as *'the station is unsafe at night /after dark as unlit woodland access'*.



Poor Passenger Facilities and Access at Middlewood Station

- 4.47 In addition to poor access and facilities, the number of services that stop at the station is very limited; the A6 Corridor Final Summary Report notes in paragraph 23 that *"the Buxton Line is operated by Northern Rail and connects Manchester with Buxton. from Middlewood and Dove Holes the service pattern is reduced to a train every two-hours."* The Report goes on to note (in paragraph 43) that *"analysis of passenger count data shows that typically there are around 1,200 daily weekday rail trips each way crossing the screenline between Middlewood and Hazel Grove, of which around 50% are made during the morning or evening peak three-hour periods. On Saturdays the figure is around 1,000 trips per day in each direction, with demand spread more evenly across the day. To put these figures into context, the two-way 2009 AADT flow on a similarly placed screenline on the A6 is 24,500."* Table 5-9 of the Report (p79) Buxton Line Survey (Service Improvements) records answers by users in 2011 to the Question: *'If you could make one improvement to the train service you are on, what would it be?'* 100% of users originating from Middlewood station suggested this would be *'Increased Service Frequency.'*



Existing access path to Middlewood Station

- 4.48 Improved access to Middlewood Station is identified as a potential intervention in the A6 Corridor Report. The location and distance from local residential communities is also recognised in the Report and an alternative intervention is suggested for a new rail station at High Lane. Responses 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. Subject to further detailed studies and viability assessment, the station may have potential for improvements to road, parking and pedestrian access via the Middlewood Way, which could be quicker to deliver and more sustainable than a newly built station in an alternative location. The Neighbourhood Forum would actively seek to engage with SMBC on all public transport options as part of the multi phased plan. The SWOT Analysis below includes pros and cons from draft plan consultations.

SWOT Analysis

Middlewood Station Improvements

<p><u>Strengths</u> Station already available Lower cost to update than build new station (DP R14 Nov 19) Ready much faster than new station (Brookside school event) More Sustainable (Brookside school event)</p>	<p><u>Opportunities</u> Good Access from Middlewood way & canal for walkers and cyclists (DP R14 Nov 19) Bring additional footfall to local business from leisure users (Horse shoe market event) improving access to Middlewood Station is paramount to any new development (DP March 19)</p>
<p><u>Weakness</u> Too far from the village even with improvements it still would not be used. I don't think many people will use the station if upgraded unless there is a large car park. (DP March 19) The station is somewhat remote from the main residential areas/ Would not use if travelling alone (DP March 19) No vehicle access (DP March 19) & (DP R14 Nov 19)) Ancient Woodland disturbed by improvements (DP R14 Nov 19)</p>	<p><u>Threats</u> 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 (DP March 19) Large Carpark would result in more cars adding pollution to the village (DP March 19)</p>

New Station close to Brookside school

<p><u>Strengths</u></p> <p>Good location within the village more walkable. (DP R14 Nov 19)</p> <p>Better disabled access (DP R14 Nov 19)</p> <p>Safer less remote (DP R14 Nov 19)</p>	<p><u>Opportunities</u></p> <p>Good train access would encourage businesses to the area.</p>
<p><u>Weakness</u></p> <p>New station would not be realised for at least 10 to 20 years</p> <p>No space for car park would mean cars parked on adjoining streets. (DP R14 Nov 19)</p>	<p><u>Threats</u></p> <p>High Cost means project could be cancelled before even begun (comment from Village hall open day)</p> <p>Train users from Disley would drive to High Lane to reduce costs on train fares, further increasing cars into the village. ((DP R14 Nov 19)</p>

- 4.49 In the consultation on Issues and Options²⁰ residents were asked their preference on a new station or developing the current station. There was a high level of support for the HLVNDP to include a policy promoting improved access to Middlewood Station and supporting investment in improved facilities. 206 (92%) of 225 respondents supported improvements in day and night access to Middlewood Station. Only 19 (8%) of respondents were against this proposal, of which 9 stated this was because the station was too far from the village (see The Issues and Options summary sheet on the HLVNDP website).
- 4.50 23 comments were submitted during the Issues and Options consultation; 19 were supportive of a policy to improve Middlewood Station and 3 were not supportive, with 1 indicating mixed support but with provisos. Comments included: *"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."*
- 4.51 Planning has a role in promoting sustainable transport alternatives to reduce reliance on the car and to support improved access to employment opportunities and services. Paragraph 102 of the NPPF sets out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: (b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised."*

²⁰ See Issues and Options document and Summary of Responses Report provided on the HLVNDP website <https://www.hlvnf.org/public-documents.html> and in the Consultation Statement.

- 4.52 Stockport Core Strategy Policy CS9 Transport and Development sets out that *"the Council will support development which reduces the need to travel by car."* Policy CS10 An Effective and Sustainable Transport Network goes on to advise that *"The Council will support measures to upgrade the existing fixed track network and associated infrastructure."*
- 4.53 Middlewood Station is located in the Green Belt. However, NPPF paragraph 46 sets out that *"certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it."* These include: *"c) local transport infrastructure which can demonstrate a requirement for a Green Belt location."*
- 4.54 Due to the levels of congestion and volumes of traffic experienced in the village, along with the need to encourage sustainable forms of transport, it is considered important for the HLVNDP to support appropriate improvements to Middlewood Station.
- 4.55 Middlewood Station is a potentially valuable local asset and could be well used by residents, visitors and commuters if the access to the station, station facilities and the number of services significantly improved. Following consideration of the various issues raised during the Regulation 14 public consultation, the Forum has deleted the former Draft Policy T2 which supported improvements to Middlewood Station, included supporting the possible improvements as an action, and widened Policy T2 (former Policy T3) to incorporate sustainable transport including public transport.

Bus Services

- 4.56 In terms of bus service provision High Lane has recently lost bus services 303 and 304. The 199 service runs from Buxton to Stockport and Manchester Airport daily, via A6 only and the 394 runs between Glossop and Stepping Hill Hospital via Marple and High Lane (A6) every 2 hours excluding weekends. There were many comments submitted during the Issues and Options consultation related to bus service provision; these included: "More public transport required", "Local transport to Marple etc would be used more frequently if the service was better", "192 bus needs to run up to High Lane", and a suggestion for a "shuttle bus to prevent people driving to the station". 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. The HLVNDP cannot address bus service provision in planning policies, but Policy T1 requires developments to include accessible linkages to public transport services.

Action for HLVNF

1. HLVNF will work to engage Greater Manchester Cycling and Walking Commissioner (Chris Boardman) about on and off-road plans.

2. Middlewood Station / New Rail Station

Proposals to improve rail passenger facilities for High Lane will be supported by HLVNF. Such facilities should include (but not be limited to) the following:

- **Improvements in access from the A6. This could include for instance provision of adequate street lighting, CCTV, road and pavement surface treatment and**

separation of vehicular, pedestrian and cycle routes, as well as siting of prominent signage from the village centre;

- **Car access, parking and cycle storage facilities at the station; and**
- **Investment in passenger facilities at the station including seating and shelter, a ticketing machine, waiting facilities, public toilets and catering facilities.**

5.0 Housing



Introduction and Background

- 5.1 The provision of new housing is an important issue for residents in High Lane. A site allocation for 4,000 homes to the north and west of the Village on existing Green Belt land (Site Allocation OA21 High Lane (Stockport)) was proposed in the first draft version of the Greater Manchester Spatial Framework (GMSF) and this was met with widespread local opposition. The HLVNDP Open Day showed the strength of feeling in the area. Of those who answered the questionnaire, 52% preferred 0-200 houses and a further 35% preferred less than 500 (or 500 to 200).
- 5.2 The GMSF has been revised following consideration of the responses to the first draft. The Greater Manchester Spatial Framework Revised Draft - January 2019²¹ sets out three clear principles:
- a brownfield-first approach to the release of sites for development
 - a new priority on town centres for more residential development
 - a new drive to protect the existing Green Belt as far as possible.
- 5.3 The revised proposal for High Lane is set out under Policy GM Allocation 38 High Lane which aims to deliver around 500 new homes with associated infrastructure improvements - see Appendix 4.
- 5.4 Changes to the Green Belt boundary can be only be undertaken through a Local Plan Review process. The NPPF sets out in paragraph 136 that "*Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.*"
- 5.5 Paragraph 136 goes on to advise that "*Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.*" This is a new power for

²¹ <https://www.greatermanchester-ca.gov.uk/gmsf>

NDPs and HLVNF would like to promote suitably worded strategic planning policies in the GMSF and / or the emerging new Stockport Local Plan which would support the HLVNDP taking a lead on any detailed amendments to the Green Belt boundary around High Lane. As at the current time the strategic policies are not yet in place to support this, it is proposed to review the HLVNDP once the new GMSF and / or emerging new Stockport Local Plan are adopted and to address the detailed amendments to the Green Belt boundary in a new planning policy and site allocation.

- 5.6 The HLVNDP is being prepared ahead of the GMSF and emerging Stockport Local Plan and its policies and proposals are required to be in general conformity with the existing strategic planning policy framework for Stockport; these are set out in the Stockport Adopted Core Strategy 2011. Saved policies from the Unitary Development Plan (UDP) Adopted 2006 may also apply. The interactive proposals map shows that High Lane Village is inset within the Green Belt to the north, west and south. The extent of the Green Belt is shown on Map 4.
- 5.7 NPPF paragraph 143 sets out that "*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*"
- 5.8 Stockport Core Strategy Core Policy CS4 Distribution of Housing sets out that "*the focus is on making effective use of land within accessible urban areas. The priority for development is therefore previously developed land within urban areas.*" Urban Greenfield and Green Belt development should accord with a sequential approach set out within the policy. It was proposed in Policy CS4 that a Site Allocations DPD should be prepared but this has not been progressed and there are no site allocations identified in the Green Belt for High Lane.
- 5.9 The HLVNDP seeks to take a pragmatic approach to housing and other new development. The policies have been framed to provide a degree of flexibility, recognising the uncertainty around proposed changes to the Green Belt that may come forward through the GMSF. In order to be in general conformity with national and strategic planning policies for new housing development in High Lane at the current time would apply to infill and brownfield sites within the existing built up area. However it is possible that larger scale development proposals may come forward over the plan period and therefore the policies in the HLVNDP should also apply to larger schemes.



This aerial view of High Lane shows many of the village's assets including Hartley Woods, High Lane Cricket Club, High Lane Park and the Macclesfield canal nestling within the housing of Windlehurst Road and Lakes Estate. Views North in the distance include Marple, Romiley and Oldham.

Map 4 Extent of Green Belt around High Lane



Existing House Types and Tenure in High Lane

- 5.10 Existing housing in High Lane is predominantly owner-occupied family housing. Statistics from the 2011 Census (see Nomis Local Area Report for High Lane Built-up area²²) shows that 59.6% of dwellings were detached houses or bungalows in 2011 and 30.2% were semi-detached. Figure 3 provides a more detailed breakdown.

Figure 3 Accommodation Types

date	2011	
geography	New Mills - High Lane	
measures	value	percent
Dwelling Type		
All categories: Dwelling type	2,122	100.0
Unshared dwelling	2,122	100.0
Shared dwelling: Two household spaces	0	0.0
Shared dwelling: Three or more household spaces	0	0.0
All categories: Household spaces	2,122	100.0
Household spaces with at least one usual resident	2,057	96.9
Household spaces with no usual residents	65	3.1
Whole house or bungalow: Detached	1,264	59.6
Whole house or bungalow: Semi-detached	640	30.2
Whole house or bungalow: Terraced (including end-terrace)	123	5.8
Flat, maisonette or apartment: Purpose-built block of flats or tenement	61	2.9
Flat, maisonette or apartment: Part of a converted or shared house (including bed-sits)	7	0.3
Flat, maisonette or apartment: In a commercial building	24	1.1
Caravan or other mobile or temporary structure	3	0.1

- 5.11 The 2011 Census data also records that average household size in High Lane built up area is 2.2 persons, with households occupying an average number of 6.3 rooms and the average number of bedrooms per household in the area is 3.
- 5.12 A breakdown of tenure in High Lane Built-up area is provided in Figure 4. The vast majority of households in 2011 were in owner occupied accommodation (91.3%) and a very low proportion (2.4%) of households were in social rented accommodation.

²² <https://www.nomisweb.co.uk/reports/localarea>

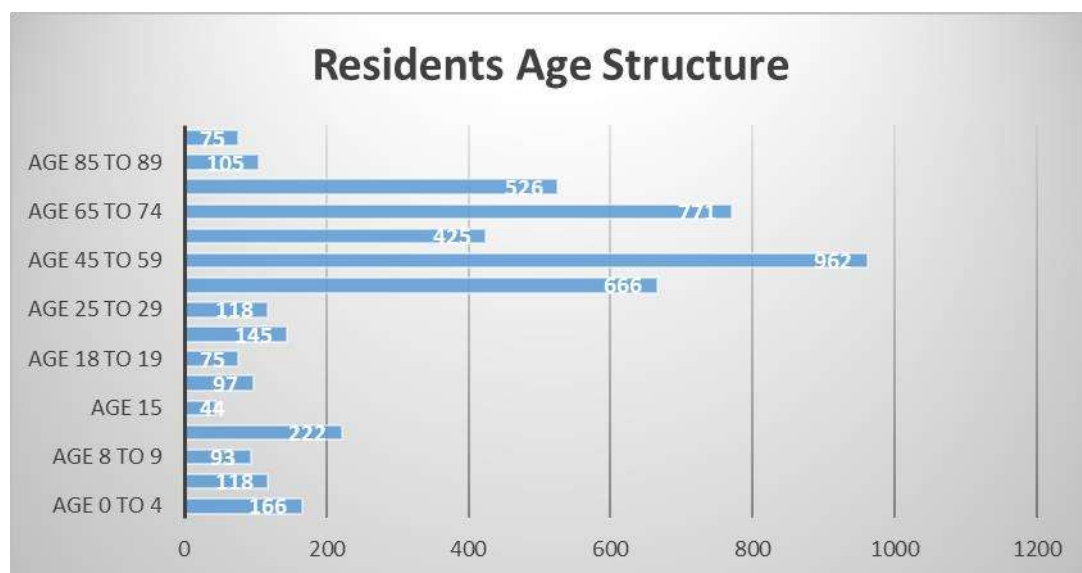
Figure 4 Tenure

date	2011	
geography	New Mills - High Lane	
measures	value	percent
Tenure		
All households	2,057	100.0
Owned	1,879	91.3
Owned outright	1,164	56.6
Owned with a mortgage or loan	715	34.8
Shared ownership (part owned and part rented)	5	0.2
Social rented	49	2.4
Rented from council (Local Authority)	33	1.6
Other	16	0.8
Private rented	101	4.9
Private landlord or letting agency	90	4.4
Other	11	0.5
Living rent free	23	1.1

Note: total houses and dwellings vary in original census day

- 5.13 The area has a high proportion of older residents. The age profile of the area is shown the Census 2011 breakdown of age groups is provided in Figure 5.

Figure 5 Age Structure



Informal Consultation Responses: Planning for New Housing in High Lane Village

- 5.14 The HLVNDP provides an opportunity for local people and stakeholders to influence the types, sizes and tenure of new houses to be built in High Lane Village over the plan period. The

results of public consultations undertaken by the HLVNF for the HLVNDP could be used to inform a planning policy for housing in the village.

- 5.15 High Lane Village Neighbourhood Forum (HLVNF) has undertaken significant informal community engagement and consultation (see HLVNF website) to better understand the needs of the current population and to help ensure any small-scale new development that comes forward is appropriate in terms of house type, size and tenure.
- 5.16 Feedback from the Open Day in May 2017 provided an insight into the types of homes that the current residents feel should be built: not four-bedroom executive homes, but affordable homes - so local children can afford to live here - or smaller retirement homes that will allow older residents to down-size without moving from the area they love to live in.
- 5.17 The High Lane Neighbourhood Forum Facebook page was created on January 26th 2018. In a survey on Facebook in which 129 people voted (on 15th February 2018) 77 of them stated the Forum should focus on the issue of where to build houses rather than what kind of houses to build. A second question invited people to suggest places where 10 or fewer houses could be built and a range of places were suggested. The Facebook survey also showed that affordable homes came out as people's favoured choice for development followed by family homes.
- 5.18 The different surveys showed a range of responses about the preferred sizes and types of housing and therefore the Neighbourhood Forum decided that further consultation was required. The housing group then asked a number of more detailed questions using a survey tool (Survey Monkey). Further information about the questions and responses is provided in Appendix 6.
- 5.19 In the consultation on Issues and Options the question was asked "*What types of new build housing do you think High Lane village needs?*" 89% of High Lane residents (226) responded to this and of these 87% (196) wished to see affordable homes built in High Lane. The lowest response was 22% (49) for market housing (defined by the committee for the purposes of the Issues and Options consultation as Executive Detached,). Affordable to rent homes came second with 45% (101) of the 226 supporting this type of tenure. There was some qualitative comment that social housing is not desirable, though the committee feel the inclusion of registered housing providers in future conversations should be considered as shared ownership had 55 (24%) respondents. Any such developments should also provide for the ability to rent. A significant proportion of respondents also suggested that no new homes should be built in the area (10% or 23) and 13% or 29 did not answer the question at all.
- 5.20 A further question at Issues and Options stage asked respondents to rank the type and sizes of houses required in High Lane. Figure 6 provides the responses.

Figure 6 House Types and Sizes, Issues and Options Consultation, 2018

Option	Type of Houses	Position
A	Starter homes (1-2 bedrooms)	2nd
B	Small family (2-3 bedrooms)	1st
C	Larger Executive (4+ bedrooms)	6th

D	Sheltered / retirement home	3rd
E	Apartments	4th
F	Terraced	5th

- 5.21 Starter homes and small family homes were clearly the most popular choices, followed by housing for older people (sheltered / retirement homes). Large family housing, apartments and terraced housing were less favoured.
- 5.22 In the Issues and Options consultation a further question was asked about the scale of development proposals. The overwhelming response was for any development to have ten or fewer dwellings, with 43% of respondents (89) supporting this proposal, and 38% (78) supporting schemes of 11 to 20 units.
- 5.23 The public consultations, including the Issues and Options consultation, asked local residents to suggest suitable areas where new housing schemes may be appropriate within the built up area of the Village. Both the Middlewood and Scotch Produce Centre sites which were put forward as suggestions for housing sites are located in the Green Belt. 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. 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 HLVNDP **should not include site allocations in the Green Belt**. In addition, the HLVNF proposes that the HLVNDP **should not allocate sites within the existing built up area** due to the limited opportunities within the settlement boundary. However there is a need for the HLVNDP to demonstrate that the reasoning and evidence supporting the new emerging GMSF has been taken into consideration in the HLVNDP (see paragraph 1.4), and the HLVNDP should not conflict with the emerging policies and proposals. Therefore the HLVNDP Policies (including Policy H1) have been prepared to incorporate flexibility so that they may be applied to larger schemes if they come forward in the future.

Stockport Housing Needs Assessment, 2015²³

- 5.24 Stockport Housing Needs Assessment 2015 (HNA) provides the latest published technical evidence and will be used to help to shape the future planning and housing policies of the Stockport area. The study will inform the Council's emerging new Local Plan and Housing Strategy. The research provides an up-to-date analysis of the social, economic, housing and demographic situation across the area.
- 5.25 Table ES1 Net annual affordable housing imbalance by township, property size and designation 2014/15 to 2018/19 (p11) shows that for the sub-area of Woodley (East), Greave, Romiley, Marple, High Lane, Mellor, Torkington and Offerton (East) there is a need for 18 1/2

²³ https://s3-eu-west-1.amazonaws.com/live-iag-staticassets/pdf/LDF/Evidence/Housing_needs_assessment_2015.pdf

bed and 79 3+bed general needs affordable housing and 16 1/2 bed older person homes - a total of 113 homes.

- 5.26 The HNA goes on to set out stakeholders' views about the types of housing needed in Stockport. Paragraph 4.46 sets out that "the general view was that a broad range of new housing is required in Stockport to meet a spectrum of needs and demands including:

- Family homes offering between 2 and 5 bedrooms;
- Older persons housing; and
- Affordable homes for first time buyers and those looking to downsize."

Paragraph 5.12 notes that "overall, building properties designed for older people was identified by stakeholders as the highest priority by 85.7% of respondents."

- 5.27 Table 5.6 (reproduced below as HLVNDP Figure 7) sets out the current open market dwelling stock in Stockport and preferences.

Figure 7 Stockport HNA 2015, Open Market Dwelling Stock and Preferences

Table 5.6 Open market dwelling stock and preferences			
Dwelling type/size summary	% Profile of new dwelling stock based on:		
	Current stock	Like	Expect
House 1/2 Beds	17.5	9.9	16.2
House 3 Beds	45.0	36.0	43.1
House 4 or more Beds	22.4	28.9	15.9
Bungalow	6.5	18.1	15.1
Flat	8.0	5.2	8.0
Other	0.5	1.9	1.7
Total	100.0	100.0	100.0
Base	104645	22278	19311

Source: 2015 Household Survey

- 5.28 Paragraph 5.18 of the HNA advises that "this analysis would suggest that on the basis of household aspirations (likes), demand for the delivery of three and four-plus bedroom detached houses is highest. There is a desire for three bedroom semi-detached houses, but a much greater stock of this type of dwelling. By contrast, the aspiration for bungalows is much greater than the current stock. Development more reflective of household expectation would result in an increased emphasis on developing larger detached family houses along with smaller bungalows."

Affordable Housing

- 5.29 Affordable housing has a specific meaning in planning and is defined in the NPPF Glossary. The definition is reproduced in Appendix 5. Affordable housing does not mean smaller homes for sale on the private housing market and market housing includes all house sizes, including smaller eg 1-2 bedroom houses for private sale.
- 5.30 It is important to note that within the built up area opportunities for new affordable housing in High Lane built up area will be limited. Government Policy sets out that "provision of affordable housing should not be sought for residential developments that are not major developments" (see paragraph 63, NPPF) and given the constraints of the existing built up area there are likely to be few if any opportunities for major developments. Planning Practice Guidance goes on to say that affordable housing can only be required on market housing schemes of 11 or more units or which have a maximum combined gross floorspace of no more

than 1,000 square metres (gross internal area)²⁴. In some other limited circumstances, affordable housing may be provided, for example as exceptions to Green Belt (see NPPF paragraph 145(f)). Overall however such provision is likely to come forward only through strategic sites following proposed changes to the Green Belt boundary in the GMSF.

- 5.31 Stockport Core Strategy Core Policy CS3 Mix of Housing sets out that "*the overall strategic affordable housing target is 50% of total provision*" and that this will be achieved with the assistance of Stockport Homes and developments by other affordable housing providers delivering up to 100% affordable housing; by maximising various opportunities.
- 5.32 The HLVNDP aims to support a broader mix of housing in the area to address the issues raised through the informal public consultations. Policy H1 has been prepared to provide a supportive and positive planning framework to help ensure new development proposals are of a suitable scale and support a wider range of new housing in the built up area of High Lane, including provision of affordable housing wherever possible. The HLVNF supports GMSF Policy GM-H 2 Affordability of New Housing and affordable housing in High Lane should be delivered proportionately within each stage of the master plan.
- 5.33 Stockport Core Strategy Policy CS3 Mix of Housing sets out that "*A mix of housing, in terms of tenure, price, type and size will be provided to meet the requirements of new forming households, first time buyers, families with children, disabled people and older people. New development should contribute to the creation of more mixed, balanced communities by providing affordable housing in areas with high property prices and by increasing owner occupation in areas of predominantly social rented housing.*" 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.
- 5.34 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 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 HLVNDP process.

Policy H1 Housing Scale and Mix

Subject to other policies in the HLVNDP, 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 of market housing (not major development²⁵).

²⁴ See Planning Practice Guidance Planning obligations

<https://www.gov.uk/guidance/planning-obligations> Paragraph: 031 Reference ID: 23b-031-20161116

²⁵ See NPPF definition of Major Development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more,

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.

New development proposals should contribute to a suitable and sustainable mix of house types and sizes in High Lane in line with the most up to date assessments of local housing need.

All new housing schemes should prioritise provision of one or more of the following house types and sizes:

- 1. Starter homes of 1-2 bedrooms for first time buyers;**
- 2. Housing suitable for young families (up to 3 bedrooms);**
- 3. Housing suitable for older people including 1-2 bedroom single storey housing or supported accommodation;**
- 4. Affordable housing, where priority is given to occupiers with a local connection.**

Infrastructure

- 5.35 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.²⁶ The website also includes Topic Papers looking at Physical Infrastructure and Social Infrastructure.

or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

²⁶ See <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-documents/> (Supporting Infrastructure).

6.0 Green Open Spaces, Recreational Activities and Natural Heritage



Introduction and Background

- 6.1 High Lane is surrounded by Green Belt and is surrounded by countryside linking to the National Trust property of Lyme Park. There are many opportunities for the community to participate in outdoor activity pursuits and to utilise the area's range of recreational facilities. 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.
- 6.2 NPPF paragraph 91 sets out that *"planning policies and decisions should aim to achieve healthy, inclusive and safe places which: ... c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling."*
- 6.3 The HLVNF recognises that there is a need to promote all off-road forms of recreational activity available in the area and to support existing recreational and sports related venues. The HLVNDP has an important role in enabling health and wellbeing by supporting safe access to recreational activities and green open spaces, for all age groups and abilities. The openness of the Green Belt affords the opportunity for outdoor sport and recreational pursuits and is utilised and highly valued by the community.
- 6.4 Map 5 identifies several areas of Local Open Space which are given general protection in Core Strategy Core Policy CS8 Safeguarding and Improving the Environment. Green Chains²⁷ are also identified which are protected under UDP Policy NE3.1, a saved policy carried over into the Development Plan and supported by Core Strategy Policy CS8.

²⁷ 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.

Map 5 Green Spaces





Windlehurst Park

6.5 Identified local open spaces and community assets in the HLVNDP area include the following:

- **Local parks** of which there are three: High Lane Park, Brookside Park and Windlehurst Park.

All three are listed as community assets and have established Friends of the Parks groups. The Neighbourhood Forum supports initiatives to improve all three local parks in High Lane and to work with the Friends of the Parks groups. Following community surveys undertaken in 2018 by HLVNF both High Lane Park and Brookside Park were listed by the Forum as community assets in March 2018.



Brookside Park



High Lane Park

- **Community assets** within open spaces and adjacent to the village and woodlands. High Lane Allotments was awarded Community Asset status in September 2018. It has 44 plots and lies within green open space adjacent to High Lane Park. A wellused, valued commodity it affords the community of High Lane the opportunity to undertake outdoor recreational activity.

- **Walking and cycling off-road routes, bridleways and trails**, and their access, including the Macclesfield Canal and towpath and Middlewood Way. Issues related to clear signage for all and indication of inclusiveness for disabled use is also being explored.

6.6 The SMBC Open Space Standards Paper 2017²⁸, Implications and recommendations for the Marple Analysis Area (p19) the following issues for open spaces in High Lane are identified:

- **Parks and Gardens:** *there was a Low quality score for High Lane Park and the identified action is that site quality should look to be enhanced where possible in line with other sites of a similar type.*

- **Natural and semi-natural greenspace:** *three sites received low quality rating including Middle Wood/Norbury Hollow. The identified action is that site quality should look to be enhanced where possible (e.g. review site appearance, access and maintenance).*

- **Amenity greenspace:** *six sites scored low for quality including Brookside Lane Recreation Ground. The identified actions are that the quality of sites, in particular those with possible extensive recreational use should be enhanced where possible. Priority for review may be larger sites such as Brookside Lane Recreation Ground. Enhance quality of sites only if also possible to enhance value (e.g. review site access).*

- **Allotments:** *three allotment sites received low quality scores including High Lane Allotments. The recommended action was that quality of sites should be enhanced where possible; exploring ways to improve sites overall appearance (e.g. working with allotment associations to put plot inspections in place or hold maintenance days at sites) should be encouraged.*

- **Civic space:** *no provision of this type identified.*

- **Green corridors:** *all assessed sites rated high for quality and value.*

6.7 The Village does not have a recreation centre, but recreational and sporting activities use various venues and facilities in the area such as sports clubs, primary schools, local churches, the Village Hall and High Lane Scouts. The Junior Football Club trains in the summer on High Lane Park and then at Disley Amalgamated when it gets darker due to there being no floodlights in High Lane.

6.8 The Village Hall is located within High Lane Park and is utilised by many independent clubs for various forms of non-sporting recreational activities. It is used predominantly by mother and

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<http://old.stockport.gov.uk/pdf/planningpolicy/LDF/1325195/stockportopenspacestandardspaper2017>

baby group and for activities for those over fifty. It has the capacity to accept more groups. Car parking there however is an issue when several groups are in attendance.

Informal Consultations and Sports and Recreational Activity

- 6.9 Comments received at the open meeting in May 2017 indicated concerns about the lack of recreational activities for young people in High Lane.
- 6.10 Responses from an online survey of adults conducted over a 7 day period in February 2018 showed that people value the local Green Belt and open spaces as assets but would like further improvements relating to maintenance and signage in particular.
- 6.11 The Working Group has led on several consultations to which there have been good responses. Both primary schools have responded to questionnaires in February 2018 about their usage of local parks and their use of local green spaces. These responses showed that the parks are highly valued but young people would like to see improvements in them particularly relating to drainage, additional playground equipment and facilities. The opinions of those aged 11 to 18 years were sought utilising questionnaires involving High School peer mentors and the local scout group in March 2018.
- 6.12 In February 2018 the Working Group collated data from sporting clubs in the area and the local venues that support recreational activities. The findings from this data showed that there are limited local opportunities for young people aged 11 to 18 years of age. From the data collected from the younger population of High Lane a high percentage expressed a wish for an improved provision of playing pitches on both Brookside and High Lane Parks. Further detailed information about the consultation process and results can be found in Appendix 7.
- 6.13 The responses from the younger generation demonstrated 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.
- 6.14 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.
- 6.15 This age group, alongside their younger counterparts, enjoy activities in green open spaces and value the countryside around High Lane; 15 however advised that they consider there are not enough sporting venues for activities in High Lane for their age group. The number of journeys taken to pursue recreational sporting activity in other areas totalled 24 and supports this view. Although this age group accesses High Lane Park they consider that there are few facilities for them. They expressed a wish for more sporting venues in High Lane particularly football, an increase in the size of the skate park, provision of an area to undertake Free run activities and improvements to park lighting and signage. A place for young people to socialise together was also requested.
- 6.16 In the Issues and Options consultation 81% of responses (187) supported the provision of more sporting and outdoor recreational activities for its younger residents. The top 3 responses 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)

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

- 6.17 It is understood that the Friends of the Park Group are working towards these improvements. The Neighbourhood Forum supports improvements in local provision in the area and recognises that new and improved facilities may be required to meet the needs of an increase in population if large scale development takes place in the area over the plan period. Developer contributions may provide opportunities for supporting investment in such facilities. The Forum will seek to engage with SMBC and Sport England to investigate provision of a 3G Astro turf pitch and for multi-purpose sports and changing facilities within High Lane Park. The HLVNDP will provide a supportive and positive planning policy framework for investment in improved local facilities.
- 6.18 Policy R1 has been prepared to provide a supportive planning policy framework to protect existing recreation and sports facilities in High Lane and to promote investment in new and improved facilities as identified through the informal public consultation for the HLVNDP. SMBC will only support public facilities not private clubs through the use of developer contributions. However the Neighbourhood Forum would seek to gain an appropriate portion of funding for the High Lane community.

Policy R1 Protecting and Enhancing Parks and Recreational Areas

Open spaces, recreational and sports facilities identified on Map 5 are protected from development.

Proposals for new and improved outdoor sport provision and recreation facilities, including proposals for a 3G Astro turf pitch and for multi-purpose sports and changing facilities within Brookside Park or other suitable site will be supported provided that:

- 1. Any structures or buildings are sited and designed sensitively to blend into the surrounding park and landscape, in terms of scale, colour and materials; and**
- 2. Appropriate screening and landscaping are provided minimise visual impacts; and**
- 3. Lighting schemes are designed and sited appropriately to minimise visual disturbance and impacts on local residential amenity, and any adverse impacts on wildlife; and**
- 4. Safe places with natural surveillance are created for social interaction.**

Developer contributions will be sought in line with Stockport MBC's most up to date open space contributions policies to support investment in the existing three local parks in High Lane, or where appropriate, to provide new open space and recreation facilities in the High Lane area.

Informal Recreational Activity



Middlewood Way

- 6.19 Walking and cycling are supported as sustainable transport alternatives in Core Strategy Core Policy CS10 An Effective and Sustainable Transport Network. This sets out that "*the Council will continue to provide a network of safe, good quality walking and cycling routes and other Rights of Way.*" The Policy goes on to explain that "*the walking network will consist of key walking routes, providing direct links to health, education, employment, retail and other important amenities, and aesthetic walking routes, away from main roads, typically with greenery, and providing access to informal recreation opportunities. The Borough's walking network will also include long distance routes (e.g. Midshires Way). The cycling network will cater for direct cycling routes (which in some cases may be on busier roads) and also for routes on quieter residential roads and off-road links (e.g. the Halls Route), which are required not only for recreational cycling, but also utility cycling trips for less confident cyclists.*"
- 6.20 Stockport MBC adopted a Cycling and Walking Plan on 18th June 2019²⁹. This includes a long term vision for cycling and walking in Stockport, and provides an overarching framework and evidence base to set out:
- The value of cycling and walking in delivering wider policies and strategies.
 - The current context of cycling and walking in Stockport, including opportunities and challenges.
 - Future opportunities to encourage more cycling and walking.
 - A targeted action plan to direct delivery of the above.

²⁹ <https://www.stockport.gov.uk/our-plan-for-walking-and-cycling-in-stockport-2019-2029>

Informal Consultation Responses

- 6.21 The Working Group undertook a ten question Facebook survey aimed at adults, to explore how the community participate locally in terms of the type and frequency of recreational activity, and in other areas (incorporating travel mode and time to activity).
- 6.22 Of the 42 responses received, the results indicated many enjoy walking and cycling and value all open countryside and the greenbelt as assets, recognising their importance in terms of health and well-being as well as their contribution to the character of High Lane Village. The openness of the Green Belt and the views it afforded to residents are significant to the rural identity of the village.



Woods at Middlewood

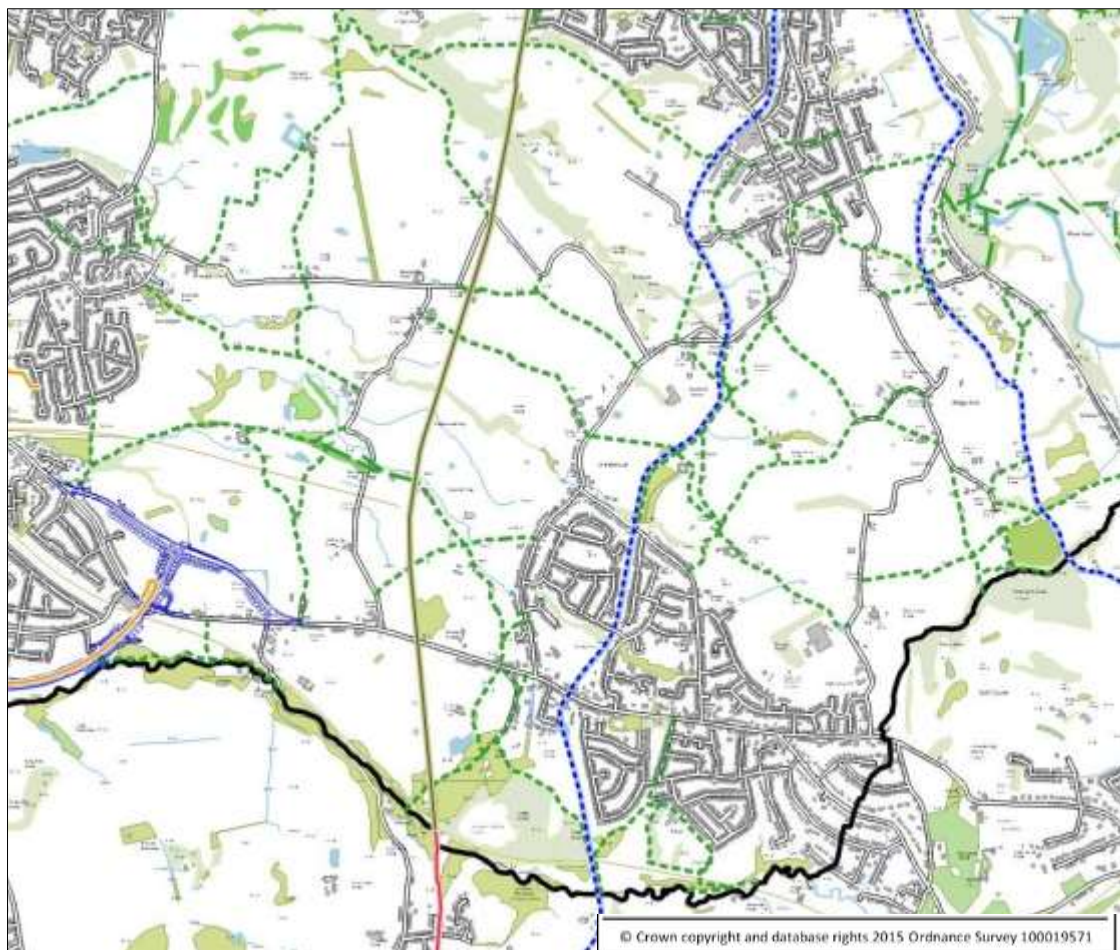
- 6.23 There were suggestions that more could be undertaken to promote the network of footpaths, trails and green corridors as links for alternative traffic free routes to areas. Issues were raised re dog fouling and accessing local green spaces. Of concern were boggy and poorly maintained walking routes, access to/signage of off-road paths, particularly Middlewood Way and the Macclesfield Canal as well as maintaining habitats for wildlife and the environment.
- 6.24 In November 2017 the SMBC 2007 Rights of Way Improvement Plan was reviewed by Marple Area Committee and their decision was to support the continuation of the plan adopted in the initial document. This plan sought to improve off-road access for all, improved signage to pathways and the provision of bridleways. In the ten years since this plan was adopted High Lane has seen very little evidence of any of these initiatives in the area despite it having an extensive network of off-road footpaths, long distance walking and cycling routes and a high proportion of equestrian pursuits. Data collected in our surveys from all age groups supports the community concerns regarding these routes and access to them.
- 6.25 Long distance walking and cycling routes within the area include the Middlewood Way, Cheshire Ring Canal Walk and Ladybrook Valley Interest Trail and are enjoyed by all ages of the local population and attracting tourists. Walking and cycling in High Lane are predominantly undertaken as off-road recreational activities and accessed through multipurpose routes. They are therefore addressed in this section of the HLVNDP as well as Policy T2 in the Transport section (4.0).

- 6.26 Macclesfield Canal is a canal corridor used by walkers and cyclists with rich wildlife interest. Issues with the footpaths and their lack of maintenance are a long-standing problem for High Lane residents. Volunteers through The Residents Association are currently involved working with the Canal and Rivers Trust in restoring small lengths of the footpath. However more needs to be done to maintain user safety. The residents that volunteered to improve the tow path with slate dust have now adopted this stretch of the tow path and plan to maintain it monthly.
- 6.27 Respondents to our survey advised that the canal wall is subsiding at various points through High Lane. There is an entry point off a path in High Lane park which provides disabled access onto the canal tow path, although there is no signposting anywhere to indicate this access. The entry point is suitable for wheelchair users and mobility scooters as there are no steps but since there is no handrail it is not suitable for pedestrians who cannot manage steps and have mobility issues. Routes onto the canal via the A6 or within High Lane Park are unsuitable for the disabled as steps are present. All are poorly sign posted.
- 6.28 The Middlewood Way is a green corridor forming part of Route 55 of the National Cycle Network. A multi-user route it is shared by walkers, pedestrians, horses and their riders. Issues regarding the surface of this route have recently been addressed following a long campaign by The Save Middlewood Way support group. 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 first 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. The second potential route is a recognised walkway which lies off Windlehurst Road on Mag Lane and this is narrow, uneven and impassable when wet. The HLVNDP supports upgrades to both these routes and the establishment of a multi user route off Windlehurst Road.
- 6.29 Issues raised in our surveys by those respondents who use this route are provided in Appendices 6 and 7 and include concerns about conflict between walkers and cyclists, poor accessibility and signage.
- 6.30 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 the Middlewood Way the route is signposted 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.
- 6.31 South East Area Bridleways Association advised that there are safety issues for both horses and their riders who have to ride on busy public roads as a result of the loss of bridleways in the area. A lack of access onto the Middlewood Way (a permissive path) from Windlehurst Road is causing significant problems as cars speed on this route. There are 194 members who access the Middlewood Way. The society advised that many farmers in the area are turning to equestrian and livery for income, generating millions in revenue for the area. They are

asking for the support of the forum for inclusion into our HLVNDP for the re-instatement and establishment of more bridleways in the area to accommodate this growing equestrian activity.

- 6.32 The responses to the Issues and Options consultation showed that there was a high level of support for the HLVNF to work with SMBC to improve accessibility/signage for all, inclusive of those with disabilities to off-road footpaths (222 (93% of respondents) said Yes to this). 201 (84% of respondents) also supported the creation of a multi-user access route from Windlehurst Road onto the Middlewood Way. There was also support for the possible creation of new bridleways (85% of respondents or 200 people supported this suggestion).
- 6.33 Map 6 shows the extent of existing walking and cycling routes in High Lane Neighbourhood Area. Development proposals should include linkages to these routes to encourage walking and cycling as part of more sustainable transport choices and to promote health and wellbeing. The HLVNDP supports improvements to existing networks and provision of new networks to enhance and extend facilities in the area. Developer contributions and other funding may be sought towards investment in such infrastructure.

Map 6 Walking, Cycling and Bridleway Networks



Key

----- Footpaths

----- Middlewood Way (permissive path for walking, cycling and horse riding; not a public right of way)

----- A555 junction with shared path

----- Canal and towpath PROW

----- Bridleways

----- HLVNDP Area Boundary

Policy R2 Walking, Cycling and Horse Riding

The network of walking, cycling and horse riding routes in High Lane Village NDP area is identified shown on Map 6.

Where appropriate, developer contributions will be sought for accessibility improvements to benefit all user groups, and particularly those reliant on scooters, wheelchairs and pushchairs, including the following:

1. Replacement of stiles with accessible gates or other entrances at access points;
2. Improved signage and lighting including from main access points and at appropriate points along the routes such as at interchanges with other routes;
3. Informal segregation of different user groups such as walkers, riders and cyclists to reduce conflict, through for example changes in surface texture or colour; and
4. Provision of new bridleways and the establishment of a multi user footpath from Windlehurst Road to the Middlewood Way.

Major development proposals for new housing, community and commercial uses should, wherever possible, include physical linkages or signage to nearby footpaths, cycle routes and bridleways and Beelines on Mill Lane in order to improve connectivity between existing networks and enhance the attractiveness of walking, cycling and riding in and around the High Lane.

Development proposals should ensure that existing Public Rights of Way (PROW) including footpaths, cycle routes and bridleways, which cross or adjoin their sites, are retained and improved for walkers, cyclists, horses and their riders.

Protecting Local Landscape Character



View from footpath on Middlewood looking through woods towards landmark bridge and Poynton

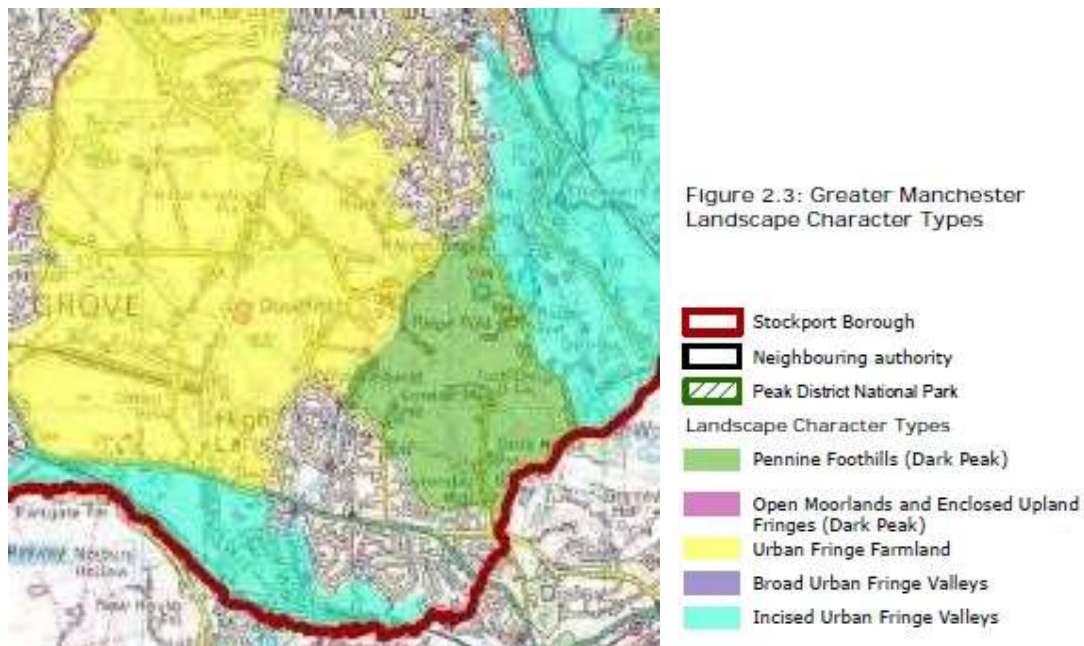
- 6.34 High Lane is in Natural England's National Character Area 54: Manchester Pennine Fringe³⁰ which occupies the transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and the densely populated urban conurbation of Manchester.
- 6.35 Stockport Landscape Character Assessment and Landscape Sensitivity Study³¹ provides a critical review of the landscape character evidence included in the UDP Review (2006) to produce a comprehensive and up-to-date assessment of the landscape character and sensitivity of the Borough of Stockport.
- 6.36 The Stockport Landscape Character Assessment was prepared in parallel with the Greater Manchester-wide Landscape Character and Sensitivity Assessment³². This GM-wide study sits as a tier above the local-scale work, with larger 'Landscape Character Types' (LCTs) representing the main types of landscape found across Greater Manchester. A range of local landscape character types are identified. The area to the north west of High Lane Village is in Urban Fringe Farmland, the area to the north east is in Pennine Foothills (Dark peak) and the area to the south and west is in Incised Urban Fringe Valleys. These areas are identified on Figure 8.

³⁰ <http://publications.naturalengland.org.uk/publication/4631438>

³¹ Stockport Metropolitan Borough Council Final Report prepared by LUC August 2018
<https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/Evidence/Stockport+Landscape+Character+Assessment+2018.pdf>

³² Greater Manchester Landscape Character and Sensitivity Assessment
Produced for Greater Manchester Combined Authority Final Report Prepared by LUC August 2018
<https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

Figure 8 Landscape Character Types in the High Lane Area



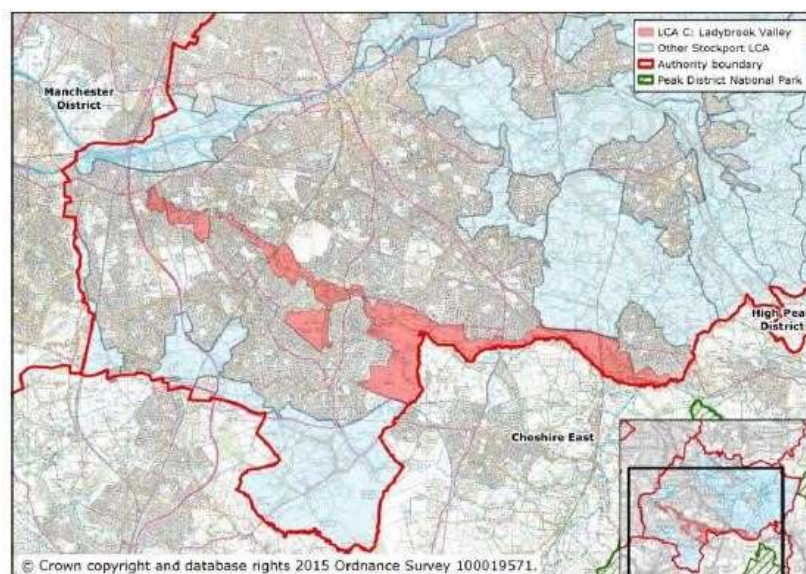
- 6.37 The study also considers landscape sensitivity: "Landscape sensitivity is the relative extent to which the character and quality of an area (including its visual attributes) is likely to change."

Landscape Character Areas

- 6.38 12 Landscape Character Areas (LCAs) are identified and HLVNDP Area includes areas in LCA C: Ladybrook Valley and LCA I: Hazel Grove - High Lane.

Landscape Character Area Profiles

C: Ladybrook Valley

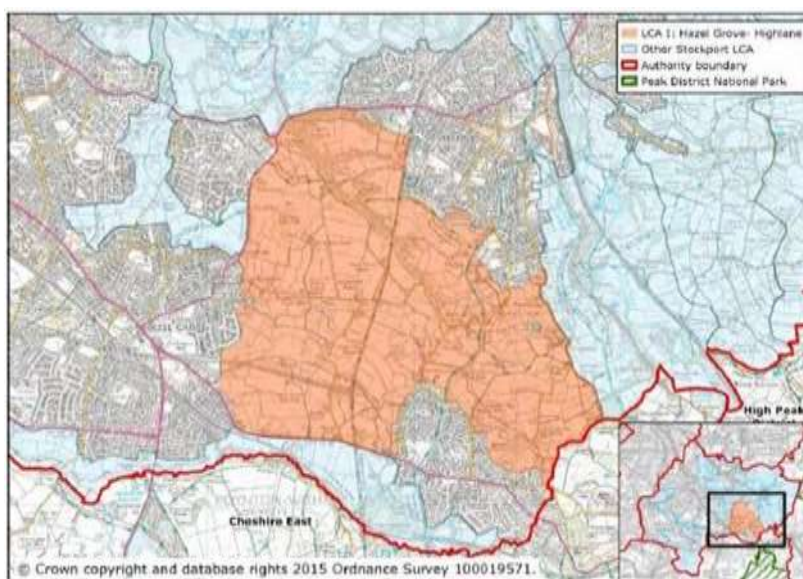


Location and summary of overall character

This Landscape Character Area falls within GM Landscape Character Types: Urban Fringe Farmland and Urban Fringe Valleys .

This linear LCA covers the extent of the Ladybrook Valley within Stockport, from High Lane in the east to the junction with the Mersey Valley at Cheadle in the west. It is not a contiguous LCA and is broken by the presence of residential development in the vicinity of Cheadle Golf Course. The central part of the valley contains the parkland grounds of the Grade I listed Bramhall Hall. The predominant land use is for amenity and recreation, with the Ladybrook Nature Interest Trail meandering through most of the LCA.

I: Hazel Grove - High Lane



Location and summary of overall character

This Landscape Character Area falls within GM Landscape Character Types: Urban Fringe Farmland and Pennine Foothills (Dark Peak)

This LCA is situated between Marple, High Lane, Hazel Grove and Offerton Green. Brooks and streams are a consistent feature with Torkington Brook being the more prominent with an extensive band of ancient woodland following its course. The Middlewood Way and Macclesfield Canal (Conservation Area) form two major access routes running north-south through the LCA. A network of other access routes and tracks provide good connectivity and views are generally dominated by a well wooded horizon revealing the occasional farmhouse.

- 6.39 The guidance and opportunities in relation to future development within these Landscape Character Areas have been used to inform HLVNDP Policy NH1.

Policy NH1 Protecting Local Landscape Character in the High Lane Area

Development proposals should be designed to protect and enhance local landscape character in High Lane. Schemes should refer to the guidance set out in the Stockport Landscape Character Assessment and Landscape Sensitivity Study and the Greater Manchester-wide Landscape Character Assessment.

Site layouts, designs and landscaping proposals address the following design principles:

- 1. Avoiding intrusive and dominant built form in visually prominent locations such as on the sides of the Ladybrook Valley or in open areas;**
- 2. Protecting and where possible restoring and re-creating important seminatural habitats to reduce their fragmentation, including woodlands linking to an intact hedgerow network, individual oak specimens and characteristic field ponds.**
- 3. Ensuring the role of the valley as an important wildlife corridor is retained;**
- 4. Utilising existing or planting new woodland to screen development;**
- 5. Ensuring that the setting and integrity of the historic landscapes and heritage features within the valley is respected and retained;**
- 6. Maintaining important historical, industrial elements of the landscape such as former railway routes, bridges and the Macclesfield Canal, as these features play a major role in local identity and sense of place;**
- 7. Encouraging the recreational use of industrial transportation routes where they respect landscape character;**
- 8. Protecting and promoting the important views out of the valley into Cheshire East (including the Peak Fringe Local Landscape Designation Area and the Grade II* Registered Lyme Park) and glimpses of the Peak District National Park; and**
- 9. Ensuring any new development does not adversely affect the special qualities of the Peak District National Park, including its beautiful views, sense of tranquillity and dark night skies, and the vital benefits that flow beyond its boundary.**



Aerial view from Windlehurst Hall looking west extending over the High Lane Village Neighbourhood boundary towards Hazel Grove and Stockport. The view overlooks farmland in High Lane, used for cattle and equestrian facilities and reaches out far into the distance of Manchester skyline. The history of High Lane shows that Farming and equestrian pursuits have been and are important parts of the agricultural heritage and help to define the village character.

Important Views and Vistas

6.40 The HLVF have identified the following views and vistas as important:

View 1: (marked as the red circle on Map 7) is taken from the path off Windlehurst Road, looking north.



The view is from the footpath joining Windlehurst Road and Middlewood Way, Mag Lane, close to 75 Windlehurst Road, looking north east toward Stockport and Manchester. This is unspoilt Green Belt and a view that many villagers enjoy. The path is one of a small number that join the village to Middlewood Way.

View 2: (marked as the blue circle on Map 7) is taken from Fletcher Drive looking south.



High Lane sits within the Pennine Fringe and backs onto the National Trust property of Lyme Park. This photo shows the view from Fletcher Drive, High Lane looking South towards Lyme Park with The Cage nestling on the hill stretching to Kettleshulme and Pott Shrigley beyond.

The many footpaths in this area are frequently used by residents and visitors for several recreational purposes including walking, running, cycling and dog walking.

This view is enjoyed by many people including the children playing at Brookside Park, local walkers who pass here to enjoy the park or enter Lyme Park by the access point further on and the children, staff and parents at Brookside Primary school which is 100 yards away . The view enables local people to feel a connection with the wilder countryside some distance away. The view is an inclusive one because the car park is easily accessible for people in wheelchairs or with limited mobility and for parents/carers with children in buggies.

View 3: (marked as the yellow circle on Map 7) is taken from Bridge 9 on the Macclesfield Canal looking east towards Mellor Ridge.



The canal sits within the Macclesfield Canal Conservation area and runs between Macclesfield and Marple. The canal is used by residents and visitors to the area, for walking, cycling and boating providing health and wellbeing. The photograph is taken from Bridge 9 and looks east toward Mellor Ridge and beyond.

View 4: (marked as the orange circle on Map 7) is of Coopers Meadow (opposite the Royal Oak) looking west towards Marsden House and the woods of Middlewood.



This view shows Coopers Meadow (opposite the Royal Oak) with sheep grazing.

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.

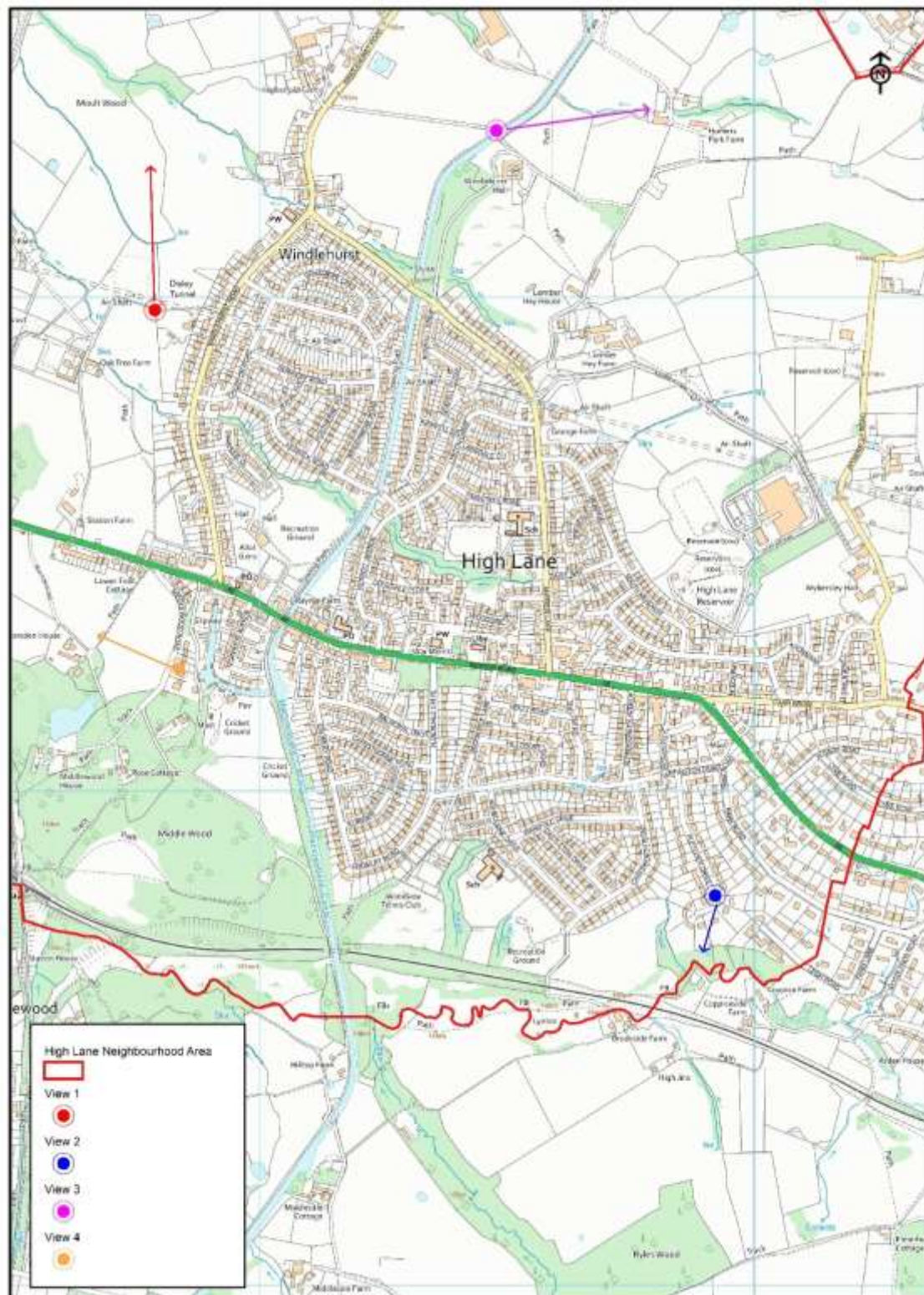
- 6.41 These and any others identified through the consultation process will be protected through Policy NH2.
- 6.42 These Important Views and Vistas are identified on Map 7 and all make an important contribution towards local visual amenity and the neighbourhood area's landscape character. Policy NH2 seeks to ensure new development is designed and sited sensitively to ensure they are respected.

Policy NH2 Protecting Important Views and Vistas

Development proposals should respect identified Important Views and Vistas which are locally valued and identified on Map 7.

Where a development proposal impacts on an identified Important View, a Landscape and Visual Impact Assessment or similar study should be carried out to ensure that the scheme is designed and sited sensitively and appropriately to mitigate any adverse impacts.

Map 7 Important Views and Vistas



Wildlife

- 6.43 High Lane Neighbourhood Area includes a number of areas of wildlife value. Ancient and Semi Natural Woodland can be found around Torkington Brook, Middlewood, Hartley Woods and Marple Woods (see Appendix 8). Other areas of woodland are also to be found across the neighbourhood. These areas along with the many brooks which run through High Lane (Bollin Brook, Ladybrook, Daisy Brook and Ochreley Brook) provide important natural wildlife habitats.
- 6.44 Appendix 8 also includes maps showing the presence of key species kindly provided by Greater Manchester Ecological Unit. The Unit have advised that the presence of great crested newts in the west is of some significance and there are records of polecats which are very unusual in Greater Manchester. There are also records of badgers. The land proposed for development south of the A6 (Coopers Meadow), Allocation GM 38, is thought to have evidence of bats and is a highway for badgers, foxes and hedgehogs.
- 6.45 Sites of Biological Interest (SBIs) are shown on Map 10. Other maps showing known local wildlife are provided in Appendix 8. Policy NH3 seeks to protect local wildlife and encourages new development to incorporate features which will enhance biodiversity in High Lane.
- 6.46 In 2019 the HLVNF commissioned Cheshire Wildlife Trust to identify natural heritage assets in the High Lane Village NDP area and to recommend how the HLVNDP can support biodiversity net gain. The final report, Protecting and Enhancing High lane's Natural Environment, Cheshire Wildlife Trust, November 2019, is published as a background document on the HLVNDP website and forms part of the HLVNDP evidence base. The Objectives to the study are set out on page 3 of the report:

"Objectives of the study

The first stage to protecting and enhancing the natural environment is to identify the natural assets that exist within the neighbourhood. This report aims to identify the core, high ecological value sites for nature conservation in the High Lane Neighbourhood Planning Area, as well as sites deemed to be of medium ecological value. The high value sites are recommended for protection through the neighbourhood planning process and the medium value sites could be considered as biodiversity opportunity areas subject to further evaluation. Medium and high value sites should also act as an alert in the planning system triggering full evaluation should they be proposed for future development.

The report also aims to identify key local and regional ecological networks within the neighbourhood planning area and recommends that these are protected through the neighbourhood plan. Additionally, it identifies key features associated with the landscape character of the High Lane area so these can be referenced in planning policies."

- 6.47 In addition the CWT provided advice about amended wording for Policy NH3 and this has been partially incorporated into the amended policy in the submission plan, with references to two maps showing habitat distinctiveness (Map 8) and Indicative Wildlife Corridors (Map 9).

Policy NH3 Protecting and Enhancing Local Wildlife

The priority for new development should be to create a net gain in natural capital and biodiversity. Direct and indirect impacts upon biodiversity and/or geodiversity should be avoided. Where impacts cannot be avoided, mitigation and then as a last resort compensatory measures (for example biodiversity offsetting) should be provided.

All development proposals should demonstrate how biodiversity will be protected and enhanced including the local wildlife, ecological networks, non-statutory locally designated wildlife sites and habitats.

Landscaping schemes should include wildlife enhancements, for example incorporating ponds, and retaining existing, and planting new areas of trees, woodlands and hedgerows using locally appropriate native species. Areas identified on Map 8 supporting high distinctiveness habitat (as listed in Local Plan Policy SE3 points 2 and 4) should be protected by at least a 15 m buffer zone. Those supporting medium distinctiveness habitat will require a comprehensive ecological evaluation if they are put forward for development. The Wildlife Corridor identified on Map 9 (local ecological network) should be preserved.

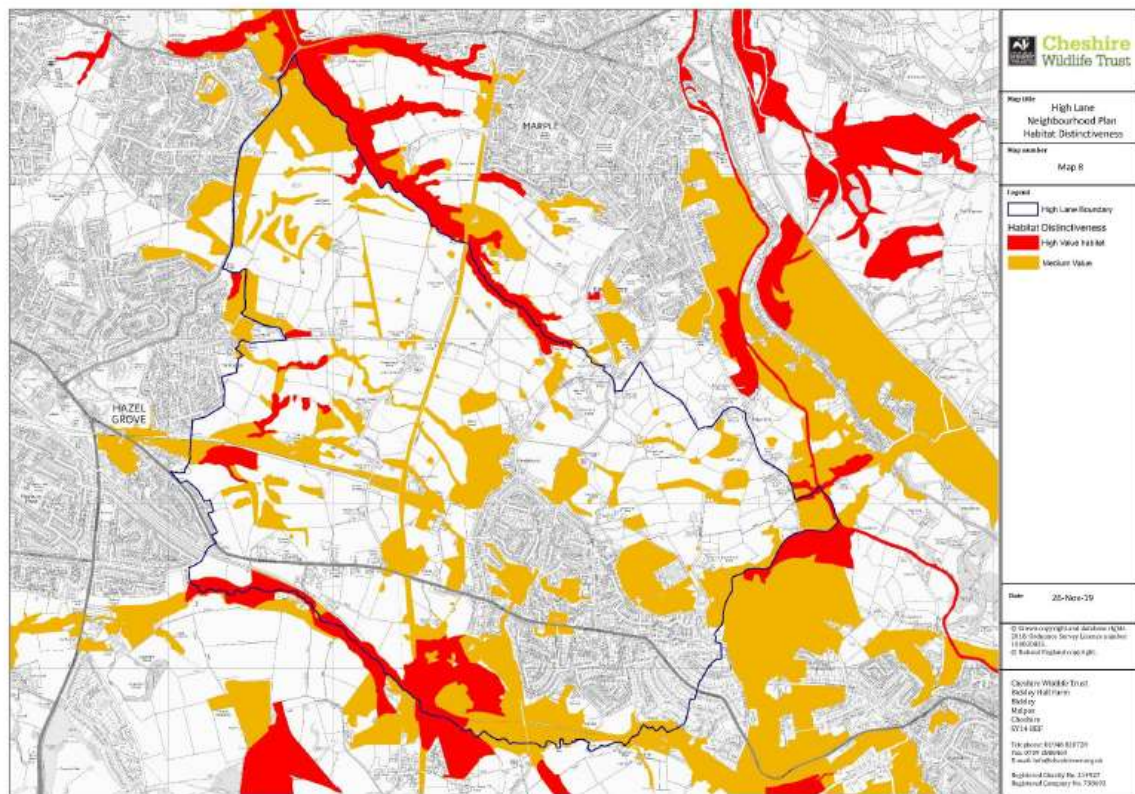
Rivers and the lines of water courses should be protected and water courses managed sustainably to protect water quality and flow rates. The use of permeable surfaces to reduce run off is required.

In line with Natural England's standing advice³³ building demolitions or conversions should be supported by bat surveys and barn owl surveys where required. Development should take into consideration the need to protect existing wildlife which may be using the building(s) as habitats. Buildings should incorporate bird nest boxes (including for swifts) and roosting opportunities for bats (such as bat roosting boxes) wherever possible.

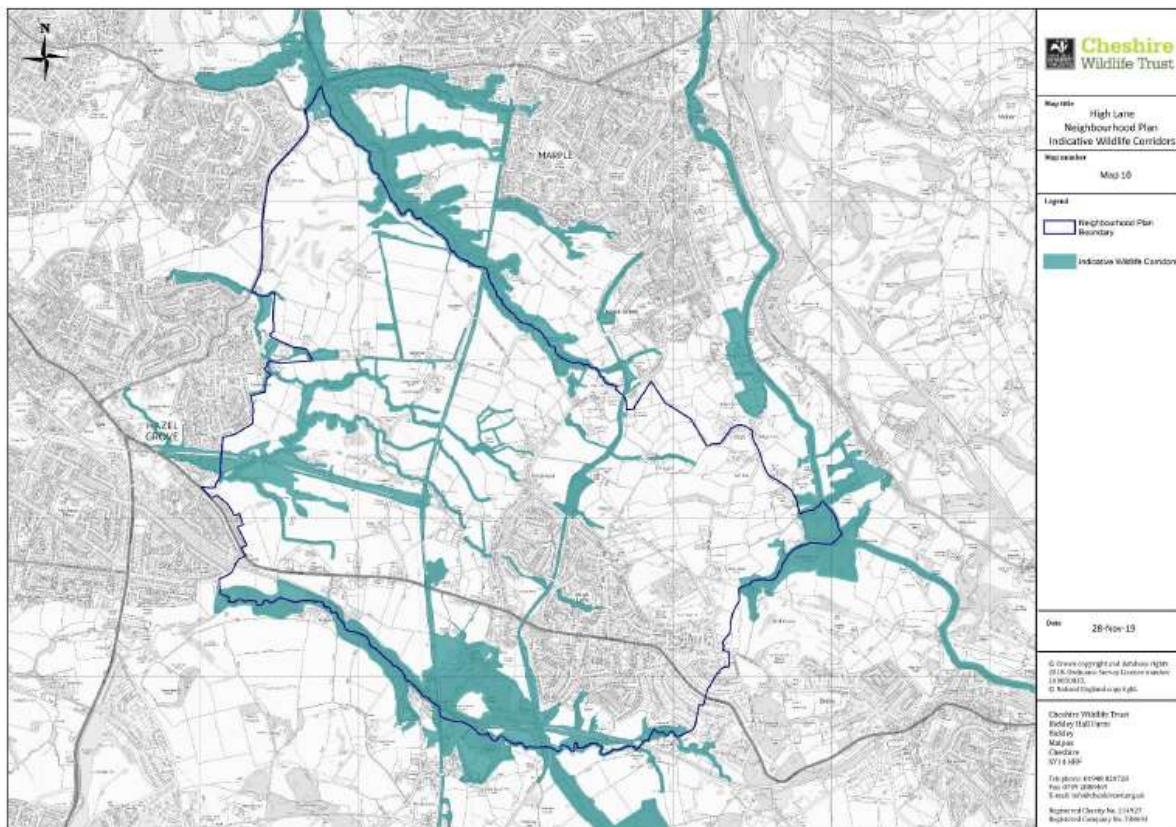
Lighting schemes should be designed sensitively to reduce any adverse impacts on wildlife and mitigation measures should be included to minimise other disturbance such as noise.

³³ <https://www.gov.uk/guidance/bats-surveys-and-mitigation-for-development-projects>
<https://www.gov.uk/guidance/wild-birds-surveys-and-mitigation-for-development-projects>

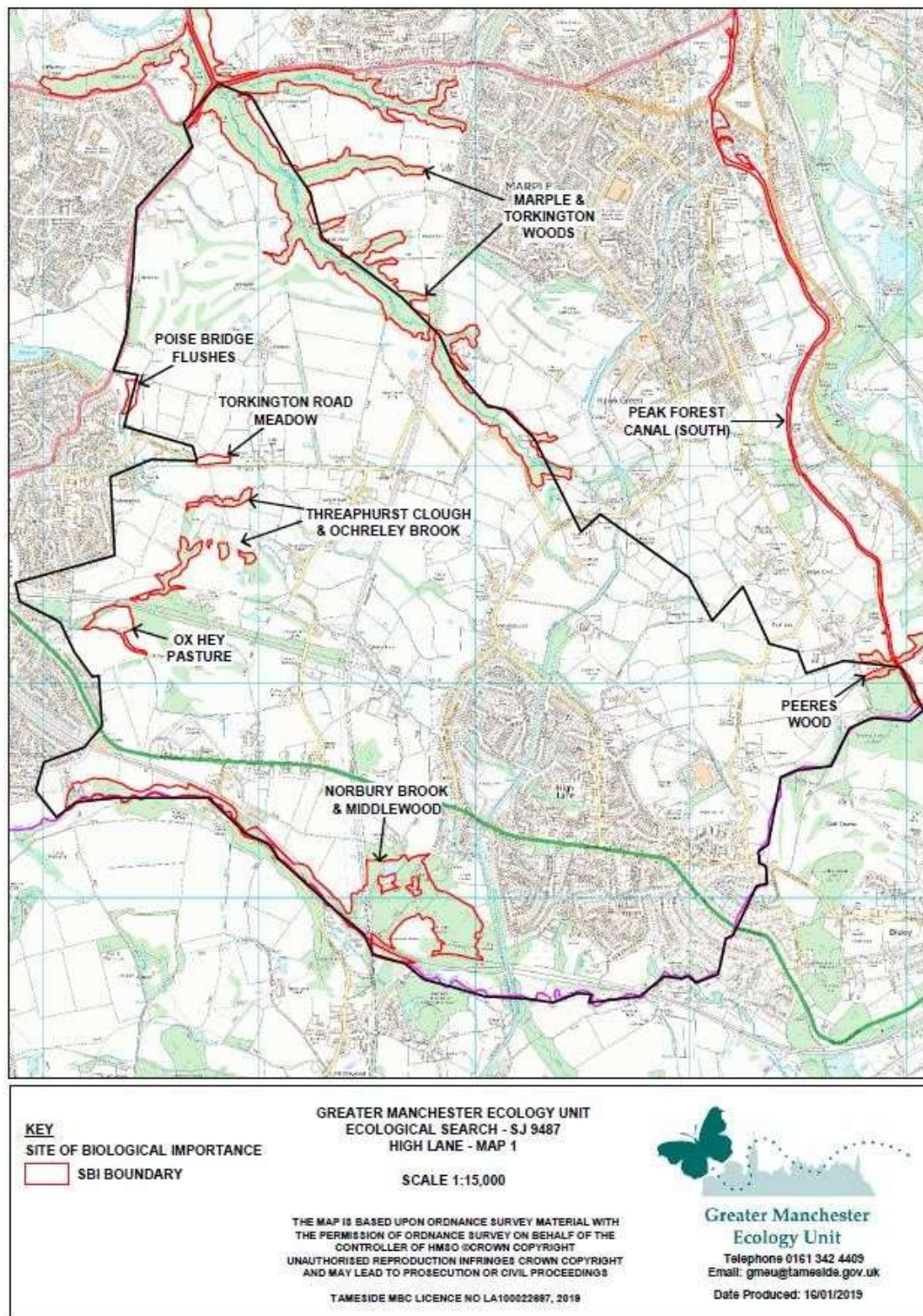
Map 8 Habitat Distinctiveness



Map 9 Indicative Wildlife Corridors for Biodiversity and Nature Conservation



Map 10 Sites of Biological Interest in High Lane



7.0 Heritage and Design



**View looking along the A6 with the Horseshoe Inn on the corner
(Reproduced with kind permission of Helen Richardson)**

Introduction and Background

- 7.1 High Lane Village Neighbourhood Area has a range of built heritage assets. These include listed buildings and scheduled monuments such as bridges along the Macclesfield Canal (which is a conservation area and includes a section running through High Lane), the Church of St Thomas and Lychgate, several milestones, the War Memorial and a moated site north-west of Broadoak Farm.
- 7.2 Local heritage is valued by the High Lane community as shown in the responses to the Issues and Options consultation where there was strong agreement with the features of local heritage identified and 155 of the 256 returns [60%] agreed that a heritage trail would be a good idea. It is important therefore for heritage to be protected at the local level by those local people who treasure it. By identifying heritage assets in the HLVNDP, the HLVNF can help to protect the areas that are valued by the community. The HLVNDP can also guide design of new development to ensure is properly integrated with the existing character.
- 7.3 Listed buildings are of national architectural or historic interest and are identified on Historic England's website. Listed buildings in High Lane are set out in Appendix 9.
- 7.4 The SEMMMS report notes that the course of a Roman Road along the A6 went through Hazel Grove, through open country and to High Lane. This would have been very near to Mill Lane. The Roman Road appears to be south of the modern Buxton Road A6 approaching the former High Lane station beyond High Lane Village. The Roman Road line is from Carr Brow to Jackson Edge. An intermediate fort may have been provided, possibly around High Lane or the reservoir, but unfortunately quarrying and the reservoir have probably removed any trace.

- 7.5 Stockport Historic Environment Database³⁴ also includes a number of locally listed buildings in High Lane on their web site. These buildings are identified and designated by Stockport Council and are afforded formal recognition in the planning system as non designated local heritage assets. This Local List is also included in Appendix 9.

Macclesfield Canal Conservation Area

- 7.6 The Macclesfield Canal runs through High Lane Neighbourhood area approximately north to south. The Macclesfield Canal Conservation Area Appraisal³⁵ describes how the special interest of the area derives from its architectural qualities and engineering interest, its landscape setting and the presence of buildings from several phases of development which illustrate the historic development of the canal. High Lane falls into Character Area 4:

Character Area 4 - High Lane (between bridges 9 – 12)

From Bridge 9 to the boundary with Macclesfield Borough Council the character of the conservation area is dominated by its suburban setting as the canal passes through a predominantly residential area making up the settlement of High Lane. Mainly post war housing adjoins both sides of the canal. Along the section from Bridges 9 to 12, the canal passes through a cutting and open views from the canal are restricted by trees, boundary walls/fences to gardens and hedgerows. Fencing panels and gates continue to create a strong sense of enclosure along the tow-path even where the canal levels out with the adjoining land.

Bridge 11 carries the A6 Buxton Road across the canal and the adjoining structures and buildings relating to ribbon development at High Lane continue to enclose and restrict open views out from the canal. The western gable of the Bulls Head Inn fronts the canal towpath and has steps leading up to the pub. Viewed from the towpath this is a landmark building with strong historic and townscape links to the canal corridor. The offside stone embankment connected to the bridge and supporting the brick buildings fronting Buxton Road emphasises the 'urban', constrained character of this section. The towpath is wellmaintained and includes numerous cast iron mooring rings along the towpath.

Bridge 12 carries the towpath over the opening to the High Lane branch of the Macclesfield canal and leads to the former Macclesfield Canal wharf of the Manchester, Sheffield and Lincoln Railway Company, now known as High Lane Wharf. A BWB interpretation board refers to the village's long history before the arrival of the canal which was a main trade route to south Manchester. Local industries based at High Lane included coal mining, spinning, yarn and calico dyeing. Pickford's commenced their carrying business in the 19th century as the canal wharf site was considered a perfect transshipment point. Coal was the principal cargo on this branch arm of the canal but Christy's hat manufacturers also shipped their products from here, the products being transported by road from Stockport to the canal wharf at High Lane. A large 2-storey sandstone canal warehouse on the wharf is now the HQ of the North Cheshire Cruising Club. The branch arm is bounded by a stone wall and green boathouses and moored canal boats line the canal reflecting the present day importance of the canal for recreation/leisure activity. No clear remains survive of the former extension of the branch arm to former colliery buildings and waste at Coalpit Hill and buildings (as featured on 1872 OS map) although the line of the canal can be traced visually by a row of trees. This part the former

³⁴ <http://www.gmau.manchester.ac.uk/her/index.htm>

³⁵ <http://old.stockport.gov.uk/maps/conservationandheritage/macccanal>

canal has been in-filled and whilst it has considerable historical and archaeological value is not considered appropriate for inclusion in the Macclesfield Canal Conservation Area boundary.

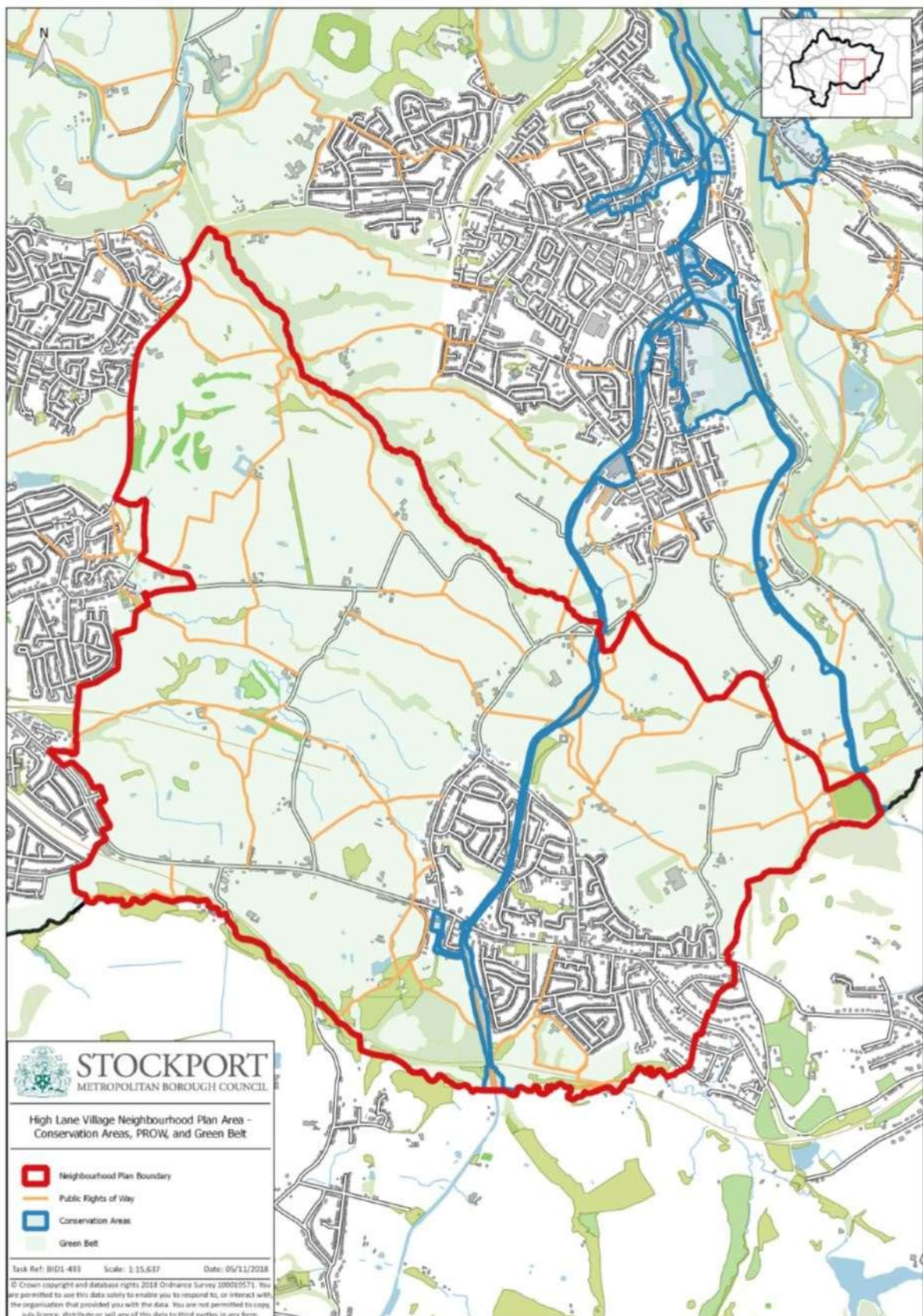
Opposite the entrance to the canal arm the canal has been widened to allow the boats to swing round and turn into High Lane Wharf.

As it approaches the railway line the canal passes through a cutting, lined by wooded slopes on the offside of the canal towpath. Also screened off is the modern housing development behind it (32-58 Cromley Road) and the wooded former Middlewood pit area bordering the towpath which runs close to the Middlewood Way. The land falls away as the canal crosses the railway line following an embankment built over the Bollinhurst Brook, and its elevated position offers wide open views over the valley and Cheshire Plain to the boundary with Macclesfield.



**Canal Bridge 11 under the A6
(Reproduced with kind permission of Helen Richardson)**

Map 11 Macclesfield Canal Conservation Area



- 7.7 In addition there are several local features that are not statutorily or locally listed, but which are considered to be of local heritage interest:
- The Coach House - which is now a garage and formed part of the Orford Estate
 - The Old School - 1846 which has been used as residential and commercial property. Thomas Legh gave the land for the school to be built. In 1862 further land was given to the school and the building was extended. It was used as a C of E School until 1959 when it was taken over by Cheshire County Council as a County Primary School. Before the village hall was built in 1956, the old school building was used for a variety of activities including a library, the Mother's Union, Townswomen's Guild, concerts, dances and whist drives.
 - Hartley Woods - formerly Hartley House opposite St Thomas' Church. Unusual species of trees - The Friends of Hartley Woods/ SMBC manage it.
 - The Red Lion Public House - 1762
- 7.8 These are potential candidates for local listing and the HLVNF will put these forward to SMBC for consideration.
- 7.9 The HLVNF is looking at developing a heritage trail that would include both statutorily listed built heritage assets and some features of local interest. Following on from the Open Day when there was a lot of interest in the local heritage, the Working Group decided to continue to research the local history and create three lists; Listed Buildings, locally listed buildings and other buildings that have significance to the community. A booklet has been produced by the heritage steering group, in conjunction with Stockport Heritage Trust. It includes a brief history of the village and a heritage walk. Care has been taken to include buildings and people as noted in the Issues and Options document.

Coal Mining

- 7.10 High Lane Colliery was established by Joseph Wright after the closure of Norbury Colliery in 1892. It is believed that Wright was at one time the Secretary of the Norbury Colliery for Messrs Clayton and Brooke. In 1907 the Great Central Railway granted Wright permission to drive an adit to the New (Accommodation) Seam from the bank of the High Lane Canal Branch. This ran under the cricket club and subsequently under the Buxton branch railway for which the LNWR gave permission for a heading 4ft square under its property.
- 7.11 Wright wasted no time in getting to work and these workings started production of coal on January 1st 1908. From Jan 1st to June 30th 1908 the output was 614t 19cwt 0qr @ 6d per ton royalty to the Legh estate at Lyme Hall = 15 17s 6d. He laid down a tramway from the mine entrance along the towpath to the old abandoned Norbury Colliery canal branch and filled it with spoil from driving the tunnel. The mine closed in 1917 and Joseph Wright retired. ³⁶
- 7.12 Further information on coal mining in the area can be found in the publication 'High Lane Resident No 6 1951'. There is a copy in Stockport Heritage Library. Stockport Image Archive has a photo of the colliery. Existing coalfields can be found on a series of maps at <https://www.gov.uk/government/publications/coalfield-plans-stockport-area>.

³⁶ See <http://www.ipernity.com/doc/302581/46291036>

- 7.13 The coal mining development risk plan shows the boundaries of high risk (dark-hatched) and lower risk (lighter-hatched) coalfield areas. This information helps determine the need to submit a coal mining risk assessment for a site.

Farming

- 7.14 There are still several working farms in the area today including Clough House Farm and Higher Fold Farm on Threaphurst Lane and Lomber Hey farm on Andrew Lane.
- 7.15 School Farm was situated on the land used to build the 'Lakes estate'. Grange Farm, Andrew Lane is one of the oldest farms of wattle and daub construction. It has been suggested that it was built in 12th century. It is now the site of Grange Farm Cattery. Mosely Hall Farm stood where the Spar is now. Pump Farm stood opposite the Red Lion Hotel and Windlehurst Farm stood on the corner of Keswick Road.
- 7.16 Other farms that are mainly residential are Wybersley Farm, Station Farm, Shores Farm, Buxton Road, Oxhey Farm, Threaphurst Lane, Threaphurst Farm, Oakfield Farm and Green Clough Farm all on Threaphurst Lane, Brookside Farm and Springfield Farm are on Torkington Road.

Railways

- 7.17 High Lane Station was opened in 1869. High Lane Station was lit by oil for 101 years of its life - never receiving gaslight or electricity. It had a staff of 7. The last train ran through the station on 5th January 1970. Efforts were made to preserve the line by Lyme Handley Preservation Society. There is a photo in Stockport Heritage library of people having picnics in the field by the station having travelled to High Lane by train.

Disley Tunnel

- 7.18 Disley Tunnel³⁷ was on the most important line to pass through High Lane and it survives to this day. Ventilation shafts are clearly visible. It was part of the Midland main line from St Pancras to Manchester. The Tunnel was built by the Midland Railway in 1902 on its line between New Mills South Junction and Manchester Central, which was more direct than the congested and difficult lines through Stockport Tiviot Dale.
- 7.19 It was the most expensive work on the line and at 2 miles, 346 yards (3,535 m), the second longest tunnel on the Midland system. By means of a connection on to the old LNWR line from Buxton at Hazel Grove that was opened in 1986, it is now part of the Hope Valley Line into the present-day Stockport railway station.
- 7.20 The tunnel runs under High Lane and Disley. The New Mills and Heaton Mersey Railway line goes underground where the Middlewood Way (the old Macclesfield, Bollington and Marple Railway), crosses the line, about 1/4 mile north of the A6 in High Lane. The tunnel passes under a housing estate, the Macclesfield Canal, Disley golf course and finally the Peak Forest Canal, just before emerging at Disley. The ventilation shafts are still clearly visible.
- 7.21 The construction method used was to drive the tunnel bore from both ends, while also sinking 11 shafts from the top of the hill along the path of the railway. Work began in 1900, and the miners worked both directions from each shaft, which allowed 24 simultaneous working faces.

³⁷ From Graces Guide https://www.gracesguide.co.uk/Disley_Tunnel

- Ten of the shafts were later used for ventilation and are still in use - they are visible as large blue brick towers following the line of the tunnel.
- 7.22 A church made of tin was erected at Wybersley, where the Midland Railway had a local administration office.
- 7.23 The NPPF sets out in paragraph 184 that heritage assets *"are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations."*
- 7.24 Core Strategy Core Policy CS8 Safeguarding and Improving the Environment sets out that *"the historic environment is a non-renewable resource and its fragile and finite nature will be a particularly important consideration in the allocation of sites in the Allocations DPD and in Development Management decision-making."* The Policy goes on to say that *"Development will be expected to make a positive contribution to the protection and/or enhancement of the borough's heritage assets."*
- 7.25 The Issues and Options consultation demonstrated that local heritage is very significant to the community of High Lane. There was strong agreement with the features of local heritage already identified in the Issues and Options document including buildings, the canal and its bridges, railway (current and historical) and features associated with farming and mining history.
- 7.26 Policy HD1 protects built heritage assets in the Neighbourhood Area and draws on the key aspects of the Macclesfield Canal identified in the Conservation Area Appraisal (See Map 11 on page 69) and referenced in the High Lane Village NDP Design Codes (see 7.29 below) to guide new development and ensure it is sensitive to the conservation area and its setting.

Policy HD1 Protecting Built Heritage Assets and their Settings

Historic buildings, structures and archaeological sites (whether inside or outside the Macclesfield Canal Conservation Area) should be conserved in a manner appropriate to their significance in accordance with the NPPF.

Development within or affecting the setting of the Macclesfield Canal Conservation Area should protect and enhance the area's special character in accordance with the HLVNDP Design Codes (Section 5.1).

Development in the Conservation Area should aim to enhance and better reveal existing buildings and structures related to the canal including canal warehouses, toll houses, boundary and retaining walls, wharves and boathouses.

Development proposals must take account of known surface and subsurface archaeology and ensure unknown and potentially significant deposits are identified and appropriately considered during development.

High Quality Design in New Development

- 7.27 The HLVNDP aims to promote high quality design in new development. In the Issues and Options consultation 70% of respondents (180) agreed that new development should be in keeping with the character of different areas of High Lane.
- 7.28 Stockport Core Strategy Core Policy CS1 Overarching Principles: Sustainable Development - Addressing Inequalities and Climate Change sets out that *"the Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and consequences of climate change."* Core Policy CS8 Safeguarding and Improving the Environment promotes Quality Places; *"High quality design which promotes a sense of place is of importance throughout the borough and should be an integral part of all development proposals, paying high regard to important local natural and built environment features, including the historic environment, and contributing to addressing key issues such as climate change and inequalities."*
- 7.29 Policy HD2 provides general design guidance for new development but more local detail is provided in the supporting HLVNDP background document on Design Codes - see HLVNDP website for more details. This document was prepared by the Neighbourhood Forum, with support from Kirkwells Planning Consultants and was published for consultation alongside the Draft HLVNDP.

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.

This should be achieved through the consideration and incorporation of the principles set out in the HLVNDP Design Codes which are provided as an accompanying background document to the Neighbourhood Development Plan.

Overall development should:

- 1. Promote sustainable movement and accessibility by:**
 - A. Maximising connectivity;**
 - B. Promoting living streets;**
 - C. Supporting legibility and signposting;**
 - D. Providing cycle storage; and**
 - E. Providing appropriate car parking.**
- 2. Support sustainable design in new housing by:**
 - A. Maximising energy, resource and water efficiency; and**
 - B. Incorporating renewable and low carbon energy technologies.**
- 3. Incorporate or provide links to high quality and accessible open space for all by:**
 - A. Supporting access to spaces which enhance health and wellbeing;**
 - and**

B. Ensuring new open spaces are inclusive and designed to meet the needs of different groups.

4. Protect and enhance natural heritage by:

- A. Protecting existing mature trees and hedgerows and planting new species in landscaping schemes; and**
- B. Protecting and enhancing biodiversity by incorporating wildlife friendly features such as bat and bird boxes and hedgehog friendly fencing.**

5. Respond to local character, taking into account density and layout, height and scale and local materials and providing suitable garden and car parking. New development proposals should not just imitate earlier architectural periods or styles but could include imaginative modern design using high quality traditional materials such as local stone and red brick in innovative ways.

In areas where surface water flood risk is a known issue, proposals will be resisted unless suitable mitigation can be provided which does not exacerbate run off elsewhere and wherever possible seeks to provide a betterment. Development proposals will be required to provide effective surface water drainage measures to protect existing and future residential areas from flooding. New development should be designed to maximise the retention of surface water on the development site and to minimise runoff. Sustainable drainage systems (SuDS) should be implemented in accordance with the SuDS hierarchy unless deemed inappropriate.

7.30 The Goldsmith Street development in Norwich for Norwich City Council³⁸ provides a good example of sustainable design in new housing and developers will be encouraged to consider how elements of the scheme could be used to influence new housing in High Lane.

³⁸ <https://www.architecture.com/awards-and-competitions-landing-page/awards/riba-regional-awards/riba-east-award-winners/2019/goldsmith-street>

8.0 Next Steps

- 8.1 Following the formal public consultation on the Submission HLVNDP, the HLVNDP will proceed to examination. If the examiner recommends that, subject to further changes the Plan meets the required basic conditions, it will be subjected to a local Referendum within the Neighbourhood Area. If there is a majority Yes vote (50% of turnout + 1), the Plan will be made (adopted) by Stockport MBC and used to help determine planning applications alongside Stockport's own planning policies and national policies.

9.0 Review

- 9.1 The HLVNF are committed to reviewing the HLVNDP within 3 years of the adoption of the GMSF and Stockport Local Plan. The Neighbourhood Forum is constituted for 5 years so the review would need to take place before 5 years from the date of the decision of the designation which was 14th September 2017.

Appendices

Appendix 1 Public Consultation 2017 - Comments from Questionnaire

Housing

- Affordable housing on brown field sites
- New housing needs to be sympathetic and proportionate throughout 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.

Appendix 2 Extracts from the A6 Corridor Study Final Report, Stockport Metropolitan Borough Council, August 2014

Note - text in yellow highlights extracts relevant to the High Lane area.

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6. Potential Interventions

Long List of Potential Interventions

6.1. Further to discussions with the A6 Corridor Group and consultation with local Councillors at a Members' workshop a long list of potential interventions was prepared for consideration with a view to supporting economic growth in the A6 corridor:

- Complementary measures on the A6 through Hazel Grove following completion of the A6MARR scheme;

A6 mitigation associated with the A6MARR scheme;

- Branded car sharing database for the A6 corridor;
- Improved pedestrian/ cycle access to rail stations;
- Improved online and offline cycle facilities along the A6 corridor;
- Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove);

Improved bus service provision to High Lane/ Disley;

- Improved public transport provision to Poynton;
- Improved bus services to Manchester Airport (via A6MARR);
- Improved integration between rail/ bus services;
- Improved station facilities at Disley rail station;

Improved access to Middlewood rail station;

- Increased parking provision at Hazel Grove rail station;
- Increased parking provision at Disley rail station;
- Increased parking provision at New Mills Newtown rail station;
- Park-and-ride facilities at Furness Vale rail station;
- Increased parking provision at Whaley Bridge rail station;
- Increased parking provision at Chinley rail station;
- Increased parking provision at Chapel-en-le-Frith rail station;
- Increased parking provision at Buxton rail station;

New rail station at A6 Simpsons Corner;

New rail station at High Lane;

- New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge;
- New rail station at Chapel-en-le-Frith on 'Great Rocks' line;
- Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph;
- Increased peak hour train capacity and platform length for all stations between Buxton and Stockport;

- Increased rail service frequency between Manchester and New Mills Newtown rail station;
- Increased rail service frequency between Manchester and Buxton rail station;
- Electrification of Buxton Line;
- Cheaper rail fares;
- Cross boundary rail fare re-structuring;

East Didsbury to Hazel Grove tram-train;

High Lane-Disley Bypass

- A6 to M60 relief road; and
- Poynton relief road. 6.2. Details regarding potential interventions is provided in **Appendix A**.

Page 82 Study Objectives and Deliverability

6.3. Objective-led planning is about ensuring that transport planners have a mechanism to assess the extent to which solutions mitigate the problems they were designed to solve. In order to carry out an assessment of potential interventions we need to be clear about what the study objectives are so that we can assess whether the proposals will enable the objectives to be achieved.

6.4. With this in mind the following study objectives have been agreed with the A6 Corridor Group:

- **Objective 1: Reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge;**
- **Objective 2: Encourage a modal shift towards public transport within the A6 corridor;**
- **Objective 3: Enhance the pedestrian/ cycle environment along the A6 corridor;**
- **Objective 4: Reduce the impact of traffic on road safety, noise, severance and local air quality within the A6 corridor; and**
- **Objective 5: Support low carbon travel.**

Page 86 Potential Phased Strategy Development

6.8. Based on an initial qualitative assessment of potential interventions against study objectives and deliverability, and following consultation (see **Chapter 7** of this report) a potential phased strategy has been developed comprising committed, short, medium and long term interventions, separately identifying:

Committed Measures/ Outputs from Other Studies

- A6 mitigation associated with the A6MARR scheme
- Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove)- now done
- Increased parking provision at Hazel Grove rail station- now done
- **Potential Short Term Measures** (considered capable of delivery within the next 5 years)
 - Branded car sharing database for the A6 corridor
 - Improved pedestrian/ cycle access to rail stations
 - Improved online and offline cycle facilities along the A6 corridor
 - Improved bus services to Manchester Airport (via A6MARR)
 - Improved station facilities at Disley rail station
 - Increased parking provision at Disley rail station
 - Increased parking provision at Buxton rail station
 - Increased rail service frequency between Manchester and New Mills Newtown rail station
 - Increased rail service frequency between Manchester and Buxton rail station
 - Poynton relief road

- **Potential Medium Term Measures** (considered capable of delivery within 5 to 10 years) Increased peak hour train capacity and platform length for all stations between Buxton and Stockport
 - Cross boundary rail fare re-structuring
 - Increased parking provision at New Mills Newtown rail station
- Increased parking provision at Chinley rail station
- Increased parking provision at Chapel-en-le-Frith rail station
- New rail station at High Lane
- **Potential Longer Term Measures** (considered unlikely to be deliverable within 10 years)
 - Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph
 - Electrification of Buxton Line
 - New rail station at Chapel-en-le-Frith on 'Great Rocks' line
 - High Lane-Disley Bypass
- **Other strategy interventions** (which may have merit in their own right but are not directly aligned to the A6 corridor study objectives)
 - Complementary measures on the A6 through Hazel Grove following completion of the A6MARR scheme
 - New rail station at A6 Simpsons Corner
 - A6 to M60 relief road
 - East Didsbury to Hazel Grove tram-train
- **Remaining strategy interventions** (not considered to be integral in the context of this study)
 - Improved bus service provision to High Lane/ Disley
 - Improved public transport provision to Poynton
 - Improved integration between rail/ bus services
 - Improved access to Middlewood rail station
 - Park-and-ride facilities at Furness Vale rail station
 - Increased parking provision at Whaley Bridge rail station
 - New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whal

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Consultation statement feedback published in A76 corridor document from

High Lane Residents Association

Given the involvement of TfGM in the A6 Corridor Group, and the remit of the Study to look twenty years ahead, it is perhaps surprising that there are no proposals that involve making use of "Big Data" to optimise multimodal transport, even on a modest scale. In fact, the only mention in the Study that I can find of a database of any sort being involved is a simple proposal to use a branded car-sharing database. Big Data is a rapidly growing subject area (as evidenced by a doubling in the past year or so of the number of headlines including this term) in which large amounts of data, typically from a wide variety of sources, are combined and automatically analysed to produce useful results. In May 2013, I reported to High Lane Residents Association details of plans for the introduction of a Variable Message Sign (VMS) scheme along the A6 from Hazel Grove into Stockport, in which sensors will gather Bluetooth data transmissions from passing motorists so as to use their in-vehicle devices' MAC addresses (suitably encrypted and truncated (for security and anonymity respectively)) to make timing measurements on the flow of traffic and to display it dynamically on roadside signs for the benefit of passing road users to make informed decisions about their journey. TfGM had some involvement in this scheme. It has also been promoting a scheme inviting developers to use Greater Manchester's Real-Time Open Data Information System that gathers data from

across the region's transport network, so as to create applications that would be of benefit to travellers stimulating them to make "smarter choices".

There are countless ways in which such data could be used beneficially. For example, data relating to the progress of buses along the A6 could be relayed in real time so that train operators would know in advance when to expect more passengers. Although there may not be much flexibility in the timetabling, even making slight adjustments of a minute or so, in an informed way, could improve the matching of demand to capacity. Alternatively, this data could be released to passengers (e.g. via smartphone apps or electronic display boards) to help plan their journey, rather than having to rely on scheduled timetables that may not be accurate. There is an ever-increasing number of data-gathering projects springing up. One recent local example is the Smart Citizen project in Manchester. However, this is only open to those resident or working within 3 miles of the city centre, but those who are eligible can apply for a free sensor unit by registering before 15th April 2014. The unit includes a board with sensors for measuring air pollutants (CO and NO₂), temperature, light intensity, sound levels and humidity, and a board with data processing and radio comms capability that can stream the data over a WiFi link.

Response from A6 Corridor report

The study team fully endorse the use of intelligent transport technology to make better use of real-time data

to enable people to make smarter travel choices. Indeed, Greater Manchester has consistently placed connectivity and transport investment at the heart of its economic strategy. There is already significant investment, both underway and planned, which will deliver a transformational step-change in connectivity this includes the Local Sustainable Transport Fund providing over £50 million investment in active travel, smarter choices and intelligent transport technologies, which aims to at least double the levels of commuter cycling in Greater Manchester and enable all commuters to make more sustainable choices in how they travel.

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A6 Mitigation Measures Associated with A6MARR Scheme

8.6. As previously presented in Chapter 2 of this report the traffic modelling predicts significant increases in traffic flow on the A6 through High Lane and Disley with the A6MARR in place. This increase is a result of both background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the A6MARR. The nature of the A6 through High Lane and Disley means that it is neither possible nor desirable to significantly increase network capacity along this corridor. The A6MARR Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley, both as a result of background traffic growth and the reassignment of longer distance traffic movements following completion of the A6MARR scheme.

8.7. Following the Phase Two Consultation the promoting Authorities resolved to implement a package of enhanced mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6MARR scheme through a combination of; discrete local junction improvements, environmental enhancement measures, and speed management measures.

8.8. These enhanced mitigation measures seek a balanced approach to managing the predicted traffic on the A6 through High Lane and Disley by:

- better managing traffic flows for local residents at the A6 Buxton Road/ Windlehurst Road

- junction through a local junction improvement scheme; enhancing the local district centre environment in Disley village through the introduction of

shared-space type interventions; and limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place. This will be achieved through a combination of gateway treatments and reduced speed limits.

8.9. These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:

- cycle lanes on uphill sections of the A6 between Hazel Grove and New Mills Newton where practicable;

- a new pedestrian refuge on the A6 Buxton Road at Wellington Road;

- a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;

- new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;

- a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the

- link bus

stops and park entrance; and

- a new cycle link between High Lane/ Disley and Poynton through Lyme Park.

8.10. Traffic modelling of the A6MARR scheme previously predicted an increase in traffic of up to 34% on the A6 between Hazel Grove and Newtown. The introduction of enhanced mitigation measures markedly reduces this increased traffic flow to between 10 to 13%, as shown in Table 8-2 and Figures 8-1.

8.11. Some increase in traffic on the A6 through High Lane and Disley should be expected when one considers the following:

- Without the A6MARR in place traffic growth in the A6 corridor between the M60 motorway and Disley is heavily constrained, compared to other routes through Stockport, most notably through Hazel Grove and Stockport Town Centre; and

- With the A6MARR in place, the A6 through Hazel Grove and Stockport Town Centre is predicted to experience reduced traffic levels (below 2009 base year levels). As a result journey times over this section of A6 will markedly improve.

8.12. Therefore, whilst there may be some junction delay at particular locations on the A6, such as the Fountain Square junction in Disley or Windlehurst Road junction in High Lane, these delays are more than offset by reduced junction delays elsewhere along the A6.

Page 98 Potential Short Term Measures

8.17. The following options are considered capable of delivery within the next 5 years:

- Branded car sharing database for the A6 corridor;

- Improved pedestrian/ cycle access to rail stations;

- Improved online and offline cycle facilities along the A6 corridor;

- Improved bus services to Manchester Airport (via A6MARR);

- Improved station facilities at Disley rail station;

- Increased parking provision at Disley rail station;

- Increased parking provision at Buxton rail station;

- Increased rail service frequency between Manchester and Buxton rail station;

- Increased rail service frequency between Manchester and New Mills Newtown rail station; and

- Poynton relief road.

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8.21. Access to Manchester Airport from the A6 corridor by bus is currently poor. Skyline 199 operates a half hourly service between Buxton and Manchester Airport via Stockport Bus Station. The timetabled journey from Disley (Ram's Head) to Manchester Airport is 53 minutes. Completion of A6MARR presents an opportunity to significantly reduce journey times to the Airport from the A6 at Hazel Grove. **There are no plans to reduce bus services to Stockport from High Lane. The intention would be to introduce additional services with potential interchange facilities at the proposed bus-based park-and-ride site at A6 Rising Sun. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes. Consultation with bus operators will be carried out as part of the next phase.**

Page 105 Potential Medium Term Measures

8.66. The following options are considered capable of delivery within a 5 to 10 years:

- Increased peak hour train capacity and platform length for all stations between Buxton and Stockport;
- Cross boundary rail fare re-structuring;
- Increased parking provision at New Mills Newtown rail station;
- Increased parking provision at Chinley rail station;
- Increased parking provision at Chapel-en-le-Frith rail station; and
- New rail station at High Lane.

Page 108-109 New rail station at High Lane

8.89. A high-level demand forecast has been produced for a potential new station located on the Buxton line at High Lane. A simple trip-rate approach has been used, consistent with PDFH advice for new station assessments at an early stage of development. Population-based trip rates for Disley have been applied to the settlement of High Lane. While High Lane has a larger population than Disley, the location of the railway relative to the village is more remote, reducing the overall catchment population.

8.90. Trip-rate forecasts suggest that a station at High Lane would attract similar levels of patronage to Disley with the demand forecasts assuming that both Disley and High Lane would have a half hourly service frequency in each direction. For the purpose of appraisal, it has been assumed that High Lane would replace Middlewood station calls, resulting in a small increase in average journey times as Middlewood would only receive an hourly service in the enhanced frequency timetable.

8.91. A WebTAG-based 60-year appraisal has been undertaken for the new station, making use of high-level estimates of capital expenditure and operating costs for a new station at High Lane. Capital Costs have been estimated at £6m based upon recently delivered or planned stations in urban areas. The location of the proposed station means that cost would need to include provision of step-free access to both platforms via footbridge, as well as improvements to road access as the site is located on the edge of a residential area. Ongoing operating costs have been assumed on the basis that the station would be unstaffed, but would include Customer Information Screens and CCTV (as provided at Disley). A Network Rail Long Term Charge similar to that charged for Disley has been assumed. No allowance has been made for renewal costs.

8.92. The proposed station location at High Lane is less than two miles from the station at Disley, and less than three miles from the station at Hazel Grove. While a station at High Lane may attract similar levels of patronage as Disley using a simple population-based trip rate analysis, it is reasonable to assume that a proportion of these

passengers would be existing rail passengers abstracted from either Disley or Hazel Grove. Such passengers would gain from reduced access times, but do not generate additional revenue for the rail industry.

8.93. Using a 66% Optimism Bias on capital costs, a new station at High Lane is forecast to have a provisional BCR of 1.3. The result is, however, quite sensitive to the assumed level of potential

Page 109 Potential Longer Term Measures

8.94. The following options are considered unlikely to be deliverable within 10 years:

- Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph;
- Electrification of Buxton Line;
- New rail station at Chapel-en-le-Frith on 'Great Rocks' line; and
- High Lane-Disley Bypass.

Remaining Strategy Interventions

Improved bus service provision to High Lane/ Disley 8.125. The following options are not considered to be integral in the context of this study:

- Improved public transport provision to Poynton;
- Improved integration between rail/ bus services;

Improved access to Middlewood rail station;

- Park-and-ride facilities at Furness Vale rail station;
- Increased parking provision at Whaley Bridge rail station;
- New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge; and
- Cheaper rail fares.

Page 113 Improved bus service provision to High Lane/ Disley

8.126. The A6 corridor through High Lane and Disley is currently served by the Skyline 199 half hourly service (Buxton to Manchester Airport via Stockport), TransPeak every two hour service (Derby to Manchester) and 360 morning only service (Hayfield to Stockport). There is no direct high frequency bus service from High Lane/ Disley to Manchester City Centre. Having said that, the timetabled journey time for the TransPeak bus service from Disley (Rams Head) to Stockport Mersey Square is 21 minutes and to Manchester (Central Coach Station) is 48 minutes. These journey times are competitive with rail, where the journey time by Disley station to Stockport station is 17 minutes and to Manchester Piccadilly is circa 30 minutes.

8.127. For bus to be a realistic alternative to car and rail from High Lane and Disley, both the frequency of service and journey time would need to be competitive. There could be potential for selected 192 journeys, say every 20 minutes in the peak periods, to extend to High Lane/ Disley and operate a limited stop service. Indeed, it would seem that such a service would also be attractive to bus-based park-and-ride users at the A6 Rising Sun which is due to open later this year.

8.128. Subject to the outcome of a full business case the scheme is unlikely to be self-financing (or else such a service would already be in place), and would require ongoing subsidy support. Stakeholder discussion with bus operators, such as Stagecoach

Improved access to Middlewood rail station

8.133. Middlewood Station is located adjacent to the Middlewood Way. The potential for improved access to Middlewood rail station should be considered in more detail alongside plans for a new station in the High Lane area, and that concerns regarding the frequency of service at Middlewood should be reviewed.

Page 129 The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "if you could make one improvement to the train service you are one, what would it be?"

Only 1% of passengers cited facilities for bikes as their key priority, while pedestrian access is not seen as a barrier to those already using the service. It is considered, therefore, that improved pedestrian/ cycle access to rail stations, as a standalone measure, will not lead to a modal shift sufficient to reduce the impact of traffic congestion in the A6 corridor

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?

(Weighting 15%)

Score 4: Neutral

Improved pedestrian/ cycle access to rail stations, as a stand-alone measure, will not lead to a modal shift sufficient to reduce the impact of traffic congestion in the A6 corridor. *Will the scheme support lower carbon travel?*

(Weighting 15%)

Score 6: Amber

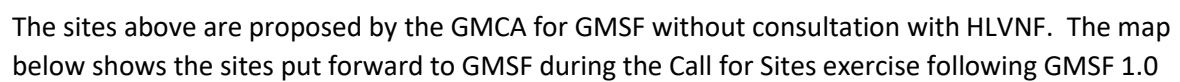
Targeted improvements to pedestrian/ cycle access to

Appendix 3 Middlewood Station Users Survey, January 2019

Date	Passengers Travel Direction	Frequency of Use	Leisure /Commuting	Method of accessing station	Home area	Wish list of improvements	Other comments
19/12/18	From HL to Manchester I male	Once a month approx	leisure	walking	Higher Poynton	An hourly service would be good. New station at High Lane? unrealistic	Middlewood station is fine as it is. No lighting thank you. Enough light pollution as there is.
19/12/18	Manchester to HL 1 male	Every 6 mths approx	Work – rail worker	Van , parking at lay by in Higher Poynton	Manchester	More services would make little difference. People choose Poynton or Rose Hill stations where access is better	I don't know where HL is
3/1/19	HL to Buxton Man and woman	Just moved to area	leisure	walking	Canal barge Higher Poynton	More bike space on the trains, more frequent service, guards to be kept on trains, safety button(woman)	
3/1/19	From Manchester to HL Man and woman	First visit to HL station	Leisure – came for a walk	Train from Piccadilly – HL station easy to find on Google maps. Good internet signal at station	Manchester	Maybe lighting.	We love the station , it's a beautiful setting. We are glad we have come.
8/1/19	Returning to HL from Hazel Grove – been shopping Man	Every 2 weeks	Grocery shopping	walked	Caravan park in Higher Poynton/ Norbury Hollow	It's convenient for me. No problems. Don't normally travel at night.	They improved the access from the caravan park to the station and it's very handy now.

			Survey asked to people not on the station platform				
9/1/19	woman	never			High Lane		The station is unsafe at night /after dark as unlit woodland access
9/1/19	Man and woman	never			High Lane	We don't use trains much so a new station in High Lane or Middlewood would not be of interest.	My wife and I prefer to use the Park and Ride . If we travel to Manchester we use Hazel Grove station and the P. and R. If we want to go to Buxton we go on the 199 which is free for us(over 65) whereas we would have to pay on the train from Disley onwards(Cheshire East)
9/1/19	woman	never			High Lane	I rarely use public transport. Don't have an opinion	I don't know where Middlewood station is
9/1/19	woman	never			High Lane	Lighting, improved access, nearer to the village, car parking but most people would still not feel safe. There would need to be a lot of improvements	A new station at High Lane would cost too much to build and where would it be sited?
9/1/19	woman	never			High Lane	I might use it if there was improved car parking and lighting. Not sure whether other people would though.	I use Park and Ride to go to Stockport /Manchester
9/1/19	woman	never			High Lane	lighting	I use the Park and Ride. I don't use trains much. Even with improvements I wouldn't use the trains.

9/1/19	man	never			High Lane	I only rarely travel to	I use Park and Ride to go to Stockport. I
						Manchester. A n improved/new station wouldn't really affect me.	travel from Marple station if I want to go to Piccadilly.
9/1/19	woman	About every 2 months	Leisure/work	walking	High Lane	A More frequent service would be good. I use it more since the fairly recent pathway improvements to the Middlewood Way making it less muddy. There is no point putting lighting unless the service is more frequent at night and its location is always going to make it uninviting for quite lot of people so not sure. If you put a car park that's more traffic joining the A6...	Ideally a station nearer the centre of HL would be better so more of the village would access it without the need for car use but there is no obvious site . Brookside is right beside a primary school and loads of residential roads





Extract from Consultation: Summary Report, October 2019

GREATER MANCHESTER'S PLAN FOR HOMES, JOBS AND THE ENVIRONMENT (GREATER MANCHESTER SPATIAL FRAMEWORK - GMSF)

Consultation: Summary Report, October 2019

<https://www.greatermanchester-ca.gov.uk/media/2348/gmsf-2019-consultation-report-final-versionpdf.pdf>

Strategic Allocations in Stockport

GM Allocation 38: High Lane (897 comments)

A significant proportion of comments related to the transport impact of the proposed development, most notably along the A6. Many comments were raised around the extra traffic on the A6 caused by the recent construction of the A6 to Manchester Airport Relief Road (A555). Air quality along the A6 was raised multiple times. There were also concerns raised over the cumulative impact from traffic generation from the proposal in Disley in Cheshire East for 700 homes. There were mixed reviews regarding a new station proposed at High Lane, some very welcoming and some had a preference to enhancing to Middlewood station.

There was general acknowledgment to the reduction in size of the proposal but consider any development too much and not in keeping with the village. Concerns were raised over the ecological impact of the proposal, in particular the loss of wildlife and encroaching on the Middlewood way.

There was an assumption of luxury housing being put forward and concerns that any affordable and housing for elderly would not be appropriate.

In more general terms concerns were raised that the proposal ran counter to the brownfield priority set out in the revised draft GMSF, that the proposal would result in a loss of Green Belt and that there are inadequate infrastructure and services available to support the development.

Principle / scale of development
<ul style="list-style-type: none">• There was concern that any development will have a detrimental effect on the character of the village;• This proposal does not contribute to the GMSF objectives of creating sustainable communities, minimising the need to travel and protecting the distinct character of local communities.• The site selection criteria used in GMSF does not apply to High lane
Housing (inc affordable housing)
<ul style="list-style-type: none">• Many comments suggested smaller scale housing developments locally in the village rather than on one huge estate and that higher densities should be explored with more innovative design• There was a recognised need for housing for older people and a feeling that there were a number of older people in homes that were bigger family type homes not designed for the needs of older people.• The housing need calculation is inaccurate as it based on 2014 projections and therefore over-inflated• It was felt that more than 30% should be affordable and there was little evidence that there it was "brownfield first"• Location of the development and the type of housing could have potential implications for migration into High Peak so the nature of the High Peak Housing Market Area should be taken into account.
Employment and Economy
<ul style="list-style-type: none">• There is no mention of any new long term job creation for the area, meaning that all those of working age will have to commute (mainly on the A6).• Local businesses rely on equestrian related trade, removal of horses would impact on this
Green Belt
<ul style="list-style-type: none">• It was felt that the development would add to urban sprawl and that the development did not demonstrate the exceptional circumstance required to remove Green Belt and the area acts as a divide between Hazel Grove and High Lane

Strategic Allocations in Stockport

Brownfield
<ul style="list-style-type: none"> Use Brownfield first, conversion of more mills and more use of empty homes should be explored
Transport – Highways / Public Transport / Cycling / Walking
<ul style="list-style-type: none"> The impact of the A6 Manchester Airport Ring Road/A555 has created more traffic through High Lane. Furthermore the A555 is creating more lorries to come onto the A6 and these are often seen above the 7.5 tonne restriction. It was felt that the High Lane Bypass should be resurrected Road safety is poor on the A6, congestion particularly high at peak commuting times and a number of roads in the area are in a poor condition particularly for cyclists. It was felt that development would only make this worse. A larger development could have resulted in an improvement to the road network More joined up thinking is needed on the strategic highway needs of South East Greater Manchester, North East Cheshire and North West Derbyshire Very mixed opinions were presented regarding the proposed new station at High Lane from support to just providing better access to Middlewood station and the implications on the Marple /Glossop lines will need further consideration There is a need for more bus routes especially around the Poynton area Transport and highways proposals put forward with the site allocation as development requirements do not adequately address the transport requirements and problems likely to be generated by this site and arguably contribute more issues to the local highways network than they resolve (the addition of additional junctions and stop start traffic on the A6).
Physical Infrastructure and utilities
<ul style="list-style-type: none"> Further cooperation is needed in terms of funding of infrastructure in co-operation with Derbyshire There is a clear need for the infrastructure to be in place first.
Social Infrastructure
<ul style="list-style-type: none"> It was pointed out that there are currently no school places as all primary and secondary schools are full and there is limited availability of health provision and leisure facilities in particular because Marple swimming baths has recently closed. As a result of the pressure on local amenities any social infrastructure needs to be in place first. There was concern raised that there was no guarantee of any developer contributions
Environmental – Green Infrastructure, Biodiversity, open space
<ul style="list-style-type: none"> It was highlighted that there is a lake on the site which is home to wildlife and any development would take away country walks, wildlife and woodland as well as loss of farmland and that the site is adjacent a Site of Biological Interest There are extensive disused mine shafts over the site and several areas within the development are classified as 'Development High Risk Areas'. It is argued that views from Brookside Park to Lyme Park could be adversely affected and should be protected and at least a buffer provided in the form of woodland.
Air Quality
<ul style="list-style-type: none"> Traffic pollution is extremely high in the area of the development and it is felt that proposals in Clean Air Plan will not remedy the issue It is argued that the proposed development indicates that Stockport and the Greater Manchester Combined Authority lack a serious interest in reducing dangerous levels of pollution. Recent monitoring shows that the area already exceeded air quality guidelines even before the opening of the new road. The children in High Lane are being affected by pollution with illnesses such as asthma and allergies

Strategic Allocations in Stockport

Flood risk
<ul style="list-style-type: none">• There is a risk of surface water flooding on the site as well as seepage from the canal• Before any development takes place the drainage should be dealt with sustainable drainage systems in the forms of trees should be provided. There should also be further work to assess flood risk of the brook.
Heritage
<ul style="list-style-type: none">• It is highlighted that the southern boundary abuts Marsden House which is a grade 2 listed building

Appendix 5 Affordable Housing (NPPF Annex 2: Glossary)

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Appendix 6 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%			
	Apartment	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.

Proposed location	Greenbelt
Behind the shopping arcade on the A6 (Buxton Rd) that borders the Canal.	No. Currently being built on.
Land behind High Lane cricket pitch where motor engineers have a large plot	Yes
Behind and to the side of the Royal Oak.	Yes
Opposite the Royal Oak, on the other side of the A6.	Yes
Adjacent to Brookside farm (High Lane side of the railway line.)	Yes
Behind Brookside Tennis Club.	Yes
Behind the Water Treatment Plant adjacent to Wybersley Farm.	Yes
Land around Batesons Trailers.	Yes

Appendix 7 Informal Consultations on Recreational Activity in High Lane

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.

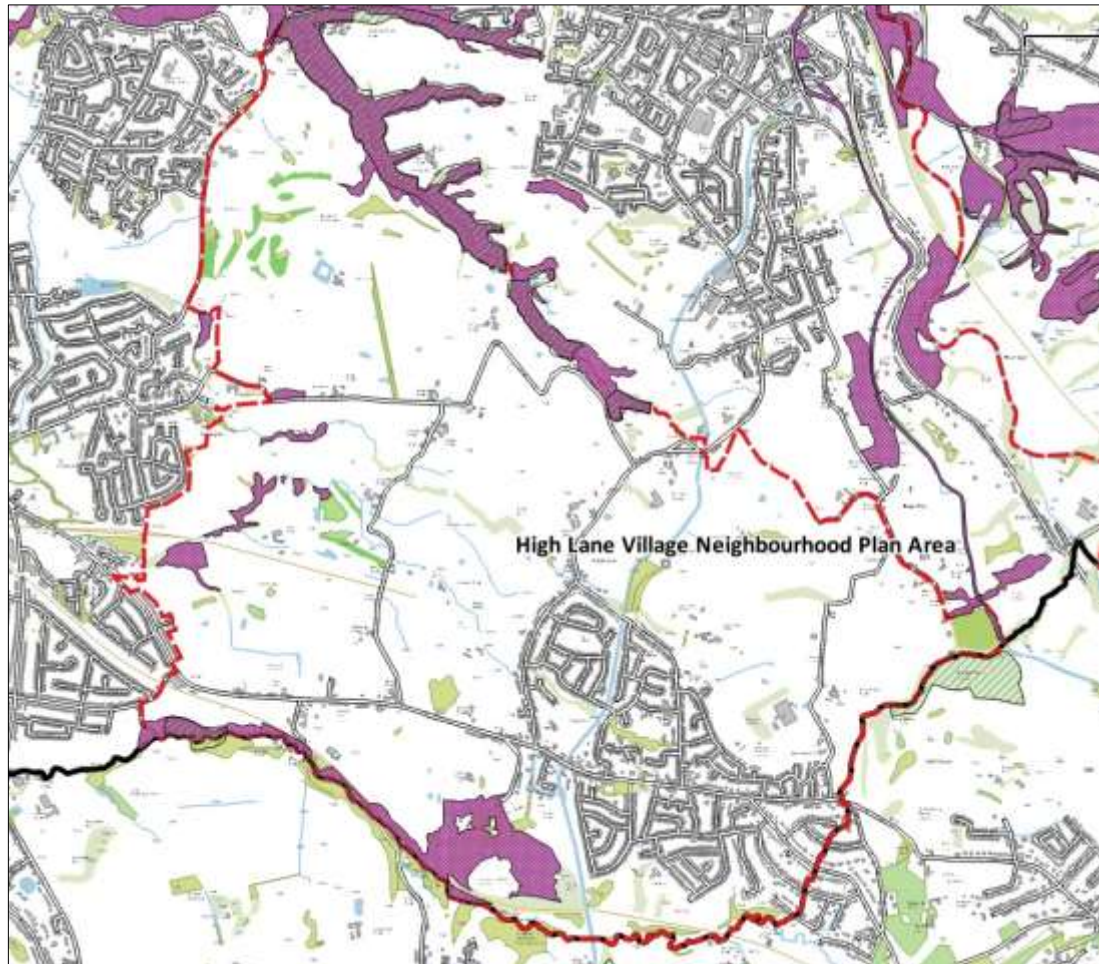
Adult Facebook Survey using the Survey Monkey Tool

A Sample of Issues raised in our survey by the 47 respondents included:

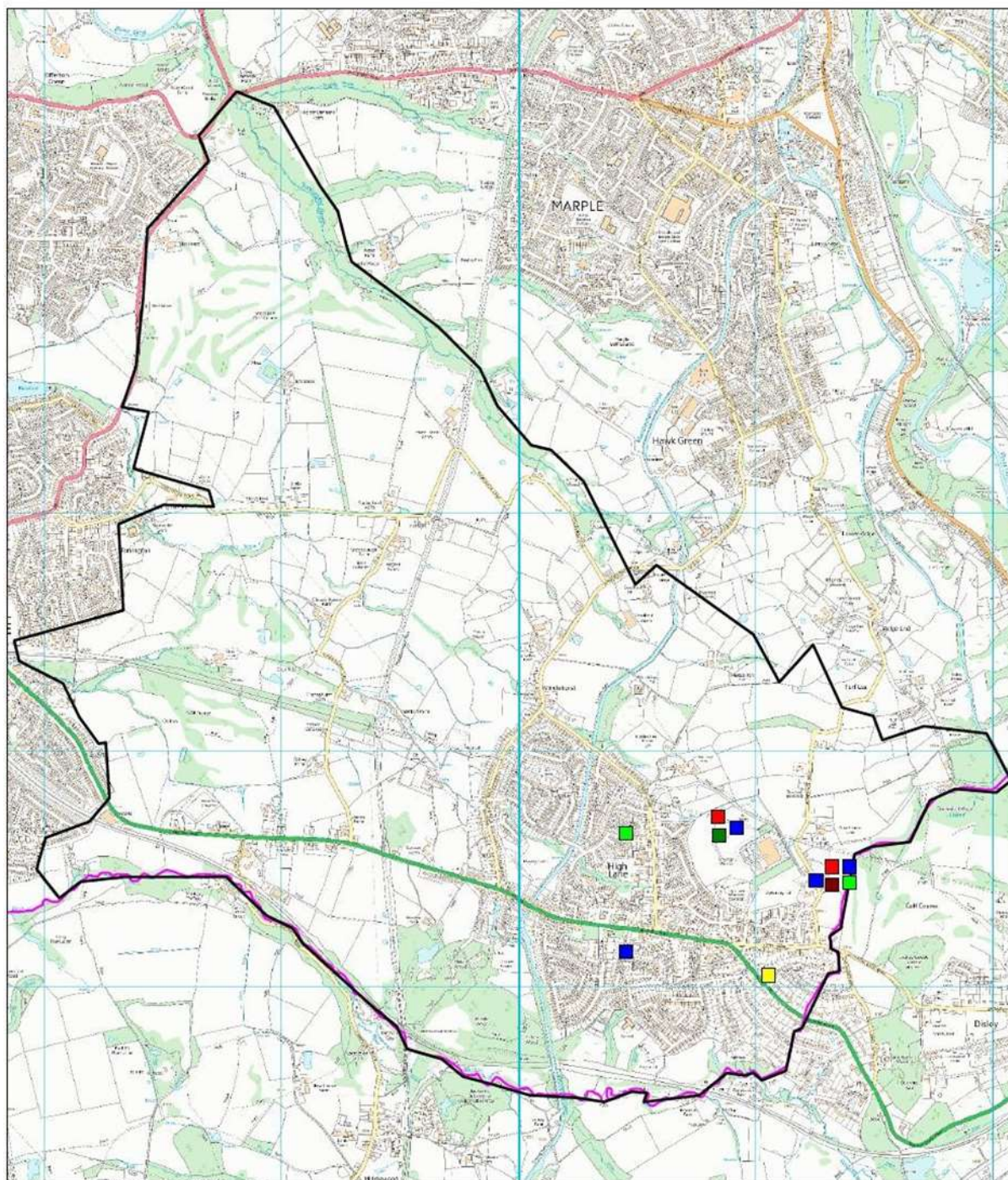
- Inconsiderate use of the Middlewood Way by cyclists.
- Accessible points onto this route in High Lane are poor particularly for the disabled and for the residents of High Lane with young families.
- The main access points are on the busy A6 and Torkington Lane, both of which are not wheelchair friendly 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 nonexistent.

Appendix 8 Biodiversity

Map 12 Ancient Woodlands



Map 13 Bats



KEY BAT SIGNS

- BAT SP
- BROWN LONG-EARED BAT
- COMMON PIPISTRELLE
- NOCTULE BAT
- PIPISTRELLE SP
- SOPRANO PIPISTRELLE

GREATER MANCHESTER ECOLOGY UNIT ECOLOGICAL SEARCH - SJ 9487 HIGH LANE - MAP 4

SCALE 1:15,000

BAT DATA COURTESY OF SOUTH LANC'S BAT GROUP

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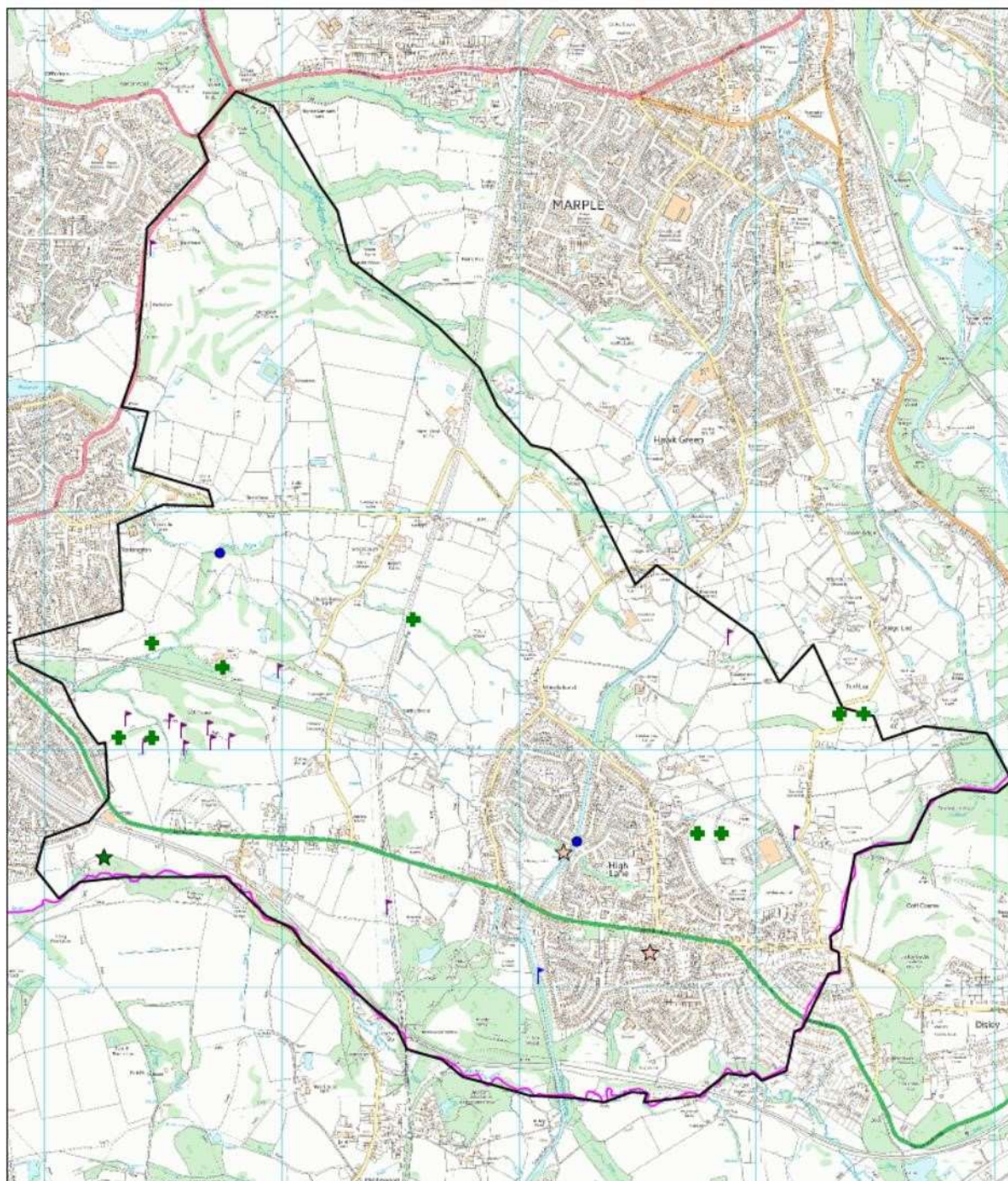
TAMESIDE MBC LICENCE NO LA100022697, 2019



**Greater Manchester
Ecology Unit**

Telephone 0161 342 4409
Email: gmeu@tameside.gov.uk
Date Produced: 16/01/2019

Map 14 Protected Species



KEY
PROTECTED SPECIES
 — GREAT CRESTED NEWT
 ● EUROPEAN WATER VOLE
 + BROWN HARE
 ★ KINGFISHER
 ★ POLECAT

GREATER MANCHESTER ECOLOGY UNIT
 ECOLOGICAL SEARCH - SJ 9487
 HIGH LANE - MAP 2

SCALE 1:15,000

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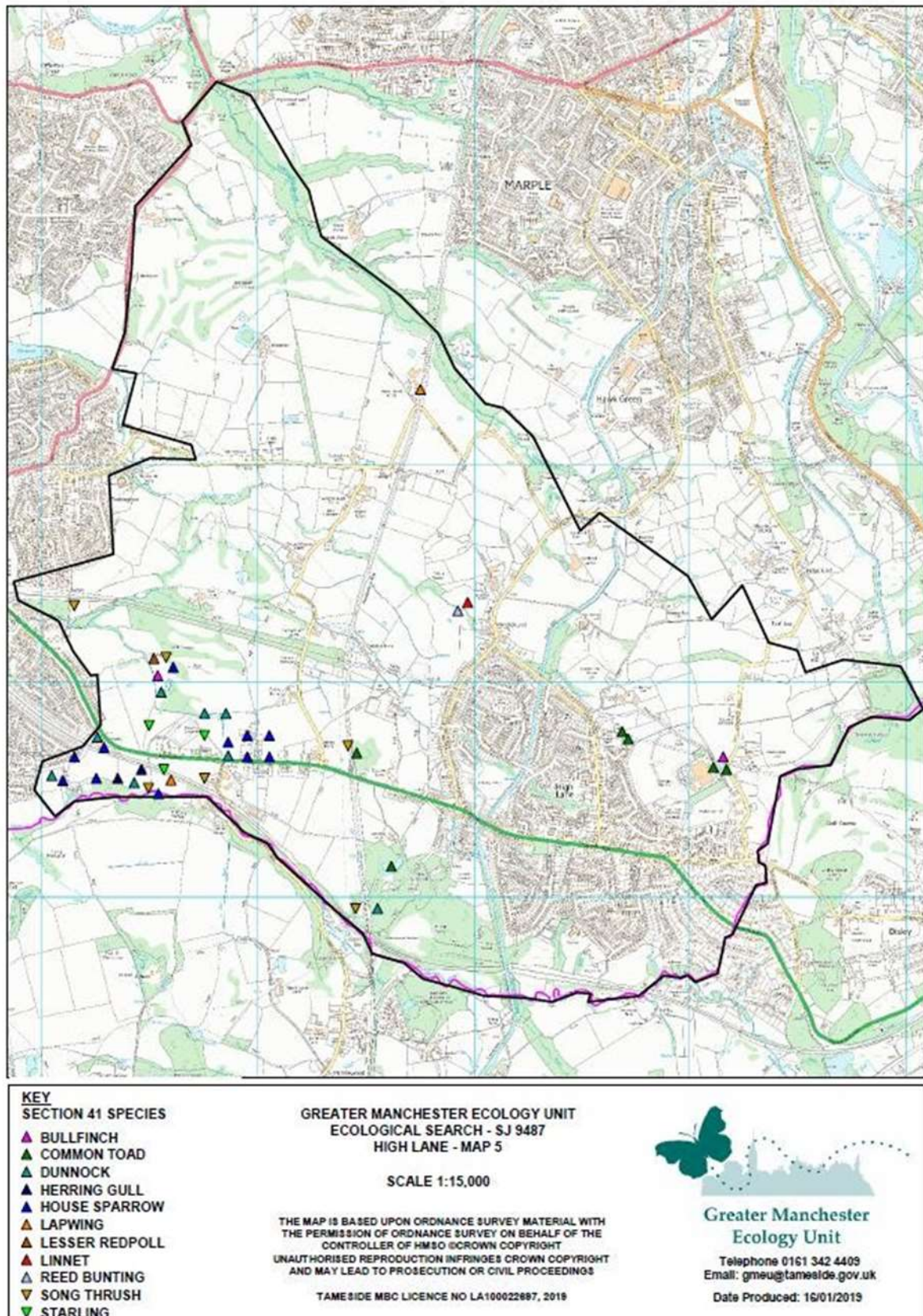


**Greater Manchester
 Ecology Unit**

Telephone 0161 342 4409
 Email: gmeu@tameside.gov.uk

Date Produced: 16/01/2019

Map 15 Protected Species of Birds



Extract from 'Protecting and Enhancing High Lane's Natural Environment', Cheshire Wildlife Trust, November 2019

Conclusion

This study has highlighted that the important wildlife habitat is mainly associated with the high value woodlands along the Torkington Brook; the grassland and woodland SBIs in the west of the High Lane area and also the woodland corridor and associated LWSs and SBIs along the Norbury Brook. The Middlewood Way, tree lined railway lines and canals also provide an important network for wildlife through, with a particularly wildlife rich, with numerous biological records for birds, bats and mammals, south of Buxton Road between the Middlewood Way and the Macclesfield Canal. There appear to be few semi-natural grasslands, making the ones that are present even more important. By attributing habitat distinctiveness values to all land parcels in the Neighbourhood Plan area the study has provided important evidence that should be taken into consideration when planning decisions are made. However, we strongly recommend that further (phase 1) habitat survey work is undertaken at the appropriate time of year, in particular to verify that 'medium value' habitats have not been over or under-valued.

Most notably the study has highlighted a 'wildlife corridor network' which provides ecological connectivity between woodland, grassland and riparian habitats within and beyond the Neighbourhood Planning area. The wildlife corridor network is likely to support a wide range of species including numerous birds, mammals (including priority bat species), plants and invertebrates that are in decline both locally and nationally. These species depend on the semi-natural habitats highlighted in the report.

We recommend that the corridor network shown in Map 9 is identified in the Neighbourhood Plan and protected from development so that the guidance relating to ecological networks set out in the NPPF (paragraphs 170d, 171, 174a, 174b, and footnote 57) may be implemented at a local level. The wildlife corridor network includes a buffer zone of up to 15 metres in places to protect the notable habitats shown in Map 8. If new areas of high distinctiveness habitat are subsequently identified these should also be protected by a 15 metre non-developable buffer zone.

Any future development of sites which lie adjacent to high distinctiveness habitat or a wildlife corridor should be able to demonstrate substantial mitigation and avoidance measures to lessen any potential impacts on wildlife. This should include measures such as installing bat/otter sensitive lighting schemes, installing durable bat/bird boxes and hedgehog-friendly fencing and ensuring surface water is directed away from sensitive areas and into SUDS schemes.

To summarise, future development of High Lane should respect the natural environment. The most intact landscapes, in terms of biodiversity, landform and historical/cultural associations should be valued highly when planning decisions are made. Protection and enhancement of High Lane's natural assets is of crucial importance for nature conservation and ecosystem services but it is also important for the enjoyment of future generations.

Recommendations for improving and protecting habitat in order to create a coherent ecological network

Following adoption of the neighbourhood plan, CWT advises that the following recommendations should be actioned:

1. Create links between existing 'wildlife corridor network'

There is currently good connectivity between the high value woodland along the Torkington Brook and the high value woodland in the north of the High Lane. However, there is no connection between the two wildlife corridors in the south of the High Lane. It is recommended that the wildlife value of the hedgerows between the two corridors is enhanced to extend the corridors and join them together. To achieve this, hedgerows could be cut less frequently, perhaps on rotation, additional trees planted to increase diversity and some of the hedgerow trees not flailed and allowed to grow up as standards.

2. Improve the quality of the 'wildlife corridor network' and assess against Local Wildlife Site selection/Site of Biological Importance criteria

The areas highlighted as 'wildlife corridor network' in Map 9 incorporates all of the designated Sites of Biological Importance for Stockport and Local Wildlife Sites for Cheshire East, however it is highly likely that other land would meet also the criteria for Sites of Biological Importance and Local Wildlife Site selection. These areas (which may be identified as potential Local Wildlife Sites in map 6) should be designated if the selection criteria⁴⁵ are met, as LWS/SBI designation is likely to provide a greater level of protection within the planning system.

The wildlife corridor network should be in 'favourable condition'⁶ to provide breeding, foraging and commuting habitat for the native species that live there and native species, which may subsequently colonise. Ideally these areas should be surveyed by a qualified ecologist to identify management priorities.

Management priorities:

- Field ponds which have become overgrown and choked with vegetation should be cleared out to allow light to penetrate, to provide areas of open water and allow a more diverse marginal flora to develop (tree/scrub cover should ideally be 10 - 15%). These measures will also benefit amphibians and invertebrates. Ideally no more than one third of the pond should be dredged in a single year so that existing biodiversity is retained and enhanced. Waste vegetation should be left at the side of the ditch for 24 hours before removal to allow any fauna to return to the water. Prior to any works ponds professional advice should be sought and ponds should be assessed to ensure existing wildlife is not impacted, such as great crested newts which use ponds for breeding and roosting bats which may use crevices in trees surrounding the ponds
- Watercourses in intensively farmed land should be buffered by semi-natural areas to provide riparian habitat and help prevent pollution runoff (1 metre from the top of the bank of a watercourse is the minimum requirement under cross compliance regulations, however 4-6 metres is recommended). This will help any otter populations as well as provide breeding and foraging areas for other species. It will also improve water quality.
- Hedgerows that are not already in good condition (particularly those that form part of the wildlife corridor) should be restored or re-instated using locally native species such as hawthorn, blackthorn, hazel and holly (plant 60-90cm high 'whips' which have a good rate of survival and use tree guards to protect from rabbits and stock fence where necessary). New sections of hedgerow should ideally incorporate a tree every 30m (on average) which are demarked so as not to be inadvertently flailed.
- Hedgerows in intensively farmed land should be buffered by semi-natural areas to provide wildlife habitat (2 metres from the centre of the hedge is the minimum requirement under cross compliance regulations, however 4-6 m is recommended).

- Cutting or grazing of all semi-natural grassland should be carried out to retain the wildlife value. This will prevent more competitive species from taking hold and the grasslands from eventually scrubbing over. Where cutting is used as a method of management it should be carried out after flowering plants have set seed. Where farmland birds such as skylark are breeding cutting outside of the bird breeding season (March to November inclusive) will avoid destruction of nests. Under the Wildlife and Countryside Act 1981 it is an offence to intentionally kill, injure or take any wild bird or take, damage or destroy its nest whilst in use or being built, or take or destroy its eggs. Conversion of semi-natural grassland to arable land should be avoided.
- Schedule 9 invasive species should be prevented from colonising High Lane's natural habitats. Under the Wildlife and Countryside Act 1981 it is an offence to plant or otherwise cause these species to grow in the wild. Areas of Himalayan balsam is present within the High Lane should be managed to control its spread. This species colonises rapidly and will outcompete native woodland, grassland and wetland flora.
- It is likely that other Schedule 9 species such as variegated yellow archangel, montbretia and Spanish hybrid bluebells are present within the area, as they easily spread from domestic gardens. If present they should be eradicated. Of particular concern are non-native bluebells, which may spread into High Lane's bluebell woodlands after being planted as a garden ornamental. Householders should be made aware of the problems and steer clear of planting any Schedule 9 invasive species within their gardens especially where they adjoin open areas.

3. Protect, enhance and connect areas of high/medium value which lie outside the wildlife corridor

Opportunities should be explored to restore or create more wildlife friendly habitat especially where connectivity with other areas of valuable habitat can be achieved or where valuable sites can be buffered. Larger areas of better connected habitat support larger and healthier species populations and help prevent local extinctions.

Ways to enhance connections or to buffer sites could include the restoration of hedgerows, creation of low maintenance field margins and sowing locally sourced (local genetic stock) wildflower meadows⁷.

Woodland expansion is desirable to buffer High Lane's existing woodlands, where there are opportunities through the Northern Forest Initiative. New plantations that are isolated from existing woodland are of limited value due to slow colonisation by woodland species. It is vitally important that tree planting should only occur on species-poor, semi-natural habitats and ideally proximal to existing woodland. A full botanical survey should be carried out prior to any planting. Trees should be planted away from the edges of watercourses including ditches and ponds. Professional advice should always be sought when creating new habitat particularly when designing the layout, position and composition of new woodland and how to use local woodlands as a 'reference'. Well-designed new woodlands contain up to 40% open space (glades and rides) and up to 25% shrub species. For maximum benefit biodiversity rides should be east-west oriented (so that sunlight is maximised) and at least 30 metres wide to avoid over-shading when the canopy closes. It is recommended that trees and shrubs should be sourced from the Forestry Commission seed zone, from seed collected from local stands or from the local seed zone (collections should be made under the Voluntary Scheme for Certification of Native Trees and Shrubs, endorsed by the Forestry Commission).

4. Protect existing hedgerow network

Hedgerows that meet certain criteria are protected by The Hedgerow Regulations, 1997. Under the regulations it is against the law to remove or destroy 'Important' hedgerows without permission from the Local Planning Authority. Removal of a hedgerow in contravention of The Hedgerow Regulations is a criminal offence. The criteria used to assess hedgerows relate to its value from an archaeological, historical, landscape or wildlife perspective. The regulations exclude hedgerows that have been in existence for less than 30 years, garden hedges and some hedgerows which are less than 20 metres in length. The aim of the regulations is to protect 'Important' hedgerows in the countryside by controlling their removal through a system of notification.

Any proposals that involve the removal of hedgerows or sections of hedgerows or their associated features (e.g. ditches, banks, standard trees) should be supported by an assessment to ascertain their status in relation to The Hedgerow Regulations. Should the Local Planning Authority grant permission for removal, compensatory hedgerows should be provided; however, it is good practice to compensate for the loss of all hedgerows whether the hedgerow regulations apply or not. Like-for-like replacement is considered the minimum level of compensation, but it is likely that good condition high value hedges will require a 3:1 replacement ratio.

Any new sections of hedgerow should be created following the guidance provided above (point 1).

Filling of gappy hedgerows will ensure that hedgerows have greater connectivity, which will be of particular advantage to bats. Ideally hedgerows should be cut on rotation (outside the bird breeding season) every three years towards the end of winter. This leads to greater flowering and allows plants to fruit and/or set seed, providing a greater food resource for invertebrates, mammals and birds. Some butterfly and moth species overwinter as eggs on shoots and twigs and are therefore severely impacted by annual flailing.

5. Measures to protect species

Hedgehogs travel an average of 1 mile every night, but their movement through suburban landscapes is often impeded by impenetrable garden fences. Encouraging householders, particularly in High Lane where there are hedgehog records in the vicinity, to make holes in the bottom of their fences will increase permeability of the landscape and the amount of land available to this species of principal importance. This should be complemented by use of no or non-toxic slug pellets.

6. Ensure net gain policies are embedded in Neighbourhood Planning policies

Providing 'net gain' for biodiversity is embedded in the guidance in the NPPF (paragraphs 118a, 170d, 174b, 175d). In order to protect local natural assets, it is recommended that net gain policies form part of the Neighbourhood Plan.

7. Phase 1 habitat mapping

It is strongly recommended that High Lane's Neighbourhood Planning area is phase 1 habitat mapped. This will provide a high level of habitat detail and could be used to verify the results of the habitat distinctiveness mapping (Map 8). Phase 1 mapping may identify further areas of medium or high distinctiveness (Priority) habitat not identified by this assessment. Areas identified as having medium value habitat in this report should be targeted for survey as a priority. Phase 1 mapping should also be used to determine the exact position of the wildlife corridor network.

Appendix 9 Built Heritage

Historic England List of Statutory Listed Buildings (Designated Heritage Assets)

(reference: <https://historicengland.org.uk/listing/the-list/>)

Macclesfield Canal Bridges:

NUMBER 6 (BROADHURST'S BRIDGE) ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

NUMBER 7 (HYDE ROAD FOOTBRIDGE) ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

NUMBER 8 (BANCROFT'S BRIDGE) ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

NUMBER 9 (WINDLEHURST BRIDGE) ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

NUMBER 10 (BROADHURST'S BRIDGE) ON MACCLESFIELD CANAL Designation Type: Listing Grade: II BRIDGE NUMBER 11 ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

BRIDGE NUMBER 12 OVER HIGH LANE ARM AT SJ 9502 8519 ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

Church of St Thomas and Lychgate Designation Type: Listing Grade: II

High Lane War Memorial Designation Type: Listing Grade: II

LOMBER HEY HOUSE Designation Type: Listing Grade: II

MARSDEN HOUSE Designation Type: Listing Grade: II

MILE POST AT JUNCTION WITH MIDDLEWOOD ROAD Designation Type: Listing Grade: II

THE OLD COURT HOUSE Designation Type: Listing Grade: II

OUTBUILDING TO NORTH OF WYBERSLEY HALL Designation Type: Listing Grade: II

WYBERSLEY HALL Designation Type: Listing Grade: II

MILESTONE ADJACENT TO BRIDGE NUMBER 10 ON MACCLESFIELD CANAL Designation Type: Listing Grade: II

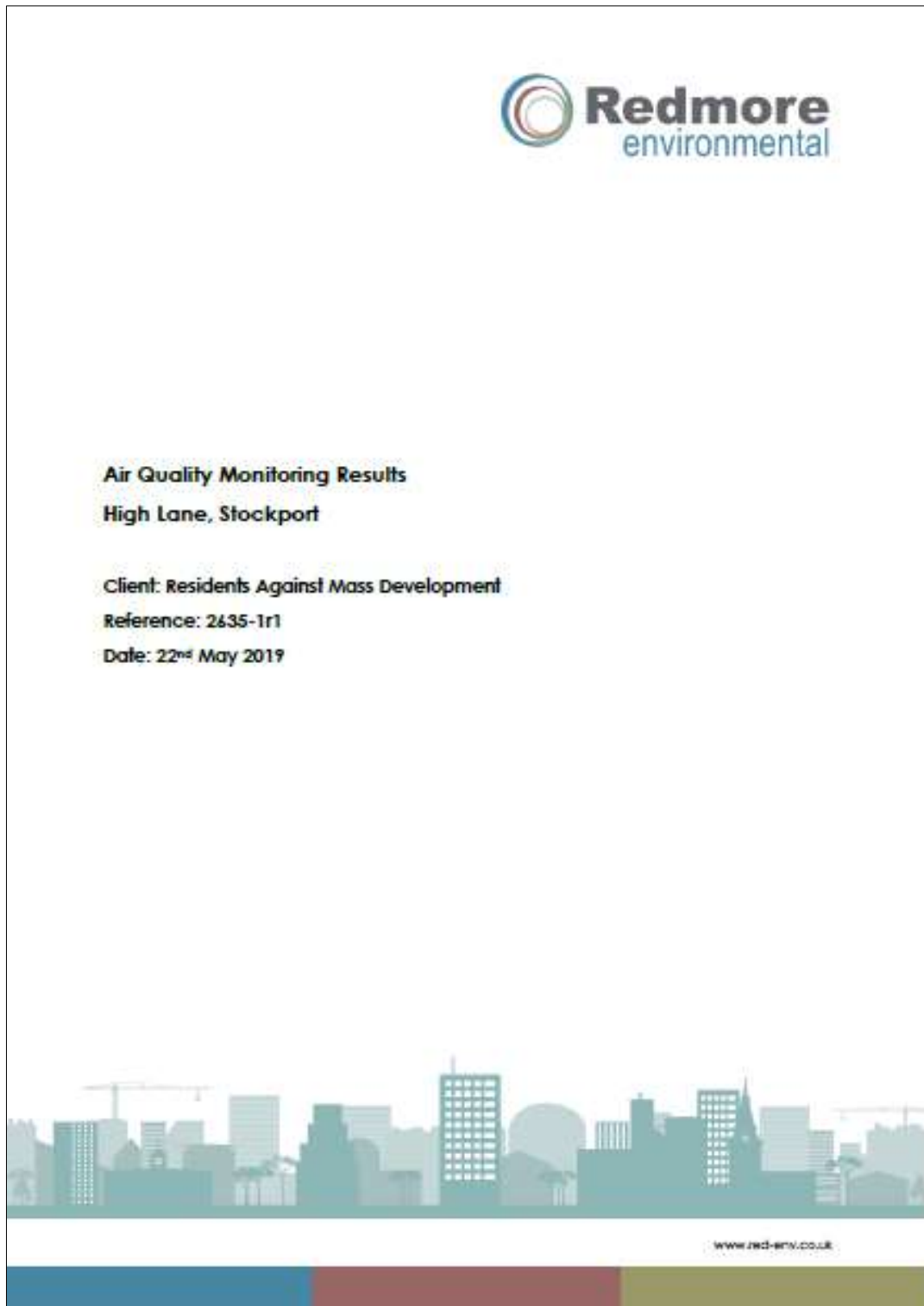
Moated site north-west of Broadoak Farm Designation Type: Scheduling Grade: Not Applicable to this List Entry

Locally Listed Buildings (Non Designated Heritage Assets)

- The Clock House - originally housed a large steam engine to pump water out of the mine - Norbury Colliery. King's Mine was smaller and was situated behind High Lane Station (now on the Middlewood Way). It was connected to the larger colliery at Middlewood by a track which ran past Marsden House.
- Three storied brick (timber, black and white cladding) tower with a pitched roof at the end of two adjoining 2 storey cottages, the clock still remains in the gable of the tower. Former engine house for 300 yard deep pit (coal). 3-storey tower is pumping engine house said to have been built c 1840.
- The Bull's Head public house - 1763
- Windlehurst Chapel - The earliest information dates from 1826 when Henry Wood and his son Eli, Isaac Bennett, John William Garside and Joel Howard held their Wesleyan Methodist Sunday School in the barn at Broadhursts's Farm (later to become Jackson's Farm) on Windlehurst Old Road. We still have an order of service sheet from this period dated 1827.
- 137 - 143 Windlehurst Road - row of cottages and barn
- 150 Windlehurst Road - on 1770 map
- Barn and 147 Windlehurst Road - on 1770 map
- Canal Warehouse Buxton Road shown on 1850 Marple tithe map
- The Dower house at Wybersley Hall
- Wych Cottage Windlehurst Road
- Withington Hill Farm Windlehurst Road
- Grange Farm Andrew Lane



Appendix 10 Air Quality Monitoring Results High Lane, Stockport Client: Residents
Against Mass Development Reference: 2635-1r1 Date: 22nd May 2019



Date: 22nd May 2019
Ref: 2635-1



Report Issue

Report Title: Air Quality Monitoring Results - High Lane, Stockport

Report Reference: 2635-1

Field	Report Version			
	1	2	3	4
Prepared by	Amelia Leatherbarrow-Hurst			
Position	Air Quality Consultant			
Reviewed by	Jeffro Redmore			
Position	Director			
Date of Issue	22 nd May 2019			
Comments	-			

Hellport Business Park, Liverpool Road, Manchester, M30 7RU

info@red-env.co.uk | 0161 706 0075 | www.red-env.co.uk

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Date: 27th May 2019
Ref: 2635-1



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Appendix

Appendix 1 - Monitoring Data

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1.0 INTRODUCTION

1.1.1 Redmore Environmental Ltd was commissioned by Residents Against Mass Development to undertake Air Quality Monitoring in order to determine baseline conditions and identify any potential issues along a stretch of the A6 road network through High Lane, Stockport.

1.1.2 Monitoring of pollutant concentrations was undertaken at ten separate locations in the immediate vicinity of the A6 road network through High Lane, Stockport.

1.1.3 Monitoring was instructed for a total period of 3-months and included assessment of the following species at ten separate sampling locations:

- Nitrogen dioxide (NO₂).

1.1.4 A summary of the monitoring schedule is provided in Table 1.

Table 1 Monitoring Schedule

Sampling Location	Period	Start Date	Finish Date	Monitoring Parameters
Location 1	1	01/02/2019	27/02/2019	NO ₂
Location 2				
Location 3				
Location 4				
Location 5				
Location 6				
Location 7				
Location 8				
Location 9				
Location 10				
Location 1	2	27/02/2019	28/03/2019	NO ₂
Location 2				
Location 3				

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Sampling Location	Period	Start Date	Finish Date	Monitoring Parameters
Location 4				
Location 5				
Location 6				
Location 7				
Location 8				
Location 9				
Location 10				
Location 1	3	28/03/2019	29/04/2019	NO ₂
Location 2				
Location 3				
Location 4				
Location 5				
Location 6				
Location 7				
Location 8				
Location 9				
Location 10				

1.1.5 Reference should be made to Figure 1 for a map showing the locations of the sampling positions.

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2.0 LEGISLATION AND POLICY

2.1 European Directives

2.1.1 European Union (EU) air quality legislation is provided within Directive 2008/50/EC, which came into force on 11th June 2008. This Directive consolidated previous legislation which was designed to deal with specific pollutants in a consistent manner and provided new Air Quality Limit Values (AQLVs) for particulate matter with an aerodynamic diameter of less than 2.5µm. The consolidated Directives include:

- Directive 1999/30/EC - the First Air Quality "Daughter" Directive - sets ambient AQLVs for NO_x, oxides of nitrogen, sulphur dioxide, lead and particulate matter with an aerodynamic diameter of less than 10µm;
- Directive 2000/69/EC - the Second Air Quality "Daughter" Directive - sets ambient AQLVs for benzene and carbon monoxide; and,
- Directive 2002/3/EC - the Third Air Quality "Daughter" Directive - seeks to establish long-term objectives, target values, an alert threshold and an information threshold for concentrations of ozone in ambient air.

2.1.2 The fourth daughter Directive was not included within the consolidation and is described as:

- Directive 2004/107/EC - sets health-based limits on polycyclic aromatic hydrocarbons, cadmium, arsenic, nickel and mercury, for which there is a requirement to reduce exposure to as low as reasonably achievable.

2.2 UK Legislation

2.2.1 The Air Quality Standards Regulations (2010) came into force on 11th June 2010 and transpose EU Directive 2008/50/EC into UK law. AQLVs were published in these regulations for seven pollutants, as well as Target Values for an additional five pollutants. Critical levels for the protection of vegetation were also included for two species.

2.2.2 Part IV of the Environment Act (1995) requires UK government to produce a national Air Quality Strategy (AQS) which contains standards, objectives and measures for improving ambient air quality. The most recent AQS was produced by the Department for

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Environment, Food and Rural Affairs (DEFRA) and published in July 2007¹. The AQ5 sets out Air Quality Objectives (AQOs) that are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedences over a specified timescale. These are generally in line with the AQLVs, although the requirements for the determination of compliance vary.

2.2.3 Table 2 presents the AQOs for pollutants considered within this assessment.

Table 2 Air Quality Objectives

Pollutant	Air Quality Objective	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean, not to be exceeded on more than 18 occasions per annum

¹ The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA, 2007.

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3.0 METHODOLOGY

3.1 Introduction

3.1.1 Monitoring was undertaken using passive diffusion tube samplers at ten separate locations for a total period of 3-months. Installation and maintenance of the diffusion tubes was undertaken in accordance with DEFRA guidance². A summary of the sampling methodology is provided in the following Sections.

3.2 Monitoring Locations

3.2.1 The monitoring positions were selected following consultation with the client, a baseline review of the local road network and consideration of appropriate locations for fixing the samplers. A summary of the survey positions is provided in Table 3.

Table 3 Sampling Locations

Location Number	Approximate National Grid Reference (NGR) (m)		Description
	X	Y	
1	394005.8	385445.5	Roadside - 247 High Lane, Lamppost 79
2	394464.2	385568.1	Roadside - 275 High Lane, Lamppost 95
3	394801.5	385463.7	Roadside - 6 High Lane, Lamppost 105
4	394927.7	385458.6	Roadside - 4 Windlehurst Lane
5	394914.5	385404.4	Roadside - Opposite Horseshoe Inn
6	395203.8	385276.0	Roadside - 74 High Lane, Lamppost 122
7	395016.4	385355.5	Roadside - 26 High Lane, Opposite M.O.T Centre
8	395366.6	385251.6	Roadside - Opposite St Thomas's Church
9	395703.7	385228.2	Roadside - 157 High Lane, Lamppost 137
10	395501.9	385236.8	Roadside - Down to Earth Florist, Lamppost 131

² Local Air Quality Management Technical Guidance (TG14), DEFRA, 2018.

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3.2.2 Reference should be made to Figure 1 for a map showing the locations of the sampling positions.

3.3 Diffusion Tubes

3.3.1 Monitoring was undertaken in triplicate at each location using passive diffusion tubes. The samplers contain a reagent which absorbs the pollutants of interest at a known rate and from the period of exposure and subsequent analysis an ambient pollutant concentration can be calculated. For the purpose of this monitoring survey a preparation of 20% triethanolamine (TEA) in water was utilised.

3.3.2 Diffusion tubes provide a time weighted average concentration over the exposure period. They are extensively used by Local Authorities and are recommended in Environment Agency (EA) Technical Guidance Note (TGN) M8². Diffusion tubes are suitable for carrying out spatial or localised air quality assessments and can provide suitable data for baseline pollutant analysis.

3.3.3 The samplers were supplied and analysed by Gradko International, a UKAS accredited contract laboratory. Concentrations of NO₂ absorbed by the tubes were determined using ultra violet / visible spectrophotometry with reference to calibration curves derived from the analysis of standard solutions using UKAS accredited methods.

3.4 Sampling Details

3.4.1 The survey was carried out over a period of 3-months commencing 1st February 2019 and utilised an approximate 4-week exposure interval. A summary of the monitoring periods are provided in Table 4.

Table 4 Monitoring Period

Monitoring Period	Start Date	End Date
1	01/02/2019	27/02/2019
2	27/02/2019	28/03/2019
3	28/03/2019	29/04/2019

² TGN M8, Monitoring Ambient Air, EA, 2011.

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3.5 Calculation of Results

- 3.5.1 An overall period mean was calculated for each monitoring location based on the average of the triplicate results. Annualisation was then undertaken in order to estimate annual mean NO_x concentrations and facilitate direct comparison of the measurement data to the relevant AQO. This process was undertaken in accordance with DEFRA guidance⁴.
- 3.5.2 Annual mean NO_x concentrations for use in the annualisation process were obtained from background monitoring sites at three different locations within a 50-mile radius of the project. A summary of the monitoring sites selected for use in the assessment is provided in Table 5.

Table 5 Monitoring Sites

Site Name	NGR (m)		Station Type
	X	Y	
Manchester Piccadilly	384310	398337	Urban Background
Manchester Shaston	384179	386086	Suburban Background
Glazebury	368759	396028	Rural Background

- 3.5.3 The period mean for each monitoring site was calculated for the corresponding monitoring interval for the project (1st February 2019 to 29th April 2019). The ratio of the 2018 annual mean to the period mean was then calculated and an average derived as the adjustment factor. A summary of the data used to calculate the adjustment factor is provided in Table 6.

Table 6 Annualisation Data

Site Name	NO _x Concentration (µg/m ³)		Ratio (A _{av} /P _{av})
	Annual Mean (A _{av})	Period Mean (P _{av})	
Manchester Piccadilly	34.64	39.88	0.87
Manchester Shaston	23.57	25.26	0.93

⁴ Local Air Quality Management Technical Guidance (TG14), DEFRA, 2018.

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Site Name	NO _x Concentration (µg/m ³)		Ratio (A _{av} /P _{av})
	Annual Mean (A _{av})	Period Mean (P _{av})	
Glazebury	13.79	14.84	0.93
Average (R _{av})			0.91

3.5.4 An estimate of the annual mean NO_x concentrations at the project monitoring locations was then calculated by multiplying the measured period mean concentration by the adjustment factor.

3.5.5 Diffusion tubes are affected by several sources of interference which can cause under or overestimation of ambient pollutant concentrations. As such, a Bias Adjustment Factor (BAF) was applied to the annualised results in order to validate the data. The BAF was calculated using the DEFRA spreadsheet (version 09/18) using the relevant tube preparation method and laboratory analysis. The value obtained was 0.87. This was applied to the annualised monitoring results to correct the monitored values at each sample location.

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4.0 MONITORING RESULTS

4.1 Introduction

4.1.1 The results of the monitoring are summarised in the following Sections. Reference should be made to Appendix 1 for full details of the sampling data.

4.2 Unadjusted Monitoring Results

4.2.1 A summary of the unadjusted monitoring results is provided in Table 7.

Table 7 Unadjusted Monitoring Results

Location Number	Tube ID	NO _x Concentration (µg/m ³)			
		01/02/19 - 27/02/19	27/03/19 - 28/03/19	28/03/19 - 29/04/19	Overall Period Mean
1	1A	41.06	38.37	33.23	36.87
	1B	35.49	40.84	30.56	
	1C	39.22	42.90	30.13	
	Mean	38.59	40.71	31.30	
2	2A	45.83	49.06	50.19	47.56
	2B	46.67	45.30	51.72	
	2C	45.46	49.55	44.23	
	Mean	45.99	47.97	48.71	
3	3A	35.08	32.38	38.95	35.75
	3B	35.10	31.63	41.38	
	3C	37.71	30.83	38.66	
	Mean	35.96	31.61	39.66	
4	4A	33.89	32.87	23.58	31.21
	4B	35.68	32.47	26.48	
	4C	39.03	35.66	21.27	
	Mean	36.20	33.67	23.77	

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Location Number	Tube ID	NO _x Concentration (µg/m ³)			
		01/02/19 - 27/02/19	27/03/19 - 28/03/19	28/03/19 - 29/04/19	Overall Period Mean
5	5A	30.74	24.02	37.62	32.37
	5B	31.20	27.17	40.11	
	5C	30.32	27.43	42.23	
	Mean	30.75	24.37	39.99	
6	6A	40.67	37.39	40.42	39.35
	6B	45.58	34.64	36.35	
	6C	43.37	34.84	41.13	
	Mean	43.14	35.62	39.30	
7	7A	29.13	25.90	32.43	30.15
	7B	27.19	28.30	33.52	
	7C	31.49	27.35	36.01	
	Mean	29.27	27.18	33.98	
8	8A	26.63	29.55	31.66	30.42
	8B	26.43	35.69	33.95	
	8C	26.25	27.36	36.24	
	Mean	26.43	30.87	33.95	
9	9A	45.44	47.34	29.78	41.85
	9B	47.06	46.27	39.44	
	9C	45.71	44.89	30.75	
	Mean	46.07	46.17	33.32	
10	10A	26.99	25.33	30.61	27.34
	10B	24.52	27.33	30.30	
	10C	25.33	23.51	32.18	
	Mean	25.61	25.39	31.08	

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4.3 Adjusted Monitoring Results

4.3.1 A summary of the adjusted monitoring results is provided in Table B.

Table B Adjusted Monitoring Results

Location Number	Period Mean NO ₂ Concentration (µg/m ³)	Annualised NO ₂ Concentration (µg/m ³)	Bias Adjusted NO ₂ Concentration (µg/m ³)
1	36.87	33.56	29.19
2	47.56	43.28	37.66
3	35.75	32.54	28.31
4	31.21	28.41	24.72
5	32.37	29.46	25.63
6	39.35	35.82	31.16
7	30.15	27.44	23.87
8	30.42	27.68	24.09
9	41.85	38.09	33.14
10	27.34	24.89	21.65

4.3.2 As shown in Table B, the adjusted results indicate that concentrations of NO₂ were below the annual mean AQO at all monitoring locations.

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5.0 **CONCLUSION**

- 5.1.1 Redmore Environmental Ltd was commissioned by Residents Against Mass Development to undertake Air Quality Monitoring in order to determine baseline conditions and identify any potential issues along a stretch of the A6 road network through High Lane, Stockport.
- 5.1.2 Monitoring of pollutant concentrations was undertaken at ten separate locations in the vicinity of the A6 road network through High Lane, Stockport, over a 3-month period.
- 5.1.3 Monitoring results were annualised and bias adjusted in order to estimate annual mean NO₂ concentrations at the survey locations. This facilitated direct comparison of the measurement data to the relevant AQO.
- 5.1.4 The results of the survey and subsequent data analysis indicated that predicted annual mean NO₂ concentrations were below the relevant AQO at all monitoring locations.
- 5.1.5 Based on the monitoring results, exceedences of the relevant AQO were not identified throughout the survey extents.

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6.0 ABBREVIATIONS

AQLV	Air Quality Limit Value
AQO	Air Quality Objective
AQS	Air Quality Strategy
BAF	Bias Adjustment Factor
DEFRA	Department for Environment, Food and Rural Affairs
EA	Environment Agency
EU	European Union
NGR	National Grid Reference
NO ₂	Nitrogen dioxide
TEA	Triethanolamine
TGN	Technical Guidance Note

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Figures



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Appendix 1 - Monitoring Data

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Monitoring Period 1						
Location	Sample Reference	Monitoring Parameter	Start Date	End Date	Exposure Time (hr)	Concentration ($\mu\text{g}/\text{m}^3$)
1	1A	NO_2	01/02/2019	27/02/2019	623.35	41.06
	1B	NO_2	01/02/2019	27/02/2019	623.35	35.49
	1C	NO_2	01/02/2019	27/02/2019	623.35	39.22
2	2A	NO_2	01/02/2019	27/02/2019	623.23	45.83
	2B	NO_2	01/02/2019	27/02/2019	623.23	46.67
	2C	NO_2	01/02/2019	27/02/2019	623.23	45.46
3	3A	NO_2	01/02/2019	27/02/2019	623.23	35.08
	3B	NO_2	01/02/2019	27/02/2019	623.23	35.10
	3C	NO_2	01/02/2019	27/02/2019	623.23	37.71
4	4A	NO_2	01/02/2019	27/02/2019	623.20	33.89
	4B	NO_2	01/02/2019	27/02/2019	623.20	35.68
	4C	NO_2	01/02/2019	27/02/2019	623.20	39.03
5	5A	NO_2	01/02/2019	27/02/2019	623.12	30.74
	5B	NO_2	01/02/2019	27/02/2019	623.12	31.20
	5C	NO_2	01/02/2019	27/02/2019	623.12	30.32
6	6A	NO_2	01/02/2019	27/02/2019	623.12	40.47
	6B	NO_2	01/02/2019	27/02/2019	623.12	45.58
	6C	NO_2	01/02/2019	27/02/2019	623.12	43.37
7	7A	NO_2	01/02/2019	27/02/2019	623.00	29.13
	7B	NO_2	01/02/2019	27/02/2019	623.00	27.19
	7C	NO_2	01/02/2019	27/02/2019	623.00	31.49
8	8A	NO_2	01/02/2019	27/02/2019	623.22	26.63
	8B	NO_2	01/02/2019	27/02/2019	623.22	26.43
	8C	NO_2	01/02/2019	27/02/2019	623.22	26.25
9	9A	NO_2	01/02/2019	27/02/2019	623.40	45.44
	9B	NO_2	01/02/2019	27/02/2019	623.40	47.06

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Monitoring Period 1						
Location	Sample Reference	Monitoring Parameter	Start Date	End Date	Exposure Time (hr)	Concentration (µg/m ³)
	9C	NO ₂	01/02/2019	27/02/2019	623.40	45.71
10	10A	NO ₂	01/02/2019	27/02/2019	622.95	26.99
	10B	NO ₂	01/02/2019	27/02/2019	622.95	24.52
	10C	NO ₂	01/02/2019	27/02/2019	622.95	25.33

Monitoring Period 2						
Location	Sample Reference	Monitoring Parameter	Start Date	End Date	Exposure Time (hr)	Concentration (µg/m ³)
1	1A	NO ₂	27/02/2019	28/03/2019	695.28	38.37
	1B	NO ₂	27/02/2019	28/03/2019	695.28	40.84
	1C	NO ₂	27/02/2019	28/03/2019	695.28	42.90
2	2A	NO ₂	27/02/2019	28/03/2019	695.30	49.06
	2B	NO ₂	27/02/2019	28/03/2019	695.30	45.30
	2C	NO ₂	27/02/2019	28/03/2019	695.30	49.55
3	3A	NO ₂	27/02/2019	28/03/2019	695.22	32.38
	3B	NO ₂	27/02/2019	28/03/2019	695.22	31.63
	3C	NO ₂	27/02/2019	28/03/2019	695.22	30.83
4	4A	NO ₂	27/02/2019	28/03/2019	695.27	32.87
	4B	NO ₂	27/02/2019	28/03/2019	695.27	32.47
	4C	NO ₂	27/02/2019	28/03/2019	695.27	35.66
5	5A	NO ₂	27/02/2019	28/03/2019	695.23	24.52
	5B	NO ₂	27/02/2019	28/03/2019	695.23	27.17
	5C	NO ₂	27/02/2019	28/03/2019	695.23	27.43
6	6A	NO ₂	27/02/2019	28/03/2019	695.10	37.39
	6B	NO ₂	27/02/2019	28/03/2019	695.10	34.64
	6C	NO ₂	27/02/2019	28/03/2019	695.10	34.84

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Monitoring Period 2						
Location	Sample Reference	Monitoring Parameter	Start Date	End Date	Exposure Time (hr)	Concentration ($\mu\text{g}/\text{m}^3$)
7	7A	NO ₂	27/02/2019	28/03/2019	695.28	25.90
	7B	NO ₂	27/02/2019	28/03/2019	695.28	28.30
	7C	NO ₂	27/02/2019	28/03/2019	695.28	27.35
8	8A	NO ₂	27/02/2019	28/03/2019	695.12	29.55
	8B	NO ₂	27/02/2019	28/03/2019	695.12	35.69
	8C	NO ₂	27/02/2019	28/03/2019	695.12	27.36
9	9A	NO ₂	27/02/2019	28/03/2019	694.90	47.34
	9B	NO ₂	27/02/2019	28/03/2019	694.90	46.27
	9C	NO ₂	27/02/2019	28/03/2019	694.90	44.89
10	10A	NO ₂	27/02/2019	28/03/2019	695.33	25.33
	10B	NO ₂	27/02/2019	28/03/2019	695.33	27.33
	10C	NO ₂	27/02/2019	28/03/2019	695.33	23.51

Monitoring Period 3						
Location	Sample Reference	Monitoring Parameter	Start Date	End Date	Exposure Time (hr)	Concentration ($\mu\text{g}/\text{m}^3$)
1	1A	NO ₂	28/03/2019	29/04/2019	768.17	33.23
	1B	NO ₂	28/03/2019	29/04/2019	768.17	30.56
	1C	NO ₂	28/03/2019	29/04/2019	768.17	30.13
2	2A	NO ₂	28/03/2019	29/04/2019	768.07	50.19
	2B	NO ₂	28/03/2019	29/04/2019	768.07	51.72
	2C	NO ₂	28/03/2019	29/04/2019	768.07	44.23
3	3A	NO ₂	28/03/2019	29/04/2019	768.05	38.95
	3B	NO ₂	28/03/2019	29/04/2019	768.05	41.38
	3C	NO ₂	28/03/2019	29/04/2019	768.05	38.66
4	4A	NO ₂	28/03/2019	29/04/2019	767.97	23.58

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Monitoring Period 3						
Location	Sample Reference	Monitoring Parameter	Start Date	End Date	Exposure Time (hr)	Concentration ($\mu\text{g}/\text{m}^3$)
	4B	NO_2	28/03/2019	29/04/2019	767.97	26.48
	4C	NO_2	28/03/2019	29/04/2019	767.97	21.27
5	5A	NO_2	28/03/2019	29/04/2019	767.98	37.62
	5B	NO_2	28/03/2019	29/04/2019	767.98	40.11
	5C	NO_2	28/03/2019	29/04/2019	767.98	42.23
6	6A	NO_2	28/03/2019	29/04/2019	768.00	40.42
	6B	NO_2	28/03/2019	29/04/2019	768.00	36.35
	6C	NO_2	28/03/2019	29/04/2019	768.00	41.13
7	7A	NO_2	28/03/2019	29/04/2019	768.03	32.43
	7B	NO_2	28/03/2019	29/04/2019	768.03	33.52
	7C	NO_2	28/03/2019	29/04/2019	768.03	36.01
8	8A	NO_2	28/03/2019	29/04/2019	767.97	31.66
	8B	NO_2	28/03/2019	29/04/2019	767.97	33.95
	8C	NO_2	28/03/2019	29/04/2019	767.97	36.24
9	9A	NO_2	28/03/2019	29/04/2019	767.92	29.78
	9B	NO_2	28/03/2019	29/04/2019	767.92	39.44
	9C	NO_2	28/03/2019	29/04/2019	767.92	30.75
10	10A	NO_2	28/03/2019	29/04/2019	767.83	30.61
	10B	NO_2	28/03/2019	29/04/2019	767.83	30.30
	10C	NO_2	28/03/2019	29/04/2019	767.83	32.18

Appendix 11 High Lane Manual Traffic count 15/10/19)

High Lane MANUAL TRAFFIC COUNT on 15/10/19 – at department for transport count point 90082

Count over 12 hours, both ways, by local resident/volunteer group in High Lane.

	East – towards Disley	E	West – towards A555	W	
Hour finish time	All motor vehicles	HGVs	All motor vehicles	HGVs	
8am	620	45	1175	61	
9	820	90	1380	50	
10	680	74	1120	92	
11	760	104	1065	116	
12	815	102	920	103	
1pm	865	102	885	133	
2	825	95	940	153	
3	1005	116	870	77	
4	1185	61	910	66	
5	1155	40	925	41	
6	1245	32	865	24	
7pm	1142	13	775	28	
Total	11117	874	11830	944	

Total vehicles counted = 22947

Total HGVs counted = 1818

Projected 'all motor vehicle' count for 24 hours on 15/10/19 = 29,827

Projected 'HGV' count for 24 hours on 15/10/19 = 2,368

Official figure for 24 hour count 'all motor vehicles' at count point 90082 in 2018 = 23,389

Official figure for 24 hour count 'HGV' at count point 90082 in 2018 = 1,570

Conclusions:

Total count increase Oct'19 v 2018 = 27.5%

Total HGV increase Oct'19 v 2018 = 50.8%

Appendix 12 Glossary

Term	Abbreviation	Meaning
Ancient or veteran tree		A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.
Ancient woodland		An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
Biodiversity		The variety of plant and animal life found in an ecosystem and the variation in their genetic makeup. Biodiversity is a measure of the health of an ecosystem, with healthy ecosystems having greater variety and variation in plant and animal life than unhealthy ones.
Biodiversity Action Plan	BAP	A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.
Brownfield land		See previously developed land.
Community facilities		Facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (NPPF paragraph 70)
Community uses		Health, education, religious and cultural uses.
Community Infrastructure Levy	CIL	Was introduced in the Planning Bill in 2007 and empowers local authorities to make charges on new developments to help finance the infrastructure needed to support growth.
Consultation		A process by which people and organisations are asked their views about planning decisions, including the Local Plan. The terms involvement and participation are also used and mean the same thing.
Core Strategy		The Core Strategy provides the overall spatial strategy for the Local Development Framework (LDF). It sets down why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The Core Strategy covers the period from its adoption to 2026.
Deliverability		The likelihood of a proposal (for example, a housing site) happening. The things that affect deliverability are the cost of developing a site, how desirable the area in which the site is, and the availability of funding.
Density		Density is the number of houses in a given area. In the Local Plan it is used mainly in relation to housing.

Term	Abbreviation	Meaning
Designated heritage asset		A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Designations		Policies and proposals which are shown on the policies map. This can, for example, include sites specifically proposed for development such as housing. It can also include sites where new development is limited, for example, areas which are Green Belt.
Development Plan Document	DPD	<p>A document that will form part of the Statutory Development Plan which is used to make decisions on proposals for development. Most DPDs include policies and proposals which apply to specific areas or sites, these are shown on the Policies Map.</p> <p>In SMBC the development plan comprises the:</p> <ul style="list-style-type: none"> - Core Strategy DPD - Greater Manchester Joint Waste DPD - Greater Manchester Joint Minerals DPD - Saved policies of the Stockport Unitary Development Plan (UDP) Review (May 2006) which are not superseded by the Core Strategy, Joint Waste or Joint Minerals DPDs.
Employment allocations		Sites specifically set aside for employment development. Employment in this context mainly refers to industry, storage and distribution, but can include other uses.
Environmental Impact Assessment	EIA	By law, some planning applications for larger development need to be accompanied by a detailed document which looks at the effects the proposal will have on wildlife, water quality, air quality and living conditions.
Farm diversification		This is where a farm is used for other things as well as agriculture. Bed-and-breakfast accommodation is an example of this.
Footprint		The amount of land a development takes up. The footprint of a building is the amount of land it takes up.
Greater Manchester Spatial Framework	GMSF	Greater Manchester's Plan for Homes, Jobs and the Environment put together by Greater Manchester Combined Authority, which comprises the Mayor of Greater Manchester and the leaders of Greater Manchester's ten local councils. The plan is about providing the right homes, in the right places, for people across the city region.
Greater Manchester Combined Authority	GMCA	The GMCA is made up of the ten Greater Manchester councils and Mayor, who work with other local services, businesses, communities and other partners to improve the city-region. The ten councils are Bolton,

Term	Abbreviation	Meaning
		Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford.
Green Belt		A policy or land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or adjacent to urban areas.
Green Infrastructure	GI	Strategic infrastructure made up of a network of connected, multi-functional green spaces throughout the borough.
Green space		'Green' open areas. They include village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, wildlife areas, recreation grounds, sports pitches and parks.
Infill development		Development that goes in the gaps between existing buildings. It is usually small in scale. An infill housing development will usually include one to 10 houses.
Local housing need		The number of homes identified as being needed through the application of the standard method set out in national planning guidance, or a justified alternative approach.
Low carbon energy		Low carbon energy is associated with a lower carbon output than traditional fossil fuels. Examples include district heating or combined heat and power (using the heat generated from other processes) and air or ground source heat pumps.
Major development		For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
National Planning Policy Framework	NPPF	A document produced by Central Government which sets out national planning policy.
National Planning Practice Guidance	NPPG	A web-based resource which brings together planning guidance on various topics into one place.
National trails		Long distance routes for walking, cycling and horse riding.
Neighbourhood Development Plan (or Neighbourhood Plan)	NDP	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
Open space		All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Term	Abbreviation	Meaning
Planning obligation		A legal agreement between us and a developer which is needed before a development can go ahead. It will usually deal with things that need to happen away from the development site, including improvements to roads and open spaces.
Planning Policy Statements/ Planning Policy Guidance	PPS PPG	National statements of planning policy prepared by the government and which councils are expected to take into account when preparing LDFs. Planning Policy Guidance notes are being replaced by Planning Policy Statements.
Policies Map		A plan which shows policies and proposals for specific sites and locations. These are shown on an Ordnance Survey map.
Previously Developed Land		Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Recreation and health uses		Various uses which promote health and wellbeing including outdoor sports facilities, play areas, recreation grounds, playing fields, formal and informal open spaces, allotments and community orchards.
Regeneration		Doing things that will make an area a better place to live and work in.
Renewable Energy		Is a natural source of energy that is not depleted when used, including wind, water and solar. Renewable energy production includes the use of wind turbines, solar panels (on houses/Renewable Energy other buildings or in commercial energy 'farms') and hydro-electric installations to harness the energy from running water.
River corridor		A river and its immediate surroundings. A river corridor tends to be smaller in width than a river valley which can be several miles wide.
Rural exception sites		Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to

Term	Abbreviation	Meaning
		address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Safeguarded land		This is land which is allocated in case it is needed for development in the long term. It is not available for development in the short term and the need to develop safeguarded land will be considered when the Local Plan is reviewed.
Sequential approach		Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.
Setting of a heritage asset		The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Settlement hierarchy		A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development.
Site of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Statutory		Something that is directly needed by law, usually by a government act or regulation.
Stepping stones		Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.
Stockport Local Plan		The emerging Stockport Local Plan will form the basis for making decisions on planning applications in the future.
Stockport Metropolitan Borough Council	SMBC	The local authority within which High Lane Village NDP area lies.
Supplementary Planning Document	SPD	A document which helps explain how policies and proposals in DPDs will be applied. An example of this would be a document that sets out detailed requirements or guidance about building design.
Topography		The form and structure of the surface of the land including the man made and natural physical surface features of an area such as lakes, mountains, hills, and valleys.

Term	Abbreviation	Meaning
Transport assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
Transport statement		A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
Travel plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.
Viability		The property of being viable, the ability to succeed or to be achievable in a practical and useful way.
Wildlife corridor		Areas of habitat connecting wildlife populations.
Windfall sites		Sites not specifically identified in the development plan.

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