

Regulation 14 – Non Disley Residents

Mr Neil Ball	1	Housing Policies - Housing Policies are sensible
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Regulation 14 - Disley Residents

Anon	2	Housing Policies - Focussing solely on the provision of housing for older people is short-sighted - relying on older people downsizing to free up houses for younger people/ families rather than encouraging a mix of both more appropriate homes for older residents *and* affordable houses for young families will neither solve the issue nor help to balance out the age demographic in the village.
Louise Booth	3	Built Environment Policies - These policies should not restrict new businesses. There are already too many empty shops.
Louise Booth	4	Transport Policies - Existing walking routes need to be addressed. Redhouse lane is dangerous with a lack of lighting around the bridge and a lack of footpath.
Louise Booth	5	Economy and Village Centre Policies - Chain restaurants and cafes should be encouraged to draw in customers.
Angela Gallagher	6	Housing Policies - The policy on older persons housing refers to other policies in the plan, which includes the transport policy. I do not agree with the transport policy that states sheltered accommodation would need less parking. Older people drive, have visitors and carers. More parking should be provided than the national guidance as there are more drivers in Disley. Parking is a huge problem in Disley and needs to be recognised.
Angela Gallagher	7	Countryside and Green Spaces Policies - Green spaces should be protected unless there is a significant benefit to development - ie a bypass for Disley that would address the poor air quality in Disley.
Angela Gallagher	8	Transport Policies - The policies don't go far enough. I don't agree that older people need less parking facilities. I do not agree with the statement "unless the lost parking places are adequately replaced in a nearby and appropriate alternative location, or an agreed alternative transport facility be provided or contributed towards to mitigate the loss". Development should always provide adequate parking and not rely on alternatives. As stated elsewhere in the plan, Disley has an ageing population who rely on cars. By all means provide alternatives but the aim is to mitigate parking problems not add to them by permitting development without adequate parking, as has happened at the Persimmon and the Peaks & Plains developments. Disley have above average car ownership so we should have above average parking spaces. I'd like to see this addressed in all future developments. The current guidance doesn't go far enough as demonstrated by the shortage of parking on the Persimmon and Peaks & Plains developments.
Angela Gallagher	9	Economy and Village Centre Policies - There is not enough parking for current businesses. New businesses need to provide more parking, the Cheshire East Local Plan standards don't go far enough.
Angela Gallagher	10	Community and Infrastructure Policies - Mobile phone masts should be placed away from housing, even if this means they go on the greenbelt.
Angela Gallagher	11	General Comments - There is nothing in the plan about Air Quality or the Air Quality Management Area in Disley. This is a significant omission. All new development should be assessed to see what impact there will be on air quality. The recent Persimmon development will result in an increase in air pollution by the new traffic lights (although it improves elsewhere). Overall the plan is good but I can't support it as it doesn't go far enough on traffic, parking and air quality.
Angela Gallagher	12	General Comments - I would like to see residents consulted earlier on in major developments. We could also have a neighbourhood residents' committee with representatives in planning

		meetings with Cheshire East Council for developments that have significant impacts on the local community.
Graham Dallaway	13	Transport Policies - The Community Car Park three hour limit should be enforced, and security cctv should be installed.
Graham Dallaway	14	Community Facilities and Infrastructure Policies - Mobile phone Network needs to be improved. Especially needed for use by the new smart gas/electric meters.
Helen Martin	15	Countryside and Green Spaces Policies - I agree that there should be TPO's on some of the trees in Disley, especially veteran trees, however some of the more mature trees especially those in close proximity to houses/flats are now becoming so big and tall that their root systems are causing damage, their height is becoming dangerous, in a storm they could fall on the properties and they are blocking light from living accommodation. Many of these trees have been planted in the wrong place and are the wrong type of trees for the area. Applications to lower or remove some of these trees should be treated with consideration.
Helen Martin	16	Economy and Village Centre Policies - Policy E2 Village Commercial Centres Empty shops do not create a good impression of the village but care needs to be taken as to what type of shops/businesses are opened. We do not want to fill shops for the sake of it. We want to maintain a village atmosphere and a high standard. Not all residents were in favour of a tattoo parlour but this was allowed. There is a rumour at the moment that the old Nat West Bank site could become a Wetherspoon, if true this would not help the other eateries in the village of which there are enough, and there would also be a problem with parking. More consideration needs to be taken with the kind of businesses that are opened.
Helen Martin	17	Community Facilities and Infrastructure Policies - CF4 Community Infrastructure Levy and Developer Contributions - The Developer Contributions should stay within Disley and not be lost in the coffers of Cheshire East Council. New developments can place extra burdens on the existing infrastructure and resources. The funding could be used to reduce the effect the development has on the community. An example of this is the new development off Redhouse Lane. It is believed that under Section 106 agreement that the builders, Charles Church made a financial contribution of 1.3 million pounds. Where is the money? What has it been used for? There are many problems that have been caused by this development and residents have been informed that there is no money available to deal with them.
Susan Stuart	18	Housing Policies - The policies are acceptable, based on the information available. However, the low response rate of 16% to the recent housing needs survey is a concern. It is possible that with only 16% of the population responding, the data collected is skewed and the needs of the whole population are not represented.
Joan Bennett	19	Housing Policies - I am deeply concerned that the Neighbourhood Plan (NP) will turn Disley into an old people's home for the well-heeled. Speaking as an elderly well-heeled resident, I have no wish to live in a community which does not cater for the younger and less well-off. The Housing Advice Note for Disley showed a complete lack of imagination in interpreting the data. It deduced that a 20% decline in 25 to 44 year olds reflects the fact that this age group doesn't want to live in Disley. Among my neighbours I have witnessed the reality. Young people hang on living with their family into their 20s and even their 30s, but eventually give up and move to cheaper localities. When I moved to Disley in 2000, there were 5 young people living in my immediate neighbourhood. All hung onto into their 20s/30s, but now only one is left, still living with his grandmother in his 30s. The rest have departed for more welcoming shores. The NP tries to justify its focus on owner-occupied properties for the elderly by quoting the 2016 Housing Needs Survey, but with a response rate of 16%, this should certainly not be relied upon to formulate policy. Especially as it is well known that the less well-off are less likely to complete such surveys. I suggest that it is repeated by setting up a stall outside the Co-op for a week and taking time to explain to customers (and staff) how important it is for them to complete a form if they want their housing needs met in future. Comments on policies:-

		<p>Housing policies overall: There needs to be policies which address the hidden demand for housing for those under 55 and for social housing.</p> <p>Policy H1: This doesn't allocate enough land to meet the needs of people under the age of 55.</p> <p>Policy H4: Barlow Meadow should include social as well as market housing.</p> <p>Policy H5: I have already noted above that I do not agree with the conclusions of the Housing Needs Survey. I believe this policy should specify a minimum percentage of social housing (the amount would depend on the results of my suggested revised housing needs survey.)</p>
Joan Bennett	20	<p>Countryside and Green Spaces Policy - C1: As the services and facilities available in Disley are limited (for example, there is no high school and limited shopping and health facilities), this policy should be amended to say "facilitate walking and cycling to amenities and services in the village and neighbouring towns such as Poynton and New Mills."</p> <p>Policy C3: This should not only refer to existing Local Wildlife Sites (LWS), but also to any that are designated in future. I was involved in the surveying and designation of Upper Waterside Farm and would not rule out further LWS designations during the lifetime of the Neighbourhood Plan.</p>
Joan Bennett	21	<p>Transport Policies - I believe that there should be new and stronger policies to protect and enhance bus and cycling provision, including:-</p> <ol style="list-style-type: none"> 1. Protecting existing bus stops. 2. Requiring developers to contribute to improved or new bus stops as appropriate. 3. Supporting the proposed Disley to Poynton cycle route, which is set out in the Cheshire East Cycling Strategy.
Joan Bennett	22	<p>Economy and Village Centre Policies - Policy E1 and others: Given that we know that there is inadequate parking in Disley, which is unlikely to improve, I believe that requiring new businesses to ensure that there is adequate parking could strangle any new initiatives. Paragraphs 11.11 and 11.16. It should be noted that this survey was undertaken before Freshfields and Disley Deli closed, thus halving the number of food shops in the commercial centre. I doubt if a similar level of satisfaction would be expressed today. Disley's commercial centre is becoming dominated by services as opposed to shops. Therefore:- Policy E2: This policy should protect existing A1 uses and favour A1 (shops) over other uses.</p>
Joan Bennett	23	<p>Community Facilities and Infrastructure Policies -Policy CF2: Provision B should be removed. It is unnecessary and offers developers an unwelcome opening to circumvent the intention of this policy.</p> <p>Policy CF3: Disley Golf Course is a highly valued outdoor sports facility used by many local residents. It needs strong protection from development and should therefore be included in Figures Q and R.</p>
Joan Bennett	24	<p>General Comments - The Vision: Should also talk about meeting the needs of all age groups and income levels.</p> <p>The Objectives: - These should similarly reflect the aim of meeting the needs of all age groups and income levels.</p> <p>- The wording of the public transport objective is weak - "recognise the importance of" often means "do nothing". I suggest changing it to: "To protect and enhance public transport services and cycle routes to and from Disley and Newtown, to meet the needs of both residents and visitors."</p> <p>Interpretation of this survey:</p> <p>Please take care to ensure that whoever interprets this data does not assume that ticking "yes" to policies indicates that the respondent agrees with the whole section. In several cases I have suggested new policies, even when agreeing with all or some of the existing policies.</p>
Simon Bennett	25	<p>General Comments - yes, air quality is a major concern given the expected increase in volume of traffic especially hgv's a bypass (where?) is needed</p>
Jean Windsor	26	<p>Community Facilities and Infrastructure Policies - We definitely need better mobile phone coverage</p>

Stuart Hayward	27	Housing Policies - There should be more attention paid to the retention of green belt areas. Also vehicular access should be considered without causing blockages of the main A6 corridor.
Stuart Hayward	28	Countryside and Green Spaces Policies - Provision of cycleways is all very well but again the narrowing of the main A6 should NOT be considered in order to pander to the lycra minority..who use the pavements anyway.
Paul Adkins	29	Housing Policies - and Economy and Village Centre Policies - The area adjacent to Barlow Meadow, behind the current shops on the A6 could be redeveloped and landscaped. It could provide a 'sheltered' environment, free of traffic noise, that could then be used as outdoor seating areas for cafes and shops, generating additional business in the village.
Paul Adkins	30	Countryside and Green Spaces Policies The current layout and road utilisation in Disley discriminates against the use of cycles. Only experienced cyclists can cope with the dangers and fumes of the A6 and the difficulty of riding up Buxton Old Road where steep hills, parked cars and poor road surfaces make bike handling very difficult. Furthermore, there are very few cycle parking facilities in the village. No cycle racks adjacent to the main shops or the railway station. Using a cycle to shop in Disley often involves leaning it against a shop window. The improvements to the A6 for cycling is welcomed although there are several places where traffic islands create pinch points where cyclists and motorists are forced to 'compete' when the cycle path ends. A dedicated cycle route from Disley to Poynton High School should be developed to encourage students to cycle to school.
Paul Adkins	31	Transport Policies - The grass verges along Buxton Old Road and Jacksons Edge could be utilised for car parking using grass stabilisation technology (i.e. grass growing through a toughened lattice of plastic). Parking restrictions on the adjacent roads would provide space for cycle lanes and a smoother flow of traffic. Residents would have priority of use on these parking spaces. (Note, events at the Amalgamated generate additional car parking requirements that lead to grass verges being damaged and also traffic congestion).
Sue Adams	32	Housing Policies - If Policy H5 was in place prior to Redhouse Lane development, there would have been a housing mix on this site which would have met the needs of both younger and older members of our community. Housing mix needed as per Peveril Gardens estate at Newtown (small starter homes/homes for down sizing, maisonettes and bungalows).
Sue Adams	33	Countryside and Green Spaces Policies - Consideration needs to be given to increasing the use of the canal towpath as a means of moving around Disley and Newtown on foot and by bicycle.
Sue Adams	34	Built Environment Policies - Agree that we need to improve the appearance of the centre of Disley, but must make sure that this does not deter people from opening new businesses. An improved village centre should benefit everyone.
Sue Adams	35	Economy and Village Centre Policies - Village does not have enough accommodation for visitors.
Sue Adams	36	General Comments - Need to have a policy on air quality.
Stephen Flegg	37	Built Environment Policies - Every effort should be made to persuade existing businesses to conform to these guidelines.
Stephen Flegg	38	Transport Policies - The Railway companies involved with the station and the trains have to be persuaded/encouraged/forced in whatever ways are possible to accept their responsibilities for customer parking, the appearance of the station, the improvements needed to the actual trains and the timetable. All of these are inadequate and give the impression that neither of these companies have no real desire to make this service work properly for their clientele.
Stephen Flegg	39	Community Facilities and Infrastructure Policies - There is a very, very high need for significant improvements to these services, especially in the centre of the village.
Duncan Harrop	40	Transport Policies - 30 minute trains to and from Disley to ease congestion on A6
Susan Walmsley	41	Housing Policies - It must be taken into consideration that Disley/Newtown roads are already at capacity. The school is struggling to meet the requirements of children who are now

		<p>resident in Disley. More housing equates to more traffic, this must be taken into consideration.</p> <p>ALSO: The boundary map you have provided is virtually illegible. Boundaries are therefore not clear. FURTHER you have not given sufficient time for appropriate replies to your questionnaire. Must ask for an extension of time given, to the end of Sept.</p>
Susan Walmsley	42	<p>Countryside and Green Spaces Policies - Where trees are chopped down they MUST be replaced. Persimmons, in their works on site at Redhouse Lane, have chopped trees (cherry) down (trees planted by the Council) and these must be replaced, not just to enhance the inappropriate houses on this site. They must be in view of Redhouse Lane, not just to enhance the houses on site.</p>
Susan Walmsley	43	<p>Built Environment Policies - As mentioned in previous input to the Council, the houses on the Redhouse Lane development do not fit in with existing houses in the area. This must be taken into consideration with any potential new builds. With regard to shop fronts, these must remain in keeping with the integrity of the village. Large signage on Market Street should not be permitted.</p>
Susan Walmsley	44	<p>Transport Policies - It must be considered that parking within the village of Disley is inadequate, and certainly at Disley railway station. The station itself is a total disaster, when considering what the original building was like. An open-fronted, brick built shelter is neither seemly nor comfortable for passengers waiting for trains. I would like to suggest that those who disagree with this, should place themselves on Disley railway station at 7am on a winters morning when the temperature can be -5 degrees. (I have experienced this when travelling to Manchester for over 20 years)</p>
Susan Walmsley	45	<p>Economy and Village Centre Policies - Please bring back adequate public toilet facilities in the centre of the village! If you want to increase input of visitors to the village, this is essential.</p>
Susan Walmsley	46	<p>General Comments - I would like to have had notification of the closure date for submission of this questionnaire earlier. The email only arrived this afternoon (24/8) and a lot of people will be currently on holiday, before the children return to school in September.</p>
Pat Flegg	47	<p>General Comments - Well done to the planning group, all aspects have been well thought out.</p>
Susan McCaldon	48	<p>Countryside and Green Space Policies - C1, I fully support the aim to enhance and maintain the footpaths, however, I am disappointed at the neglect of existing rights of way that do not even feature on your footpath map. I am referring to the network of roads that is mentioned in the historical introduction of the neighbourhood plan and which have been public highways for more than 800 years: Corks Lane: Ward Lane and Greenshall Lane. Your footpath plan shows a number of footpaths which appear to begin and end in no man's land. They of course join with the identified lanes and are used by walkers, cyclists, horse riders and dog walkers on a regular basis. Because of the neglect over a number of years these public highways are becoming virtually impassable in places. Improvement of these lanes would undoubtedly improve access to the countryside and facilitate walking and cycling to village amenities and services and I would hope that serious consideration be given to improving this area and that this policy doesn't just remain as paying "lip service" to aim C1.</p>
Susan McCaldon	49	<p>Built Environment Policies - B1, As a local historian and inhabitant of Disley since 1976 I have a keen interest in protecting and enhancing Disley and Newtown's heritage and conservation assets. Disley Rural District (pre 1974) recognised the importance of this heritage and wrote a plan to designate two conservation areas in Disley. Many of the proposed actions were taken and have resulted in Disley looking as it does today. However, this plan also identified Corks Lane. It stated that it was "responsible for much of the rural atmosphere of the Higher Disley Conservation Area" and in order to maintain this character they proposed laying stone setts to all the unsurfaced lanes. They even provided a sketch to indicated how it might look. Regrettably nothing was ever done about Corks Lane showing that any plan is only ever as good as the resulting actions. Isn't it disgraceful that this area of Higher Disley has been</p>

		neglected for so long? Corks, Ward and Greenshall Lanes were the 'King's highways" from 'a time immemorial'. The area contains the original settlement of Disley; a Victorian letterbox; listed buildings and a Medieval 'cot'. It can provide access to the canal, the new housing estate, other footpaths and Newtown. Isn't it time that this neglected area in Higher Disley is finally addressed before it is too late? Please don't have another plan that is full of good intentions but lacking in action.
Susan McCaldon	50	Community Facilities and Infrastructure Policies -CF2 - This should only allow a) as this is the only way to ensure allotment space is not lost. CFF4 - this policy needs to be enforced as this did not happen with the new building levy for some of the development on Redhouse Lane. The levy should be for the time buildings are completed rather than several years before. Disley School has missed out on much needed funding.
Mrs P J Jones	51	Housing Policies - New affordable housing should be in the lower price range for younger people who want to own their first home. The new development that has taken place in the village already are too expensive for many first time buyers. The added development will increase the traffic through Disley village as many householder now have 2 cars as the residents have to travel long distances to work. We have already had major traffic problems on smaller, narrower, unpaved lanes. This has been a danger to children and the elderly and property. Reduced parking in the village has meant many drivers trying to find alternative place to park, this has caused problems by dangerous thoughtless parking on smaller roads.
Mrs P J Jones	52	Countryside and Green Spaces Policies - All green spaces should be protected for future generations. There should not be any removal of trees or green spaces. Building should not be allowed even for the good of the community it should only be allowed if the habitat is unchanged and undamaged.
Mrs P J Jones	53	Built Environment Policies - Some of the older buildings in the village are in need of repair and some are still vacant. Could landlords be informed and repairs done to make the village more attractive. Could the old bank be made into flats keeping the original frontal facade.
Mrs P J Jones	54	Transport Policies - Some residential parking has already been removed causing problems in the village. Future parking problems should not have an adverse effect on the village. The chaos created from the removal of parking spaces should be taken into account before any new building takes place. Existing residents needs take priority before new development is implemented. New development will only add to the increase in traffic. Parking down side streets, on the pavements and causing obstructions to pedestrians occurs now and this could increase with more cars from new builds. Walking, pushing prams and wheel chairs is getting more difficult and dangerous as pedestrians have to walk on the busy roads because of obstructions. Parking at the Community centre is a problem because commuters who use the train take up spaces by parking all day. These spaces should be for the centre and people shopping in Disley. New developments could increase rail travel. There are not enough carriages on at peak times. After peak times the train are every hour which is a problem. The bus is only every half hour and constantly get delayed due to road works.
Mrs P J Jones	55	Economy and Village Centre Policies - Taking away the parking from the front of the shops will cause problems for some residents who wish to shop in Disley but have mobility problems. To increase tourism we need to get away from drinking establishments and concentrate on historical Disley, the walking trails available and more appealing shops. Better transport facilities are needed for those who wish to visit without cars. More frequent trains and bus.
Mrs P J Jones	56	Community Facilities and Infrastructure Policies -Better, affordable and all weather leisure facilities for all ages are needed in the village. Wi Fi communications need to be improved through the village, the signal is poor.
Mrs P J Jones	57	General Comments - I enjoy living and working in the village. There are concerns that many proposed changes are not fed back to residents or decisions are made with little consideration to existing residents. Communication is poor. This plan has been informative

		and residents should be kept up-dated frequently. This could be done by email, resident meetings, news letters, notices around the village or in the community centre.
Jamey Shoesmith	58	Housing Policies - housing policy to date in Disley has been a disaster. New homes have gone to outsiders damaging the fabric of the village and putting strain on resources such as schools. Furthermore, the knock on effects ironically to housing appear poorly thought out as in the future local people will be competing with even more people for limited places. What Disley really needed was larger, executive homes.
Jamey Shoesmith	59	Countryside and Green Spaces Policies - More trees on streets and fines for people parking on grass verges
Jamey Shoesmith	60	Transport Policies - Reduce strain by stopping new builds
Tony Jackson	61	Housing Policies - All good, sensible.
Tony Jackson	62	Countryside and Green Spaces Policies - Very important to maintain the green belt. I hope the new green space at the new development off Redhouse Lane will be satisfactorily maintained. Who will have responsibility for this, also the new connected footpath alongside the canal?
Tony Jackson	63	Transport Policies - Better use could be made of the land around the station (incl current car parks owned by Network Rail, CEC and Ram's Head). More joined-up planning across the ownership boundaries is vital.
Tony Jackson	64	Economy and Village Centre Policies - More should be done to promote the village as a "Peak District gateway", as an access point for Lyme Park and as the start point for the Gritstone Trail. Signposting from the station is terrible and misleading; signs in village centre are little better. Arrivals at station from Manchester/Stockport are directed along the A6 towards Lyme Park, when a much pleasanter and less polluted route is available along Red Lane. To help promote more use of public transport, could an information centre (unmanned) be provided at or close to the station and near the bus stop? Visitors should be encouraged, welcomed and offered best information for their visit, encouraging them to come again by train or bus.
Tony Jackson	65	Community Facilities and Infrastructure Policies - Mobile phone coverage in the village centre is almost non-existent for many users. Improvement in connectivity is essential.
Tony Jackson	66	General Comments - Air pollution along the A6 has rightly become a big issue. The new relief road will not help, and the mitigation measures being implemented will do almost nothing to help - why did CEC ever agree to such a limp and ineffective set of proposals? There should be more explicit attention to air quality in the Plan. While Disley cannot on its own ban diesel vehicles from travelling through the village, more pressure could be put on Cheshire East to encourage more use of less-polluting vehicles and to join with Greater Manchester in developing a strategy to reduce diesel NO2 emissions. Certainly all future development in Disley should explicitly be designed to reduce (not just contain) NO2 emissions. The cycle lanes newly provided on the A6 as part of mitigation measures are ill-conceived and largely ineffective due to their inconsistency (they disappear and reappear according to the width of the road, central refuge points, etc). The Plan should encourage - and work with neighbouring authorities to implement - effective cycle routes that will connect Disley with Poynton and Hazel Grove.
Geoffrey Blower	67	Housing Policies - The Settlement Boundary should not include the plot of farmland fronting Legh Road, Disley opposite Foxwood, Legh Road, Disley SK12 2NF. The inclusion of this plot of land within the Settlement Boundary is incorrect and grossly inconsistent with the Vision and Objectives of the Plan which include "To protect the Green Belt and enhance access to the open countryside" and is also inconsistent with Policy C3.
Stephen Baynes	68	Housing Policies - I agree with H5 in principle, but think it should be better defined. In new developments the needs of the community should have at least as much emphasis as the interests of the developer. Detached properties shouldn't be specifically restricted; consider alternative definitions such as bedrooms per hectare of land (with minimum bedroom sizes

		defined), or m2 dwelling space. Although bungalows can be desirable, they're an inefficient use of land and shouldn't be mentioned; instead state a good proportion of houses are suitable for easy installation of a stair lift. New developments should only be supported if appropriate infrastructure exists or will be provided - particularly for transport, education and healthcare.
Stephen Baynes	69	Countryside and Green Spaces Policies - C2 - I agree with LGS1-5 but not LGS6. The latter should be available for future development of community facilities. C3 and C4 - we should recognise that large trees are difficult to accommodate in new developments. Tree preservation orders should be sought where appropriate (C4B).
Stephen Baynes	70	Built Environment Policies - The idea of BE3 is desirable, but we have to recognise that shops are often under financial pressure, and measures required shouldn't lead to shops closing.
Stephen Baynes	71	Transport Policies - T1 should only apply to off road parking. We should recognise that many journeys within Disley can be completed within 15 minutes on foot, and walking should be positively encouraged as it promotes health, and reduces traffic congestion and pollution. It should be recognised that in some circumstances on street parking space has to be reduced to improve safety, and to cope with growing traffic volumes. Measures should be taken to deter all day on street parking by commuters.
Stephen Baynes	72	Community Facilities and Infrastructure Policies - CF2 is similar to national legislation, which should be the basis for allotment provision.
Stephen Baynes	73	General Comments - The development of facilities for cyclists should be supported, such as cycle storage at Disley station, and the upgrading of the canal towpath to be a high quality off road route from Marple to Whaley Bridge.
Cathy Thomas - Bryant	74	Transport Policies - Why are the roads closed so much? It's the worst thing about the area.
Cathy Thomas - Bryant	75	Economy and Village Centre Policies - Could we have some arts events please? Disley is practically culture-free at present, although there are several luminaries living here.
Cathy Thomas - Bryant	76	Community Facilities and Infrastructure Policies - For goodness sake don't let anyone dig up the roads again.
Cathy Thomas - Bryant	77	General Comments - This document suggests hours of agonising committee meetings, with the result that almost every clause says, "We will never do X, unless X is a really good idea." The interpretation in the future will be all, and I hope that any legal documents drawn up will be tighter than this is.
Liz Chavasse - Hadfield	78	Housing Policies - I feel it is important that the housing stock in Disley as far as possible allows residents to remain in the village through their whole lives if they so choose - and different housing stock be available to reflect different needs at different stages of resident's lives. It is especially important that people born in the village should have an opportunity to continue to live in the village as adults. It is also important that elderly residents can remain in suitable housing to retain their independence for as long as possible. I believe that the above policies go a long way within the restrictions faced, to achieving these aims and support the plan.
Liz Chavasse - Hadfield	79	Built Environment Policies - I would have liked to go further and review all existing shop fronts along market street for suitability - which some are not. I accept that the implementation of this plan will achieve the aims and a more authentic village feel over time.
Laura Graham	80	Housing Policies - I think that there's enough housing and new housing in Disley and would not support more construction
Laura Graham	81	Countryside and Green Spaces Policies - I think that there needs to be clarity on cycling routes and some footpaths should be preserved for walking only. Clear signposting and enforcement will help, because when walking it's very easy to be overrun by cyclists and footpaths get churned up and degraded. Please don't let cyclists take over all the non-road routes.

Laura Graham	82	Transport Policies - Please keep rail and bus services running and thriving
Laura Graham	83	Economy and Village Centre Policies - I agree with local pubs and restaurants but am concerned about Frankie's taking over Disley, to the detriment of other establishments (eg White Horse looks vulnerable), also the late licence at Frankie's causes a real nuisance around 2-3am on Buxton Old Road. I expect Frankie's is bringing people to Disley for the night life, but not necessarily benefiting other businesses (apart from Frankie's itself)
Laura Graham	84	Community Facilities and Infrastructure Comments - better mobile signal would be great, we're in a black spot with no coverage
Laura Graham	85	General Comments - Overall we love Disley and the mix it offers of a real community, the chance to get to know your neighbours, convenient for Manchester and Buxton with lovely countryside. Also a range of pubs and shops. We support the plan if the plan will help Disley to continue in this way.
Helen Davis	86	Housing Policies - I am supportive of the policies relating to new housing for older people and the fact that these will be directed towards existing Disley residents. As the text correctly states this will enable larger housing units that are currently under occupied to be freed up for new families to move into. A critical issue here is that the decision to free up these existing family homes will lead to more children moving into the parish and hence more pressure for places at Disley Primary School. The plan correctly states that the PAN for Disley Primary was recently increased from 30 to 40. It should be noted however that for admission in September 2017 there were 45 applicants from children living within the catchment area of the school (and hence within the parish) for those 40 places. In effect the PAN of 40 is already not sufficient to meet the existing need for school places. I would suggest that a policy should be included within the Neighbourhood Plan that requires new housing development in the parish to contribute towards growth of the school. While a developer would no doubt argue that building new retirement homes is not going add pressure to primary school places it clearly will as the policy is specifically aiming to get local residents to downsize and free up existing family homes and hence increase the number of children in the parish. There are no other easily accessible primary schools in Cheshire East that Disley children can attend. The nearest other Cheshire East Primary schools are in Kettlethulme and Poynton and neither of these have good public transport links to the village or are within a distance that a child could walk. It is therefore vital that all housing growth in Disley helps to support the increased pupil numbers it will bring. Of the 160 new homes that Cheshire East Council granted permission for in recent years on the Redhouse Lane estate a commuted sum for education was only asked for 39 of these houses. This historic under resourcing will only be exacerbated if moving forward new housing in Disley does not contribute to the growth of the school.
Helen Davis	87	Countryside and Green Spaces Policies - I am supportive of the policies in this chapter as they cover issues that are of importance to preserving the green spaces of value to the area.
Helen Davis	88	Community Facilities and Infrastructure Policies - I note that Policy CF4 discusses contributions to community infrastructure through planning obligations and states that these would be in accordance with the most up to date funding mechanisms for developer contributions adopted by Cheshire East Council. The Community Infrastructure Levy preliminary draft charging rates for development across East Cheshire have a proposed rate of £0 per sqm for residential (Use Class C3) in Disley. If I am understanding this correctly that would mean that new housing in Disley would have to contribute nothing towards CIL, so the Parish Council would receive no money from CIL for locally important infrastructure. I don't think the Neighbourhood Plan should be supporting this.
Helen Davis	89	General Comments - I am unclear how the Neighbourhood Plan policies sit in terms of whether they are supplementary to or instead of the issues that Cheshire East Councils emerging Local Plan will cover. So for example would a planning application that had implications for the natural environment or heritage be judged based on the policies in the

		this neighbour hood plan, the Cheshire East Local Plan, or both? If the intention is to replace some of the none strategic polices in the Cheshire East Local Plan then I think it should be clearly stated which polices are being replaced. If the intention is that these polices are supplementary to the Cheshire East policies then this should also be stated in order to avoid confusion.
Leslie John Cooper	90	Housing Policies - Sixteen weeks is not my agreement. Housing for residents is my priority. Accountability to our community should be the main reason. How do you manage this opportunity? This concerns me, especially the politics of favouritism! Politics?
Leslie John Cooper	91	Countryside and Green Spaces Policies - Veteran trees should be made a feature of protection somehow so as they are popularised in the community minds. The large beech trees that remain to the right of Buxton Old Road, on the hillside, just past the water storage plant concern me as they seem vulnerable and are a wonderful feature. Do you have any plans to support such trees?
Leslie John Cooper	92	Community Facilities and Infrastructure Policies - Allotments should not be touched under any circumstances.
Ivan Walton	93	General Comments - Policy T3 I feel its very important that you take in to consideration Newtown station because the people who live at the Newtown end of Disley use Newtown station simply because its closer. One more point is Cheshire East engage with Greater Manchester Passenger Transport to get them to extend their boundary to include Newtown station, and further more increase the frequency of the service. I mention all this because the situation on the A6 is not sustainable and part of the remedy would be to divert people onto rail where appropriate.
Barry Cheetham	94	Economy and Village Centre Policies - Fine sentiments indeed! But tourists will need to be able to get here first! Considering the ongoing fiasco on the A6, I would suggest that "barrier" is a more appropriate word than "gateway".
Barry Cheetham	95	General Comments - I agree with all the proposals since they express fine sentiments. However, basing my opinion on the current situation in Disley, I have serious doubts as to whether Cheshire East and Disley Parish Council will be able to comply with this high standard of commitment to the welfare of local residents. The first paragraph of T1 is a case in point. I, along with several others, have been deprived of a parking space with no suitable alternative provided. I would also like some guarantee from the two authorities that any future developments will not expose residents to the appalling levels of airborne and auditory pollution that are occurring at the junction of Redhouse Lane and the A6.
Judith Taylor	96	Housing Policies - There seems to be an over emphasis on older people's housing needs, all communities need a good balance of ages to survive. We need to ensure space is earmarked for affordable/social/young people's rented accommodation too, for students, young families who are likely to struggle in our current housing crisis, as well as disabled/vulnerable adults under 55.
Judith Taylor	97	Community Facilities and Infrastructure Policies - Is there anything the village could actively do to create better communications, other than removing the hills?
Judith Taylor	98	General Comments - Perhaps a lack of vision on the new world we are entering? With excess pollution due to internal combustion engines on A6 affecting health currently, we need to push hard for the new era of electric cars and more healthy and sustainable ways of getting about, with the forward planning of infrastructure that will be needed to support this. Ditto energy. Disley community centre and library should be powered by energy generated by residents using free gym bikes and stored energy. No buildings should not have solar panels so that community facilities can be self supporting in energy and even feed into the grid. A view to more and better community and self help facilities will be needed as jobs change or are lost to AI and automation.

Jenifer Brooks	99	Countryside and Green Spaces Policies - Yes we must have trees and woodland but lots of trees in Disley are becoming too tall and blocking light from buildings, and the beautiful countryside we have on our doorstep. I wish I could see it where I live.
Maureen Fletcher	100	Countryside and Green Spaces Policies - Don't forget trees take many years to grow so leave as many old trees as possible.
Maureen Fletcher	101	Built Environment Policies - This village is really dirty and the bus stop at the Ram is a disgrace. So is dog fouling in the village.
Maureen Fletcher	102	Transport Policies - We have no transport in Disley. We cannot get to New Mills or Macclesfield as you have taken off the bus. Why?
Maureen Fletcher	103	Economy and Village Centre Policies - Where can you put new parking spaces? There is no room anywhere in Disley for more cars, so I can't see this working.
Maureen Fletcher	104	General Comments - I think the shops should sweep the front of them as people did in the old days. This village is really dirty and as I have said, the bus stop is a disgrace, God knows what visitors think of us.
J Morris	105	Housing Policies - People may need to sell their house before they can buy on Barlow Meadow, this could take longer than 16 weeks. So if after 16 weeks they are offered to people without local connections Disley people will lose out.
J Morris	106	Countryside and Green Spaces Policies - There are some very large trees on Jacksons Edge Road, which look as though they could fall or lose branches in a gale.
J Morris	107	Built Environment Policies - These policies will be very difficult to enforce. People do not like a tattoo parlour in Disley. Very common!!
J Morris	108	Transport Policies- We need more double yellow lines to stop all day parking on Buxton Old Road and Jacksons Edge Road.
J Morris	109	Economy and Village Centre Policies - Very difficult to find new parking spaces in Disley. We do not want to encourage people ie. tourists to park here and go elsewhere ie. catching trains and buses.
J Morris	110	Community facilities and Infrastructure Policies - Community Centre needs enlarging.
Geoff Littler	111	Housing Policies - No bungalows or over 50s housing on new Redhouse Lane, ex Bowaters development.
Geoff Littler	112	Countryside and Green Spaces Policies -Too many mature trees cut down on new Redhouse Lane ex Bowateres site. No new trees planted alongside canal where mature trees cut down. 'Corridor' alongside canal between Redhouse Lane and Greenshall Lane destroyed.
Geoff Littler	113	Built Environment Policies - There are at least two 'light box' signs in Disley high street, totally unnecessary.
Geoff Littler	114	Transport Policies - Redhouse Lane ex Bowaters development has created increased traffic levels on Redhouse Lane and Hollinwood Road with no mitigation as per T2. Any traffic lights at the top of Redhouse Lane will only add to congestion on A6 and force traffic down Hollinwood Road as per roadworks effect from June and July. Hollinwood Road now very dangerous with no pavements and speeding cars. No mitigation as per T2 to help. An accident will happen and minor incidents have already occurred!!
Geoff Littler	115	Economy and Village Centre Policies - No new parking off the A6 provided. Cars are now parking on pavements from Dandy Cock Hotel to Dryhurst Road. Double parked on A6 between Dryhurst and Redhouse Lane causes congestion. HGV vehicles cannot pass one another in places and pavements difficult to pass with wheelchairs and pushchairs and disabled scooters.
Geoff Littler	116	Community Facilities and Infrastructure Policies - Many footpaths not maintained around the village.
Geoff Littler	117	General Comments - Buildings since 1946 listing and Parish Guide do not include Ashwood Road, Oakwood Road, circa 1966 or Moorings circa 2000 to 2005. The forgotten part of the

		village but greatly affected by the Redhouse Lane ex Bowaters development increased traffic. No mitigation for safety of pedestrians.
Anon 2	118	Housing Policies - Whilst protecting Green Belt is important, release of non agricultural Green Belt must be considered if the economics of the village are to survive.
Anon 2	119	Transport Policies - Parking in the village needs to be addressed urgently by Disley Parish Council.
Anon 2	120	General Comments - If additional development of housing or a hotel is required by CEC this should be undertaken in the area of 7 Springs garage both North and South of the A6 with direct vehicle access to the A6 avoiding additional vehicle traffic on existing estates in the village.
Phil Palmer	121	Transport Policies - Cameras required at main traffic lights located at Fountain Square. Many cars on A6 going towards Newtown go through lights on red. They would pay for themselves in no time with the number of offenders fined.
Ted and Hazel Gorse	122	Countryside and Green Spaces Policies - It's noted that whilst the canal is maintained the public footpath at Sherbrooke is not and should be considered for such.
Ted and Hazel Gorse	123	Built Environment Policies - Would prefer Disley village not to look like downtown Longsight with unsightly signage and gaudy paint finishes. We need retrospective changes to existing problems.
Ted and Hazel Gorse	124	Transport Policies We should have lower speed limits for the village. Wagons especially go too fast for safety.
Anon 3	125	Housing Policies - I am somewhat surprised at the lack of consideration for affordable homes for under 35s/consideration of rents in Disley. I am lucky to be a home owner but many face a difficult prospect in the village.
Anon 3	126	Transport Policies - Why the little reference to the MARR A6 mitigation? Why aren't there proposals for more parking? It is needed now
Anon 3	127	Economy and Village Centre Policies - There is no availability for parking now so how can you expect local businesses to expand/grow if they can't meet the on street parking issue.
Anon 3	128	Community facilities and Infrastructure Policies - There is an avoidance of how the village will soak up the additional traffic and pollution. No reference to schools/children. Yes the community is older but this is not inclusive.
Anon 4	129	Housing Policies - With all this increased housing that may happen there is no village centre where people can congregate other than outside the Ram's Head (next to the A6) or in churches of one denomination or another. Community will struggle without somewhere to meet other than the Coop car park. I also don't think 20s would necessarily want to live in Disley so focus on 55+ is great.
Anon 4	130	Transport Policies New proposed developments need to include solutions to the increased population and funding. Ultimately developments will line someone's pocket.
Anon 4	131	Community facilities and Infrastructure Policies - Put a mast on the railway station or the bus stop outside the Ram's Head. People I know didn't move here because of the poor signal in the village centre.
Anon 4	132	General Comments - Public transport needs to improve before the area can house more people. There's no more space for parking so it's an imperative. Potentially, set up a village centre free wifi hotspot for the poor signal. And reclaim the grassy patches on the side of Chantry road to improve parking on the roadside and safety.
Anon 5	133	Transport Policies - There should still be a bus service to New Mills at sensible times. The 27X used to be Stockport-Hazel Grove-Disley-New Mills-Marple -Offerton-Stockport and reverse.
Anon 6	134	Housing Policies - Agree with H1 only if air quality isn't negatively affected. Policy H2 not needed but social housing is. Policy H5 no opinion. Adequate access for vehicles to Barlow Meadow will be needed. Access via the Coop car park won't be suitable as it's often blocked.

Anon 6	135	Countryside and Green Spaces Policies - Policy C2 What about Newtown playing fields and play area?
Anon 6	136	Built Environment Policies - Policy BE2 Without being able to see the Cheshire East design guidance I can't comment. If the Persimmon development is an indication of following this guidance then I don't agree with it. Design should follow the 'good' design housing in Disley not the cheaper, less attractive 1960s/70s designs such as those on Chantry Road.
Anon 7	137	Transport Policies - Agree first part first paragraph T1 but not 'agreed alternative transport facility...' I don't agree as it lets developers get away with removing parking assuming people will use public transport. Agree second paragraph T1. Agree third paragraph T1 but the parking standards don't go far enough. The Persimmon development shows this. Cars are always parked on the road. Disley has more cars/house so it needs more parking/new house than current standards. Policy T2 Air quality needs to have a bigger focus. Proposals that impact on the Air Quality Management Area should be refused permission.
Anon 6	138	Economy and Village Centre Policies - Policy E3 too vague. Fed up with drunks being noisy outside my house at night. Keep pubs and restaurants in the village centre. You will not be able to provide adequate parking. We don't need more traffic on A6.
Anon 6	139	Community facilities and Infrastructure Policies - Policy CF4 needs plain English! Masts should be placed away from homes.
Anon 6	140	General Comments - The plan doesn't go far enough to protect residents health from traffic. Air quality should be included as a separate policy. There is an air quality management area along the A6. Recent development has adversely impacted on this (traffic lights from Persimmon, increased traffic from SEMMS). Future development should be refused if it will negatively impact on AQMA. I'd like to see residents sitting on the planning meetings for large developments, not just the Parish Council. The plan is very wordy with acronyms. It would be better in plain English. It's good there is a plan.
Anon 7	141	Built Environment Policies - The floors above the shops are sometimes in a decrepid state. This reflects an unkept village frontage and should be addressed by the Parish Council. The first impressions of the village are therefore poor!
Anon 7	142	Transport Policies - The parking warden now in Disley to deal with community centre car park is unfair. Crabtree Court has very elderly people in residence and visitors sometimes must stay longer than the allotted time (ie. illness etc.). Why do we need a parking warden?
Anon 7	143	Due to the level of traffic on the A6 road, there is no night time and very little day time economy. This road should be dealt with and restricted (bypass etc.) as Disley is not a village, it is only a means of transport.
Anon 7	144	General Comments - We need Disley to be a village which it is not. Remove the HGVs from the A6. Parish Council/Councillors, please earn your money!!
Anon 8	145	Housing Policies - There needs to be more land allocated for housing around the current settlement plan, which will require green belt land to be released for housing with a suitable mix of housing types to accommodate an ageing local population and the needs for young families.
Anon 8	146	Countryside and Green Spaces Policies - Where proposed developments cover two or more fields, it is impracticable to expect developers to leave any hedgerow in place. Hedgerows which surround development sites can be left in place.
Anon 8	147	Built Environment Policies - Ideally all signage should conform to a standard size and character using an approved palette of colours to give a conceptually pleasing impression of the village.
Anon 8	148	Transport Policies - Until the heavy vehicles currently using the A6 can be re-routed away from the village, foot-fall and additional parking will be restricted, and reduces the attractiveness of the village.
Anon 8	149	Economy and Village Centre Policies - There are already sufficient A3 properties as there are A4 premises. Future growth should only be allowed within A1 permits.

Anon 8	150	Community facilities and Infrastructure Policies - The basic premise of maintaining adequate and suitable housing for all age ranges is sound. There does need to be a redrawing of green belt allocations to permit more 'in-fill' development, especially in areas that the public have not access to or view of.
Anon 8	151	General Comments - The Cheshire East Call for Sites is likely to affect this plan, which should be altered to compensate for said plan.
Anon 9	152	Transport Policies - We need a half hourly service.
Anon 10	153	Countryside and Green Spaces Policies - Please maintain existing bridleways for the large horse riding community in Disley and surrounding areas.
Anon 11	154	Housing Policies - With the prospect of further building projects how will the local Drs and local hospital cope with an increase in residents and possibly an increase in an older population with the H4 policy? Both the Drs and local hospital are already struggling.
Anon 11	155	Countryside and Green Spaces Policies -Policy C2 what about Newtown playing fields? Very important especially to local football teams. Newtown playing fields not listed on green spaces. Why? Important to local community in Newtown as no other green space around. Also only place suitable for local football team. Very important for youth of the village.
Anon 11	156	Transport Policies Improved sustainable, reliable transport links needed. Trains irregular and unreliable and cost a fortune.
Anon 12	157	Countryside and Green Spaces Policies – The hedgerow between the Esso garage and the allotments should be enhancing the village, but its latest "trim" ia a disgrace. Please get someone who understands hedges to maintain it.
Anon 12	158	Built Environment Policies - Please have a look at the Esso garage, and the new "car wash" in the parking area of Disley Masala. Now think, do they in any way conform with the policy?
Anon 12	159	Transport Policies There seems to currently be widespread disregard for the existing parking restrictions (example: parking on the hatched area and the zig-zag lines at Coop). It is time these safety measures were policed.
Anon 12	160	General Comments - Admirable 'sentiment' throughout but why is what we already have not being enforced?
Anon 13	161	Transport Policies - I don't agree to the changes in parking - it will impact on residents and businesses negatively.
Anon 13	162	Community facilities and Infrastructure Policies – Recreation There needs to be increased provision for play areas for teenagers. Disley would really benefit from a skatepark. Children have to get to other villages for this activity.
Alex Hodby	163	Countryside and Green Spaces Policies - My concerns are largely around the A6 and access for local cars and pedestrians. Public rights of way and footpaths - While the priority given to footpaths and rights of way is commendable, there should also be emphasis on footpaths and pavements running alongside roads. Currently, pavements and footpaths alongside roads are often overgrown and in a poor state of repair - particularly on the stretch of A6 between Disley and Newtown. Due to its poor state of repair, that particular stretch of footpath on the A6 is also dangerous because it narrows due to overhanging trees and encroaching weeds and brings pedestrians too close to moving vehicles. This is particularly evident when walking and holding the hand of a small child or pushing a pushchair .It shouldn't be forgotten that pavements also provide access to the celebrated footpath network, parks and recreation areas. I would welcome more attention to these areas in the plan, including improvements, repairs, maintenance and consideration of barriers at vulnerable stretches.
Alex Hodby	164	Transport policies - The predicted increase in traffic and the ongoing mitigation works along the A6 have evidently prioritised vehicles and traffic flow. Little consideration seems to have been given to other users of that route, including cyclists and pedestrians. Current parking on the A6, while it does sometimes cause congestion, has the added positive benefit of slowing traffic, creating gaps in traffic and making drivers take more care when using the road. By making the A6 easier for traffic, the negative effect will be that vehicles move faster, with

		<p>fewer gaps in traffic and with drivers paying less attention because unpredictable obstacles will be removed. I think that in the plan, consideration should be given to road speed: with the increase in traffic, I would hope that a 30mph speed limit should be in force throughout Disley and Newtown (and replace the 40mph section) and more emphasis and care should be placed on residents using the pavements throughout. The A6 should be thought of as a route that is used by many different types of vehicle and pedestrian, and not just a roadway. I think the neighbourhood plan should include recommendations to highways, that currently don't seem to be evident.</p> <p>- I would also like consideration to be made for car owners that need to gain access to the A6 from side roads that are not regulated with traffic lights. If traffic flow increases, then better signage, warnings, and consideration of traffic speed needs to be taken into consideration for cars joining an increasingly busy road. This would then pay attention to existing residents, their quality of life and create precedent for any new development.</p> <p>- With an increase in traffic, provision for children crossing the road needs to be considered, especially because there are recreation areas accessed directly from the A6, and access to the school is along the A6 for many people. Increasing traffic volume needs to be managed not only for car-users, but for people in our village negotiating that traffic on foot</p>
Angela Gallagher	165	<p>Disley has an Air Quality Management Area (AQMA) from Fountain Square to Redhouse Lane. Environmental Health objected to the application for the A6/MARR as it predicted an increase in traffic through Disley of 30% and still have serious concerns about the likely increase in traffic. Air Quality regulations are being exceeded in Disley within the AQMA. Disley's problem is made worse by the narrow road and houses very close to the road. Interestingly adding parking is a valid way to help improve air quality at roadside properties. The Neighbourhood Plan should definitely include the Air Quality Management Area. At the very least I believe good air quality should be in the Vision. It may not be achievable in the short to medium term but if it's not addressed it will never be achieved.</p>
Linda Webster	166	<p>Transport Policies- My biggest concern, is obviously, the volume of traffic passing through Disley. Whilst this area does have major traffic problems, Disley is experiencing a huge increase in the amount of HGV's passing through. It would be beneficial to Disley residents, to see a relief road for Disley, becoming a reality, and not just on some wishlist somewhere. It very difficult to accept what is going to happen to the A6 in Disley, when the A6MARR opens. Even without the quarry traffic, there are more HGV's using the A6 as a major route. This could be due to all the work and holdups on the motorways in the area. I hope that Cheshire East Council will look at making a relief road for Disley a priority, and turning it into reality for Disley residents, before we choke in fumes and become totally gridlocked.</p>
Owen Thompson	167	<p>General Comments - It is 75 pages long. My feedback would simply be that I have not read the whole of it because it is far, far too long. Maybe you could have condensed the plan down in to a short 1 page brief that gives people a flavour of what the rest is about. Maybe I am wrong and lots of people will read the whole thing and give constructive feedback, but I think the majority will see that and get bored after a few pages and simply lose interest.</p>
Mike Flynn	168	<p>Transport Policies – A bypass is necessary and was put forward in 1987 by the Department of Transport. This needs to be revisited urgently in light of the A6/MARR and a proposal to resurrect the link from this road to the M60 at Bredbury.</p> <p>Also 1) Follow up the proposed improvements for Buxton Line rail timetable. 2) Ensure Parish Council and Cheshire East put pressure on local bus companies for more frequent services down the A6. Definitely before A6/MARR link opens in Spring 2018. 3) Improve railway signalling on Buxton Line to facilitate further timetable improvements. 4) Pressure to reduce pollution on A6. 5) Protect A6 By-pass route in light of Greater Manchester Strategic Plan for 4000 houses in High Lane.</p>

		6) Liaise with producers of High Lane Neighbourhood Plan.
Irene Blagden	169	Housing Policies - How has the manipulation of air quality figures by cheshire East Council between 2012-14 affected any planning consents? What are the levels of polluting nitrogen dioxide from vehicle exhausts along the A6?
Irene Blagden	170	Countryside and Green Space Policies - There is a huge problem with invasive introduced plants between the River Goyt and the canal. Himalayan Balsam and Japanese Knotweed have colonised large areas causing a huge loss in native wildflowers and associated wildlife.
Irene Blagden	171	Transport Policies -Green Lane is a designated footpath with vehicular access to the properties. There is a big problem after the junction with Long Lane (a bridleway) through to the junction with the Mudhurst Lane to East Lodge Lane. In places this is a very narrow footpath which is being used more frequently by cyclists resulting in a very difficult and dangerous path for walkers.
Kevin Breegan	172	Housing Policies - I would strongly recommend that construction of new housing only takes place on brown field sites (such as has happened on Redhouse Lane).
Kevin Breegan	173	Countryside and Green Space Policies - For any development the minimal amount of trees should be cut down (unlike the development in Redhouse Lane where it would appear the developers have run roughshod over chopping down trees alongside the canal).
Kevin Breegan	174	Built Environment Policies - You state that character and design of new developments must demonstrate consideration and be sympathetic to the surrounding area. Why, then, were houses allowed to be constructed of red brick on Redhouse Lane development? Hardly sympathetic.
Kevin Breegan	175	Transport Policies - Why do residents over +62 only receive free bus transport, when nearby Stockport also has free train travel? Let's get some of the cars off the road for longer journeys, train travel which is free would be an encouragement.
Kevin Breegan	176	Community Facilities and Infrastructure Policies - Investment regarding security is required at allotment sites eg. planting of hawthorn hedges at Springfield adjacent to the A6, and replacement of inadequate fencing along the path leading to the railway line crossing.
Mr P and Mrs K Yates	177	Countryside and Green Spaces Policies - No ancient woodland to be disturbed. Any trees cut down must be replaced with new planting of same/similar varieties.
Mr P and Mrs K Yates	178	Transport Policies - Make car parking charges reasonably priced to encourage use of car parks, with spaces accessible for disabled and people with children. Ensure bus timetable coincides with train service, so people don't have to drive to the rail station, thereby cutting pollution. Ideally proposals for a by-pass around Disley village would cut pollution and be an investment for the village.
Mr P and Mrs K Yates	179	Economy and Village Centre Policies – All establishments under the "Night Time Economy" to ensure no customers stand in the street, pavement or road drinking, causing a nuisance, but all customers to remain within the boundary of the establishment. Any litter, broken glass, bottles, pools of vomit etc. to be cleaned up by the establishment owner at the end of the evening and not left until the following morning. Stop all "on street" parking.
Ursula Birkett	180	Built Environment Policies - Many of the points in this section will depend on the interpretations of what is appropriate and tasteful in the context of the Conservation Area. Scope for disagreements in any individual case is unavoidable really.
Ursula Birkett	181	Economy and Village Centre Policies – The final point in each E section is essentially like approving motherhood and apple pie - a good thought but the topography of the village makes the provision of "adequate parking" so difficult as to be almost impossible unless new business inherits parking space from a predecessor.
Moira Steele	222	Housing Policies - Policy H1 needs further consideration. Would like to know what "sensitively developed" means exactly and how it would affect Crabtree Court and how near and how high it would be to Crabtree Court.
Moira Steele	223	Built Environment Policies - Have been in Disley for over 17 years and have never thought that the shopping area and shop fronts have ever looked inviting or "village like". It doesn't help

		people who invest in a business in the village. Property owners just collect rent until people leave.
Moira Steele	224	Transport Policies - As there is no public transport that goes to Macclesfield, Marple, New Mills etc, a larger community bus would be nice to give people without cars a chance to visit and shop at these places for a change and they would not be too long a journey for older people. I think people would be happy to pay for this.
Moira Steele	225	Economy and Village Centre Policies - Policy E3 add noise consideration. With all proposals that adequate parking facilities are required, I cannot see at present how it would be possible to have anything 'new' that could provide adequate parking and minimise 'on street' parking.
Moira Steele	226	Community Facilities and Infrastructure Policies – Policy CF2 have no opinion – don't feel qualified. Policy CF4 don't know. As not everyone has internet, by choice or because they cannot afford it, it would be helpful if ALL proposals for building “change of use” etc. were displayed in better seen sites not tucked at the bottom of side windows, on trees in out of the way areas.
Moira Steele	227	General Comments - Disley is a small area situated on the edge of Cheshire East Council, and doesn't appear to figure largely in their remit or thinking, whereas other areas eg. Poynton are given more priority where facilities are concerned. As Disley and Newtown are getting more built up - more houses. Is consideration being given to doctors, dentists, opticians, larger chemist etc. Better leisure facilities and buildings to hold them in. Building a new larger building or extending significantly our community room. Even coffee mornings (in support of charity events etc.) are uncomfortably overcrowded.

Reg 14 – Local Organisations

Hilary Makepace, Secretary, Disley and Newtown Liberal Democrats	182	Housing Policies - Simple analysis of the information provided about population trend shows that Disley & Newtown need to attract people into the locality to maintain the population for the future. The plan appears to overlook the needs of the younger people who, whilst outnumbered considerably by the existing senior end of the population, should be catered for in future development with low cost housing so as to encourage as many as possible to stay in the village without having to seek affordable accommodation elsewhere. Disley has a wide range of types of accommodation. Social housing can be required by people of all ages and situation and property may need to be adapted to suit their needs. The ease with which this can be negotiated and organized for Disley & Newtown can be a factor in people being able to stay in the community.
Hilary Makepace	183	Countryside and Green Spaces Policies - While the policies proposed are generally well-founded it should also be observed that trees and hedgerows do require management, particularly in circumstances where excessive growth obscures signs, hinders movement and becomes oppressive. These circumstances exist. Along the A6, in the stretch from the centre of the village to the High Lane border, 21 old horse chestnut trees, for example, are overgrown, some forming a tunnel trapping in vehicle pollution, and others overwhelming lamp standards (e.g. No. 225) and street signs. CEC has not responded to these hazards.
Hilary Makepace	184	Economy and Village Centre Policies - The plan focuses primarily on local issues. Disley, however, is not an island and developments beyond its borders (for instance those affecting Manchester airport) will inevitably impact on the village and its residents.
Hilary Makepace	185	Community Facilities and Infrastructure Policies - The golf club has been omitted, as has the Memorial Park. The resources of the Amalgamated Club, the bowling greens, and the scout hut, are all provided on the basis of private membership.

Hilary Makepace	186	<p>General Comments - a) The Plan provides a good survey of current features, noting the acute shortage of parking but generally painting the picture of an agreeable dormitory to Manchester, whose green qualities ought to be carefully and sympathetically preserved.</p> <p>(b) It convincingly considers, using statistics, salient aspects of current demographics, and using them rather literally, extrapolates likely future housing needs. There is, however, a requirement in Disley & Newtown to attract people inwards so as to maintain the population for the future. The Plan appears largely to overlook the needs of younger people as compared with the retired. Total household income for four in ten of those requiring new homes is quoted as being below £30k. Thus the encouragement of low cost and social housing should be an important consideration.</p> <p>(c) Similarly, to retain and expand the economically active transport links should receive careful attention and improvement. Both the rail and bus services are thin, and are being clipped further. These compare adversely against the neighbouring townships of New Mills, Whaley Bridge, Poynton and Hazel Grove.</p> <p>(d) The most serious adverse factor (noticed rather lightly in the draft Plan) is the severe flow of heavy traffic along the A6 spine. This trunk road is often marked by narrowness and it contains several sharp bends. Evidence of danger is visible along several stretches of broken walls, and severe accidents have quite often taken place on bends not far from the Lyme Park entrance.</p> <p>(e) Not evident, but insidious, is the vehicle pollution associated with the weighty A6 usage. It is already alarming that the scale of NOx emissions and exceedencies has not been flagged up in relation to the health of the Disley & Newtown community. It is quite shocking to learn that CEC has been publishing improperly reassuring statistics concerning pollution. More traffic calming measures, including traffic lights, have been the principal mitigations offered. But these, in themselves, merely prolong emissions in a scenario where volumes of traffic along the A6 are predicted to increase before long by up to 30%. It is astonishing that Cheshire apparently has no monitors for particulates. The Disley 'corridor' ought to be a prime location to measure the fumes and dust which folk inhale each day, close to the primary school.</p> <p>(f) The only solution to these threats to public health and safety, and the future of the village as a desirable community in which to live, is the provision of a strategic A6 bypass. This was planned and preferred as the 'Brown route' in 1987. Its creation would also particularly make strong sense in relation to the proposals from Greater Manchester advocating a significant extension of dwellings (4000) in High Lane.</p>
Deborah Maxwell, General manager, National Trust, Lyme Park	187	<p>Housing Policies - Whilst valuing the importance of housing for older adults, if Disley is to thrive it must surely attract new enterprise (commercial or tourism) but those seeking to promote this also need availability of housing. Key is to find balance.</p>
Deborah Maxwell	188	<p>Countryside and Green Spaces Policies - Our Lead Ranger at Lyme Park would be interested I am sure in any collaboration/support. Chris.dunkerley@nationaltrust.org.uk</p>
Deborah Maxwell	189	<p>Built Environment Policies - Scope must be given to local traders to help shape/design the 'feel of Disley' in terms of appropriate presentation - in keeping with its history but not so restrictive or cost prohibitive that it is off-putting to new business.</p>
Deborah Maxwell	190	<p>Transport Policies - Lyme would be very keen to review and lobby for improved train services and any other potential solutions.</p>
Deborah Maxwell	191	<p>General Comments - At Lyme, we would be more than happy to help in any way or be further involved as we start work on developing its infrastructure.</p>

Reg 14 – Statutory Bodies

Highways Agency	192	No specific issues to raise
Sport England	193	General guidance and no specific issues to raise
Peak District National Park	194	<p>Economy and Village Centre Policies – The boundaries of the Peak District National Park and the Neighbourhood Area are contiguous along the southern edge of the Neighbourhood Area and therefore under Section 11A(2) of the National Parks and Access to the Countryside Act (1949) as amended by Section 62(2) of the Environment Act (1995), the Neighbourhood Plan should have regard to the statutory purposes of the National Park. These are to conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and to promote opportunities for understanding and enjoyment by the public of the area’s special qualities. The National Park Authority’s (NPA) Development Plan Core Strategy lists the National Park’s special qualities, including “the flow of landscape character across and beyond the National Park boundary, providing a continuity of landscape and a valued setting for the National Park”. The ‘have regard’ duty applies to all decisions and activities that may affect land within a National Park but can also include activities undertaken outside National Park boundaries if it affects land within them.</p> <p>With the above consideration, the NPA objects to Neighbourhood Plan Policy E1(i). Policy E1(i) could lead to the development of new or expanded businesses in the open countryside immediately adjacent to the National Park boundary. The NPA’s Development Plan Core Strategy does not permit business development in open countryside but restricts it to existing traditional buildings, on farmsteads and in groups of buildings in sustainable locations. The NPA also objects to Neighbourhood Plan Policy E4. Policy E4 could lead to the development of new or expanded tourist facilities and visitor accommodation in open countryside immediately adjacent to the National Park boundary. The NPA’s Development Plan Core Strategy does not permit new build holiday accommodation but would support the change of use of traditional buildings or minor development/ improvements to existing holiday accommodation.</p>
The Canal and River Trust	195	Section 2 – History, The Trust welcome the reference to the Peak Forest canal at paragraph 2.3 and the role played by the canal in the history of the area.
The Canal and River Trust	196	<p>Section 8 – Countryside and Green Space Policies - The Trust supports the principle of policy C1 in terms of new development promoting links and improvements to existing canal towpaths and facilitating walking and cycling. The Trust also welcome the reference to the Peak Forest canal at paragraph 8.2 and the Green Flag accolade in 2016.</p> <p>We welcome the Peak Forest Canal being acknowledged under policy C3 (B) as being an important local wildlife corridor and that development proposals near the canal should look to enhance the corridor.</p>
The Canal and River Trust	197	<p>Community Facilities and Infrastructure Policies - Whilst we welcome the use of our towpaths, it is inevitably that this would led to the existing surface degrading over time. As such the Trust would welcome a mechanism (policy CF1) within the plan to ensure contributions are received from new development to ensure for the re-surfacing of the towpath with a locally appropriate finish as appropriate to ensure the towpath fulfils its potential as a sustainable transport route, although this would clearly require a significant level of funding to be secured.</p> <p>The Trust supports the thrust of policy CF4 in terms of providing a mechanism to get contributions from new development. Waterside development by third parties would place extra liabilities and burdens upon the canal infrastructure in relation to ongoing management and maintenance costs. For example, the use of canals for drainage and flood alleviation purposes and the ongoing maintenance costs for maintaining not only attractive ‘waterway</p>

		<p>settings’ but sustainable transport routes used by the future occupiers of such development which place an increasingly heavy burden on the Trust. Similarly, changes of land use adjacent to the canal can alter the risk profile of our maintenance regime, leading to additional cost for the Trust. For example, managing a canal that passes through a largely rural landscape of agricultural land generates a smaller maintenance liability than one that passes through a residential or commercial area.</p> <p>Waterways are recognised as unique multi-functional assets that perform a number of other important functions such as water resourcing (drainage and flood alleviation); waterborne transport functions (freight, passengers and leisure); use of towing path as a healthy and sustainable transport route for walking, jogging and cycling; a wildlife corridor; and an integrated part of new, waterside developments. Furthermore, canals are a type of “economic development” linked to the visitor economy. Waterside development and regeneration schemes by third parties are exploiting the waterside settings to maximise development value uplift generated by waterside location, yet these third party schemes are not always being obliged to contribute to the development, improvement, restoration and maintenance of waterways.</p> <p>The Trust will seek to maximise opportunities for partnership working to secure funding and will request developer funding from planning applications where appropriate. We would like to see the upgrading of canal towpaths recognised where additional usage is likely to result from a specific development.</p>
The Canal and River Trust	198	Built Environment Policies - The Trust supports the thrust of policy BE1 in terms of conserving and enhancing the heritage assets within the neighbourhood plan area and welcome the listed structures on the canal being acknowledged at paragraph 9.1.
The Canal and River Trust	199	Transport Policies - The Trust supports the thrust of policy T2 but we would welcome the inclusion of a direct reference to the role the canal towpath can play in terms of providing sustainable transport.
The Canal and River Trust	200	Economy and Village Centre Policies - The Trust supports the principle of policy E4 and welcomes the reference to the Peak Forest canal within the supporting text to the policy
The Coal Authority	201	As you will be aware the Neighbourhood Plan area lies within the current defined coalfield. According to the Coal Authority Development High Risk Area Plans, there are recorded risks from past coal mining activity in the form of 47 mine entries, recorded and unrecorded coal mine workings and 4 reported hazards. It is noted that at this time the plan does not include any allocations, other than the identification of Barlow Meadow for older persons housing. The site identified in the Plan as Barley Meadow falls outside of the defined Development High Risk Area. However, if the Neighbourhood Plan allocates sites for future development in the High Risk Area then consideration will need to be given to how the development will respond to the risks posed to surface stability in accordance with the National Planning Policy Framework and the Cheshire East Development Plan. In addition any allocations on the surface coal resource will need to consider the impacts of mineral sterilisation in accordance with the National Planning Policy Framework and the Development Plan.
Natural England	202	We have reviewed the attached plan however Natural England does not have any specific comments on this draft neighbourhood plan.
Historic England	203	General Guidance – No specific issues.
Manchester Airport	204	Transport Policies - Cheshire East can benefit from the economic advantages and transport connections that close proximity to Manchester Airport affords. Improved transport connectivity within the local area that would enhance access to/from Manchester Airport would therefore be of benefit. As such, we welcome the recognition made within the Neighbourhood Plan to the importance of public transport services and support the inclusion of policy T2 – Sustainable Transport as a means to improve the integration between different

		<p>modes of transport. We believe that the A6 to Manchester Airport Relief Road (A6 MARR) currently under construction will improve accessibility for airport employees and passengers living in Disley and Newtown.</p> <p>Manchester Airport also has a statutory role in the planning process as an Aerodrome Safeguarding Authority. By virtue of its importance to the national air transport system, Manchester Airport is an officially safeguarded aerodrome. This is to protect the safe and efficient operation of aircraft at and in the Airport's vicinity. Legislative provisions regarding the safeguarding process are set out in ODPM/DfT Circular 1/2003 – Safeguarding Aerodrome, Technical Sites and Military Explosives Storage Areas. In accordance with this Circular, Manchester Airport is a statutory consultee for certain planning applications for developments that require safeguarding to protect the Airport's operation. Safeguarding maps (which are held by the LPA) show the extent of the safeguarded area and set out the requirements for statutory consultation with us. There are 3 principal types of safeguarding – physical/ obstacle safeguarding, technical radar safeguarding and bird hazard safeguarding. With regard to physical safeguarding, there are parts of Disley that lie within the “grey” coloured zone as depicted on the safeguarding map indicating that all development within this area requires consultation with us regardless of its height. There are also parts of Disley that lie within the “green” coloured zone, within which any development proposed to exceed a height of 15m AGL requires consultation with us. With regard to technical safeguarding, the whole of Disley and Newtown lies within Manchester Airport's safeguarded area for wind turbine development (which extends to 30km from the aerodrome). This means that any planning application for a wind turbine(s) within Disley and Newtown must be referred to us for consultation. With regard to bird hazard safeguarding, Disley and Newtown lies outside of the area (which extends to 13km from the aerodrome) within which any development that may attract birds requires consultation with us.</p> <p>When considering the type and location of any new development and land use within Disley and Newtown we therefore recommend that consideration of the relevant aerodrome safeguarding criteria, consultation procedures, any potential impacts on aircraft safety, is made and if necessary addressed. We welcome pre-application consultation and can be contacted at planning@manairport.co.uk to discuss the implications of any proposals in advance of any applications for planning permission being made.</p>
National Grid	205	General guidance – no specific issues

Reg 14 – Developers and Landowners

How Planning on behalf of R Birkett esq	206	<p>Housing Policies - Policy H1: New Residential Development states that new housing development within the settlement boundary of Disley and Newtown, consistent with housing numbers set by Cheshire East Council for Disley and Newtown as a Local Service Centre will be supported. Paragraph 7.4 of the Justification text provides three potential approaches to determining the housing target for Disley and Newtown. It is our view that the second approach, Local Plan Proportionate Figure, is the correct approach to take, in order to ensure that the objectively assessed needs of the settlement can be met. Disley has a completions and commitments figure of 203, leaving a deficit of 97 dwellings against the housing target of 300 set by the preferred approach. As discussed extensively during the Examination in Public for the Cheshire East Local Plan Strategy, whilst it is appropriate to consider planning policy constraints such as Green Belt, it is also necessary to promote sustainable patterns of development which address the future housing, employment and other development needs. It is therefore suggested that an assessment of individual sites against clearly identified criteria is undertaken in order to allocate further sites for residential development, in line with PPG1.</p>
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Policy H5: Housing Mix and Type states that new homes on developments of 10 or more should be limited to one-third detached properties. It is considered that the evidence referred to does not support a restriction to non-detached properties. Rather, Paragraph 7.23 of the Justification Text states that over a third of residents require 3 or more bedrooms. It is therefore requested that the wording of this policy is revisited to adequately reflect the latest and up-to-date evidence of housing need in line with PPG2.

LAND OFF LEGH ROAD, DISLEY

As set out above, it would be beneficial for the Disley and Newtown Neighbourhood Plan to allocate sites for development in order to meet the development needs of the area. We believe that Land off Legh Road should be considered for the reasons set out below.

The site is located on Legh Road, Disley, approximately 1.7 km west of the centre of Disley village, in a well-established residential area. It extends to approximately 0.87 hectares, and is bounded to the north by Legh Road, which contains a number of detached residential properties. To the south of the site lies the Bollinghurst Brook, beyond which lies open land, a number of mature trees and a railway line. Coppice Farm is located to the south west of the site, and comprises of approximately three farm buildings. Individual properties lie directly to the east and west. The site is completely self-contained and remains the only undeveloped site north of Bollinghurst Brook. There are a number of shops, pubs, restaurants and community facilities (including a public library) located within reasonable walking distance of the site, in Disley village. The site also benefits from being located within walking distance of bus services which serve Buxton Road (A6). The nearest bus stop is 350m away and is served by Number 199, between Buxton and Manchester Airport via Stockport. In addition, Disley train station is approximately 1.4 km away and has regular services to Manchester.

In accordance with the NPPF, to be considered deliverable, sites should: Be Available: A site is considered available where there is confidence that there are no legal or ownership problems; Be Suitable: A site is considered suitable for housing development if it offers a suitable location for development and would contribute to the creation of sustainable, mixed communities; and Be Achievable: A site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site within five years. This is a judgement about the economic viability of a site and the capacity of the developer to compete and sell housing over a certain period taking into account market factors, cost factors and delivery factors. Consideration of the site against these criteria is set out in further detail below.

An Available Site

The site is in the Freehold ownership of our clients who are supportive of the site being put forward for residential development. There are no restrictions to its availability for immediate development, as such the site is clearly available for development now.

A Suitable Site

With regard to planning policy designations, the site is located within the north western edge of the North Cheshire Green Belt. As part of the emerging Local Plan Strategy, Policy PG2 (Settlement Hierarchy) identifies Disley as one of 10 Local Service Centres, where small scale development will be supported to meet needs and priorities, contributing to the creation and maintenance of sustainable communities. Policy PG6 (Spatial Distribution of Development) allocates in the order of 7 hectares of employment land and 3,500 new homes to Local Service Centres jointly over the plan period (2010-2030).

The vision for Local Service Centres is set out at paragraph 8.30 of the LPS: "In the Local Service Centres, some modest growth in housing and employment will have taken place to meet locally arising needs, to reduce the level of out-commuting and to secure their continuing vitality. This may require small scale alterations to the Green Belt in some circumstances."

The site was assessed, as part of a wider land parcel in the Council's Green Belt Assessment Update 20153 under site reference DS35. Consideration of our site in isolation, against the Council's assessment is set out below.

Purpose 1: To check the unrestricted sprawl of large built-up areas

DS35: Contribution: This parcel is made up of a predominantly residential area located adjacent to High Lane settlement boundary but within the Parish of Disley. Due to the extensive degree of development within this parcel, this area of land offers a limited contribution to preventing ribbon development/unchecked urban sprawl. The properties located immediately adjacent to the north and west of the land at Legh Road are located in the administrative district of Stockport Metropolitan Borough Council and are not located within the Green Belt to any extent. The enclosed Site Location Plan clearly shows that the site remains the only undeveloped site north of Bollinghurst Brook. Planning permission for residential development has also been permitted on the site historically but this has since lapsed. The sites Green Belt designation is therefore arbitrary and a complete anomaly which does not serve this purpose, given that it is entirely enclosed by permanent defensible boundaries.

Purpose 2: To prevent neighbouring towns merging into one another

DS35: Contribution: This parcel forms part of the Green Belt between Disley and High Lane. However, the openness in this parcel has been significantly diminished by the high level of existing development and therefore this area does not play a significant role in preventing settlements from merging, although the Green Belt designation does serve to prevent further intensification of development. It is acknowledged that the Green Belt designation serves to prevent further intensification of development, however the wording of the purpose and the relevant methodology outlined in the Green Belt Assessment is clear in that it relates to whether development would close a gap rather than the intensification of development. The development would not close the gap between Disley and High Lane, given that it would act as a self-contained infill site and not extend the line of built development, and as such the site does not serve this purpose.

Purpose 3: To assist in safeguarding the countryside from encroachment

DS35: No Contribution: Whilst the Green Belt Designation may help to prevent further intensification of developed uses within the parcel, the high coverage by existing development means that this area cannot be considered as countryside. Despite being in the Parish of Disley, it effectively forms part of the adjacent urban area of High Lane within Greater Manchester. The Cheshire East Council Assessment itself finds that the characteristics of the parcel mean that effectively it forms part of the "adjacent urban area" and it "cannot be considered countryside", underlining the anomalous nature of a Green Belt designation for this enclosed plot.

Purpose 4: To preserve the setting and special character of historic towns

DS35: Contribution: Disley is a historic town with designated Conservation Areas. The parcel is not located near to the 250m buffer zone as it is completely detached from Disley and adjoins High Lane. However the eastern boundary of the parcel lies adjacent to the Lyme Park Conservation Area which is also a Registered Park and Garden however the parcel itself is completely development. Landscape features of value on this side of the Green Belt consist of numerous wooded area which constrain views into and out of the settlement of High Lane. Our Client agrees that the development of the site would not impact Disley as a historic town due to the location and proximity of the site. Lyme Park Conservation Area is located to the east of the site, and is separated by dense areas of woodland. It is not considered that the development of the site would have any visual or other impact on Lyme Park as a Conservation Area or Registered Park and Garden. It is therefore considered that the site does not contribute to this purpose.

Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

DS35: Significant contribution: Disley has 10.7% brownfield urban capacity for potential development however the parcel is adjacent to the settlement of High Lane to the north and the administrative boundary with Stockport Council. High Lane has 0.4% brownfield urban capacity for potential development thus overall the parcel makes a significant degree of contribution to the purpose. The Council's Urban Potential study (2015) identifies a limited supply of available brownfield/ urban site within the settlement of Disley. In the context of this and our comments above about the spatial distribution of development, it is apparent that some development will need to take place on land within the Green Belt in the Plan period.

Overall Evaluation

DS35: The parcel makes a limited contribution to Green Belt purposes. This parcel of land is bound by a railway line A6 (Buxton Road), public footpath (No. 17) Coppice Lane and Bollinhurst Brook. Due to the high degree of built form from within this parcel, consisting largely of residential properties with some TPOs, the degree of openness has been significantly compromised. The parcel makes a limited contribution to checking unrestricted sprawl and in preventing nearby towns from merging. It is noted that the site has been assessed as having a limited contribution to the Green Belt purposes. If the above comments were taken into consideration, the site would contribute to purpose 5 only, and therefore the majority (and overall evaluation) would be 'No Contribution'. The removal of the site from the Green Belt would not have any material impact on the five purposes.

Technical Matters

In relation to other technical matters, it is noted here that the site was previously granted outline planning permission for residential development (LPA Reference: 6/8/0.676 & 6/8/0.712), although neither application was implemented, which clearer established the sites suitability for residential development. Our Client has also undertaken a number of initial technical studies, including highways, flood risk; ground conditions and noise which demonstrate that the site has no known constraints that would prevent development coming forward on the site. An initial masterplan exercise has been undertaken on the site which demonstrates that 2 - 5no. dwellings could be delivered on the site, with access being achieved off Legh Road (see enclosed Site Layout Plans). It is noted that our client has an expressed right to access their site from Legh Road in the registered covenants.

Summary on Site Suitability

In summary, it is clear that the site is wholly suitable for housing development; its removal from the Green Belt would not result in any significant adverse impacts to the purposes of the Green Belt; and there are no site or technical constraints that would prevent residential development.

An Achievable Site

The land is wholly within the control of our Client, who is committed to bringing the site forward for development. Initial technical assessment undertaken demonstrates that there are no significant site constraints that would prevent development from coming forward and as such the development of the site for residential uses is entirely achievable within the first 5 years of the Plan Period. The Site Layout Plan shows how a residential development is achievable on the site and has been informed by technical work, taking into account necessary mitigation in respect to flood risk constraints. Residential development on the site is therefore considered to be achievable.

Summary

It is considered that the Disley and Newtown Neighbourhood Plan should take the opportunity to allocate sites in order to meet the housing target for the area. Land at Legh Road is well related to the existing built up area of Disley and would act as a logical infill site.

		<p>As such, it should be considered to meet the growth requirements of Disley. The site is in a sustainable location, is deliverable in terms of the NPPF and has the potential to deliver significant benefits. It is therefore our contention that the site should be considered for allocation in the emerging Disley and Newtown Neighbourhood Plan, as it is suitable, available and achievable, subject to its removal from the Green Belt, the aims of which it does not serve.</p>
<p>How Planning, on behalf of the Coppice farm Trustees</p>	<p>207</p>	<p>Housing Policies - Policy H1: New Residential Development states that new housing development within the settlement boundary of Disley and Newtown, consistent with housing numbers set by Cheshire East Council for Disley and Newtown as a Local Service Centre will be supported. Paragraph 7.4 of the Justification text provides three potential approaches to determining the housing target for Disley and Newtown. It is our view that the second approach. Local Plan Proportionate Figure, is the correct approach to take, in order to ensure that the objectively assessed needs of the settlement can be met. Disley has a completions and commitments figure of 203, leaving a deficit of 97 dwellings against the housing target of 300 set by the preferred approach. As discussed extensively during the Examination in Public for the Cheshire East Local Plan Strategy, whilst it is appropriate to consider planning policy constraints such as Green Belt, it is also necessary to promote sustainable patterns of development which address the future housing, employment and other development needs. It is therefore suggested that an assessment of individual sites (both within and outside of the settlement boundary) against clearly identified criteria is undertaken in order to allocate further sites for residential development, in line with PPG1. Policy H5: Housing Mix and Type states that new homes on developments of 10 or more should be limited to one-third detached properties. It is considered that the evidence referred to does not support a restriction to non-detached properties. Rather, Paragraph 7.23 of the Justification Text states that over a third of residents require 3 or more bedrooms. It is therefore requested that the wording of this policy is revisited to adequately reflect the latest and up-to-date evidence of housing need in line with PPG2.</p> <p>LAND AT COPPICE FARM, DISLEY</p> <p>As set out above, it would be beneficial for the Disley and Newtown Neighbourhood Plan to allocate sites for development in order to meet the development needs of the area. We believe that Land at Coppice Farm, Disley should be considered for the reasons set out below.</p> <p>Site Introduction</p> <p>The site is located south of the settlement of Disley, which falls in the administrative boundary for Cheshire East Council. Our client is currently in discussions with the adjacent land owner (shown as land edged blue) to provide access from Legh Road. If delivered, the site would come forward with the land edged blue, and therefore the comments below refer to the site as a whole. The site is approximately 6ha in size and currently comprises agricultural land, with a farm house and two barns to the south. It is bounded along the northern boundary by Legh Road and Coppice Lane, with existing residential development to the north and east and agricultural land to the south and west. A railway line runs along the southern boundary of the site. The current proposals map shows that the site is designated as Green Belt. The site is very well located in terms of connectivity, located 0.5km from the A6 giving easy access to Stockport and Manchester. The nearest bus stop is located 0.6km to the north of the site on the A6 and is used by bus route 199, connecting the site to Buxton and Manchester Airport. In addition, Disley train station is approximately 1.4 km away and has regular services to Manchester. A cluster of shops and community facilities is located further along the A6, approximately 1.6km to the north of the site. A number of schools are located in the vicinity including Brookside Primary School and High Lane Primary School. To be considered deliverable, footnote 11 of the NPPF confirms that:</p>

“Sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.”

These criteria are assessed in further detail below.

A Suitable Site

With regard to planning policy designations, the site is located within the north western edge of the North Cheshire Green Belt in the Macclesfield Local Plan (adopted January 2004). As part of the emerging Local Plan Strategy, Policy PG2 (Settlement Hierarchy) identifies Disley as one of 10 Local Service Centres, where small scale development will be supported to meet needs and priorities, contributing to the creation and maintenance of sustainable communities. Policy PG6 (Spatial Distribution of Development) allocates in the order of 7 hectares of employment land and 3,500 new homes to Local Service Centres jointly over the plan period (2010-2030).

The vision for Local Service Centres is set out at paragraph 8.30 of the LPS:

“In the Local Service Centres, some modest growth in housing and employment will have taken place to meet locally arising needs, to reduce the level of out-commuting and to secure their continuing vitality. This may require small scale alterations to the Green Belt in some circumstances.”

Green Belt

It is important to note that the site was assessed in the Green Belt Assessment Update 20154 under references DS34 (land edged red) and DS35 (land edged blue). Extracts of the relevant land parcel Assessments are set out below with our observations.

Purpose 1: To check the unrestricted sprawl of large built-up areas

DS34: Contribution: This parcel is located to the south east of High Lane's settlement boundary and is contained by Bollinhurst Brook, a railway line and The Council's administrative boundary (wooded). Due to the boundaries which make up this parcel (railway line and brook) there is limited scope for ribbon development to form within this parcel As outlined in the assessment, the site is very well contained with strong boundaries and would act as a natural extension to the High Lane settlement. It is therefore considered that the parcel does not contribute to this purpose.

DS35: Contribution: This parcel is made up of a predominantly residential area located adjacent to High Lane settlement boundary but within the Parish of Disley. Due to the extensive degree of development within this parcel, this area of land offers a limited contribution to preventing ribbon development/unchecked urban sprawl. The properties located immediately adjacent to the north and west of the land at Legh Road are located in the administrative district of Stockport Metropolitan Borough Council and are not located within the Green Belt to any extent. The enclosed Site Location Plan clearly shows that the site edged blue remains the only undeveloped site north of Bollinghurst Brook that remains in the Green Belt. Planning permission for residential development has also been permitted on the site historically but this has since lapsed. The sites Green Belt designation is therefore an anomaly which does not serve this purpose.

Purpose 2: To prevent neighbouring towns merging into one another

DS34: No Contribution: Forms part of the wider Green Belt but does not serve a specific separation function. Although part of Disley Parish, it is adjacent to the urban area of High Lane. Development would not close the gap between Disley and High Lane. The landowners agree that the site does not serve a specific separation function and in turn does not contribute to this purpose.

DS35: Contribution: This parcel forms part of the Green Belt between Disley and High Lane. However, the openness in this parcel has been significantly diminished by the high level of existing development and therefore this area does not play a significant role in preventing settlements from merging, although the Green Belt designation does serve to prevent

further intensification of development. It is acknowledged that the Green Belt designation serves to prevent further intensification of development, however the wording of the purpose and the relevant methodology outlined in the Green Belt Assessment is clear in that it relates to whether development would close a gap rather than the intensification of development. As per parcel DS34, development would not close the gap between Disley and High Lane and therefore does not serve this purpose.

Purpose 3: To assist in safeguarding the countryside from encroachment

DS34: Contribution: North eastern boundary sits adjacent to a group of trees which strengthen this boundary and restrict the spread of High Lane into the open countryside. The north eastern boundary of this area of land sits adjacent to a built up area not located within the settlement boundary. Boundaries are strong to resist any further encroachment into the countryside in the future.

There are a number of urbanising influences adjacent to the parcel, and as such the parcel has a strong relationship to the settlement. The landowners agree that there are strong boundaries on all sides of the parcel, whether natural or built development, which will prevent encroachment into the countryside in the future. In line with the methodology set out on page 26 of the Green Belt Assessment, it is not considered that any relationship has been identified between the parcel and the purpose and the rating should be changed to 'No Contribution'.

DS35: No Contribution: Whilst the Green Belt Designation may help to prevent further intensification of developed uses within the parcel, the high coverage by existing development means that this area cannot be considered as countryside. Despite being in the Parish of Disley (Cheshire), it effectively forms part of the adjacent urban area of High Lane within Greater Manchester. The landowners agree with this rating and have no further comments.

Purpose 4: To preserve the setting and special character of historic towns

DS34: Contribution: Disley is a historic town with designated Conservation Areas. The parcel is not located near to the 250m buffer zone as it is completely detached from Disley however it is near to Lyme Park Conservation Area which lies within the Peak District National Park and is also a Registered Park and Garden albeit it is separated by areas of woodland.

The landowners agree that the development of the site would not impact Disley as a historic town due to the location and proximity of the site. Lyme Park Conservation Area is located to the east of the site, and is separated by dense areas of woodland. It is not considered that the development of the site would have any visual or other impact on Lyme Park as a Conservation Area or Registered Park and Garden. It is therefore considered that the site does not contribute to this purpose.

DS35: Contribution: Disley is a historic town with designated Conservation Areas. The parcel is not located near to the 250m buffer zone as it is completely detached from Disley and adjoins High Lane. However the eastern boundary of the parcel lies adjacent to the Lyme Park Conservation Area which is also a Registered Park and Garden however the parcel itself is completely developed. Landscape features of value on this side of the Green Belt consist of numerous wooded area which constrain views into and out of the settlement of High Lane.

The landowners reiterate the comments made above, which are also relevant to this parcel.
Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

DS34 and DS35: Significant contribution: Disley has 10.7% brownfield urban capacity for potential development however the parcel is adjacent to the settlement of High Lane to the north and the administrative boundary with Stockport Council. High Lane has 0.4%

brownfield urban capacity for potential development thus overall the parcel makes a significant degree of contribution to the purpose.

As iterated above, despite being in the Parish of Disley (Cheshire), both DS34 and DS35 effectively form part of the adjacent urban area of High Lane within Greater Manchester. It is suggested that the parcels be assessed in light of this relationship, and the assessment be altered to 'Contribution' to reflect the 0.4% urban potential in the vicinity.

Overall Evaluation

DS34: The parcel makes a limited contribution to Green Belt purposes. The parcel is adjacent to the urban edge and although fairly rural and open in character there are urbanising influences. The parcel makes a limited contribution to checking the unrestricted sprawl and safeguarding the countryside from encroachment. The parcel makes no contribution to prevent nearby towns from merging.

DS35: The parcel makes a limited contribution to Green Belt purposes. This parcel of land is bound by a railway line A6 (Buxton Road), public footpath (No. 17) Coppice Lane and Bollinhurst Brook. Due to the high degree of built form from within this parcel, consisting largely of residential properties with some TPOs, the degree of openness has been significantly compromised. The parcel makes a limited contribution to checking unrestricted sprawl and in preventing nearby towns from merging. It is noted that both sites have been assessed as having a limited contribution to the Green Belt purposes. If the above comments were taken into consideration, both of the sites would contribute to purpose 5 only, and therefore the majority (and overall evaluation) would be 'No Contribution'. The removal of the site from the Green Belt would not have any material impact on the five purposes.

Paragraph 85 of the NPPF also provides a number of criteria which Local Planning Authorities should take into consideration when defining Green Belt boundaries. These include the following:

“Not include land which is unnecessary to keep permanently open; Satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and Define boundaries clearly using physical features that are readily recognisable and likely to be permanent”

The retention of the land at Legh Road and Coppice Farm within the Green Belt would clearly be unnecessary as it does not serve the five purposes of the Green Belt in planning policy terms. Excluding it from the Green Belt would result in the use of permanent physical features that are readily recognisable and likely to remain permanent thereafter, and as amended the Green Belt boundary would not need to be altered at the end of the Development Plan period.

Technical Matters

The land to the north of the site edged blue is identified within the 2013 SHLAA as 'Land at Legh Road' was assessed with reference 3310. The assessment concluded that it would be suitable with policy change (removal from Green Belt) with a capacity for 27 dwellings in 6-10 years.

The 2013 SHLAA Update and Environment Agency Flood Map identify that parts of the site lie within flood zones two and three and therefore suffer from a medium to high risk of flooding due to its location within an indicative flood risk area. However, detailed technical work has been undertaken by Integra Consulting which provides a more realistic assessment of the flood risk areas at a lower scale. The flood rezoning plans resulting from this exercise are enclosed and has been accommodated within the redevelopment of the site shown on the Site Layout Plan.

In addition, the 2013 SHLAA Update identifies overhead power lines crossing the site. These could however be rerouted with ease and there is only a single pole within the site itself.

With regard to topography, the 2013 SHLAA Update identifies that the blue-edged site is sloping and slopes away from the road in a southerly direction towards Bollinghurst Brook.

This topography is acknowledged although it is not considered that it would not act as a constraint to development, as demonstrated by the residential permissions built out on more steeply sloping land adjacent to the site (planning permission reference: 07/2082P). The 2013 SHLAA Update also states that there is a need for consideration of nature conservation issues in relation to surrounding woodland. With regard to this, any adjoining woodland could be accommodated for within a residential scheme with ease.

Acknowledging the potential noise constraint caused by the railway to the south of the site, a Constraints Assessment has been undertaken by the Acoustic Consultancy team at Royal Haskoning DHV. Whilst the report (which is included in this submission) in the first instance states that the noise constraints are considered to require a buffer zone of 210 metres, it goes on to conclude that other mitigation measures can be adopted (such as a noise barrier/fence) which would only require a couple of metres setback from the railway. In relation to other technical matters, the landowners do not consider there to be any physical problems or limitations preventing the site's development. There is a Public Right of Way currently shown to cross the site on the Site Location Plan which runs from Coppice Lane to the railway at the south-east and the wooded area to the west. Any development proposals can include the integration of the path to ensure permeability into the surrounding area.

A Site Layout Plan showing 36 dwellings has been produced by SSHARC Ltd. The layout shows that a residential development incorporating any mitigation required for technical matters can be achieved through a comprehensive masterplanning exercise. In summary, the site does not significantly contribute to any of the 5 purposes of the Green Belt and there are no technical matters that would preclude the development of the site, and is therefore suitable for development.

An Available Site

The site edged red is in the freehold ownership of the Coppice Farm Trustees, and the site edged blue is in the freehold ownership of R Birkett Esq and his four sisters. Both parties are supportive of the site as a whole being put forward for residential development. There are no restrictions to its availability for immediate development, as such the site is available for development now.

An Achievable Site

There is a strong prospect that residential development will be achieved within 1-5 years post-adoption of the emerging Local Plan as there are no significant site constraints that would prohibit development.

The Site Layout Plan shows how a residential development is achievable on the site. This plan has been informed by technical work as set out above and has taken into account necessary mitigation for the noise constraints from the railway line to the south, in addition to flood risk constraints from Bollinhurst Brook which runs through the centre of the site. With respect to access, this is shown as coming from Legh Road. Residential development on the site is therefore considered to be achievable.

SUMMARY

It is considered that the Disley and Newtown Neighbourhood Plan should take the opportunity to allocate sites in order to meet the housing target for the area. Land at Coppice Farm is well related to the existing built up area of Disley and would act as a logical extension to the settlement. As such, it should be considered to meet the growth requirements of the neighbourhood area. The site is in a sustainable location, is deliverable in terms of the NPPF and has the potential to deliver significant benefits, including:

- Positively contributing to the housing supply in Disley and the wider Borough;
- Creating a range of housing types that will make a positive contribution towards the Borough's housing requirements by providing a mix of types and tenures of dwellings,

		<p>including new affordable homes; and Generating growth and providing significant benefits to the local economy.</p> <p>It is therefore our contention that the site should be considered for allocation in the emerging Disley and Newtown Neighbourhood Plan, as it is suitable, available and achievable, subject to its removal from the Green Belt.</p>
<p>Emery Planning on behalf of Harwil Development Co Ltd</p>	<p>208</p>	<p>Introductory Sections, Vision and Objectives and Housing Policies – Land at Lymewood Drive, Disley</p> <p>Our client’s site is situated 400 metres north-west of the village centre and consists of an Lshaped area of land of approximately 0.6 hectares, which forms an indentation into the built-up limits of Disley. The adjoining land immediately to the north could be included as part of a comprehensive development. Paragraph 4.3 of the document describes Disley as a dormitory village serving Greater Manchester. However, this description is misleading given that the bullet points set out in paragraph 4.1 above it recognise that there is a larger than average number of residents who are self-employed and who work from home.</p> <p>Consequently, we consider that paragraph 4.3 should be amended to reflect that whilst some residents work in Greater Manchester, the number of people who work from home is higher than average. There should also be recognition that Disley is one of 13 Local Service Centres in the Cheshire East LPS.</p> <p>Paragraph 4.4 of the document explains that partly as a result of housing development on a previously industrial site, pressure has been placed on the local primary school to increase its pupil capacity. This refers to the redevelopment of the Fibrestar Factory by Charles Church. However, it should also state that as part of the permission, the developer made a financial contribution to fund the expansion of the school to accommodate the pupils from the development. The expansion of the school is currently taking place and it is this expansion which means the Published Admission Number (PAN) for Disley Primary can increase to 280. The NP should also recognise that there is capacity for pupils in nearby schools. Whilst these schools are outside of the NP area, children living within the designated area will live closer to these schools than they do to Disley Primary.</p> <p>Section 5: Consultation</p> <p>We welcome the consultation that has taken place so far with the community (i.e. residents and local businesses). However, the Steering Group should also seek to engage with landowners and developers. We would welcome the opportunity to discuss our client’s site with the Steering Group before the next version of the plan is prepared.</p> <p>Section 6: Vision and Objectives</p> <p>The vision states that the Green Belt around Disley will remain and “any” development will be well managed and sustainable and meet the needs of the whole community. The vision should be amended to remove reference to the Green Belt will remain. The reason for this is because it is not known at this stage how many new dwellings and employment land Disley will be expected to accommodate to 2030 and beyond. Cheshire East LPS states that the SADPD process will establish how much new development will be required in Disley and may consider Green Belt release to accommodate this. Furthermore, land will need to be removed from the Green Belt through the SADPD process and safeguarded for development beyond the current plan period. Consequently, the NP cannot commit to retaining the Green Belt around Disley as it is currently drawn. The vision should also be amended so that rather than stating “any” development, there is explicit reference to the fact that the NP will achieve an appropriate level of housing and employment growth in line with the Cheshire East development plan.</p> <p>In terms of the objectives, the following should be added, which is taken from paragraph 8.30 of the LPS: “New development is required to meet local needs and help retain services and facilities so that residents can continue to enjoy these benefits and reduce the need to travel elsewhere. This may require small scale alterations to the Green Belt in some</p>

circumstances, which will be pursued as necessary through the Site Allocations and Development Policies Document.

Housing Policies-

Policy H1 – New Residential Development states: “A settlement boundary is defined and shown on Figure B. Within the settlement boundary of Disley and Newtown, new housing development consistent with housing numbers set by Cheshire East Council for Disley and Newtown as a Local Service Centre will be supported, subject to other policies within the Neighbourhood Plan. Outside the settlement boundary, residential development will not be permitted except where this accords with national Green Belt policy.”

We note that Figure B seeks to include land, which is currently included in the Green Belt within the proposed settlement boundary. This is in the following locations:

- ☐ to the west of the designated area, including all of the properties fronting on to the A6 and the properties located on roads off the A6 e.g. Light Alders Lane, Lyme Road, Park Road, Coppice Lane, etc.
- ☐ to the west of Homestead Road;
- ☐ to include the allotments at Hollinwood Road / Hagg Bank Lane;
- ☐ to include the residential properties along Redhouse Lane, Cloughside and Factory Lane;
- ☐ to include the residential properties, to the south of the A6 (i.e. nos. 98-150 Buxton Road)
- ☐ to include the wooded area to the south of the A6 between nos. 204 and 206 Buxton Road;
- ☐ to the south of Disley to include the Bentside Road / Goyt Road Recreation Area; and
- ☐ the A6 road itself to the east and west of Disley.

Whilst it is unclear whether or not the NP is proposing to release land within the settlement boundary from the Green Belt, in accordance with paragraph 83 of the NPPF Green Belt boundaries can only be amended through the preparation or review of the Local Plan. The Neighbourhood Plan cannot amend the Green Belt boundaries. This will therefore be carried out through the SADPD process. Notwithstanding this, the proposed settlement boundary largely reflects that set out in the Macclesfield Borough Local Plan. It is tightly wrapped around the existing built form with few – if any – opportunities for development. Whilst the housing numbers are not known at this stage, it is likely that Green Belt boundaries will need to be amended to accommodate new housing growth to 2030. They will also need to be amended to accommodate safeguarded land. As above, the SADPD will be releasing 12.6 ha of land from the Green Belt around Alderley Edge, Bollington, Chelford, Disley, Mobberley and Prestbury.

In summary, the proposed settlement boundary for Disley as set out in the consultation document is likely to be substantially altered through the SADPD process. It should either be removed from the NP or reference should be included to state that it will be reviewed through the SADPD. As discussed above, we consider that our client’s site should be included within the settlement boundary and will be promoting this through the SADPD process.

The justification to policy H1 makes reference to the Housing Advice Note and the number of dwellings which will be required in Disley to 2030. A number of scenarios have been set out, which indicate a range of between 89 and 300 dwellings, which we discuss below. However, from the outset, as we have explained above, the disaggregation of the 3,500 figure will only be carried out through the SADPD process and therefore the Neighbourhood Plan will need to ensure that there is sufficient flexibility within it to ensure that the final figure for Disley can be accommodated.

Within this context, we have no objection to the reference within policy H1 that “new housing development consistent with housing numbers set by Cheshire East Council for Disley and Newtown as a Local Service Centre will be supported”. However, the indication that this will be accommodated within the proposed settlement boundary without the need

for any Green Belt release should be removed in the event that this occurs through the SADPD process.

Paragraph 7.6 of the consultation document states:

“Given the Green Belt constraints of Disley, along with the number of units completed or committed during the early part of the plan period, it is not considered necessary to allocate further sites for residential development other than for the particular local need for elderly persons accommodation. The housing policies will allow for appropriate development within the settlement boundaries. In addition, Green Belt policy would allow for the development of appropriate previously developed sites in the Green Belt” We disagree.

In terms of the scenarios, the 89 dwelling figure is based on projecting forward the dwelling completion rate in Disley between 2001 and 2011 of 4.7 dwellings per annum. There should be no reliance on this figure because it fails to take into account housing need and will have been influenced by a shortage of available sites, the fact that Disley is surrounded by Green Belt and also that a moratorium on new house building in the former Macclesfield Borough was in place within this period as well as the downturn in the economy following the recession. The 260 dwelling figure is based on household projections. There should be no reliance on this figure as it is clearly set out in the Housing Advice Note that this represents an “unconstrained figure”. It is not the objective assessment of housing needs, which is required by the NPPF and set out in the LPS. Indeed, it is evident that this figure would not meet needs as the household projections for the whole of Cheshire East is 1,050 per year and yet the objective assessment of housing needs is much higher (i.e. 1,800 dwellings per year).

In terms of the 269 figure, this is based on an even split of the 3,500 dwellings between the 13 Local Service Centres (i.e. 3,500 / 13). There should be no reliance on this figure because as we have set out above and in our response to the SADPD issues consultation, the 13 LSCs vary considerably in terms of size and services / facilities. Also, whilst Shavington is identified as a Local Service Centre it includes two strategic sites to meet Crewe’s needs. Goostrey’s housing needs are also expected to be accommodated in Holmes Chapel. It is evident that whichever methodology is eventually used to disaggregate the 3,500 figure through the SADPD process, it is clear that it will not be by dividing the 3,500 figure by 13. Consequently, the only scenario that could be considered at this stage is the 300 dwelling figure, which is based on applying the percentage of the total existing households within the 13 LSCs which are in Disley to the 3,500 figure. Even so, this would be minimum requirement and indeed the SADPD process will allocate a further 10% of dwellings to provide the same amount of flexibility as included in the LPS. Consequently, it is likely that whichever figure is given for Disley will be in excess of 330 dwellings.

The Housing Advice Note explains that there were only 52 completions in Disley between 1st April 2010 and 30th September 2015 and commitments for a further 148 dwellings (i.e. sites with planning permission). There is therefore likely to be a significant shortfall in excess of 130 dwellings, which will need to be accommodated by 2030.

There is no evidence to demonstrate that this level of development can be accommodated within the existing urban area. The NP only proposes one allocation for housing and that is only for 12 dwellings. The Fibrestar Factory referred to above is included within the completions / commitments figures and therefore there are few remaining sites within the urban area, which could accommodate new residential development. Consequently, it is likely that there will need to be Green Belt release to accommodate housing needs to 2030 and as above a proportion of the 12.5 ha of Green Belt land to be released from the Green Belt and safeguarded for development beyond 2030.

We consider that our client’s site should be removed from the Green Belt and allocated for housing needs by 2030 and we will be promoting this through the SADPD. Whilst the Neighbourhood Plan cannot amend Green Belt boundaries as this will be done through the

SADPD, it needs to provide the flexibility that further allocations will be required and these may require Green Belt release. Figure B and paragraph 7.6 should be deleted and policy H1 amended to state: "Within the settlement boundary of Disley and Newtown, which will be established by the Cheshire East Local Plan – Site Allocations and Development Policies Document, new housing development consistent with housing numbers set by Cheshire East Council for Disley and Newtown as a Local Service Centre will be supported, subject to other policies within the Neighbourhood Plan. Once it has been established, outside the new settlement boundary, residential development will not be permitted except where this accords with national Green Belt policy" These changes would accurately reflect the approach set out in the LPS and emerging SADPD.

Policy H2 – Housing for older people - We do not object to policy H2, which seeks to provide new accommodation for older people in response to the Housing Needs Survey. Indeed, our client's site could be used to provide some new housing for older people, which we would like to discuss further with the Steering Group.

Policy H4 – Allocation of Barlow Meadow for older persons' housing- Our client does not object to the allocation of this site. However, as above, the NP should be amended to provide flexibility that further allocations will be required to meet the likely housing requirement for Disley. This single allocation (for 12 dwellings) will not address the residual housing requirement alone and represents one of few development opportunities within the existing urban area.

Policy H5 – Housing Mix and Type - This policy states: "Unless viability or other material considerations show a robust justification for a different mix, in order to redress the imbalance of the current housing stock and ensure an appropriate mix of housing in Disley and Newtown to meet local needs, new homes on developments of 10 or more should be limited to one-third detached properties. The remainder (both market and affordable) should reflect the most recent up to date housing needs survey, particularly favouring smaller homes, bungalows, apartments, terraced or semi-detached, and providing for the changing needs and life-styles of an ageing population - including where appropriate an element of fully compliant Lifetime Homes." There is no justification for the restriction of only one third of new dwellings on developments of 10 dwellings to be detached. It should be removed.

The Housing Advice Note does state that the NP may need to deliver smaller accommodation, but this is with specific reference to elderly households looking to downsize. This is also reflected in the Housing Needs Survey, but there is no reference in either document to the fact that these smaller homes would need to be semi-detached or terraced houses or apartments.

Summary and Conclusions

In summary, our client's position is as follows:

- ☑ The recognition that the NP will need to accommodate the amount of development set out in the Cheshire East Local Plan is supported.
- ☑ However, the housing requirement for Disley is not known at this stage and therefore if the NP is to progress in advance of the Cheshire East Site Allocation and Development Policies Document (SADPD) it must provide sufficient flexibility to be able to accommodate the minimum requirement set out within the Cheshire East Local Plan.
- ☑ As set out in the adopted Cheshire East Local Plan Strategy, in order to meet development needs to 2030, Green Belt release may be required in Disley. In addition, land will be released from the Green Belt around Disley through the SADPD and safeguarded for development beyond 2030. Therefore a new settlement boundary will be developed for Disley through the SADPD.
- ☑ Consequently, the NP should be amended to:
- ☑ Delete the proposed settlement boundary - as this will be set by the SADPD;

		<p>☒ Remove any reference to only allowing development within the proposed settlement boundary set out in the NP – as land may need to be released from the Green Belt to meet needs to 2030 and will be released to be safeguarded through the SADPD; and</p> <p>☒ Provide sufficient flexibility to allow additional allocations for housing through the SADPD process once the housing requirement has been established.</p>
<p>John Rose Consulting – in respect of Bentside Farm, Disley</p>	<p>209</p>	<p>Housing Policies – H1 - It is considered that Policy H1 fails to meet the tests of lawfulness and robustness and in any event, is not in accordance with the National Planning Policy Framework (NPPF) nor the adopted Cheshire East Local Plan (LP), for the following reasons;</p> <p>1) The Parish Council have failed to adequately demonstrate that it has properly sought to determine the full objectively assessed housing need for the Disley and Newtown neighbourhood area for the period 2010- 2030. A necessary prerequisite to determining the housing requirement for the plan period and beyond (with reference to the need to identify safeguarded land for longer term development in accordance with the LP). It is not sufficient to simply adopt a notional figure (in this case existing commitments) simply to avoid any further development.</p> <p>2) The Parish Council in determining its housing requirement, have misinterpreted the status of the housing figures in the Housing Advice Note for Disley and Newtown (August 2016) prepared by the Borough Council. These figures are presented as a guide to the likely scale of development envisaged by the LP, measured against differing criteria. They are not to be taken as providing a "minimum" or a "maximum" figure. Moreover, past completion rates (reflecting a long period of housing restraint) cannot provide any meaningful measure of housing need or demand, "minimum" or otherwise.</p> <p>3) The Parish Council have failed to allocate sufficient land to satisfy even a minimum housing requirement. A starting point in assessing any minimum housing requirement must at least be the housing requirement arising from the DCLG household projections contained in the Housing Advice Note i.e. 249 dwellings. To which should account should be taken of; the demand for affordable housing identified in the Choice Based Lettings System, any housing required to address known structural imbalances in the existing stock, such as the need for appropriate elderly accommodation, and any housing determined as being required to support stronger local communities e.g. key worker accommodation. A conservative estimate, of a minimum requirement, would be at least 300 dwellings for this plan period.</p> <p>4) The Parish Council appear to have ignored the need for affordable housing and how this might be delivered, (freeing up larger, more expensive housing, by providing elderly person accommodation is hardly the answer, even if the NP had identified a deliverable strategy to do so). The NP makes no reference to the 62 households registered on the Choice Based Lettings System, nor has it made any reference to the potential affordable housing need arising from natural household formation and how this might be delivered. Having previously identified affordable housing as a key local issue, now and into the future, the NP is totally silent on the matter without explanation. This is a serious failing in the NP. That there is an existing need and future need for affordable housing, is a widespread and generally acknowledged fact. It is also a fact that, as matters stand, affordable housing can only be delivered if appropriate sites are allocated, and the development of which would trigger the requirements of LP Policy SCS i.e. the provision (without grant aid) of 30% affordable housing. There is general consensus on the conclusion that there are no suitable, available, and deliverable brownfield or green field sites, within the existing settlement boundary, capable of delivering any affordable housing as part of a larger scheme, and little prospect of any meaningful provision arising from small windfall sites. The NP proposals relating to elderly persons accommodation will not address the need for affordable housing, but simply attempt to address a structural problem in the existing housing stock.</p>

The need for affordable housing is a pressing and growing problem, particularly in areas that have been subjected to housing restraint policies, such as the Local Service Centres in the north Cheshire Green Belt. This is an issue addressed by the LP in its overall housing allocations and development strategy, at every level, including the LSCs. The failure of the NP to address this problem is contrary to the NPPF and the LP.

5) The Parish Council have failed to demonstrate that the Green Belt constraints of Disley, are such as to presume against the allocation of any, suitable, available and deliverable allocations for modest housing development within the plan period (that would deliver affordable housing as well as an appropriate mix of open market housing). Nor have the Parish Council demonstrated that the Green Belt constraints are such as to presume against the allocation of any safeguarded land, to allow some modest long term housing development.

The LP clearly acknowledges the need to review the Green Belt around the northern LSCs, both to accommodate modest growth in this plan period and beyond, with the objective of achieving sustainable development and creating and maintaining sustainable communities.

6) With regard to suitable, available and deliverable housing sites, capable of delivering a mix of open market and affordable housing, full submissions have been made to the Borough Council, as part of the now completed Local Plan process, the complementary "Call for Sites" exercise, and the opening consultations on the emerging Site Allocations and Development Policies Document (SADPD) in respect of two parcels of land at Bentside Farm, Green Lane. The proposals are currently being promoted by the landowners in the knowledge of significant interest from housing developers. The proposals are also of interest to Housing Associations, including and in particular, Peaks and Plains Housing Association, who are based in Macclesfield and are already very active in Disley, as well as other parts of Cheshire East and the adjoining High Peak area. Peaks and Plains have advised on the existing and future need for affordable housing and have expressed a keen interest in delivering the affordable housing element of any housing development.

7) A copy of the full submissions made to the Cheshire East Council are attached to these consultation responses, for the detailed consideration of the Parish Council. In summary, the submissions conclude as follows;

The land at Bentside Farm provides the opportunity to allocate a site to accommodate 100 new homes in the current plan period, and a site for future development of 100 new homes in the next plan period. To accommodate much needed but modest housing growth both now and in the future.

The appraisals and analysis accompanying these submissions have demonstrated that;

- The Site is well located in close proximity to the Village Centre and a range of local services, as well as being in close proximity to the bus and rail links along the A6 corridor.
- The Site is well related, both visually and physically, to the existing settlement boundary and provides the opportunity to introduce a new effective, appropriate and defensible settlement boundary.
- Some significant development can be successfully accepted within the existing landscape, subject to an appropriate and robust landscape and development strategy. And
- The Concept Layout shows how this can be achieved and illustrates how the site can deliver two separate and linked housing developments, in a way that protects and enhances the landscape character, local amenity and biodiversity.
- The development parcels are both capable of being accessed separately and safely.
 - The release of the two parcels of land from the green belt will not undermine any of the purposes of the green belt. And
 - As the proposals are in accordance with the LPS very special circumstances exist in relation to the release of green belt.

John Rose Consulting – in respect of Bentside Farm, Disley	210	<p>Housing Policies – H5 - 1) The objectives of Policy H5 are supported i.e. to achieve an acceptable mix of house types in new development tailored to meet local need. However, a prescriptive one-third limit on detached houses on developments of 10 houses or more, requires clear justification. This appears to be lacking. Note: if the NP is adopted as now written, it is unlikely that there will ever be the opportunity to apply this policy.</p> <p>Recommendation:</p> <p>The Parish Council should amend the NP as follows;</p> <ul style="list-style-type: none"> • Increase the housing number for the plan period to reflect a proper assessment of local housing need. • Allocate the two parcels of land at Bentside Farm for housing development, one as a housing allocation for development within the plan period (circa 70 open market houses and 30 affordable houses), and one as safeguarded land, for development beyond the plan period. • Amend the Green Belt boundary and the Settlement Boundary accordingly.
John Rose Consulting – in respect of Bentside Farm, Disley	211	<p>Countryside and Green Spaces Policies CI -C4 -</p> <p>1) These policies are supported.</p> <p>2) Bentside Farm proposals will not compromise the aims and objectives of these policies. The proposed developments can and shall be undertaken in a way that provides net gain for biodiversity. The developments will be undertaken within a landscape strategy that protects and enhances the existing trees, hedgerows, and other field enclosures and natural landscape features.</p> <p>3) In terms of the wider landscape, the sites can be developed without giving rise to any overriding harm to the setting of Disley nor the setting of the Peak District National Park.</p>
John Rose Consulting – in respect of Bentside Farm, Disley	212	<p>Built Environment Policies- BE1, BE2 and BE3:</p> <p>1) These policies are supported.</p> <p>2) However, with regard to Policy BE3 Shop Fronts, it is not clear whether the potentially prescriptive proposals are based upon an appropriate and robust analysis of the existing Conservation Area. In order for such a policy to be fully effective, in managing new development and, as importantly, encouraging beneficial alterations and improvements, it is essential that Policy BE3 and its specific requirements, is so supported.</p>

Cheshire East Council - Reg 14 Comments

Cheshire East	213	<p>Vision: Whilst the vision for Disley sets a positive set of objectives covering many issues related to sustainable planning it would be helpful to recognise the need for Disley to accommodate further development and change across the Plan period.</p>
Cheshire East	214	<p>Housing Policies – H1 - The Cheshire East Local Plan Strategy sets the development framework within which neighbourhood plans should be prepared. Policy PG6 addresses growth needs across the Borough. CEC are in the process of assessing the distribution of development to Local Service Centres) LSCs including at Disley. To meet the development requirements set out in the Strategic Plan for the Borough, (to deliver 3749 new residential dwellings across the Local Service Centres) there may be a need to release sites in the green belt, including at Disley, for future development. The Council are currently considering all options to address this need and will consult on preferred options in due course. Therefore the fundamental policy aim of containing new development within the settlement boundary may not be deliverable in the context of the strategic requirements of the Local Plan. It is unclear, apart from the site at Barlow Moor (which has limitations), how and where future growth could be accommodated within the settlement boundary of Disley.</p>
Cheshire East	215	<p>Housing Policies – H2 - The approach to local connections is covered by other legislation and the Councils Common Allocations Policy which includes provision for local connection to the parish. However this only relates to the provision of affordable housing and the policy here</p>

		is unclear whether the product is to be specific for affordable housing, and therefore designed to meet a particular need present in Disley (in which case the allocation policy will apply), or whether the product in questions I in relation to open market housing for over 55s. IF the later is the case there is no mechanism to restrict sale or occupation on the criteria set out in the policy. A clarification in the policy would be helpful to set out the policy relates specifically to affordable housing (and consideration given to how this may delivered, including the provision of market homes to subsidise the product). If the policy does not relate specifically to affordable housing then consideration should be given to size and type of dwelling that would be generally attractive to this market and set out criteria that would seek to support the delivery such features.
Cheshire East	216	Housing Policies – H3 - The second part of the policy should be amended to be more restrictive and clear that impact on amenity, highway safety and other site specific sensitives should be addressed
Cheshire East	217	Housing Policies – H4 - Barlow Meadow is currently designated as open space in saved policy RT1 of the Macclesfield Borough Local Plan and is located within the Disley Conservation Area. Whilst the space may be suitable for development, it is necessary to undertake a thorough assessment of how the proposal meets the criteria set out in the policy, and whether upon review, the site continues to make a valued contribution to Open Space. A review of the site should consider the implications of the proposal in the context of strategic aims set out in SC1, SC3 and SE6. Whilst the proposal is not considered to generate the need for Strategic Environmental Assessment, it would assist a later examination to provide a limited sustainability appraisal of the site and proposal.
Cheshire East	218	Housing Policies – H5 - Rather than introduce definitive requirement to apply across the plan area, which may not be achievable on every site, the policy may be better expressed as seeking to deliver a range of property type, tenure and size suitable to address imbalance and needs in the local market.
Cheshire East	219	<p>Countryside and Green Spaces Policies - The policies set out above are positive and considered to comply with the strategic approach of the Borough Council. Consideration should be given to whether the following form of words would benefit the Town Council in achieving it's objectives:</p> <ol style="list-style-type: none"> 1. Access to the countryside will be promoted through protection and maintenance of the existing Public Right of Way (PROW) network (see map of existing PROW), its enhancement where possible, and the safety of users of rural roads and lanes. 2. Any development which leads to the loss or degradation of any PROW, or any cycleway, will not be permitted in other than very special circumstances. Proposals to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community. 3. Any new development must provide easy, accessible traffic-free routes for non-motorised users (to include pedestrians, disabled people, people with prams or baby-buggies, cyclists and where appropriate equestrians) to town/shopping centres, parks and open spaces, and nearby countryside. The provision of any such additional routes will be supported. 4. The needs of non-motorised users (as described in para 2 above) must be taken into account in all traffic planning, but especially in relation to rural lanes and roads. Hazards arising from an increase in vehicle numbers where agricultural buildings are converted to residential or commercial use will need to be taken into consideration. 5. Measures to be taken to ensure this may include, for example, separation of pedestrians/cyclists from vehicular traffic where possible, improvements to signage, or means of speed reduction
Cheshire East	220	Countryside and Green Spaces Policies - Strategic policy SE3 Biodiversity and Geodiversity seeks to protect designated wildlife corridors – part 4 of the policy could be successfully applied here and the policy is helpful to add locally specific policy. A clear definition should

		be drawn between Local Wildlife Sites as already identified in the development plan and those proposed via the neighbourhood plan.
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