

THE DISLEY AND NEWTOWN NEIGHBOURHOOD PLAN 2017- 2030

REFERENDUM VERSION

JUNE 2018



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1. FOREWORD

1.1 The Localism Act of 2012 gave new rights and powers to communities. It introduced neighbourhood planning into the hierarchy of spatial planning in England, giving communities the right to shape their future development at a local level. It is a powerful tool in that it has statutory weight. Once established, a Neighbourhood Plan must be taken into account, together with the Local Plan, when planning applications are being considered. The policies in the Plan have been prepared to reflect the needs, aspirations and requirements of the Disley and Newtown community and its visitors.

1.2 The National Planning Policy Framework states 'Neighbourhood Planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Neighbourhood Planning provides a powerful set of tools for local people to ensure that they get the right type of development for their community. The ambition of the neighbourhood should be aligned to the strategic needs and priorities of the wider local area.'

1.3 All Neighbourhood Plans must:

- Have appropriate regard to national planning policy;
- Contribute to sustainable development;
- Be in general conformity with strategic policies in the development plan for the local area;
- Be compatible with EU obligations and human rights requirements.

1.4 At the start of the preparation of the Disley and Newtown Neighbourhood Plan, the adopted Local Plan for the area was the Macclesfield Borough Local Plan (2004). Following Local Government Reorganisation in 2009, Cheshire County Council was abolished and the boroughs of Congleton, Macclesfield and Crewe and Nantwich merged to become Cheshire East, and a new Local Plan Strategy has now been prepared. The Local Plan Strategy is the centrepiece of the Local Plan, setting out strategic priorities for the development of the area along with planning policies and proposals. The Local Plan Strategy was adopted in July 2017.

1.5 Part two of the Local Plan – the Site Allocations and Development Policies Development Plan Document, will allocate the remaining sites needed for future development and set out further detailed planning policies to be used when considering planning applications. The first stage of consultation on the Issues Paper took place between 27 Feb and 10 April 2017.

1.6 The Cheshire East Council Local Plan covers a range of matters including the number of new homes that are needed and where they should be located, the amount and location of new employment land, the protection and improvement of important open areas and provision of new ones and the provision of new infrastructure and improvement of town and village centres and community facilities in Cheshire East. The policies in the Disley and Newtown Neighbourhood Plan cover the same range of matters applied at the local level.

1.7 In the Local Plan Strategy Disley is classed in the settlement hierarchy as one of thirteen Local Service Centres in Cheshire East. Local Service Centres are defined as smaller settlements with a range of services and opportunities for employment, retail and education. They serve a limited local catchment and contain a lower level of access to public transport than the larger key service settlements and principal towns.

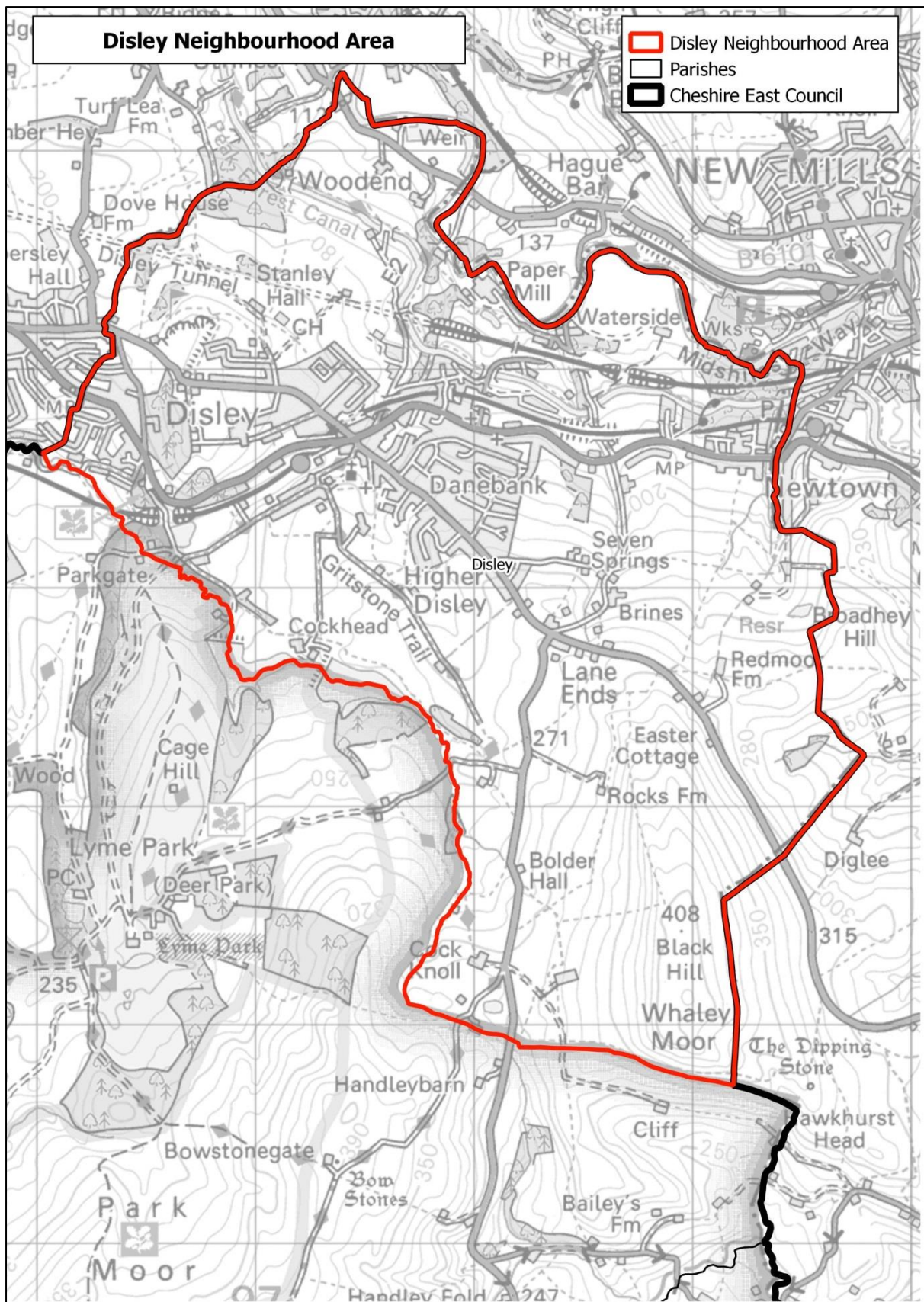
1.8 The Disley and Newtown Neighbourhood Plan was produced following a resolution to undertake a Plan at the Parish Council meeting of 15th February 2015. A steering group was formed which included Disley Parish Councillors and local volunteers, who consulted and listened to the community on a range of issues that influence the well-being, sustainability and long term preservation of the parish community. Every effort has been made to ensure that the vision, aims, objectives and policies of the Disley and Newtown Neighbourhood Plan reflect the views of the majority of the local residents, whilst having regard to local and national policies.

1.9 The production of the Plan has enabled local people to contribute towards determining how land in the parish should be used in the future in a way which benefits the whole community. The Plan will ensure that new development is coordinated and appropriate to Disley and Newtown. The Disley and Newtown Neighbourhood Plan provides a vision for the future of the village and a set of objectives and policies to support this vision from now until 2030. The types of land use covered by the Plan include housing, the village centre, community facilities, countryside and the environment and traffic management. Air quality is also an issue in Disley, and is covered with a distinct policy.

1.10 The Neighbourhood Plan has been developed through extensive consultation with the residents of Disley and Newtown and others with an interest in the village such as businesses, health services and community groups. Cheshire East Council Planning department has also been consulted throughout the process and have provided information and advice.

1.11 Figure A shows the Disley and Newtown Parish boundary and this has been formally designated as a Neighbourhood Plan Area through an application made by Disley Parish Council (a relevant body for the purpose of Section 61G of the Town and Country Planning Act 1990) in accordance with the Neighbourhood Planning Regulations 2012 Part 2 S6 and approved by Cheshire East Council. The Parish Council was notified of this approval on 5th May 2015.

1.12 Figure A – Map of Designated Area



2. HISTORY OF DISLEY AND NEWTOWN

2.1 Disley is situated in and above the valley of the River Goyt bordering Derbyshire to the north and east and Greater Manchester to the west. The name Disley is derived from Dystelsleah, its original Old English name meaning 'wood or clearing by a mound' [Key to English Place-Names, English Place-Name Society, University of Nottingham]. The date the first people settled in Disley is not known, although Jacksons Edge Road and Buxton Old Road are part of the road built by the Romans to link Manchester to Buxton. The earliest routes used for travelling and transporting goods were the packhorse trails. One of the most important of these, in the Disley area, would have been the one now followed by Mudhurst Lane, Upper and Lower Greenshall Lane and Waterside Road towards Hague Bar. This was the ancient Staffordshire-Yorkshire highway.

2.2 The building of Disley Parish Church began in 1527, and the church was consecrated in 1558. Around 1640, the village facilities were enhanced by the construction of the Ram's Head Inn; which was to become an important coaching inn on the road between Manchester and Buxton. It was built on the site of the present building in the centre of the village.

2.3 The Peak Forest Canal to the north of the village opened in 1796 connecting the Cheshire Ring at Marple to Whaley Bridge and the Bugsworth Basin. The canal was used to transport in bulk limestone, lime and gritstone from Whaley Bridge and Bugsworth to the factories and building sites in the North West, which were demanding more and more materials at the height of the Industrial Revolution. In 1808 the workers at Bugsworth Basin filled over 2000 canal boats. Commercial traffic ceased in the 1920s and today the restored canal is used for leisure purposes.



Narrow Boat entering Disley



Peak Forest Canal

2.4 In the early 19th century a new road was constructed eliminating the steep hills of Jacksons Edge and Buxton Old Road. This road today is the A6, linking London to Carlisle. The village centre is therefore at the crossroads of a Roman road and Victorian Road.

2.5 The railway came to Disley on 28th May 1857 with the opening of the Stockport Edgeley, Disley and Whaley Bridge Railway, which was subsequently extended to Buxton.

2.6 Following the construction of the new, less steep road and the construction of the railway, shops and businesses began to develop in the village, with the Crescent Row being built about the same time and The White Horse Hotel in 1869.

2.7 Disley and Newtown now has two Conservation Areas wholly within the parish and over 50 Listed Buildings. The entrance to Grade I Listed Lyme Park falls within the parish, as does the northerly section of the Lyme Park Conservation Area.



St Mary's Church East Window



St Mary's Church

3. LANDSCAPE

3.1 Situated on the south side of the valley of the River Goyt, with steep hills to the north and south of the village, development continued in all four directions from the centre of the village with large Victorian houses as merchants from Manchester were able to commute quickly by train.

3.2 The hillsides around Disley are mainly farmed by sheep farmers, although many have stables and the surrounding areas are all in the Green Belt which includes many footpaths and bridleways.

3.3 Given its location on the edge of the Peak District, the scenery surrounding Disley is admired and enjoyed by walkers, who on clear days can not only look across to the Peak District National Park and the Derbyshire hills, but in other directions can see Manchester, the Cheshire plain and Frodsham Hill near Chester and beyond to the Welsh and Lancashire hills.



View of Manchester from Lyme Cage

4. DISLEY AND NEWTOWN TODAY

4.1 At the time of the 2011 census, Disley and Newtown was a parish of around 4295 people, living in 1900 households. The parish has grown further however; since April 2010 there have been planning permissions granted for over 200 dwellings, with 91 completions by March 2016.

Based on the 2011 census, we know that:

- The population is older than the average in England, and has less children under the age of 16 than the national average.
- The population has far less people who were born outside the UK or from black or minority ethnic groups than average
- The community is fortunate to be safer than average, with less recorded crimes than the England average

- There are fewer than average benefits, council tax or pension credit claimants living in Disley and Newtown, and fewer children living in poverty
- There are less people on average living with a limiting long term illness
- There is a larger than average number of residents who are self-employed, work 49 + hours per week, and who work from home
- There is a lower level of people with no qualifications and a higher number of people with degree level qualifications than average
- The parish has a large proportion of detached homes (42%) which differs from the national average of 22%, and the parish has a higher proportion of owner occupied homes than average
- House prices are lower than the average, but still have an overall affordability ratio of 14.3 (median house price as a ratio of median income)
- Households are less overcrowded than average for England, but there are more people than average in fuel poverty than the Average for England
- The car is relied upon heavily as a mode of transport, with more cars per household than the average, and fewer than average households with no car
- The parish is further away than average from key services such as a secondary school, or job centre. It takes longer to travel to the nearest town centre and hospital by walking or public transport than the county average
- The population density is slightly higher than average, with 4.84 people per hectare compared to the national average of 4.1 persons per hectare.

4.2 Disley today is therefore a relatively prosperous area with the majority of residents owning their own homes and many with more than one motor vehicle per household. The shops and businesses in the village have continued to develop and there are now some 90 businesses in the village.

4.3 The only major industrial factory in Disley is the paper mill on Waterside, owned by Northwood Tissue (Disley) Ltd. With the housing developments off Jacksons Edge Road and Buxton Old Road during the last century, and especially since the 1960s, Disley has become a dormitory village serving Greater Manchester.

4.4 Partly as a result of housing development on an area which was previously an industrial site, pressure has been placed on the local primary school to increase its pupil capacity. Disley Primary School's published admission number (PAN) was increased from 210 to 280 places in April 2017.'

4.5 The future of the village will also be influenced by measures taken to mitigate the impact of the A6 Manchester Airport Relief Road, due to open in autumn 2018, leading to a projected 25-30 per cent increase in traffic through the village; and by any changes to the rail service between Disley and Manchester.

5. CONSULTATION

5.1 This Neighbourhood Plan reflects the needs, concerns and aspirations of the people of Disley and Newtown.

5.2 Throughout the process, the Neighbourhood Plan Steering Group engaged in extensive consultation and engagement with the community, using a variety of methods in order to gain as many views as possible. These are listed below:

The Neighbourhood Plan Steering group:-

- held a well publicised initial public meeting in Disley Community Centre to introduce the Neighbourhood Plan concept to residents and enlist volunteer support for a steering group
- set up a dedicated section for the Neighbourhood Plan on Disley Parish Council website
- provided regular updates on the Neighbourhood Plan in the monthly e-bulletin produced by the Parish Council, which is sent to approximately 550 people
- provided updates in the village newsletter delivered 3 times a year to all homes and businesses in the Neighbourhood Area
- delivered an initial questionnaire to every home and business to identify the level of satisfaction with facilities available and other aspects of life in Disley and Newtown today, and also to establish the perceived importance of each of these to life in Disley and Newtown in the future
- provided the option to complete an initial paper questionnaire or an on-line version
- attended the Disley and Newtown Well Dressing event to publicise the exhibition of the results of the initial questionnaire
- carried out a Housing Needs Survey, with the HNS questionnaire being delivered to all households in the Neighbourhood Area with the option to complete a paper questionnaire or an on-line version
- carried out a survey of local businesses, with business questionnaires being sent by e-mail and paper copies delivered directly to business premises
- worked with the Disley Business Group in drafting the business questionnaire and presented the results of the survey to the Group
- consulted with the Schoolhouse Surgery in Disley and other health related services using the business questionnaire
- organised a very well attended exhibition in Disley Community Centre to feed the initial questionnaire results back to the community
- organised a successful exhibition in Disley Community Centre to present the findings of the Housing Needs Survey and Business Questionnaire to the community
- obtained feedback from both exhibitions by asking attendees to complete an exit questionnaire
- publicised both exhibitions on Disley Parish Council website, in the parish council e-bulletin, by means of two large roadside banners, posters around the village, flyers handed out in the village, information in Disley Primary School weekly e-bulletin and on social media
- provided updates to exhibition attendees who requested to be kept informed
- published the exhibition boards from both exhibitions on the Parish Council website, with printed copies available on request
- made copies of the Housing Needs Survey results available at Disley library

- placed posters on the community centre notice board and in other key locations in Disley and Newtown
- announced Neighbourhood Plan events at Saturday village coffee mornings in the community centre and at weekly Wednesday Cuppa an' a Chat group meetings to help engage with a demographic group who may not have access to the internet
- produced a report for residents explaining how the comments that they had made at 'Regulation 14' when the draft plan was submitted had been taken into account and amendments made.

5.3 A full report on consultation is available as a separate 'Consultation Statement' and can be viewed at <http://disleyparishcouncil.org.uk/neighbourhood-plan/>

6. VISION AND OBJECTIVES

6.1 The vision and objectives are based on the key issues raised by local people during the initial stages of the consultation process. They have been summarised and refined by the Steering Group to form the basis of the Neighbourhood Plan.

6.2 An initial questionnaire asked residents about their level of satisfaction with facilities available and other aspects of life in Disley and Newtown today. It also asked them how important they think each of these will be to life in Disley and Newtown in the future. The results were presented to the community in a very well attended exhibition in June 2016.

6.3 The vision for Disley and Newtown is:-

VISION

Disley is a village with a cherished history and its unique character and atmosphere will be maintained. The position of Disley as a “Gateway to the Peak District” will be developed ensuring that visitors continue to be attracted and welcomed to the village. The green belt around Disley will remain, with any development being well managed and sustainable and meeting the needs of the whole community, whilst maintaining the village character, scale and atmosphere.

By 2030 Disley and Newtown will be a vibrant, thriving community with easy access to green spaces and the open countryside. Disley’s position as a local service centre will be enhanced with excellent amenities and services for all, and an improved village centre which balances the needs of motorists, pedestrians, cyclists and public transport users along with those of local businesses.

6.4 Following on from the vision, the following objectives have been identified, and the policies of the Neighbourhood Plan seek to deliver these objectives:

OBJECTIVES

- To ensure that developments do not lead to an unacceptable deterioration of air quality
- To ensure that all developments meet local needs
- To protect the Green Belt and enhance access to the open countryside
- To protect and enhance heritage and conservation assets
- To ensure that all developments are in keeping with the character of the village
- To mitigate existing parking problems
- To recognise the importance of public transport services to and from Disley and Newtown in meeting the needs of both residents and visitors
- To support and enhance the local economy
- To improve the village centre
- To improve services and amenities

7. AIR QUALITY POLICY

The Disley and Newtown Neighbourhood Plan has the following objective:-

- To ensure that developments do not lead to an unacceptable deterioration of air quality

Policy AQ1 – Air Quality

Proposals for major development (as defined in the Town and Country Planning (Management Procedures) (England) Order 2010) must be accompanied by appropriate evidence that demonstrates that the proposed development would not lead to:

- (a) further deterioration of the air quality in any parts of Disley and Newtown where the air quality already does not meet the legal requirements for air quality, or
- (b) deterioration of the air quality in any part of Disley and Newtown such that the air quality of such part ceases to meet the legal requirements for air quality.

It must be satisfactorily demonstrated that any development which would have consequences for the Air Quality Management Area, is consistent with the current Cheshire East Air Quality Strategy and Air Quality Action Plan.

Justification

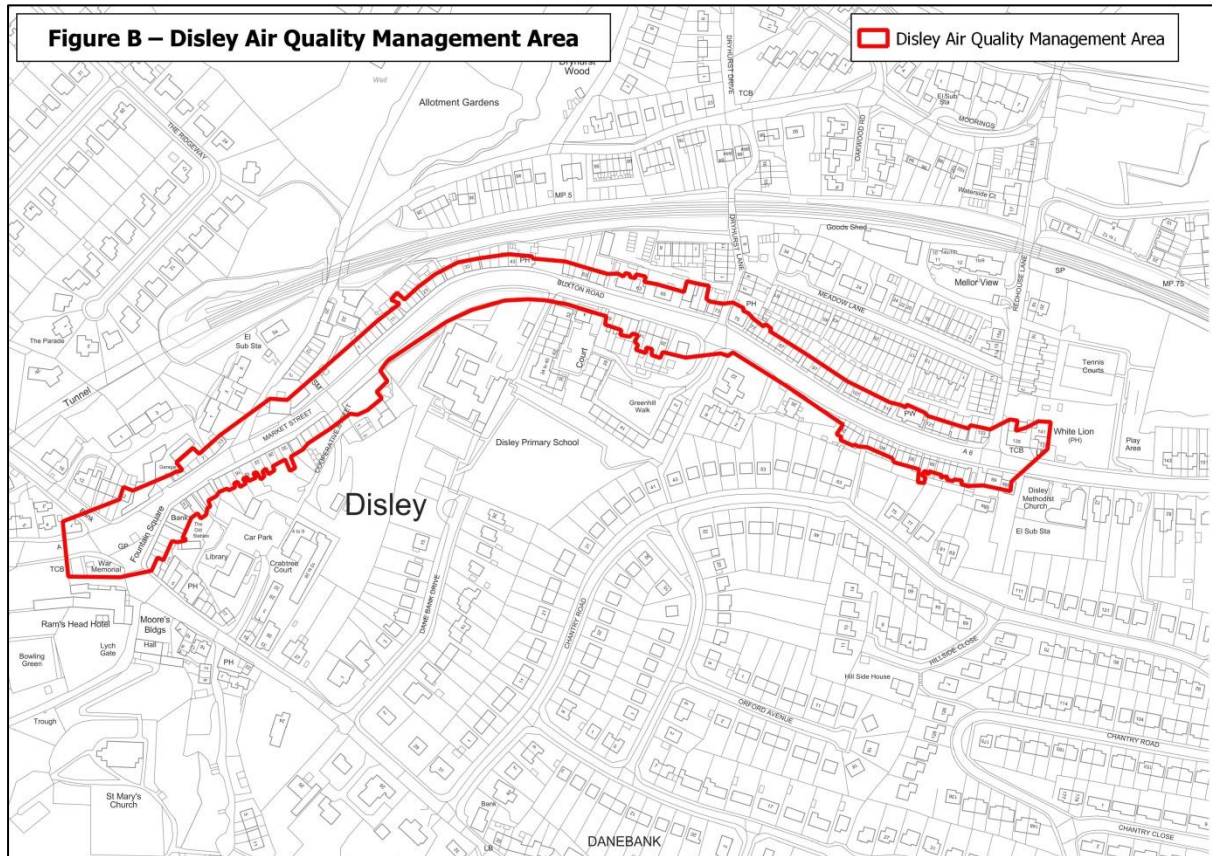
7.1 An Air Quality Management Area (AQMA) was declared by Cheshire East Council in 2009 and continues to be in force, with air pollution levels at areas along the A6 significantly above the legal threshold. The AQMA was declared on the basis of a likely breach of the hourly mean concentration of nitrogen dioxide (which is set at an Air Quality Standard of 200 mg/m³ which must not be exceeded more than 18 times in any one year). The community rightly expects the relevant authorities to take appropriate action to ensure that air quality becomes compliant. Until air quality becomes compliant it is inappropriate to allow any development that will make matters worse. By the same reasoning it would be inappropriate to allow development that will lead to further areas ceasing to meet legal requirements for air quality.

7.2 At Regulation 14 Consultation, a large number of respondents observed that the Draft Plan did not adequately address air quality, particularly as it was recognised that Disley & Newtown has a significant air quality problem at various points along the A6. Also of concern to residents was the projected impact of the new airport relief road on traffic congestion and air pollution in the village. The increased national attention given to the effect of diesel fumes on public health, had further intensified the community's concerns about air quality.

7.3 One of the core principles of the National Planning Policy Framework is to prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of pollution, including air pollution. Paragraph 124 highlights that planning policies should take account of the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. The Cheshire East Local Plan seeks to ensure that all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. Development should support improvements to air quality, not contradict the Air Quality Strategy or Air Quality Action Plan.

7.4 The Air Quality Management Area for Disley showing the extent of the area where air pollution had exceeded legal limits can be seen in Figure B.

7.5 Figure B – Disley Air Quality Management Area where this is exceedance of the Annual Mean Limit Value for Nitrogen Dioxide of $40 \mu\text{g}/\text{m}^3$. Air quality monitoring points are located in the Village Centre, The Crescent and up to Redhouse Lane.



8. HOUSING POLICIES

8.1 Housing Policies

8.2 The response from the initial residents' survey and subsequent feedback illustrates that the community attaches great value to the Green Belt in and around Disley and Newtown. 93% of respondents to the initial Neighbourhood Plan Survey rated the green belt important and placed it in the top five most important aspects of village life.

8.3 In response to this consultation feedback, protecting the green belt was included in the Neighbourhood Plan Vision and Objectives together with a housing policy (H1) to ensure any future development in Disley was contained within a settlement boundary and not in green belt. This policy was subsequently removed following external examination mainly on the basis that the Cheshire East Local Plan Strategy (Policy PG3) sets out the future overarching policy framework for the green belt across Cheshire East. (*The external examiner's final report can be viewed at <http://disleyparishcouncil.org.uk/neighbourhood-plan>.*)

8.4 This is a restrictive framework which limits development to specific types of buildings and applies across the whole of the Green Belt. The policy, PG3, is set out in full in the appendix (number x) to this plan and importantly, allows for further development in the Green Belt, on a small scale basis, to meet local needs but only through a plan lead system which allocates sites through a transparent and public process that allows people to participate in the plan making exercise.

8.5 Cheshire East Council's Local Plan is being prepared in two parts and part one requires that 36,000 homes and 780ha of employment land are developed up to 2030. The first part of the plan has identified how most of this development will be accommodated, including through some release of Green Belt land elsewhere. The second part of the plan, under development at the moment, will identify land to accommodate the rest of the required development. For Disley, along with the other 12 Local Service Centres (villages about the same size as Disley), this means accommodating a share of some 3,500 homes and 7 hectares of employment land and is likely to mean that some small scale housing development will be allocated in the Green Belt adjoining the village (as per policy PG3).

8.6 When considering how many new homes should be planned for at Disley existing development will be taken into account and from April 2010 to March 2017 there have been 128 dwelling completions and a further 14 commitments, taking the local housing supply to a total of 142. These have been achieved through developing brown field sites, infill sites and conversions to apartments and when the information is updated to reflect the position as at 31st March 2018, we'd expect the supply to have increased further.

8.7 Whilst the neighbourhood plan is not in a position to control the amount of development that Disley must accommodate (this is set by Cheshire East through the process outlined below), the policies of our neighbourhood plan will be used to shape future building if and when it happens. Very importantly, having our neighbourhood plan ensures that Disley will receive a higher share of contributions from development and allows us to pursue the projects identified in the plan.

8.8 The process through which the part two local plan will be prepared, and the Green Belt boundary reviewed is:

- | | |
|---|--------------------|
| A. Review of evidence and call for sites: | undertaken in 2017 |
| B. Development of draft plan: | currently underway |

C. Consultation on draft plan proposals: late summer of 2018.

(This will be a full public consultation down to a local level followed by a review of the feedback and adjustment of the Plan as required before finalising it for submission)

D. Revision of draft plan: late 2018 – mid 2019

E. Appointment of inspector: Summer 2019

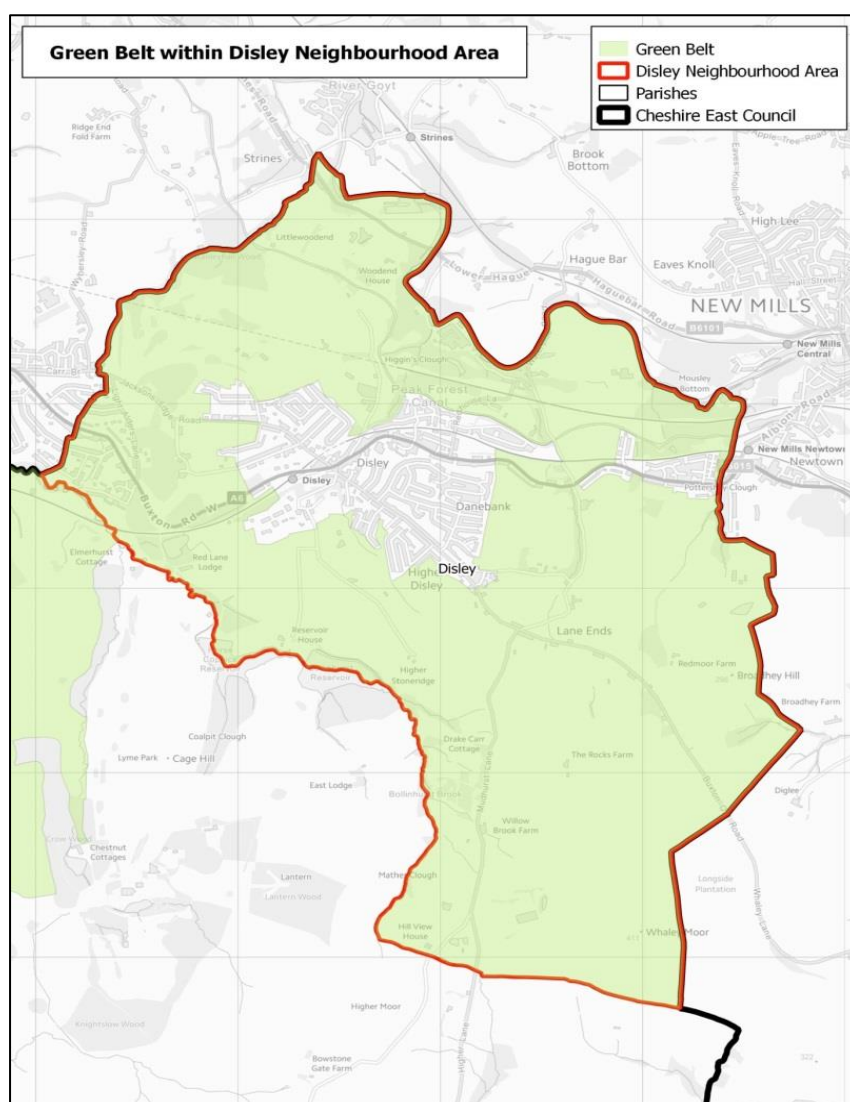
F. Consultation on submission plan: Summer/autumn 2019

G. Examination in public: Winter 2019

H. Adoption of plan: late 2019/early 2020

8.9 The process for assessing potential release of Green Belt to accommodate future development needs involves applying strict assessment criteria and can only be done through the Local Plan, and once the particular development site(s) are identified by Cheshire East Council, the Green Belt boundary will be redrawn and will not be reviewed for a long time. The intention of the Local Plan process is to ensure that once the right amount of development is planned for, the boundaries of the Green Belt are then updated and will be permanently in place until 2030 at least, ensuring that the usual restrictions apply across those areas in the Green Belt.

8.10 Figure C – Map of Green Belt within Disley Designated Neighbourhood Area



Policy H1 – Housing for Older People

A. New housing which is proposed to directly accommodate a person/persons aged 55 or over will be supported where the following criteria are met:

- i) The dwellings are secured for people aged 55 or over in perpetuity by way of a legal planning condition or agreement; and
- ii) In the case of affordable housing the dwellings are offered to existing residents and people with a local connection to Disley and Newtown for a period of sixteen weeks before being available to prospective residents without a local connection (*see below for definition of local connection). This should be done in perpetuity by way of a legal planning condition or agreement; and
- iii) The dwellings are well connected with the village; and
- iv) The dwellings accord with all other policies within the Neighbourhood Plan, and national Green Belt policy.

B. New development schemes which are specifically for extra care housing for people aged 55 or over and which are well connected with the village will be supported, subject to other policies within the Neighbourhood Plan, and national Green Belt policy.

* A person is deemed to have a local connection if they currently live, or have lived in Disley and Newtown Parish and have done for at least six out of the last twelve months, or three out of the last five years; if they have immediate family (sibling, child or parents) who are currently living within the parish and have done for at least five years; or if they have a permanent contract of employment within the parish. (Cheshire East Housing Allocation Criteria).

Policy H2 – Social Housing for Older People

The loss or redevelopment of existing social housing for the elderly will not be permitted unless the redevelopment includes the provision of new social housing units designed to provide accommodation for the elderly to be available in at least the equivalent number of existing units that will be lost. The only exceptions will be when it can be robustly demonstrated through an up to date housing needs survey that the accommodation is no longer needed, or the need can be met elsewhere through the Parish's housing stock, or the accommodation will be replaced elsewhere in the Parish.

Any proposals to enhance and improve the quality or quantity of social housing units for the elderly will be supported, subject to other policies within the Neighbourhood Plan, and national Green Belt policy.

Justification

8.11 The Housing Advice Note for Disley and Newtown

<http://disleyparishcouncil.org.uk/neighbourhood-plan/> shows that Disley has a higher than average proportion of elderly age groups (65-84 and 85 and over) and middle age groups 45-64 than the rest of the Borough and England as a whole. Additionally, there are fewer children and young adults in the Parish than the Borough average.

8.12 The following table taken from the Housing Advice Note highlights how the proportion of ages has changed between Census periods of 2001 – 2011. Whilst these figures may have slightly changed since the completion of new housing developments in Disley that have occurred since the

2011 census, the table illustrates that the greatest rate of growth in recent years has been in the 65 and over ages. This is not surprising and is comparable with both local and national trends in terms of an ageing population. However the rate of this growth compared with Cheshire East is notable.

	Disley Rate of Change 2001-2011	Cheshire East Rate of Change 2001-2011
0-15 years	-15.99%	-4.1%
16-24 years	13.64%	14.9%
25-44 years	-20.05%	-7.6%
45-64 years	8.34%	12.9%
65-84 years	23.64%	17.8%
85 years and over	53.57%	34.7%

8.13 The report states that this will impact on the type of housing required over the Plan period. There has been considerably faster growth in single pensioner households in the Parish than the Borough average. The report suggests that the Neighbourhood Plan may need to deliver smaller accommodation for couples and older persons households to downsize into and address under-occupation. This could free up larger units for families to move into, which would help in re-balancing the age demographics of the parish. Additionally, the report states that the Neighbourhood Plan should plan to provide housing suitable for older households, including considering the provision of specialist housing for the elderly and the viability of providing this, including ensuring that any sheltered/ retirement housing is close to services and facilities.

8.14 Following on from the advice given in the Housing Advice Note, and as a result of comments made at consultation events that there was a need for more appropriate accommodation in the village to cater for older residents, an independent Housing Needs Survey was undertaken in order to provide further evidence for policies, and ascertain the particular housing needs and requirements for Disley and Newtown. The survey was undertaken in September/ October 2016 and delivered to all households in the Parish <http://disleyparishcouncil.org.uk/neighbourhood-plan/> 340 responses were received, an overall response rate of 16%. 98 residents (29% of respondents) indicated a housing need.

8.15 The survey showed that the most common reasons that people cited for being in housing need was that their property was too big, the garden was too big to manage, and/or they had health or mobility problems. The majority of survey respondents in housing need (68.4%) are therefore looking to downsize/ move to somewhere smaller that is easier to maintain with easier access in older age. This tallies with the demographics of the Parish, with its larger than average ageing population. Additionally, the hilly topography of Disley makes it difficult for some older residents to access the services and facilities in the village centre, leading to a need to move to closer accommodation on flatter terrain.

8.16 13.3% of survey respondents in housing need are looking to 'upsize' as they stated that their current accommodation is too small. Their profile shows that they are families with children. By providing alternative accommodation for older people to move to, this would have the added benefit of freeing up larger properties for growing families, which would help to rebalance the village population and allow for a more sustainable community.

8.17 The majority of those in housing need want to buy a property (86.7%) with 20% selecting social rent or shared ownership/ equity as their preferred tenure (Some respondents ticked more than one option). 77.2% of respondents wished to stay in Disley and Newtown, and 20% knew

people who had had to leave the village in the past five years due to a lack of availability of suitable accommodation.

8.18 The survey asked the age of those respondents in housing need who would make up the new household. The highest proportion of housing need was shown to be for the 60-74 years age group (32.7%) and the 75+ age group (21.8%). Again, this tallies with the ageing population of the parish, and gives a clear steer that policies are necessary in the Neighbourhood Plan to aim to help address this specific older persons housing need for Disley and Newtown. In order to help ensure that any new housing that is provided will indeed address the needs of the community, a local connection will be sought when properties become available.

8.19 The survey therefore indicates that within the next three years the majority of the housing need is for housing available for purchase suitable for single adults and adult couples aged 60 years and over designed to support elderly living. It is also reasonable to anticipate that if older owners of 3 and 4 bedroom houses are able to downsize that property suitable to satisfy younger family housing need will be released on to the market.

8.20 There is only a limited number of social housing properties specifically for older people in the Parish. Both the Housing Needs Survey and the Housing Advice Note indicate that there is also a need for social housing for older people. It is therefore considered important that the existing social housing stock in Disley and Newtown that specifically caters for the needs of older people should be protected and where possible enhanced.

8.21 These policies accord with paragraph 50 of the NPPF (National Planning Policy Framework) and help deliver sustainable communities and an appropriate choice of homes.

Policy H3 – Allocation of Barlow Meadow for older persons' housing

Barlow Meadow (see Figure E) is allocated for redevelopment to provide approximately 12 market dwellings specifically for older people aged 55 or over. The dwellings should be secured for people aged 55 or over in perpetuity, and offered to existing residents and people with a local connection to Disley and Newtown for a period of sixteen weeks before being available to prospective residents without a local connection. This should be done in perpetuity by way of a legal planning condition or agreement.

The site must be sensitively developed, particularly given its central village location within the Disley Central Conservation Area.

Justification

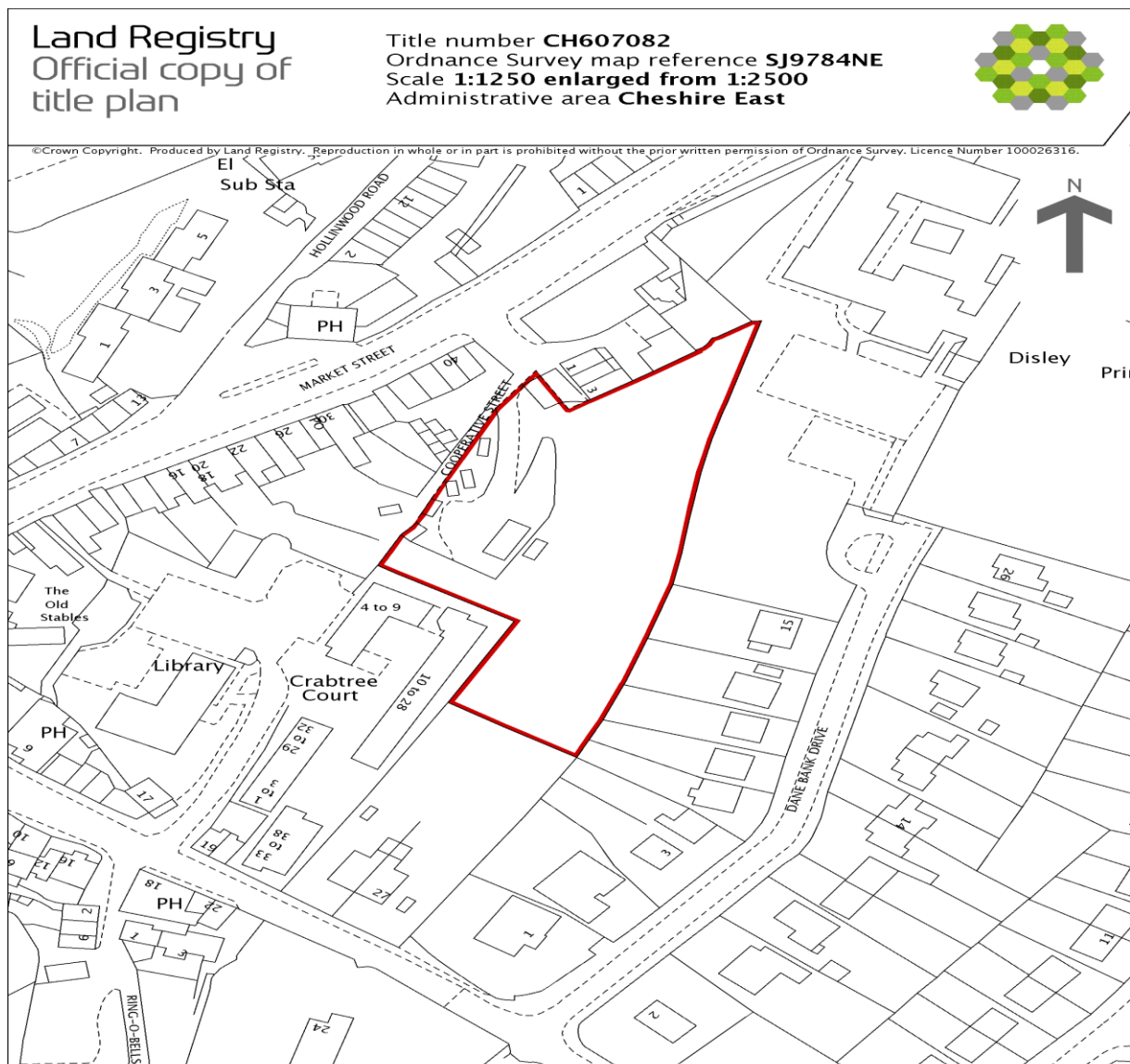
8.22 Barlow Meadow is a vacant brownfield site amid some green space located within the settlement boundary near the village centre. The location is adjacent to a flat area, which is unusual for Disley, central to the services and facilities that the village centre offers, and central to the main residential areas. The site has good public transport links and is not far from the railway station. The site is a previously developed 'brownfield' site not within the Green Belt. A similar size site with all these advantages is unlikely to become available in the near future.

8.23 Sensitive and appropriate development of the site as market housing for those aged 55 or over (of approximately 12 units) would make a welcome contribution to help meet the housing need for such properties in the parish. The site is in single ownership, and the developer has been in close contact with the Parish Council and Cheshire East Council in order to draw up plans to develop the

site accordingly. The Parish Council will work closely with the site's developer to support the development within the planning framework provided in the Neighbourhood Plan.

8.24 The site lies in a central position within the village, and within the Disley Central Conservation Area. The sensitive redevelopment of the site gives an opportunity to enhance the area which is perceived by many as being in need of improvement (Disley Parish Plan <http://disleyparishcouncil.org.uk/neighbourhood-plan/>)

8.25 Figure D Map of Barlow Meadow



Policy H4 - Housing Mix and Type

New residential developments of 10 or more units should seek to deliver a range of property type, tenure and size to address any imbalance in the current housing stock and reflect the housing needs of the local market.

Justification

8.26 The Housing Advice note <http://disleyparishcouncil.org.uk/neighbourhood-plan/> advised that the Neighbourhood Plan may need to deliver smaller accommodation. Additionally, the Housing Needs Survey <http://disleyparishcouncil.org.uk/neighbourhood-plan/> indicated that the majority of respondents in housing need would like to move to a bungalow (37.4%). 33% of respondents said a house, and 23.1% required a flat or apartment. The majority (55.7%) of residents said that they would require 2 bedrooms, with nearly a third requiring 3 bedrooms. 6.8% stated that they would like 4 bedrooms, with nobody responding that they required 5 or more bedrooms.

8.27 The current housing stock in Disley is skewed towards larger detached properties. The 2011 census highlighted that over 43% of properties were detached, compared to the average in England of 22.4%. There were a smaller number of semi-detached, terraces and flats/apartments in Disley than England as a whole. This dwelling stock, coupled with a larger than average elderly population, is likely to have led to a lack of opportunities for people to downsize or get on the housing ladder.

8.28 This policy will provide smaller and therefore more affordable family homes, while helping to provide homes for those elderly residents wishing to downsize – which in turn will free up family homes.

8.29 The policy complies with Cheshire East Council's policy requirement for a mix of dwelling types and sizes, and with the National Planning Policy Framework paragraph 50 which seeks to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities by planning for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.

9. COUNTRYSIDE AND GREEN SPACE POLICIES

The Disley and Newtown Neighbourhood Plan has the following objective:-

- To protect the Green Belt and enhance access to the open countryside

Policy C1 – Footpaths, Bridleways and Cycleways

Access to the countryside will be promoted through protection and maintenance of the existing Public Right of Way (PROW) network (see Figure F -map of existing PROW), its enhancement where possible, and the safety of users of rural roads and lanes.

Any development that leads to the loss or degradation of any PROW, or any cycleway, will not be permitted in other than very special circumstances, and then only if a suitable alternative can be provided. Proposals to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community.

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 shops, parks and open spaces, and nearby countryside. The provision of any such additional routes will be supported.

The needs of non-motorised users (as described 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. 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.

Justification

9.1 The Parish of Disley covers an area of about 9 square kilometres (3.5 sq. miles) with a boundary of some 15 kilometres (9.5 miles) in length and altitudes ranging from 107 metres (351 ft.) to 411 metres (1,348 ft.) above sea level. The varied scenery includes the wooded valley of the River Goyt and its tributaries, rough pasture grazed by sheep on higher ground and above this typical Pennine Moorland punctuated by rocky outcrops of Millstone Grit.

9.2 There are over 36 kilometres (22 miles) of footpaths, some of them offering gentle rambles, others more strenuous walks. Many of the footpaths are very old while others were established in the 18th and 19th centuries to serve the developing mining, quarrying and textile industries. The Upper Peak Forest Canal winds its way through the northern part of the parish and affords opportunities for those with limited mobility and buggy-users, for example, to walk through attractive hilly terrain on a level surface, as well as providing a valuable connecting route to neighbouring parishes for cyclists and walkers alike and to the rest of the footpath network. The canal was awarded 'Green Flag' status in 2016, only the second canal in the country to receive this accolade.



Disley Footpath Map

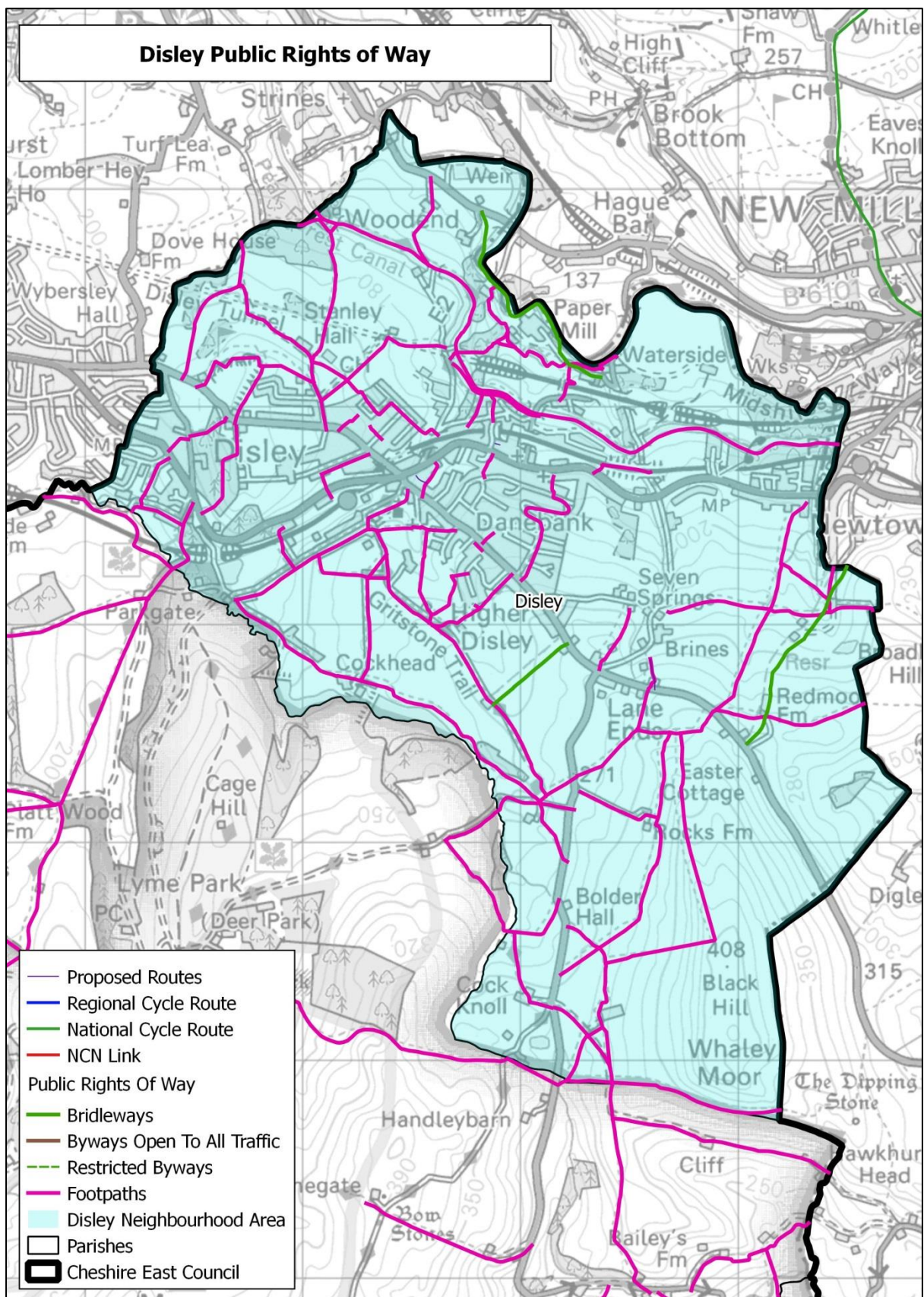


Gritstone Trail Signposts

9.3 The value to the community of the footpath network – and of easy access to the surrounding countryside - was strongly underlined in the parish-wide surveys carried out in 2009 (for the Parish Plan) and in 2015 (for the Neighbourhood Plan). In the Neighbourhood Plan Survey, 'Easy access to countryside' was valued by 93% of respondents; while 'Accessible walks' were rated 86% - the two most highly valued features of the village in the survey. Green Belt around the village was valued by 77% of respondents – fifth in the list of 24 features and amenities identified. When asked how important features and amenities were for the future of the village, easy access to countryside was rated 94%; Green Belt around the village 93%; and accessible walks 89%. In response to a direct question on the Green Belt in the Parish Plan survey, 95% of respondents said they considered safeguarding the Green Belt important or very important.

9.4 In 2015, Disley was awarded Walkers Are Welcome accreditation, with strong support from the community, local traders, parish councillors, the MP for Macclesfield, the Disley Footpaths Society, the adjacent National Trust property, Lyme Park, and the Canal & River Trust. The village increasingly wishes to market itself as one of the main gateways to the Peak District National Park, and, given its excellent transport links, as a centre for day trips for walkers from as far afield as Manchester, Buxton and Sheffield. Walking for Health has become a policy priority for Lyme Park and close collaboration with several voluntary groups in Disley is helping to advance this as a priority for the village as a whole.

9.5 Figure E- Disley Public Rights of Way



9.6 The policy seeks to deliver one of the NPPF's key planning aims of conserving and enhancing the natural environment, and also of promoting healthy communities. Para 75 of the NPPF indicates that policies should protect and enhance public rights of way and that opportunities should be sought to provide better facilities for users, for example by adding links to existing public rights of way networks.

9.7 The Cheshire East Local Plan Strategy policy 'SE6 Green Infrastructure' highlights that Cheshire East aims to deliver a good quality, and accessible network of green spaces for people to enjoy, and development should contribute to the creation of a good quality, integrated and accessible multi-functional network of green spaces.

Policy C2 – Local Green Spaces

The six sites listed in Figure H below are designated as 'Local Green Space' which is protected from new development unless very special circumstances can be demonstrated.

Justification

9.8 The NPPF states that local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.

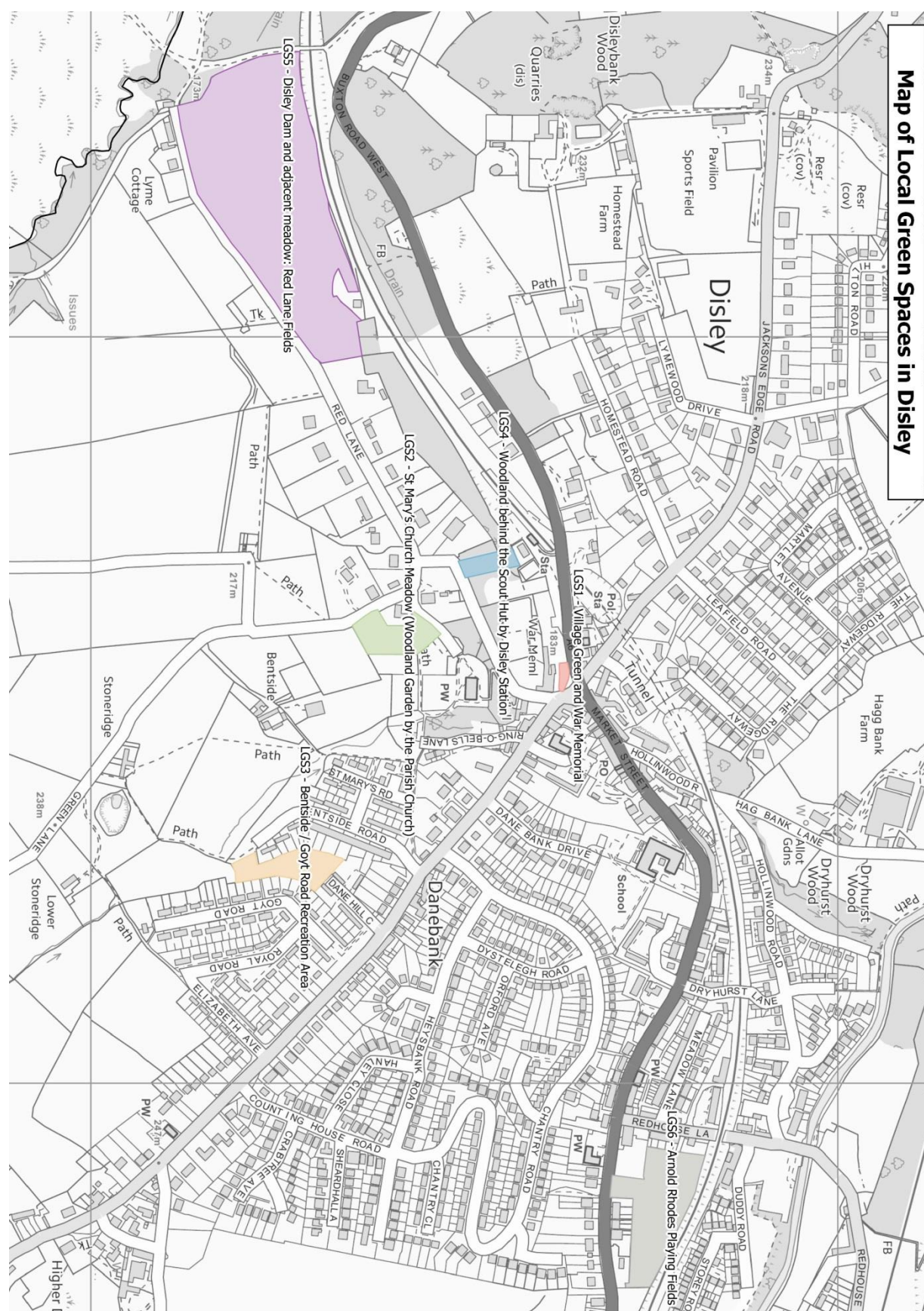
9.9 Local Green Space designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

9.10 Green spaces within the village are an important part of its character and enhance the experience of living within the community – especially as the busy A6 divides the village in half and makes easy access to green spaces vital. The consultation results highlighted the importance of green spaces to the local community.

9.11 Figure G below details the location of designated Local Green Space and the Figure G table provides information about how the local green space meets the criteria for designated Local Green Space in the National Planning Policy Framework. Detailed maps for each site are provided in appendix A.

9.12 Figure F – Map of Local Green Spaces



9.13 Figure G – Table of Local Green Space

Reference	Green Space	Size	Proximity to the Community	Demonstration of Special Value/Significance to the Local Community	Ownership
LGS1	Village Green and War Memorial	0.04 ha	In centre of village at intersection of main Manchester-Buxton road (A6) and old road from Manchester-Buxton	The central focal point for the village. Meeting point for annual Remembrance Day service and other ceremonial/celebratory events (Christmas Tree lights, etc). Meeting point for residents and walkers, including village notice-boards. Has been an open space for as long as the village has existed (once the site of Wakes Fair). Adjacent to the Ram's Head and station car park, it also acts as welcoming point for arrivals by train, bus or car. Used by the wider village. Part of conservation area.	Disley Parish Council
LGS2	St Mary's Church Meadow (Woodland garden by the Parish Church)	0.44 ha	Adjacent to the parish church.	Recently renovated memorial garden which accommodates well-dressing festival, adjacent to spring; also provides valuable quiet space. The garden is tended by the church & volunteers. The garden links the edge of village to open countryside via nearby Green Lane	Church of England
LGS3	Bentside / Goyt Road Playing Field	0.45 ha	Close to large residential Bentside housing estate	Provides valuable and much used recreational space, serving the nearby housing estate	Peaks & Plains Housing Association and Cheshire East Council
LGS4	Woodland behind the scout hut, by Disley Station	0.27 ha	Between the railway station and Red Lane	The wooded Tree Preservation Order area above Disley Station (south side) has mature trees that provide an attractive and environmentally friendly gateway to Disley for those arriving by train or from Lyme park. The woodland also marks the start point for the Gritstone Trail and for various footpaths into rural Cheshire and Lyme Park, providing a valued and effective rural demarcation between busy road/rail infrastructure and the older parts of the historic village of Disley.	Disley Parish Council and Cheshire East Council
LGS5	Disley Dam and adjacent meadow:	5.57 ha	At the west of the village, off Red Lane –	The Dam is leased to the Anglers Society and is well used. The adjacent meadow preserves the rural green space between Lyme Park and the village and	Disley Parish Council

	Red Lane Fields		includes meadow on north side of Red Lane (Ordnance Survey map ref: SJ9684SE)	forms a much valued barrier against urban sprawl. The meadow was subject to a Countryside Stewardship Agreement and is listed by Cheshire Wildlife Trust as a Nature Conservation Site characterised by semi-natural broadleaved woodland and tall fen vegetation.	
LGS6	Arnold Rhodes Playing Fields	1.29 ha	Off main A6 to east of the village at the top of Redhouse Lane and close to the new housing estate.	Provides valuable and much used recreational space, including tennis courts and football pitches, and dedicated children's playground. Serves the eastern side of village, including the new housing development	Disley Parish Council

Policy C3– Nature Conservation

Development proposals in Disley and Newtown will be expected to deliver a net gain for biodiversity by applying the following principles:

- A. Local Wildlife Sites, Local Wildlife Sites agreed in principle, Local Nature Reserves and Priority Habitats are identified on maps I and J. Development proposals that negatively impact on the nature conservation interests of these sites would only be supported when the benefits of the proposal to the community outweigh the harm to the habitats. When benefits outweigh the harm caused then development proposals will be expected to demonstrate that they follow the mitigation hierarchy, firstly avoiding damage wherever possible, secondly mitigating to reduce the impacts of a proposal and thirdly by compensating for any residual damage. The use of offsetting metrics to assess the impacts caused by a proposal and demonstrate that a net gain for biodiversity is being delivered will be supported.
- B. The Peak Forest Canal is an important local wildlife corridor that connects a number of other local wildlife sites together. Development proposals in close proximity to the Peak Forest Canal Local Wildlife site will be expected to utilise appropriate measures to enhance this corridor.
- C. As shown on Map J there is an extensive and well connected network of woodland in Disley and Newtown. Development proposals adjacent to woodlands will be expected to protect and enhance this network by including appropriate buffer zones from trees, avoiding designs that would sever the network and providing new planting to connect existing woodland corridors together.
- D. Landscaping within development proposals will be expected to use native and or wildlife friendly plant species in order to maximise the benefits to local wildlife.

Justification

9.14 The conservation and enhancement of the natural environment is one of the core objectives of the planning system. The community in Disley and Newtown is keen to protect wildlife, the Green Belt and nature conservation interests. One of the key ways to achieve this is to ensure that new developments are appropriately located and do not cause a net loss of biodiversity.

9.15 The Cheshire East Local Plan Green Place Strategy 2012 included the recommendation that the community woodland at Millenium Wood, Mudhurst Lane, should continue to be managed and enhanced.

9.16 The maps from Cheshire Wildlife Trust (Figure I and Figure J) show Disley and Newtown's designated nature conservation sites and priority habitats. The maps highlight areas of ancient woodland and local wildlife sites, which are listed in more detail in Appendix D. These include sites at Elmerhurst Wood, Knatholes Wood, the Peak Forest Canal, Lyme Park, Stanley Hall Wood and Upper Waterside Farm. The woodlands in Disley and Newtown are well connected together, and the canal is a highly valued community asset and an important corridor connecting a number of other local wildlife sites together. The policy seeks to ensure that developments respect and where possible enhance these corridors.

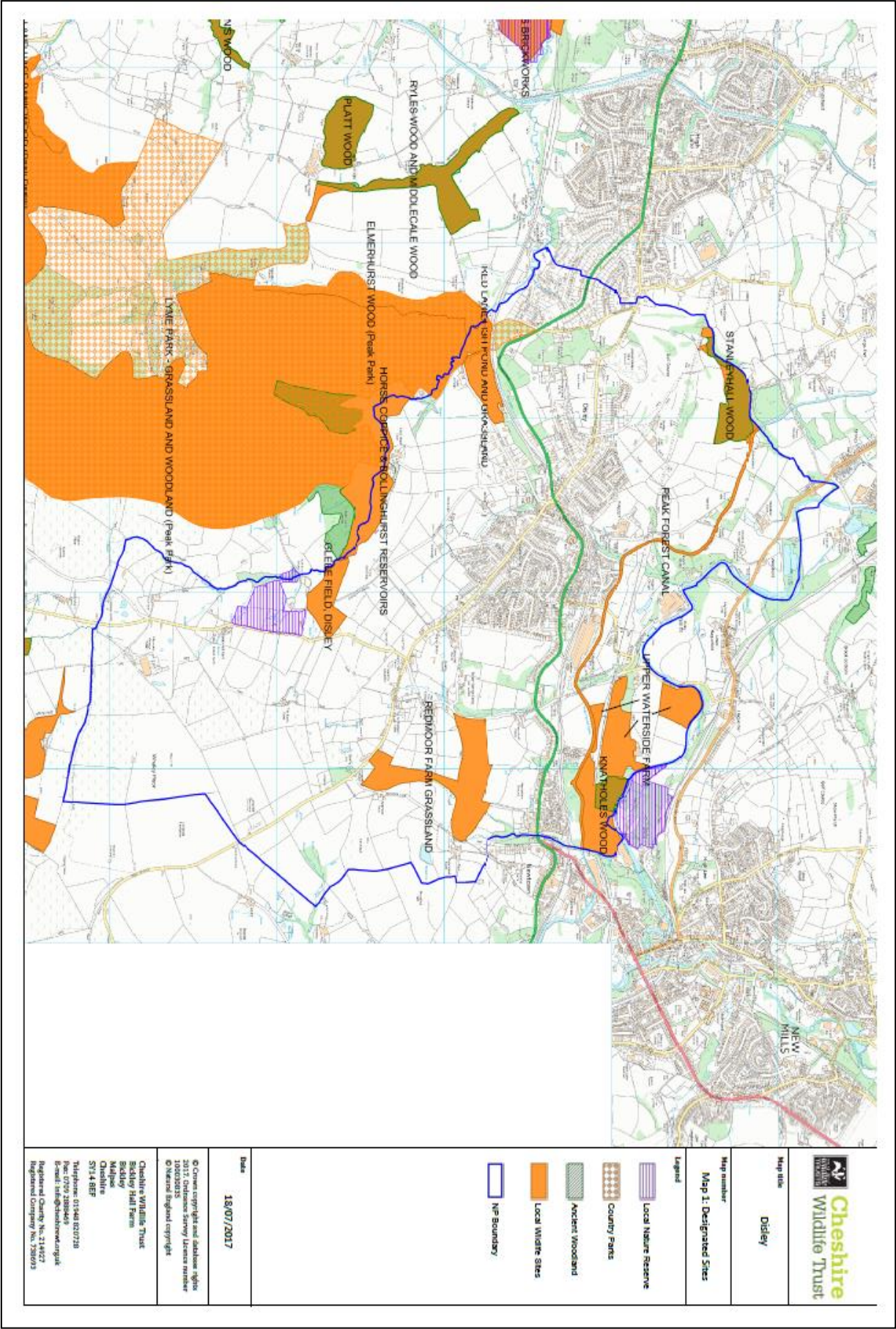
9.17 Figures I and J (Maps of Nature Conservation Sites and Priority Habitats) were provided by Cheshire Wildlife Trust in 2017, and supplement the designated sites identified in the Map of Disley Conservation Interests in the Macclesfield Borough Local Plan (see <http://maps.cheshire.gov.uk/ce/localplan/macclesfield/> and Appendix 5.) Although these are not designated 'statutory sites' for planning purposes, they are identified and recorded according to rigorous selection criteria by the Local Wildlife Site Partnership and still afforded protection in the

planning process. See <http://www.cheshirewildlifetrust.org.uk>.

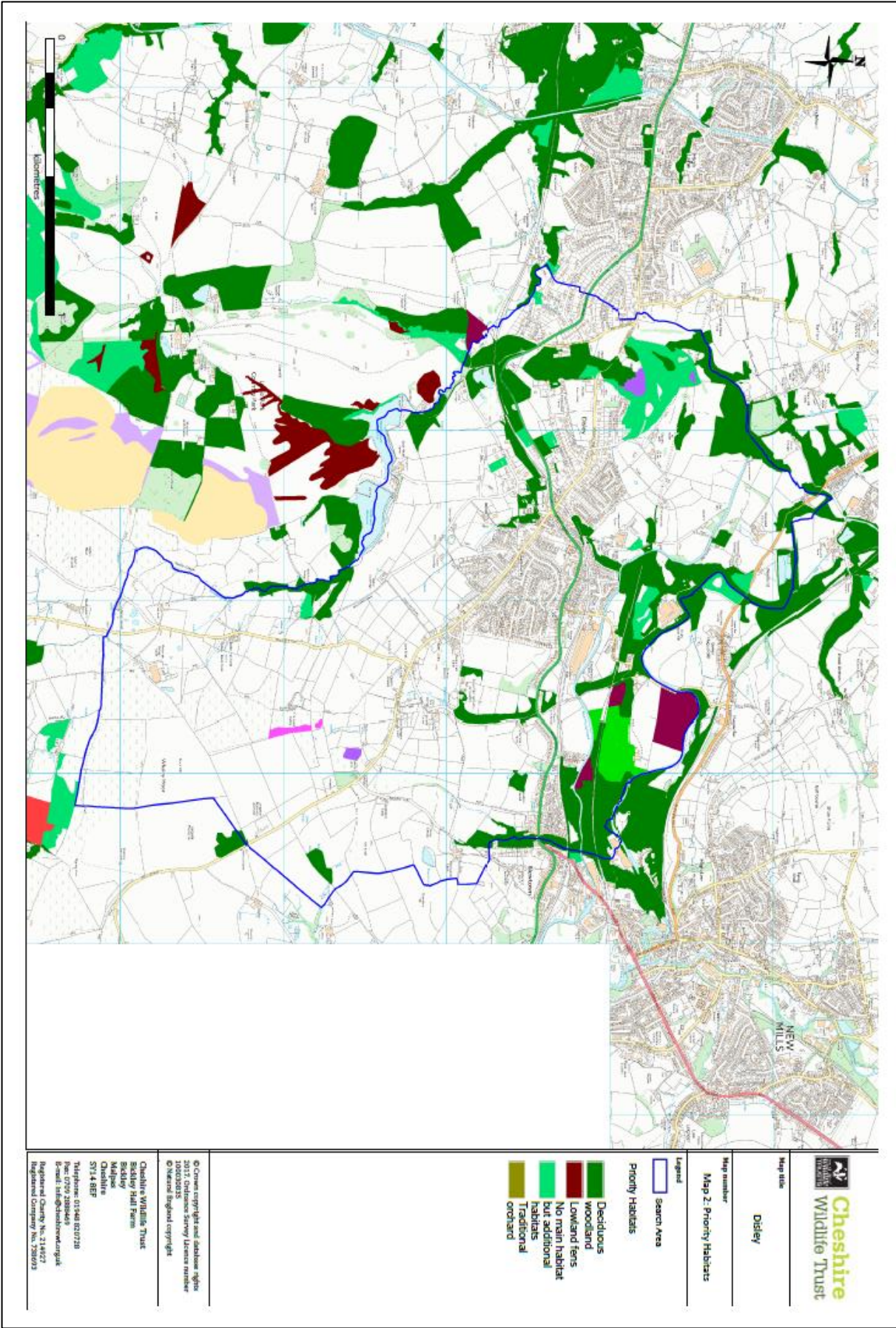
9.18 Two of the areas are subject to Countryside Stewardship Agreements (Red Lane and Glebe Field). The Glebe Field was registered as a charity in 1936 and is now administered by Disley Parish Council as trustees, and was designated in 1996 as a Grade A Site of Special Botanical Interest. The Local Nature Reserve off Mudhouse Lane (Millenium Wood) is also highlighted.

9.19 Protecting and enhancing biodiversity is central to the National Planning Policy Framework. Indeed, biodiversity is mentioned fifteen times in the NPPF with protection and improvement of the natural environment as core objectives of the planning system. Policy SE4 of the Cheshire East Local Plan Strategy seeks to ensure that all development should conserve the landscape character and quality and should, where possible, enhance and effectively manage the historic, natural and man-made features that contribute to local distinctiveness of rural and urban landscapes. Development should preserve local distinctiveness and avoid the loss of habitats of significant landscape importance. Policy SE3 Biodiversity and Geodiversity, part 4, highlights that development proposals which are likely to have a significant adverse impact on habitats, species or on sites including Local Nature Reserves; Sites of Biological Importance (SBI), Local Wildlife Sites; Designated Wildlife Corridors; Areas of Ancient and Semi-Natural Woodland; and Nature Improvement Areas will not be permitted except where the reasons for or benefits of the proposed development outweigh the impact of the development.

9.20 Figure H - Map of Designated Nature Conservation Sites



9.21 Figure I – Map of Priority Habitats



Policy C4 – Trees and Hedgerows

Hedgerows and trees make a significant contribution to the amenity, biodiversity and landscape character of Disley and Newtown. Development proposals will be expected to preserve and enhance these interests by applying the following principles:

- A. A tree survey in line with the latest British Standard will be submitted on sites where trees are present.
- B. Veteran trees are of particular importance locally due to their historic, landscape and biodiversity value. Applications where veteran trees are present will be expected to protect them within the scheme.
- C. Applications on sites where hedgerows follow the historic field patterns will be expected to include plans to ensure these field boundaries are retained, enhanced and brought into good management where possible.
- D. An extension of the existing tree cover in Disley and Newtown will be sought through new developments incorporating sustainable tree planting.
- E. Woodlands and woodland corridors will be protected and enhanced in line with policy C3 point C.

Justification

9.22 One of the most noticeable impressions when approaching Disley along the A6 is the number and scale of tree coverage, particularly when passing Lyme Park. The Cheshire Landscape Character Assessment

http://www.cheshireeast.gov.uk/environment/heritage_natural_environment/landscape/landscape_character_assessment.aspx classifies the parish as being within the Upland Estates and Upland Footslopes categorisations. The Upland Estate character type largely refers to Lyme Park – Lyme Hall is the largest historic house in Cheshire with gardens and parkland, all of which are managed and open to the public by the National Trust. Avenue planting, veteran trees and large woodland blocks contribute to a very high woodland density.

9.23 The area enjoys a high percentage of woodland cover on account of the estate woodlands. Sycamore is the most abundant tree species with oak, beech, sweet chestnut, pine and larch amongst others present.

9.24 The Assessment states that one of the issues for the Upland Estate classification is a decline in veteran trees, an essential component of historic ornamental landscapes and a scarce biodiversity resource. Like ancient woodland, veteran trees are irreplaceable and discussions on compensation for their loss should not form parts of the merits of a development proposal. Instead, the benefits of a proposal alone must outweigh the loss of a veteran tree, before any compensation is considered.

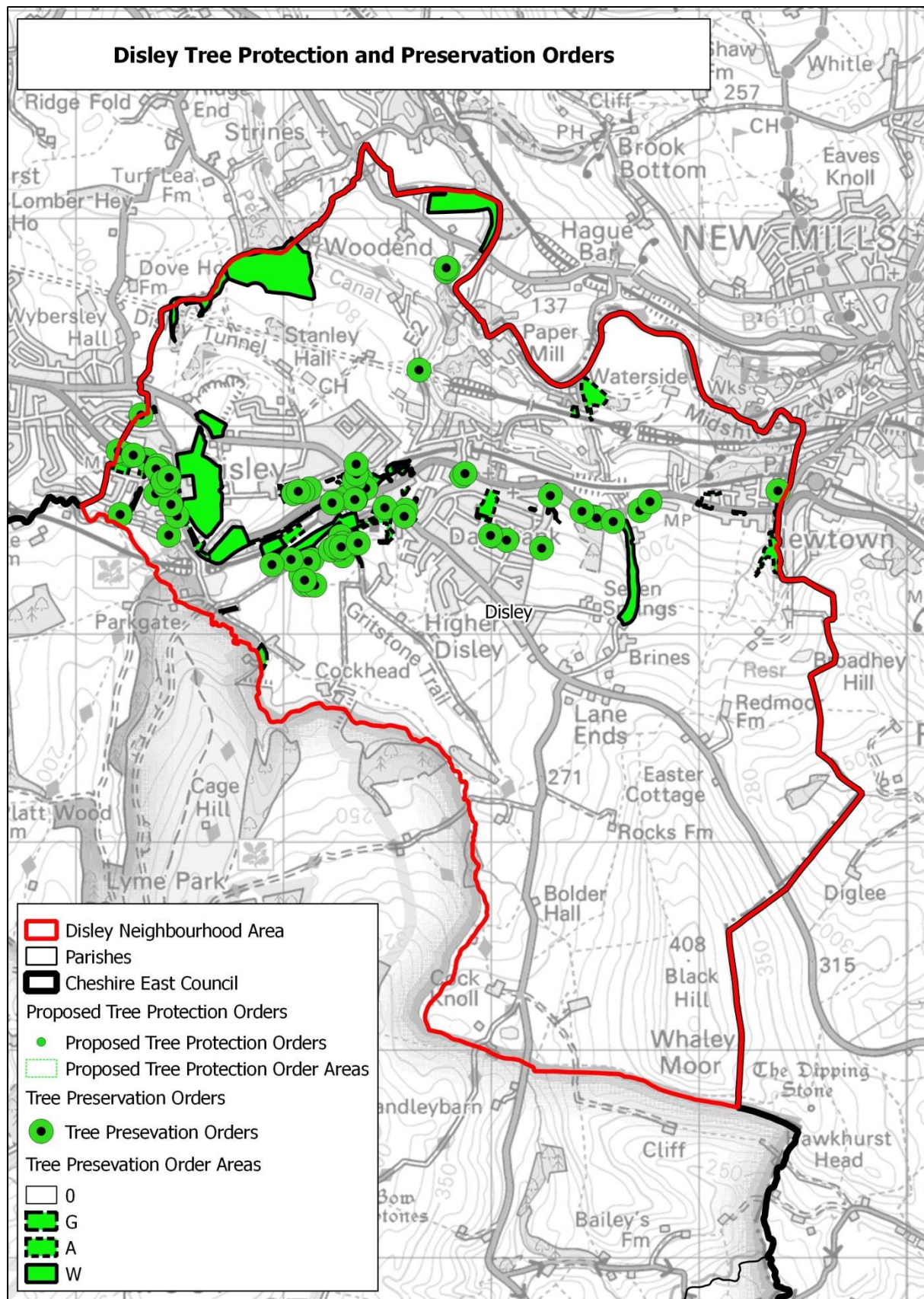
9.25 The Upland Footslopes categorisation is characterised by wooded steep sided stream and river valleys, a large proportion of which is ancient woodland, and medieval field patterns with hedgerow boundaries surviving on the lower slopes. Hedgerows form the visually dominant boundaries in most locations due to their height and the abundance of hedgerow trees. Many areas appear to be extensively wooded due to a combination of intact, closely spaced hedgerows and numerous linear woodlands.

9.26 Woodland in the Disley area is of a greater density than the county average and includes two ancient woodlands. Rowan and birch predominate on the higher elevations, oak on the lower slopes. Indeed, this character area was once part of the extensive Royal Forest of Macclesfield which was one of four large forests existing in Cheshire in the medieval period.

9.27 The Assessment highlights the issues for the Upland Footslopes as being a loss of historic field pattern due to decline in hedgerow management, along with many hedgerow trees being over-mature and in decline.

9.28 The contribution trees and hedgerows make to the character of Newtown and Disley is therefore of much importance. This policy seeks to ensure that valued trees and hedgerows are protected, and that further appropriate coverage will be forthcoming. The policy helps to deliver one of the key aims of the NPPF of conserving and enhancing the natural environment. Para 118 states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

9.29 Figure J – Map of Open Spaces and Tree Preservation Orders



10. BUILT ENVIRONMENT POLICIES

The Disley and Newtown Neighbourhood Plan has the following objectives:-

- To protect and enhance heritage and conservation assets
- To ensure that all developments are in keeping with the character of the village

Policy BE1 – Heritage and Conservation Areas

- A. Proposals will be supported if they conserve and enhance Disley and Newtown's historical assets and their settings, maintaining local distinctiveness, character and sense of place, subject to other policies within the Neighbourhood Plan.
- B. Any proposal for a new building or external modification to any existing building within the Conservation Areas shall be designed to ensure a truly contextual and harmonising change that will enhance the character of the Conservation Areas. Such proposals must take account of any potential detriment to the existing appearance and unique identity of the adjacent area.
- C. All street furniture and signage within the conservation area shall be of appropriate character.

Justification

10.1 Disley and Newtown is fortunate to have a long and rich heritage, with two Conservation Areas wholly within the parish and over 50 Listed Buildings (Figure L). The entrance to Grade I Listed Lyme Park falls within the parish, as does the northerly section of the Lyme Park Conservation Area. St Mary's Church is listed at Grade II* (the middle grade) and the others are at Grade II. There are four listed bridges associated with the Peak Forest canal and the River Goyt, three over the canal, and one over the river. Most of the listed buildings are houses, cottages, farmhouses and farm buildings. The other listed items include a church and associated structures, public houses, a drinking fountain, a war memorial, a milestone, and a telephone kiosk. The survey results demonstrated the high value that the community places upon the historical and traditional environment.



The War Memorial, Ram Green

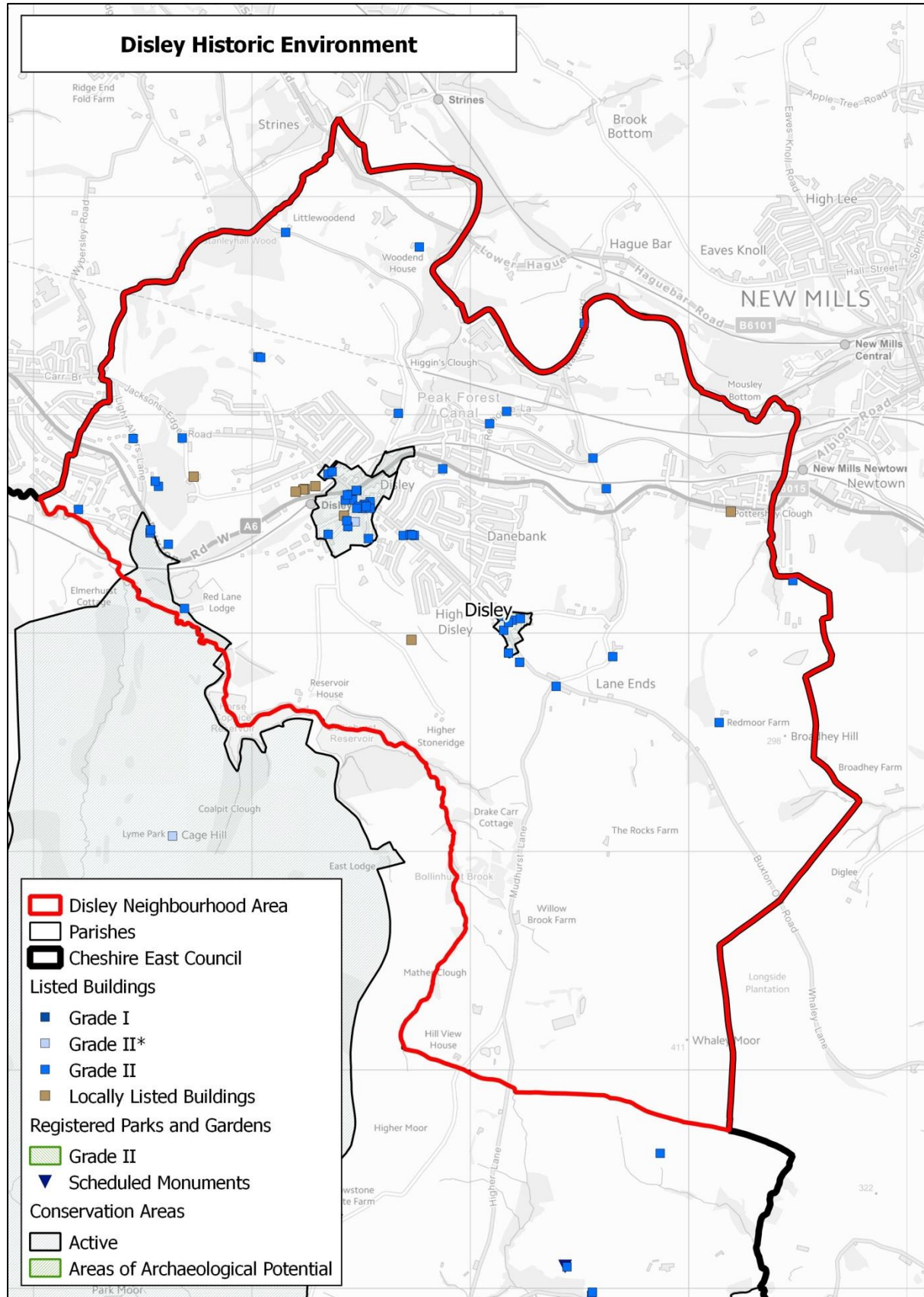


Fountain Square

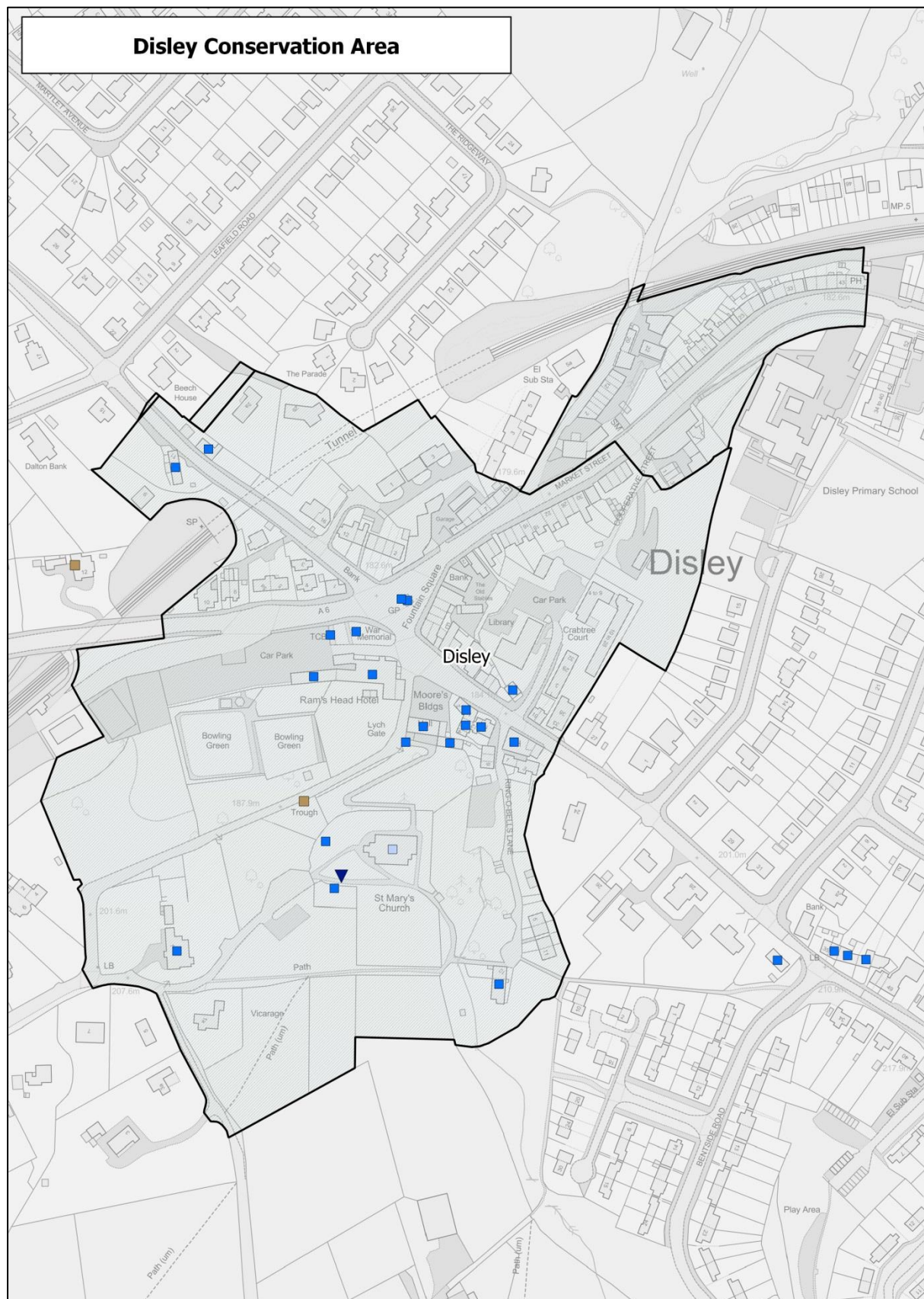
10.2 These heritage assets are part of Disley and Newtown's character which makes them special to and valued by the community. The Central Conservation Area includes the village centre, and adds to the attractive environment which encourages visitors and tourists. It is important that heritage assets and the Conservation Areas are protected from inappropriate development and, where possible, enhanced.

10.3 One of the core planning principles of the National Planning Policy Framework, detailed in Para 17, is to conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

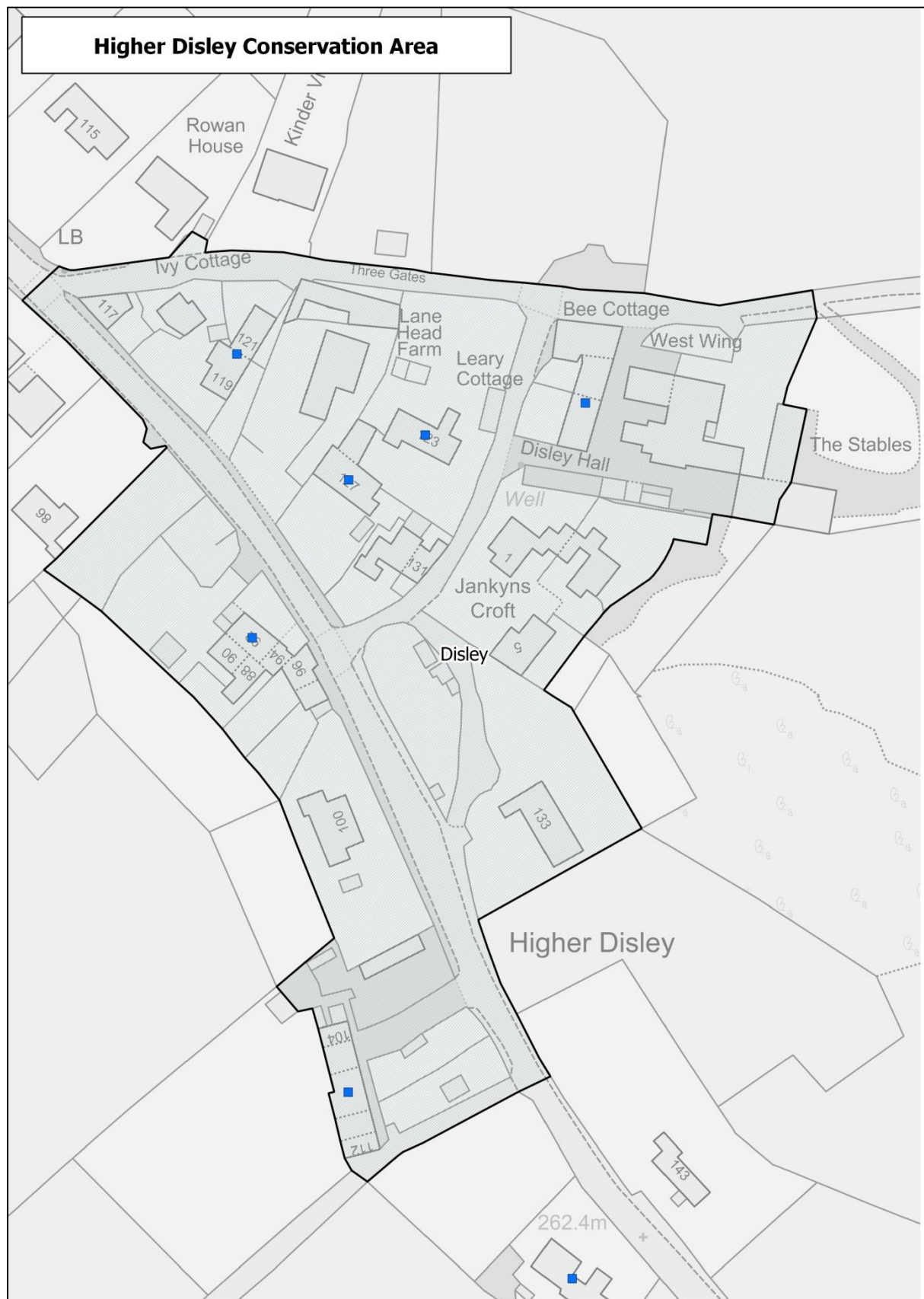
10.4 Figure K - Disley Historic Environment



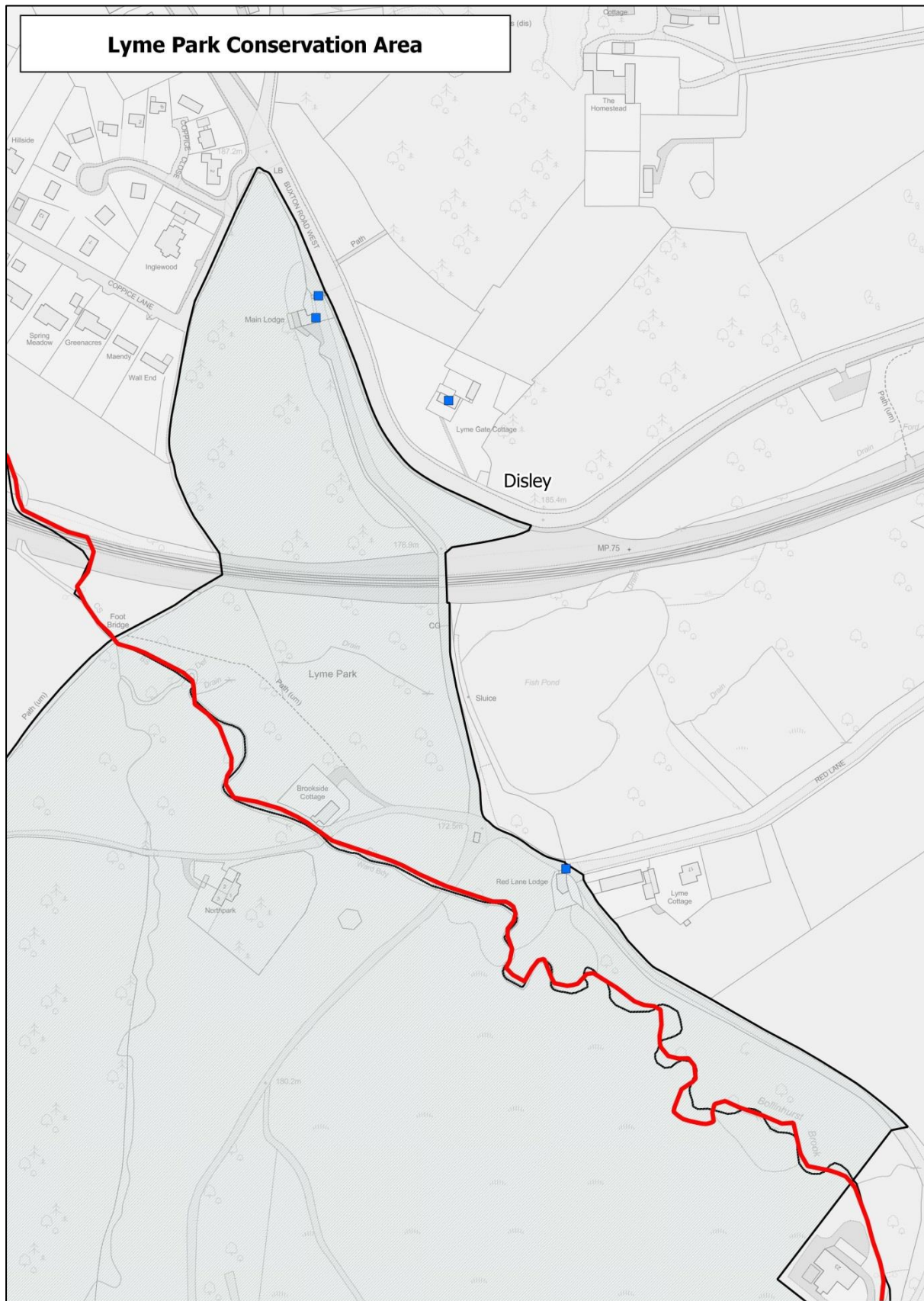
10.5 Figure L - Disley Central Conservation Area



10.6 Figure M - Higher Disley Conservation Area



10.7 Figure N - Lyme Park Conservation Area



Policy BE2 – Character and Design

The design and layout of new developments must demonstrate consideration of the Cheshire East Design Guide (2016).

Support will be given to developments where the design of the buildings is sympathetic to the character, topography and local distinctiveness of the surrounding area. Developments should vary the appearance of individual houses in terms of position, character, features and materials within the palette appropriate to Disley and Newtown.

Justification

10.8 It is important that any new development is of high quality design, enhancing the local character of the parish. The character of Disley and Newtown comes from the mix of building types and the layout of the village settlement that has evolved slowly as the settlement has expanded over the past centuries. Buildings of differing styles and ages come together to provide a pleasing feel to the village; the policy is designed to maintain these pleasing characteristics within the village building environment allowing buildings of quality and good design that enhance and complement the established character of the settlement.

10.9 Cheshire East Council has recently prepared a design guide (2016). (See: http://www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/design-guide-supplementary-planning-document.aspx) The guide highlights that the character and attractiveness of Cheshire East underpins the quality of life enjoyed by the Borough and its residents. The parish of Disley and Newtown falls within the ‘Gritstone Edge’, which constitutes the eastern flank of the borough. The landscape character of the Edge and the form, layout and materials found in the settlements within the area are informed by the rolling foothills of the Pennines and the geology beneath them.

10.10 Characteristics of the landscape around Disley and Newtown include upland streams, open, unrestricted views of the surrounding area, woodland, river meadows and the presence of disused quarries. Low stone walls and hedgerows provide the main elements of enclosure. A strong skyline ridge is dominant above the village, provided by the higher ground of the surrounding landform. The high vantage points and generally open aspect ensure long distance panoramic views in all directions. These extend westward over the Cheshire Plain, to the east into the heart of the Peak District and to the Manchester conurbation in the north.

10.11 The design guide notes that Disley has a strong relationship to the surrounding settlements along the Goyt Valley. The village focuses on Fountain Square around which are arranged a variety of buildings including an inn, public houses, shops, a bank and the railway station. The A6 runs through the square, which also contains a listed stone water fountain and the war memorial.

10.12 Disley is a compact radial settlement, with fingers of development extending out along surrounding roads. Several modern housing developments are situated at the edges of the built environs of the village or on infill sites within the village. The industrial uses were historically set down below the village on the banks of the Peak Forest Canal and River Goyt – only the paper mill (now rebuilt as Disley Tissue factory) remains. Terraced properties relating to the factories are arranged beyond the historic core radiating out along the main roads, such as The Crescent, and side roads close to the mills in which the residents formerly worked. The main A6 highway intersects the village, and along with the Buxton – Manchester rail line has dominated the modern development of the village.

10.13 Whilst full details of the characteristics of the Griststone Edge as a whole can be found in the Cheshire East Design Guide, the following design cues for Disley in particular highlight the key characteristics of the village centre and its environs, which must be fully taken into account in any plans for new development or replacement of existing buildings.

Key Design Cues

- Mediaeval to late 20th Century archetypes can be found in and around the village.
- Lanes and alleyways lead off from the centre. This is repeated around estate roads, allowing pedestrians to take more direct routes to the centre.
- Stone and brick buildings of varying storey heights jostle for position along streets and lanes.
- Built form exploits the topography – buildings set into valley sides changing from two storey to three storey, creating a dynamic roofscape and skyline.
- Streets and lanes flow with the topography.
- Parts of Disley have extensively used brick in Flemish and English bonds from the early Victorian period onwards, along with Welsh blue slate on the roofs replacing the earlier stone flags
- Inns and public houses create a number of landmarks within the streetscape, along with churches, terraces of mill workers cottages and other buildings associated with historic uses, such as banks and shops.

10.14 In order to reflect and enhance the character of Disley and Newtown, the design guide should be consulted on all new development proposals.

10.15 The Design Guide was particularly welcome, as In 2015 a study was undertaken by postgraduate students from the University of Manchester (see p. 60, Appx. C, of the students' report, 2015 <http://disleyparishcouncil.org.uk/neighbourhood-plan/>) the primary objective being to identify what Disley and Newtown was currently like, the opportunities and constraints the village faces, and to recommend areas where policy intervention might be most effectively deployed to community benefit. One of the recommendations of the report was to agree a design statement for development for Disley and Newtown to which new development must conform. The report stated that improving continuity of design is key in enabling Disley to enhance its local traditional character and develop a new identity as a place to live, work and visit, as well as promoting Disley as a gateway to the Peak District.

10.16 One of the core principles of the National Planning Policy Framework is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Para 58 states that neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area, that developments should establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places in which to live and work and to visit. Developments should respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation. Para 61 states that planning policies and decisions should address the integration of new development into the natural, built and historic environment.

Policy BE3 –Shopfronts

Disley village centre is in a Conservation Area and has a number of historic buildings. In order to improve the appearance and identity of the village, preserve the historic setting, and help to maintain the vitality and vibrancy of the village centre, the following principles should be followed when permission is sought –

- A. When new shop fronts are being installed, security shutters should be fully concealed and integrated with the design of the shopfront. Shutters must be of an open lattice design which allows at least 50% transparency. The shutter box must be recessed so that it fits behind the shopfront fascia and below the shop's lintel, while the side runners must be concealed within the pilasters. Any metalwork must be coloured to match the colour scheme of the shopfront. Internal shutters that allow transparency will be supported.
- B. The design of shop frontages should be sympathetic, reflecting the age, character, design and proportions of the host building.
- C. Shop frontages should not divorce the ground floor from the upper storeys of the building, but rather treat the building as a unified whole.
- D. Where a proposed shopfront would span across more than one building the individuality of each building should be retained.
- E. Only traditional materials should be used on historic buildings. In most cases the use of painted solid timber is preferred.
- F. Traditional pilasters, cornices, consoles, fascias and stallrisers must be retained, and their removal will not be permitted.
- G. Signs should be uncluttered, and restricted to the fascia above the shop window. The use of traditional signwriting, or individual cut letters attached to a fascia is preferred.
- H. Internally illuminated 'light box' type signs are not acceptable.
- I. Well-designed hanging signs suspended from traditional metal brackets will be supported.

Justification

10.17 Disley's main shopping streets are located within the Disley Central Conservation Area, or form part of its setting. The village centre is a real asset to the parish, and it is considered important that it remains an attractive and pleasant place to visit. Today the 'shop front' may provide the entrance to uses other than a shop such as a café, restaurant or bank and the policy applies to all types of premises in the Conservation Area. The Conservation Area contains many fine traditional and modern shop fronts that are an important element in the street scene. It is considered important to protect and enhance the character of the Conservation Area whilst recognising the importance of the continuing commercial role of the village centre.

10.18 In 2015 the study undertaken by postgraduate students from the University of Manchester (see p. 60, Appx. C, of the students' report, 2015 <http://disleyparishcouncil.org.uk/neighbourhood-plan/>) showed that the Disley Central Conservation Area should be decluttered, particularly in respect to shop signage, in order to help to preserve the historical character of the village centre.

10.19 Within the Conservation Area and its setting, priority will therefore be given to the retention of architecturally or historically interesting traditional shop fronts. Adapting new shop fronts to modern needs can be achieved through sensitive design.

10.20 All elements of the shop front are important including the pilasters (defining the shop width), the fascia with signage and, potentially, the cornice (defining the top of the shop front) and the stall riser (providing a solid base).

10.21 The choice of materials to be used for a shop front should normally reflect the materials of the building in which it is situated. Use of local materials is preferred, including brick, tiles and plaster, with stained or painted wood. Plastic is generally inappropriate. A shop front colour scheme should always be selected to harmonise with the upper floors of the building and the general street scene.

10.22 Internally illuminated signs are generally out of character in the Conservation Area. However, in some cases it may be considered appropriate to illuminate a sign with a small spotlight or some other subtle method of illumination. Painted fascia boards, particularly in wood, and hanging signs are preferred.



11. TRANSPORT AND PARKING POLICIES

The Disley and Newtown Neighbourhood Plan has the following objectives:-

- To mitigate existing parking problems
- To recognise the importance of public transport services to and from Disley and Newtown in meeting the needs of both residents and visitors

Policy T1– Parking

Proposals which would exacerbate existing parking problems in the parish, or lead to the loss of existing parking provision will not be permitted, unless the lost parking places are adequately replaced in a nearby and appropriate alternative off street location, or an agreed alternative transport facility be provided or contributed towards to mitigate the loss.

Any further provision for car parking in the parish will be supported, in line with Conservation Area guidance, national Green Belt policies and other policies within the Neighbourhood Plan.

Existing residential areas and new residential, retail, commercial and business developments must have adequate parking facilities to avoid or minimise 'on street' parking in accordance with the number of spaces defined in the Cheshire East Local Plan Parking Standards (Appendix C).

Justification

11.1 Disley is very hilly, and it can be difficult for some members of the community to walk around, leading to high car ownership and usage. The 2011 census indicated that in Disley 46.2% of households have 2 or more cars, compared to 32.1% in England. This exacerbates the problems with car parking, particularly in the village centre. Disley also faces severe pressures on parking spaces in part due to the large number of terraced cottages facing directly on to the pavement. The vast majority of these properties were built before the era of the car and therefore have no designated parking space. Due to the narrowness of the roads, cars often park illegally on the pavement causing obstruction to both pedestrians and other road users.

11.2 The presence of the A6 which runs through the village does not allow for easy short stay parking for users of the local shops and services. Additionally, the railway station is used by commuters from both within and outside the village, who often park on the nearby streets which again exacerbates parking problems. Parking capacity in the village centre is relatively strained and considered inefficient by some users. The provision of convenient and adequate parking facilities is an important consideration in sustaining the success of the village centre and local businesses.

11.3 There are currently four car parks which provide long and short stay parking. The public car parks are frequently full during the working day and sometimes in the evenings. One of the car parks (at The Ram's Head) is privately owned and charges for short and long stay parking from Monday to Friday.

11.4 The issue of parking is therefore of much concern to the community, and has been repeatedly raised at Neighbourhood Plan consultation events and in surveys. A summary of some of the comments made by the community can be seen in the Consultation Statement that can be seen at <http://disleyparishcouncil.org.uk/neighbourhood-plan/> The business survey undertaken for the

Neighbourhood Plan <http://disleyparishcouncil.org.uk/neighbourhood-plan/> highlighted parking problems, with some respondents stating that they sometimes have to move their vehicles throughout the day if they can't find parking in the street, and others stating that their customers and staff cannot park easily, which affects trade. Of the 28 responses, 18 (64%) felt that parking was an obstacle to growing or retaining their business in the parish. Respondents were asked how they saw the best way of improving footfall in Disley and Newtown, and again, the provision of parking, and the improvement of existing car parking facilities were specifically mentioned.

11.5 At a Neighbourhood Plan exhibition held in January 2017 to present results of the business and the housing needs surveys, residents were asked to complete an exit questionnaire. 96% of respondents agreed that there was a problem with parking in the village, and 64% stated that parking problems had stopped them visiting a business in the village. There is a real consensus, therefore, that parking is an issue which needs addressing in Disley and Newtown and this policy seeks to ensure that parking standards are met and that parking problems are not worsened through the loss of existing provision, and that new development should not further exacerbate the problem.

11.6 Where it can be demonstrated that a development is specifically targeted at members of the community unlikely to have multiple vehicles (e.g. sheltered housing) then the minimum parking requirements may be relaxed.

11.7 The Cheshire East Local Plan Strategy states that 'Car Parking Standards' will only apply where there is clear and compelling justification that it is necessary to manage the road network – this is the case in Disley.

Policy T2– Sustainable Transport

In order to improve transport and safety and to facilitate cycling and walking, where appropriate, applicants for new development must demonstrate:

- A. Safe walking and cycling routes in the immediate area of the proposed site, with consideration of access to services and facilities;
- B. The provision of safe cycle storage facilities in any commercial, community, apartments or retail development;
- C. How the proposals link to public transport;
- D. How any adverse impacts of traffic from the proposed development will be mitigated;
- E. That the most up to date parking standards required by Cheshire East Council will be met;
- F. That the proposed site is located in an acceptable location in relation to the existing highway network, especially from a safety and aggregate congestion viewpoint;
- G. That the proposed site is located with good accessibility by a range of sustainable forms of transport, minimising the distance that people need to travel to employment, shops, services and leisure opportunities; and
- H. That the needs of those with disabilities and the elderly have been positively considered and appropriate facilities within the transport infrastructure have been provided to assist them.

Proposals which promote better integration between different modes of transport, including links to the local railway station, and serve to improve bus routes, services and passenger facilities will be supported, subject to meeting the criteria of other policies within the Neighbourhood Plan.

Justification

11.8 In Disley and Newtown private car ownership and usage constitute the predominant method of transport; with approximately 46% of all homes owning at least two or more cars. Whilst cars are essential for many people, the provision of public transport and the encouragement of walking and cycling routes are vital in order to help to address the issues of climate change, reduce congestion and parking problems, and provide equality of opportunity. The Peak Forest Canal and its towpath also provide important alternative modes of travel, for walkers, cyclists and boaters, linking Disley with neighbouring towns and villages, and must be considered part of the sustainable transport mix. The mitigation measures planned for the A6 MARR (Manchester Airport Relief Road) due to open in Autumn 2018 with a projected 25/30 per cent increase in traffic through the village, will be important for the future of the village.

11.9 As already highlighted, parking and congestion are real problems in Disley and Newtown, and are of great concern to many residents (see policy AQ1). Additionally, an Air Quality Management Area along the A6 in Disley has been declared by Cheshire East Council on the basis of a likely breach of the hourly mean concentration of nitrogen dioxide (which is set at an Air Quality Standard of 200 mg/m³ which must not be exceeded more than 18 times in any one year). It is considered important that further new development should not increase these problems and indeed, where possible, should provide opportunities for walking, cycling and improvements to public transport

11.10 The promotion of sustainable transport is one of the aims of the NPPF (paragraph 35) which states that developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

Policy T3— Disley Railway Station

Proposals which improve, enhance or protect Disley Railway Station and its facilities will be permitted, subject to other policies within the Neighbourhood Plan.

Justification

11.11 Disley is fortunate to have a railway station in the village centre, which is on the line between Manchester and Buxton, and is very much valued and well used by residents, visitors and commuters. Due to the levels of congestion and volumes of traffic experienced in the village, along with the need to encourage sustainable forms of transport, it is considered important to support any improvements which would help sustain the station and its facilities, especially parking improvements and cycle storage facilities.

11.12 This policy seeks to promote sustainable transport, which is one of the aims of the NPPF, and ensure that the transport system is balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

12 ECONOMY AND VILLAGE CENTRE POLICIES

The Disley and Newtown Neighbourhood Plan has the following objectives:-

- To support and enhance the local economy
- To improve the village centre

Policy E1– The Economy

Subject to respecting Disley and Newtown’s built and landscape character, and the setting of the Peak District National Park, and environmental and residential amenity impacts being acceptable, the following will be permitted:

- A. The development of new small businesses and the expansion of existing businesses;
- B. Proposals that promote or provide facilities for home working and businesses operating from home; and
- C. The sympathetic conversion of existing buildings for business and enterprise.

New and expanded business and commercial developments must ensure that there are adequate parking facilities to avoid or minimise ‘on street’ parking in accordance with the number of spaces defined in the Cheshire East Local Plan Parking Standards (Appendix C).

Justification

12.1 Disley and Newtown has a slightly higher percentage of people who work from home than the average in England, at 5.8% compared to the average of 3.5%. The parish also has a higher percentage of 16-74 year olds who are self employed (13.5% compared to the England average of 9.8%). (2011 Census). Disley is a local service centre, and local businesses, retail and commercial enterprises are well used and valued by both residents and visitors. The local economy and small businesses are a vital and welcome part of village life.

12.2 In order to help inform the Neighbourhood Plan, a business questionnaire was delivered to 91 businesses within the parish in October 2016. A copy of the questionnaire and a report detailing the results can be found at <http://disleyparishcouncil.org.uk/neighbourhood-plan/> A total of 28 responses were received from the businesses, who employed 130 people in total, a response rate of 31%. The majority of businesses were retail or catering related, with others being primarily concerned with personal services such as hairdressing or chiropody, health or social care, motor trade, professional services and horticulture. Over fifty percent of businesses had operated in Disley and Newtown for more than 10 years. Two respondents had recently set up in the parish, having been established in Disley and Newtown for less than a year.

12.3 The majority of businesses were located in the village centre on the A6 (64%). Asked why they were located in the parish, responses included: it being local to home; good location in the centre of the village; good catchment area; potential for growth and suitable premises. The majority of employees lived either within Disley and Newtown or within five miles of the parish, and the majority travelled to work by car. A healthy percentage (27%) travelled on foot to work, possibly due to the parking problems in Disley, as most of the businesses do not have dedicated parking for employees or customers.

12.4 There was a very mixed response as to whether the traffic on the A6 is a problem for businesses. Some respondents appreciated the opportunities that it can bring for passing trade, whereas others felt that it led to people being delayed in traffic and/or unable to park.

12.5 A healthy 66% of businesses answered that they foresaw growth in their business over the next five years. 70% responded that they would not need to move premises in the next five years, whilst 15% felt that they would have to move premises. The availability of small, affordable premises and premises with a good image and room for growth were seen as important.

12.6 Businesses were asked what obstacles they saw to growing or retaining their business in the parish. By far the greatest issue was seen to be issues with car parking, with 64% of respondents seeing this as a problem. Other concerns included suitability of premises; internet access and broadband speed; road links and lack of room to expand. Respondents were asked for their opinions as to how an increase in future footfall could be achieved. Again, the issue that was raised by the vast majority of respondents was the need for better car parking facilities.

12.7 One of the core planning principles of the NPPF is to support sustainable economic development and build a strong competitive economy. As a local service centre, the Cheshire East Local Plan strategy supports employment development in the parish in principle.

Policy E2 – Village Commercial Centres

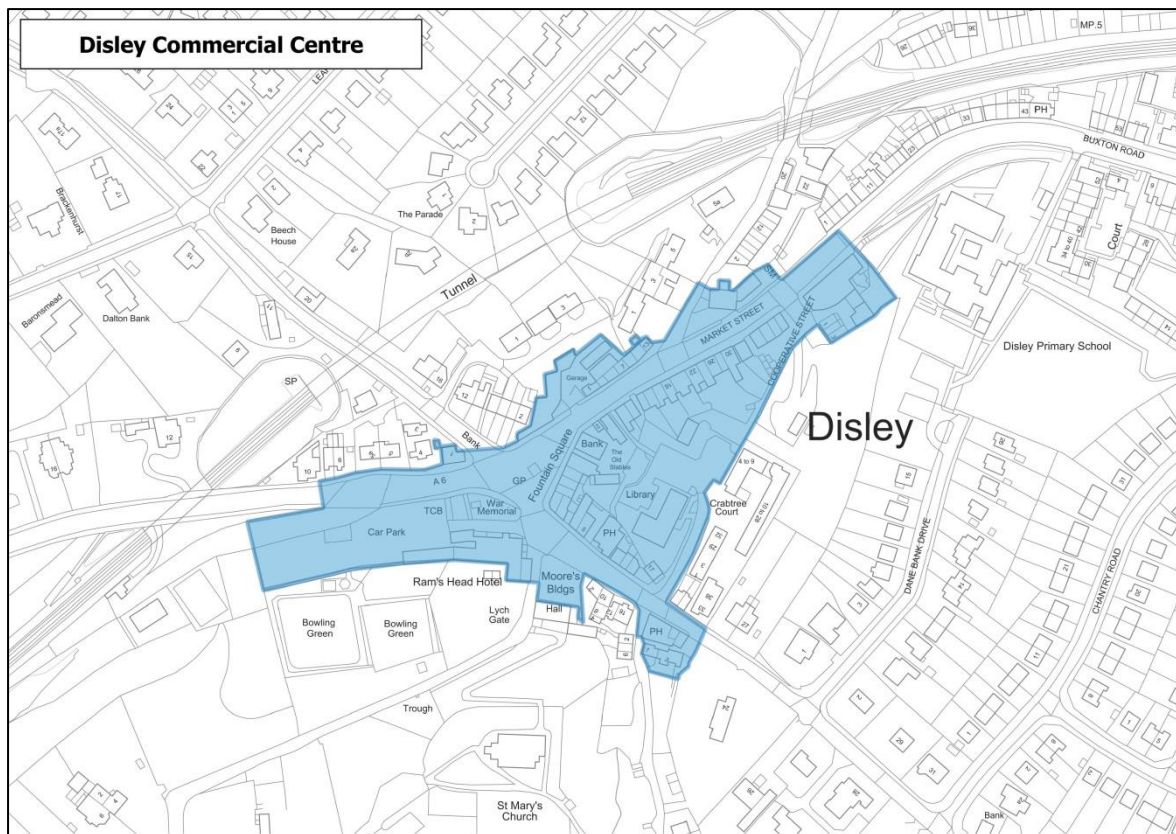
Proposals for commercial, tourism, cultural and retail uses will be permitted within the Village Commercial Centres of Disley and Newtown as defined in Figures P and Q. Proposals that retain the provision of A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes) and A4 (Drinking Establishments) uses will be permitted.

New and expanded developments within the village centre must ensure that there are adequate parking facilities to avoid or minimise 'on street' parking in accordance with the number of spaces defined in the Cheshire East Local Plan Parking Standards (Appendix C).

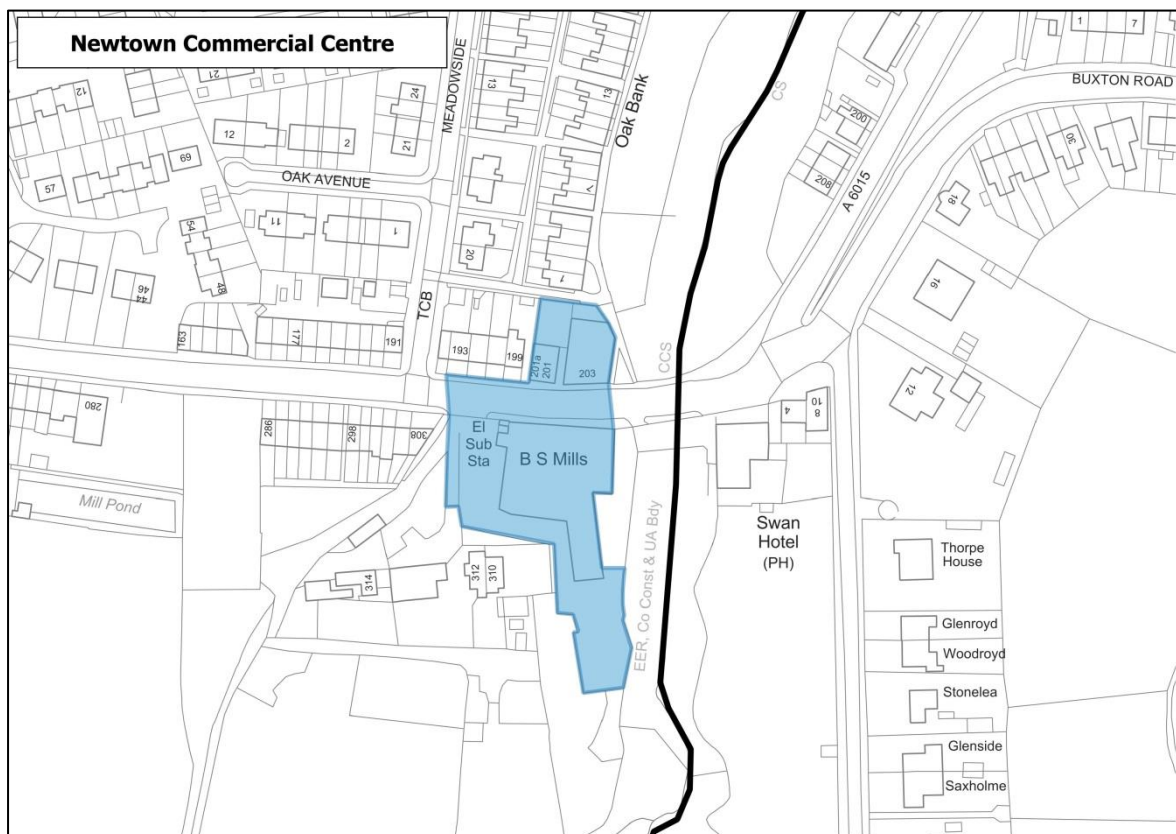
Justification

12.8 Disley has a compact village centre fronting Market Street (A6) on one side and Buxton Old Road on the other. At the core of the village centre is Fountain Square, the adjoining war memorial and Ram's Head Public House.

12.9 Figure O - Map of Disley commercial centre



12.10 Figure P –Map of Newtown Commercial Centre



12.11 Drawn from local policy priorities and existing best-practice (DCLG, 2015), a baseline assessment of Disley village centre was undertaken along with a short on-street survey, carried out by postgraduate students from the University of Manchester (see p. 60, Appx. C, of the students' report, 2015 <http://disleyparishcouncil.org.uk/neighbourhood-plan/>).

12.12 Qualitatively the village centre is not defined by any one use-value or function, and appeals to a wide range of users for varying reasons. For 28% of respondents it was considered a tourist/visitor destination, whilst 22% viewed their presence as a leisure visit. In contrast 33% stated that the reason for their visit was for retail purposes, whilst the remaining 17% identified other uses that ranged from walking to running errands. The centre's roles and functions are mixed, and the vitality and vibrancy of the centre seem to benefit from this differing appeal. However, all respondents indicated a reliance on neighbouring towns (New Mills, Marple and Stockport) for at least some of their retail and service needs.

12.13 Premises are centred primarily along Market Street (A6), also extending a short way along Buxton Old Road. The students' report identified 59 retail/service units in the village centre. At the time of the study vacancy rates were low (only one recorded void), suggesting an overall viability of the village centre based around retail/service provision.

12.14 The predominant mode of occupier representation is categorised as 'Services' and includes 31 (52.5%) non-residential units in the centre. Although the provision of banks in Disley (1 unit, or 3.2% of all provision) is below the UK average of 15.9%, figures for Estates Agents and Health & Beauty services are broadly consistent with UK averages. Of all recorded service uses, Disley has a slightly higher proportion of restaurants, cafés, and takeaways than the UK average perhaps reflecting the role of Disley as a leisure or visitor destination.

12.15 Responses indicated an overall satisfaction with local retail and service provision. Two-thirds of respondents felt that the variety of retail and service representation was good or very good, and only 1 respondent (5.6%) suggested that the mix of retail/services was poor. Yet the consideration that provision is, for some, only satisfactory (27.7% of respondents) underlines the need to promote a balance of shops, retailers, and services that appeal to the whole community as far as is possible.

12.16 The area of Newtown located in Cheshire East has several businesses which are located within a compact area. These range from a long established performance car specialist to a recently opened pre-school, and also include a dance and drama studio, an antiques business, a shop selling electric bikes and a business selling aluminium doors and windows.

Policy E3 – The Night Time Economy

Subject to environmental and residential amenity impacts being acceptable, proposals which enhance the night time economy of the village commercial centres (see Figures P and Q) will be permitted.

Developments must ensure that there are adequate parking facilities to avoid or minimise 'on street' parking in accordance with the number of spaces defined in the Cheshire East Local Plan Parking Standards (Appendix C).

12.17 Disley is fortunate to have a number of restaurants, cafes and pubs which are well used both by local residents and those from further afield. These add vibrancy to the village centre, enhance

Disley as a visitor destination, and add value to the local economy. Any appropriate proposals to enhance the night time economy which do not negatively impact on residential amenity will therefore be supported.

Policy E4– Tourism

New tourism initiatives, visitor accommodation and improvements to existing services and facilities associated with tourist attractions, particularly in connection with Disley’s role as a gateway to the Peak District will be supported subject to other policies in the Neighbourhood Plan. Development proposals should:

- A. Comply with policies for the countryside and conservation/heritage;
- B. Be appropriate in scale, character and location for the development;
- C. Create no harm to the existing character of the local area; and/or, where relevant, the setting of the Peak District National Park.
- D. Have no adverse impact on any adjoining residential amenities; and
- E. Ensure that there are adequate parking facilities to avoid or minimise ‘on street’ parking in accordance with the number of spaces defined in the Cheshire East Local Plan Parking Standards (Appendix C).

Justification

12.18 Disley is known as a gateway to the Peak District, and its ready access to spectacular scenery makes it attractive to residents and tourists alike. It has a wide range of footpaths, and has been awarded ‘Walkers are Welcome’ accreditation. The canal has been awarded Green Flag status and is popular with walkers, cyclists, anglers and nature lovers as well as boaters. Additionally, part of the National Trust property Lyme Park is within the parish, which attracts many visitors per year from far and wide.



Peak Forest Canal



Lyme Hall

12.19 Tourism and visitor spend can help to sustain some local village shops and businesses. It is considered important to support the development and enhancement of tourism and visitor amenities including accommodation facilities and tourism/visitor attractions. Disley is lacking hotels, and proposals for new visitor accommodation will be welcomed. National and local policies support this sector and the Neighbourhood Plan can reinforce this approach whilst ensuring that any development is at the appropriate scale and use in keeping with the heritage and character of the village.

12.20 Paragraph 28 of the NPPF highlights that tourism and leisure developments in the rural area should be supported, and one of the strategic priorities of the Cheshire East Local Plan is to support sustainable tourism.

13 COMMUNITY FACILITIES AND INFRASTRUCTURE POLICIES

The Disley and Newtown Neighbourhood Plan has the following objective:-

- To improve services and amenities

Policy CF1– Community Facilities

Proposals for the refurbishment and improvement of all community buildings, car parks and recreational facilities together with the shops and public houses will be permitted, subject to national Green Belt policies and other policies within the Neighbourhood Plan. Changes of use from community buildings to non-community buildings which require planning permission will not normally be permitted, unless the proposed use will provide equal or greater benefits to the community, the facility is replaced elsewhere, or it is demonstrated that the facility is no longer required or no longer viable.

Justification

13.1 Disley and Newtown is fortunate to have a wide range of community facilities and services, as befits its role as a local service centre. These include a community centre, library, primary school, playing fields, play areas, football pitch and tennis courts, a sports club, doctors surgery, dentists, church hall and scout hall. Consultation events and surveys have highlighted the value that local residents place on these facilities. In order to ensure the continued vibrancy and vitality of Disley and Newtown, and that the parish remains an attractive place in which to live and work and to visit, it is essential that the loss of facilities is resisted where possible, and that the improvement and enhancement of facilities is supported.

13.2 Paragraph 28 of the NPPF highlights that neighbourhood plans should promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

Policy CF2– Allotments

The enhancement and expansion of existing allotments, and the development of new allotments will be supported. Proposals that result in harm to or loss of allotments in Disley and Newtown will not normally be permitted unless:-

A. A replacement provision is made, of at least equivalent quality, where it would be located at reasonable convenience for the existing plot holders, or

B. Where clear and significant social, economic and environmental community benefits could be derived from the proposal.

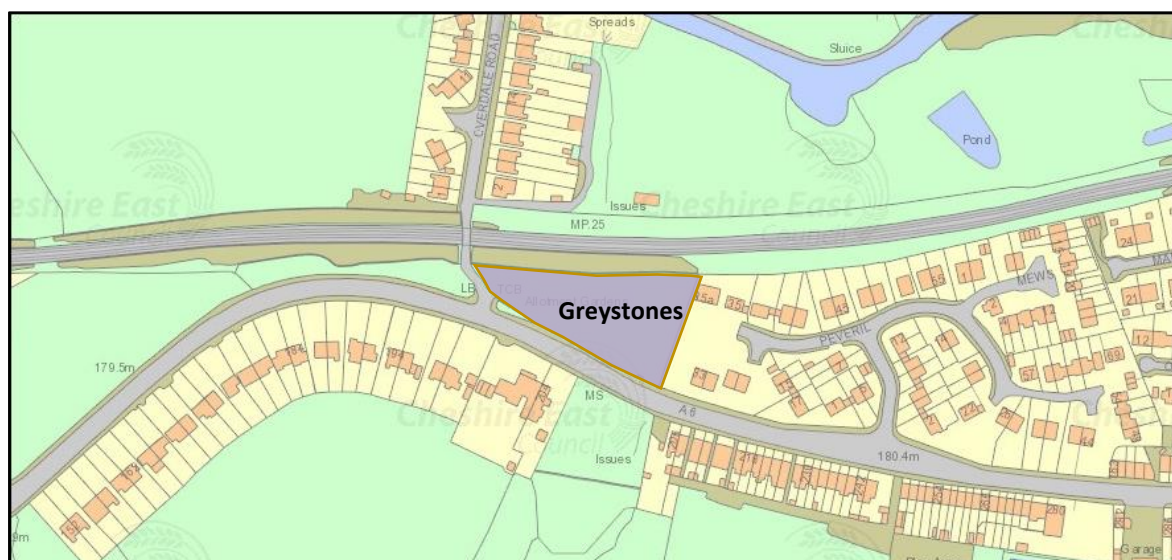
Justification

13.3 There are three community allotments in Disley and Newtown, (Hagg Bank, Springfields and Greystones) – see Figure R. These allotments are greatly valued by the local community and have always been in high demand. The community would not like to see the loss of these allotments, and any proposals which would improve the quality or quantity of the allotments would be welcomed.

13.4 This policy seeks to deliver one of the National Planning Policy Framework's aims of promoting healthy communities. Para 70 highlights that planning policies should plan positively for

the provision and use of community facilities and guard against the unnecessary loss of valued facilities and services.

13.5 Figure Q - Map of allotments



Policy CF3 - Play, Recreation and Outdoor Sports Facilities

All sports fields and areas currently used for play and recreation as shown on Figure S and Appendix B will be protected and, where possible, enhanced. Development will not be permitted unless:

- A. An assessment has been undertaken which shows them to be surplus to requirements; or
- B. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- C. The development is for alternative amenity, play or recreation provision, the needs for which clearly outweigh the loss.

Justification

13.6 The provision of recreational open space facilities in Disley is extensive and reasonably varied. As well as a small number of local parks, the village green being the most centrally located, there is sports provision such as Newtown Playing Fields, the School Playing Fields, Disley Sports Club and the Bowling Greens. Outdoor sports facilities constitute the most abundant source of outdoor space within the village itself, alongside provision for children and teenagers.

13.7 Figure R below details the location of valued play, recreation and outdoor sports facilities in Disley and Newtown. A list of play, recreational and sports facilities is set out below :-

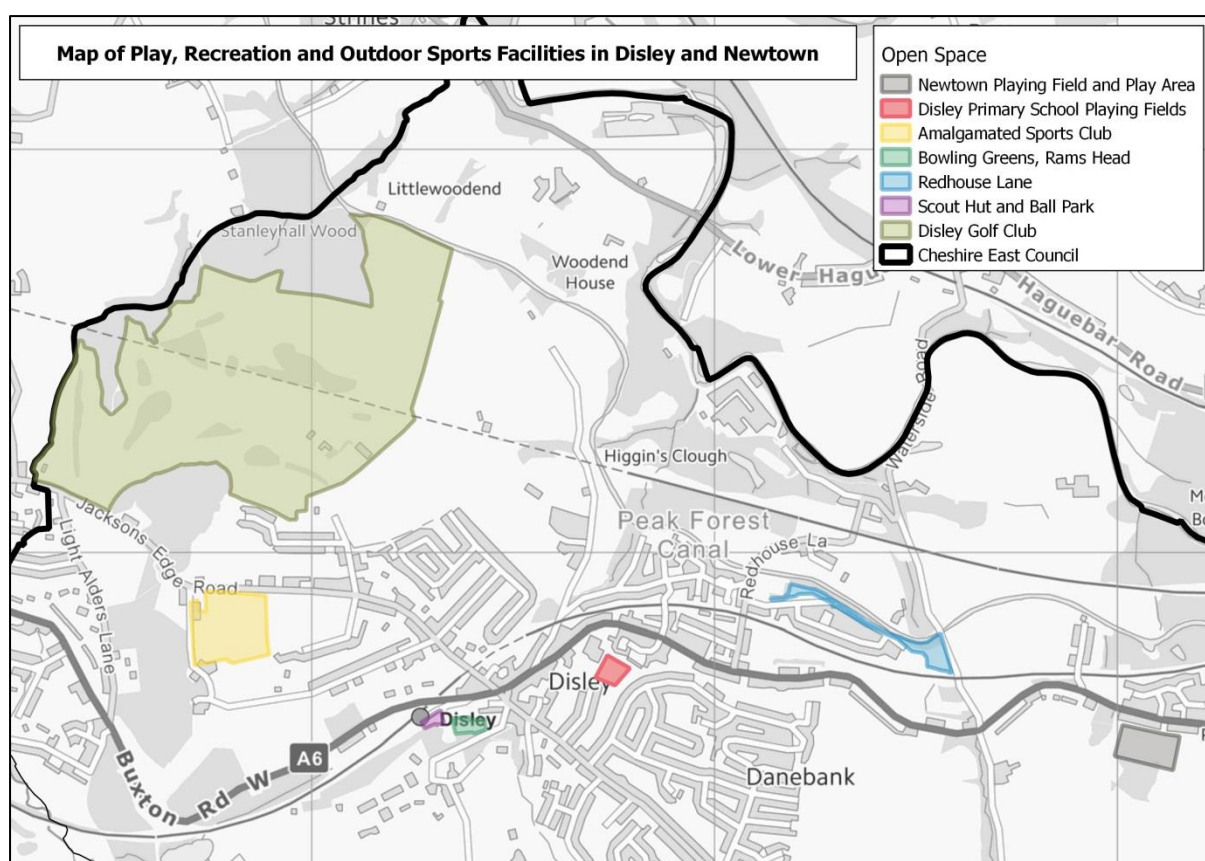
13.8 Figure S - Table of play, recreation and outdoor sports facilities in Disley and Newtown.

Reference	Facility	Address	Ownership
ROS1	Playing Fields	Disley Primary School	Cheshire East Council
ROS2	Amalgamated Sports Club	Jackson's Edge Road	Private Sports Club
ROS3	Bowling Greens	Ram's Head, Ram Green	Mitchells and Butlers
ROS4	Play area and Nature area	Eastern end of new Redhouse Lane	Persimmon Estates
ROS5	Scout Hut/ Ball Park	Adjacent to railway station	Disley Parish Council and Cheshire East Council
ROS6	Newtown Playing Fields and Newtown Play Area	South side of A6	Disley Parish Council
ROS7	Disley Golf Club	Stanley Hall Lane	Private Members Club

13.9 Additionally, there are facilities at Arnold Rhodes and Bentside/ Goyt Road playing fields which are designated as Local Green Space.

13.10 Detailed maps for each site can be seen in Appendix B.

13.11 Figure R – Map of Play, Recreation and Outdoor Sports Facilities in Disley and Newtown.



13.12 The Cheshire East Open Space Study 2012

http://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/open_spaces_assessment_2012.aspx included recommendations that in Disley –

- Park facilities should be improved
- Consideration should be given to the improved provision of sports and outdoor play areas at Arnold Rhodes Playing Field and Newtown Playing Field, with a view to providing additional pitch facilities

13.13 Throughout the consultation processes of the Plan, it is clear that the open spaces and play and recreation facilities in the parish are much valued and used, and that their enhancement and protection would be welcomed.

13.14 This policy seeks to help deliver the NPPF aim of promoting healthy communities.

Policy CF4– Community Infrastructure Levy and Developer Contributions

Where policies in this Neighbourhood Plan require contributions to community infrastructure, subject to development scheme viability, they will be made through planning obligations or in accordance with the most up to date funding mechanisms for developer contributions and infrastructure adopted by Cheshire East Council. Details of priorities for funding within Disley and Newtown should be sought from Disley Parish Council.

Justification

13.15 Should any development come forward leading to developer contributions being sought, the Parish Council will work with Cheshire East Council and the developer to see if any improvements can be made to improve facilities and services, such as car parking and community facilities such as the community centre.

13.16 One of the core planning principles of the National Planning Policy framework (Para 17) is that planning should deliver sufficient community and cultural facilities and services to meet local needs. Policy SD2 –Sustainable Development Principles - of the Cheshire East Local Plan stresses that all development will be expected to provide or contribute towards identified infrastructure, services or facilities.

Policy CF5– Telecommunications

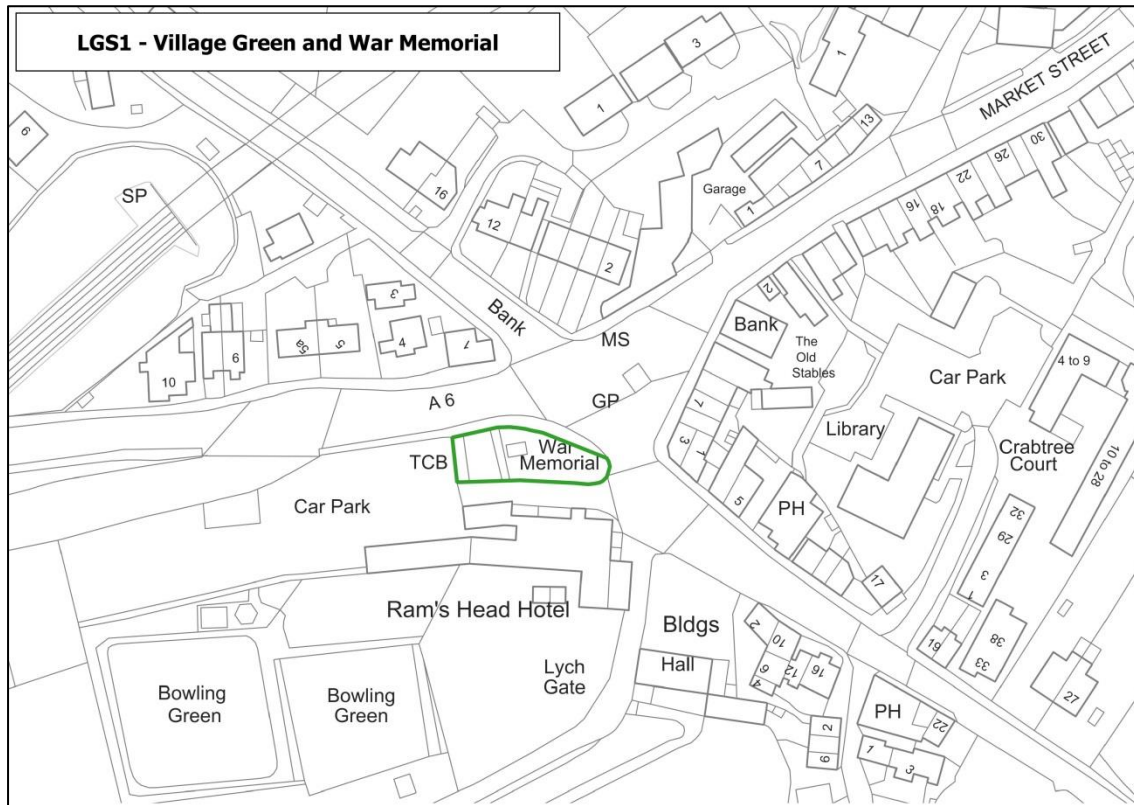
Proposals which lead to improvements in mobile network coverage and superfast broadband will be supported, in line with Conservation Area guidance, national Green Belt policies and other policies within the Neighbourhood Plan.

13.17 The results of the business survey and consultation events have highlighted the importance of good internet access, and the problems that are experienced in the parish of poor mobile phone coverage. This can have adverse impacts on local businesses, as well as local residents. A larger than average percentage of people in Disley and Newtown work from home, and having a high quality communications infrastructure is therefore important to help sustain and develop the businesses of these residents.

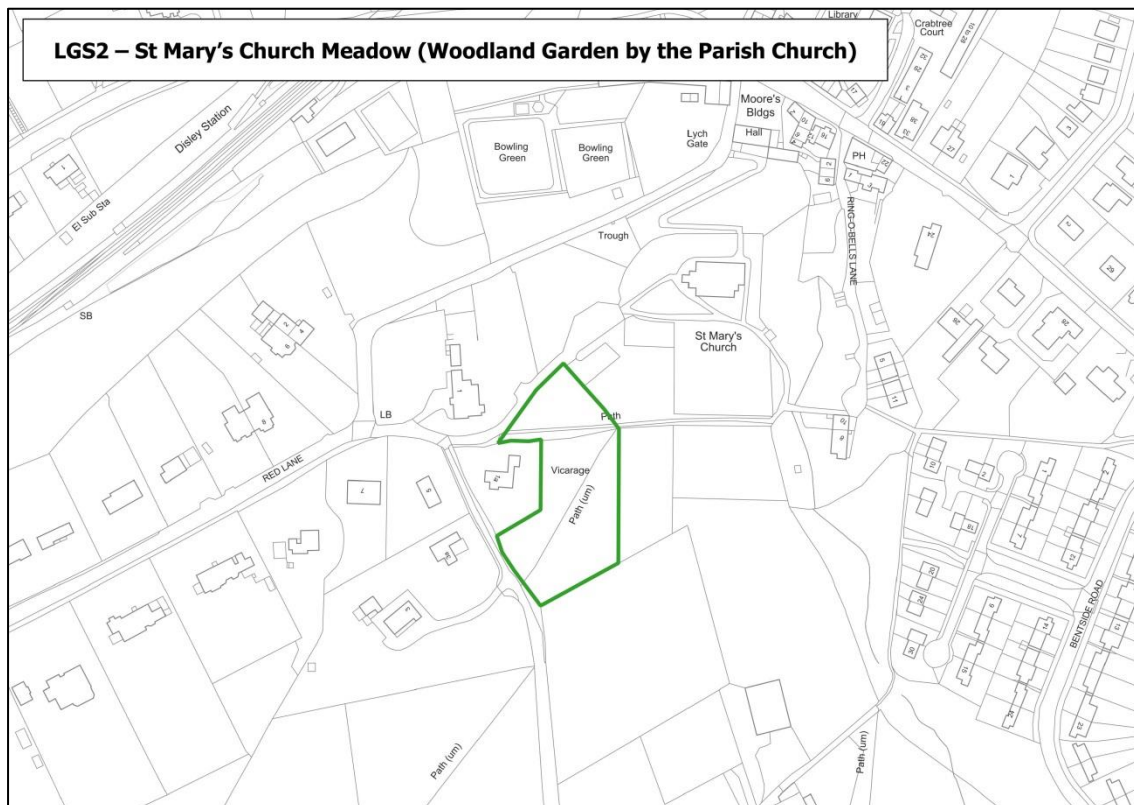
13.18 One of the aims of the National Planning Policy Framework is to support high quality communications infrastructure. Paragraph 42 highlights that supporting high quality communications infrastructure is essential for sustainable economic growth, and that the development of high speed broadband technology and other communications networks plays a vital role in enhancing the provision of local community facilities and services.

Appendix A – Maps of Local Green Spaces

LGS1 Village Green and War Memorial



LGS2 – St Mary's Church Meadow (Woodland Garden by the Parish Church)



LGS3 Beside / Goyt Road Recreation Area

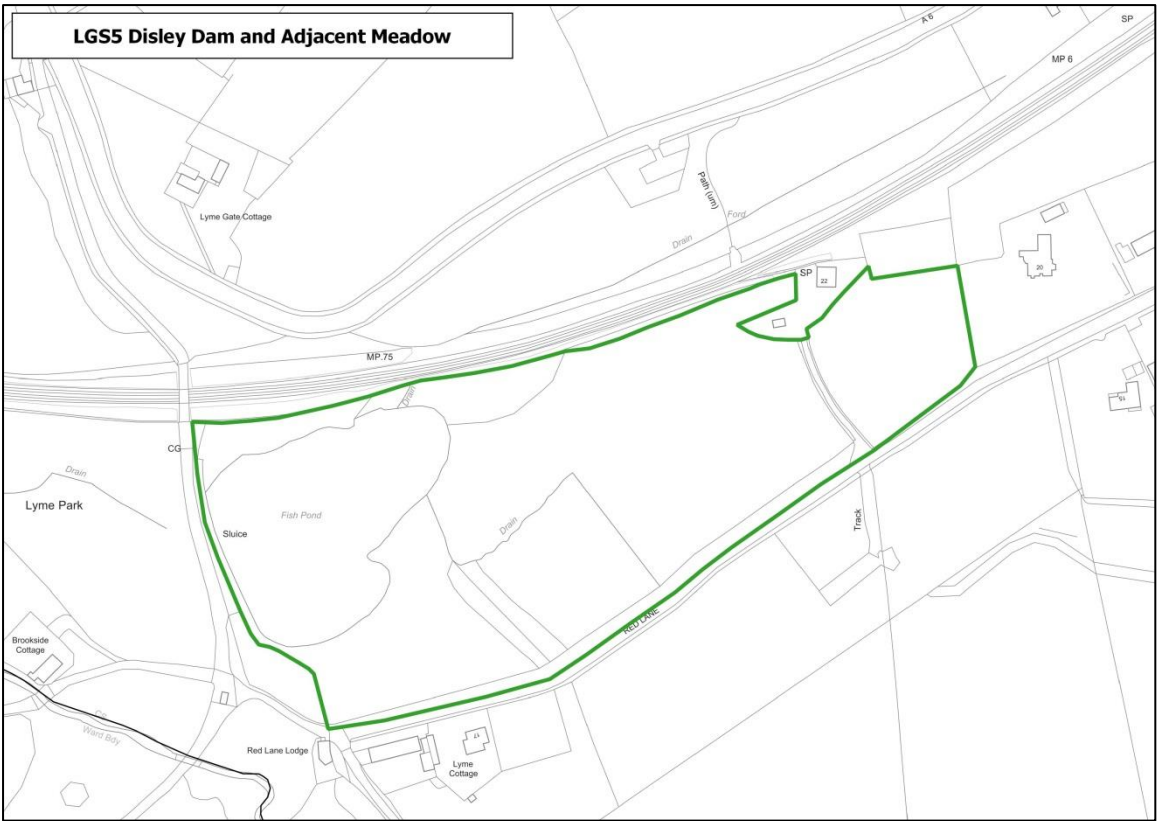
The map displays a residential area with the following features:

- Streets:** Bent Side Road (curved, on the left) and Goyt Road (straight, on the right).
- Play Area:** A central area outlined in green, labeled "Play Area".
- Buildings and Lots:** Numerous numbered lots and buildings are shown, including labels like PH, TCB, and El Sub Sta.
- Orientation:** North is indicated by an arrow pointing towards the top of the map.

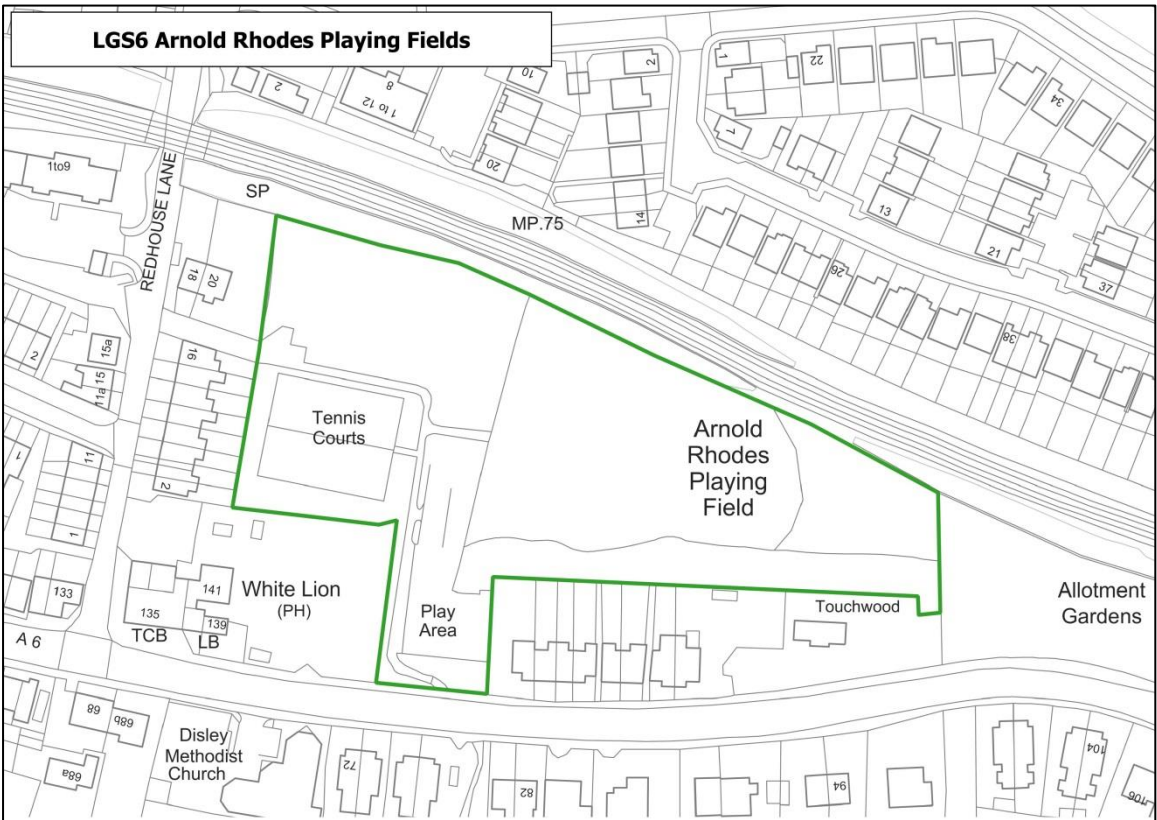
LGS4 – Woodland behind the Scout Hut by Disley Station

The map shows a detailed layout of the area around Disley Station. A green rectangle highlights a specific plot of land, identified as LGS4, located behind the Scout Hut. The map includes various landmarks and infrastructure, such as Buxton Road West, Disley Station, Ram's Head Hotel, St Mary's Church, and Red Lane. The highlighted area is situated between the station tracks and the Scout Hut, adjacent to a railway line.

LGS5 Disley Dam and Adjacent Meadow

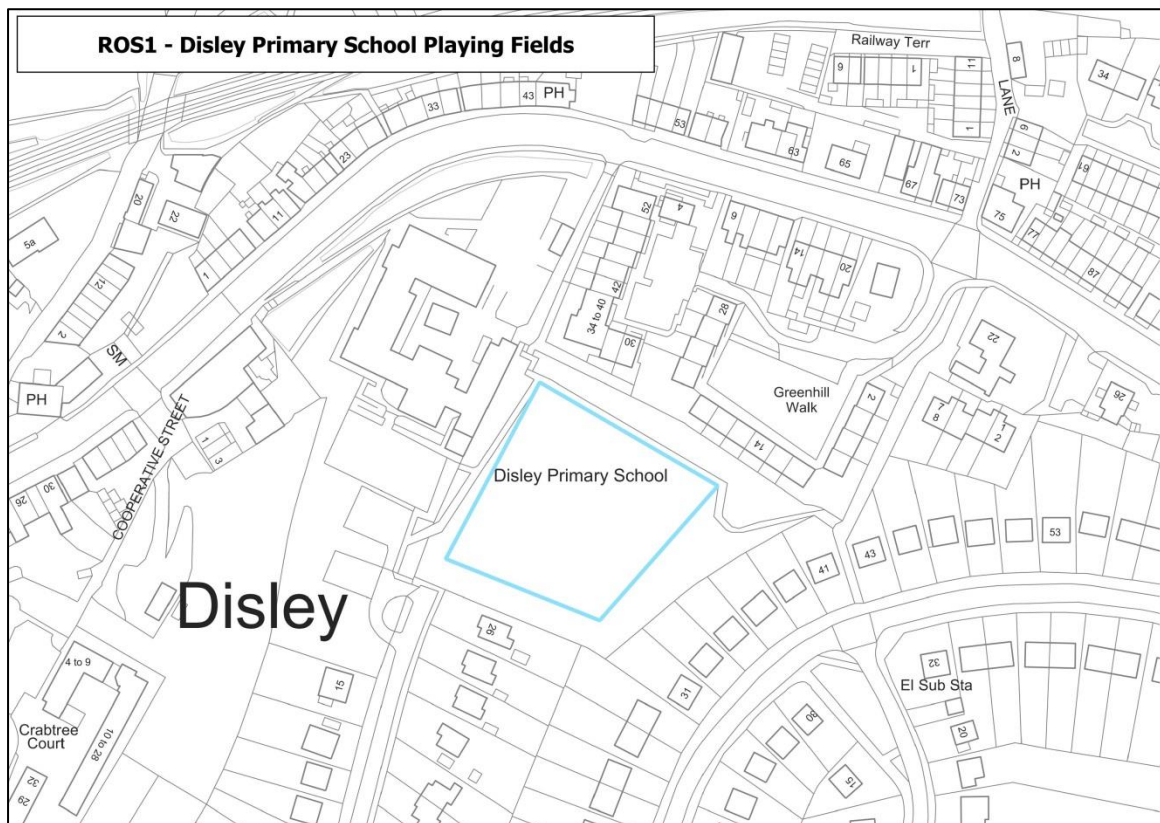


LGS6 Arnold Rhodes Playing Fields

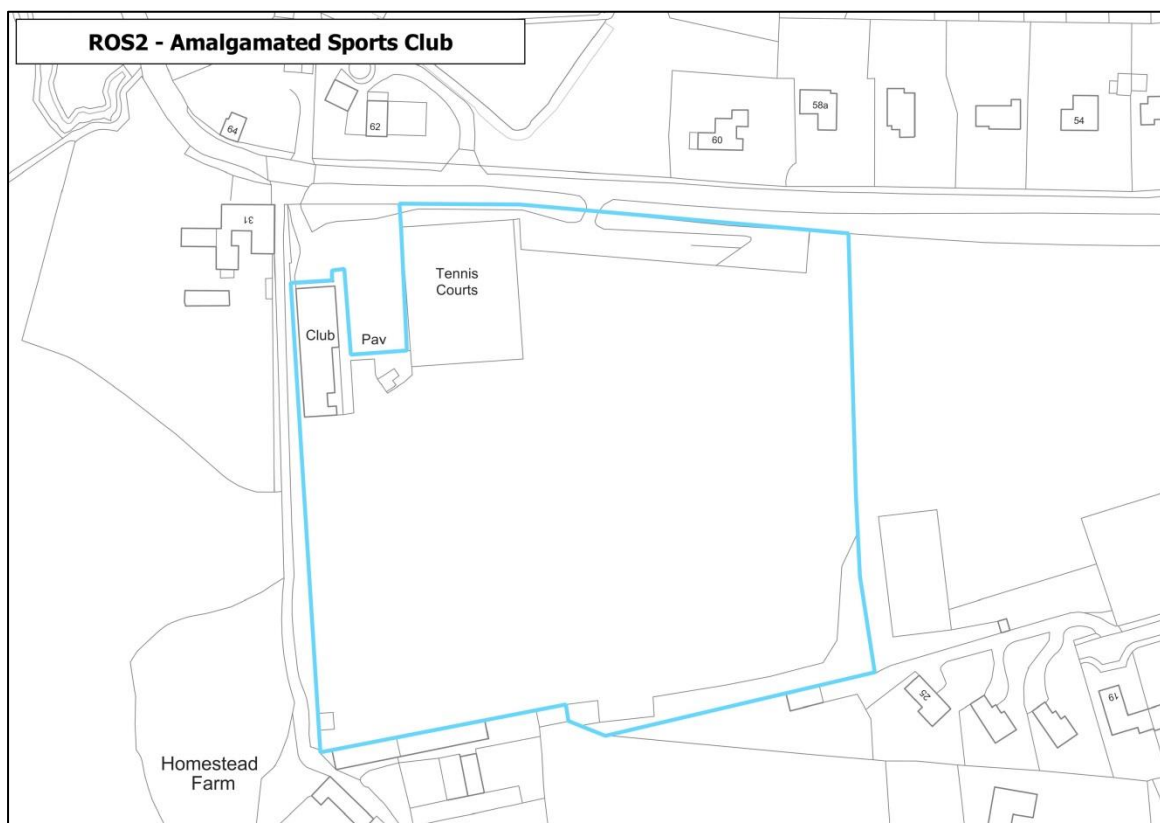


Appendix B – Maps of Play, Recreation and Outdoor Sports Facilities

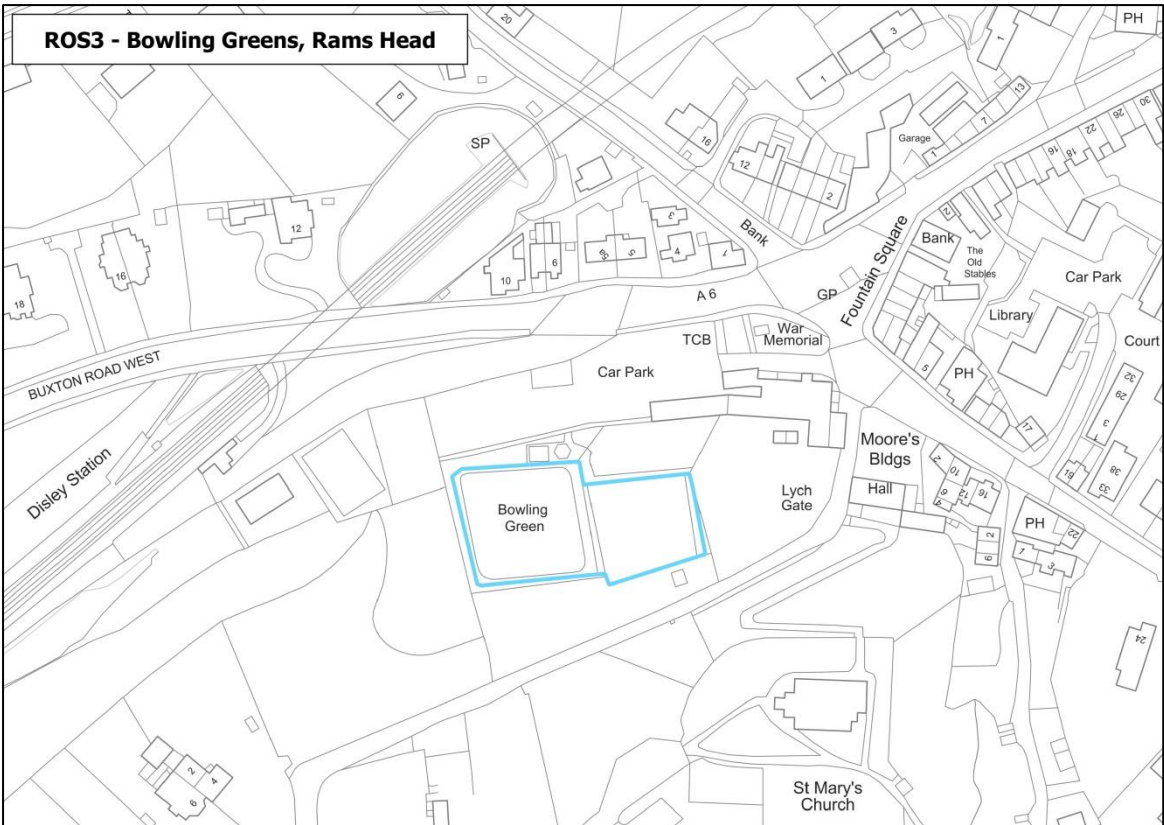
ROS1 – Disley Primary School Playing Fields



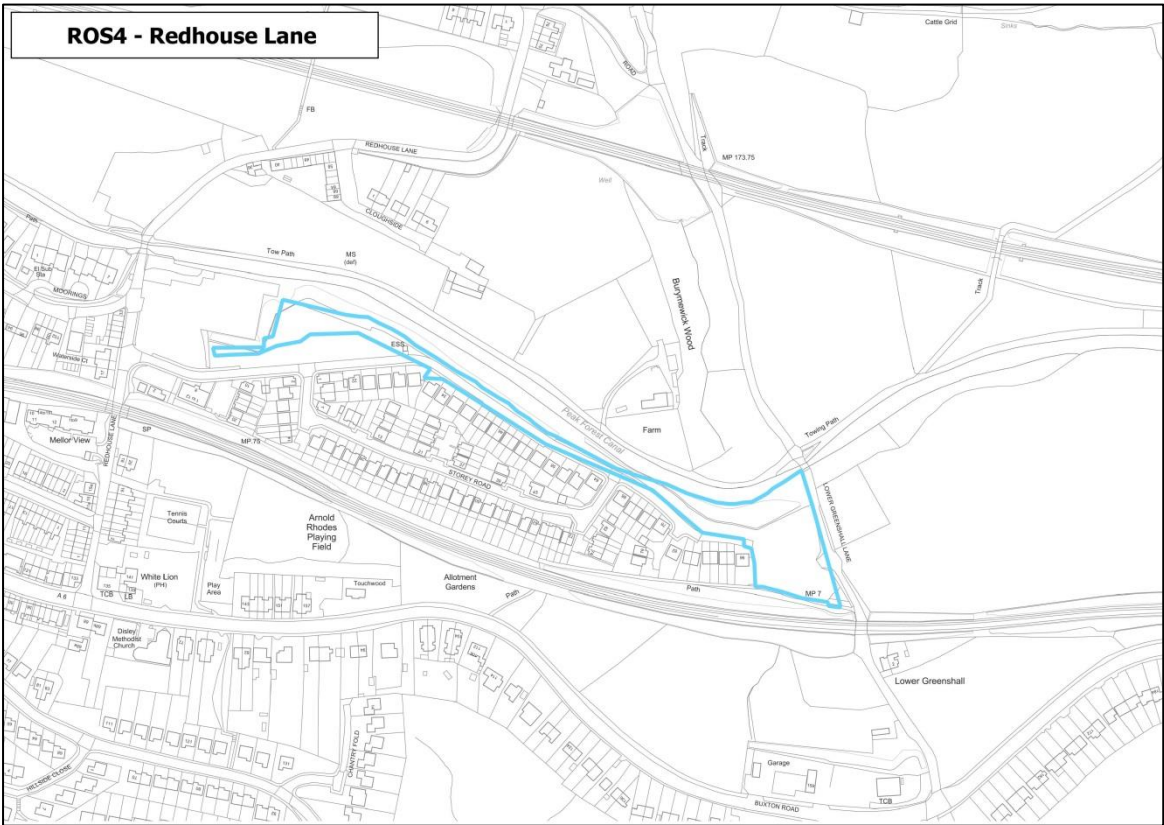
ROS2 – Amalgamated Sports Club



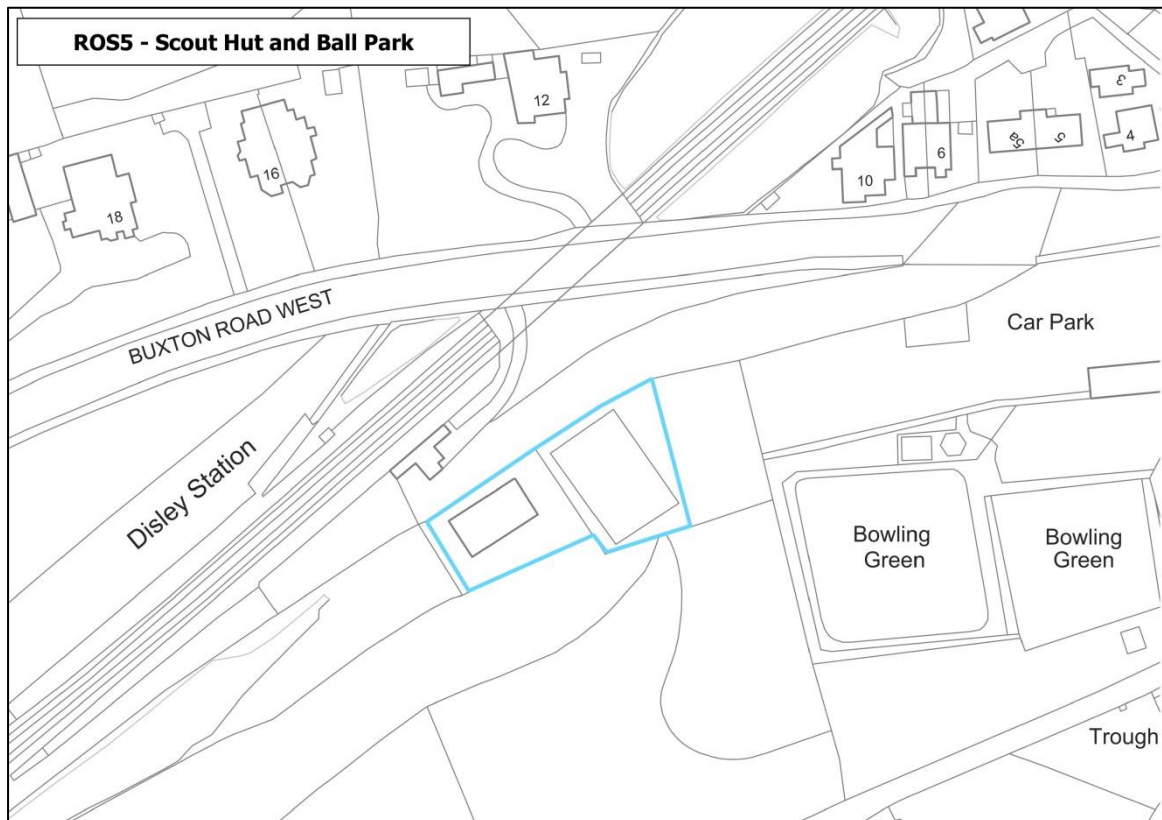
ROS3 - Bowling Greens, Rams Head



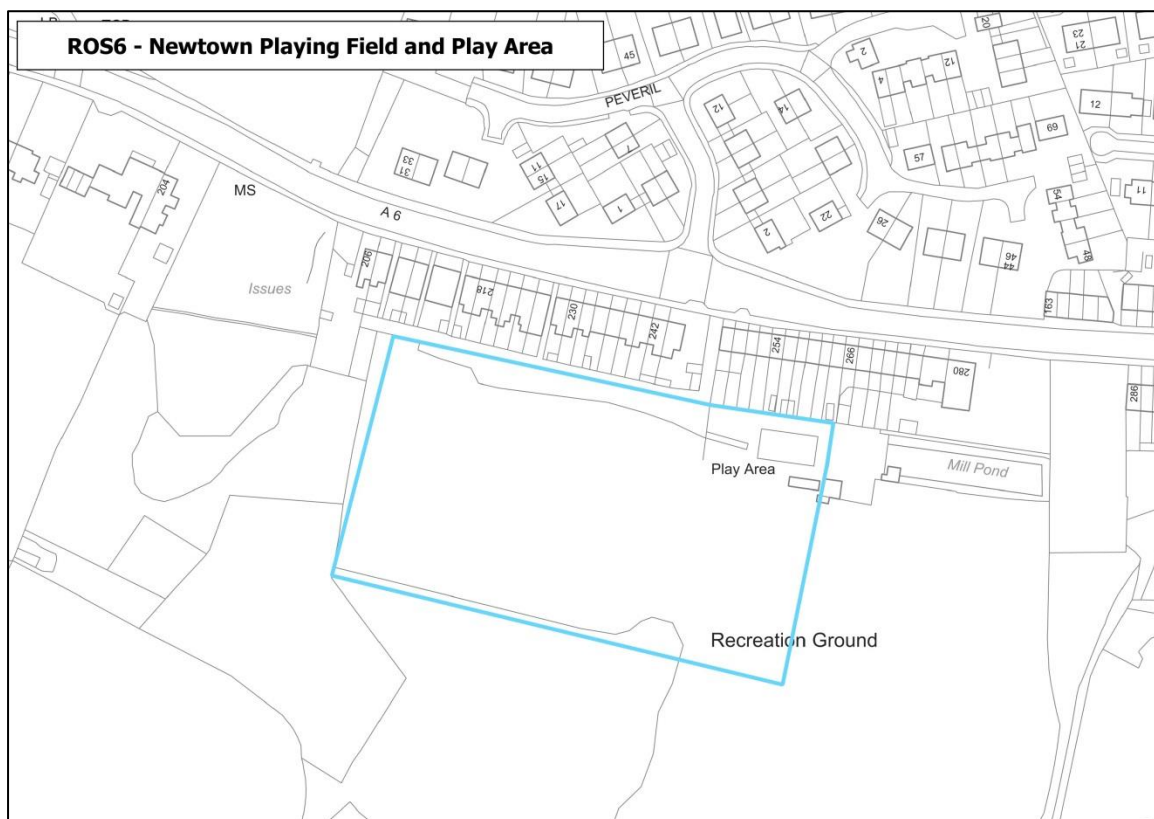
ROS4 – Redhouse Lane



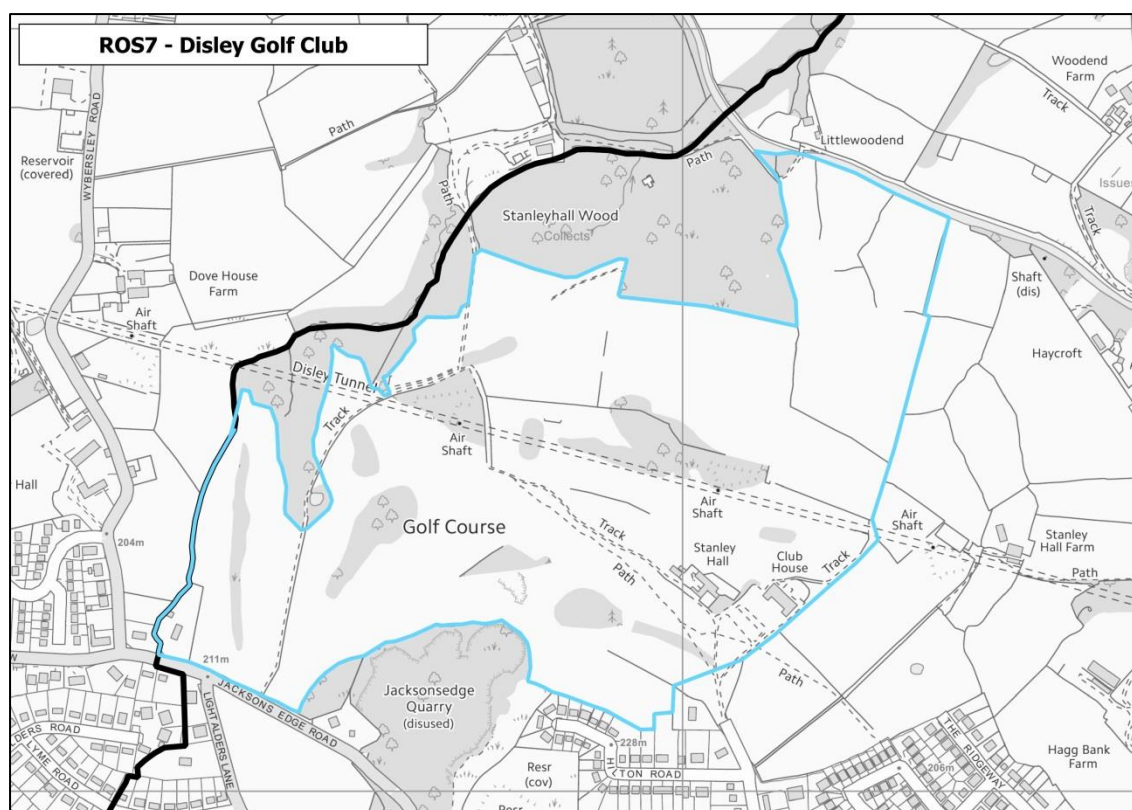
ROS5 – Scout Hut and Ball Park



ROS6 – Newtown Playing Field and Play Area



ROS 7 – Disley Golf Club



Appendix C– Cheshire East Car Parking Standards

The following sets out the parking standards that the Council applies to new developments. Table C.1 'Car Parking Standards' will only apply where there is clear and compelling justification that it is necessary to manage the road network. Reference should be made to the Cheshire East Parking Standards - Guidance Note (October 2012) or, if superseded, to the latest parking standards guidance. Cheshire East Council will accept representations to vary from car parking standards on a site-by-site basis with reference to evidence obtained locally or from a suitable data source (e.g. TRICS) outlining predicted parking profiles that would allow departures from the Standards set out below

Guidance provided from the National Planning Policy Framework has been used to develop these parking standards.

The parking standards that apply for residential dwelling houses are minimum standards and for all other uses the standards should be regarded as recommended levels. The parking provision will also take account of:

- Availability and cost of parking spaces on site and close by;
- How regular and frequent public transport is;
- How easy it is to access a site by safe walking and cycling routes;
- Operational needs of proposed developments; and
- Relationship between different land uses, such as how close housing is to employment, shops and leisure uses.

Car Parking Standards

Land Use Class	Land Use	Recommended Car Parking Standard
A1	Food Retail	1 per 14m ²
	Non Food Retail	1 per 20 m ²
	Open Air Markets	3 spaces per vendor
	DIY store	1 car space per 25m ² / 1 lorry space per 500m ²
	Retail Parks	Individual assessment based against use-classes and location
A2	Financial and Professional Services	1 per 30m ²
A3	Restaurants	1 per 5m ² per Public Floor Area (PFA) (this should be adjusted appropriately depending on the location and the accessibility of the development)
A4	Pubs	1 per 5m ² per PFA
A5	Fast Food Drive Through	1 per 7.5m ²
B1	Office / Light Industry	1 per 30m ²
B2	General Industry	First 235m ² – 1 per 30m ² , then 1 per 50m ²
B8	Storage and Distribution	Warehouse Storage - 1 per 80m ² and 1 lorry space per 200m ² Warehouse Distribution - 1 per 60m ² and 1 lorry space per 200m ²
C1	Hotels and Motels	1 per bedroom
C2	Hospitals	1 per 2 resident staff and 1 per 3 beds
	Sheltered Accommodation	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff
	Extra Care	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff Facilities (open to non residents) 1 per 4m ² of floor space used for this purpose
	Residential Homes and Nursing Homes	Residents - 1 per 3 beds Staff - 1 per resident staff and 1 per 2 non resident staff
	Purpose Built Student Accommodation	Residents - 1 space per 3 bedrooms Staff - 1 per resident staff and 1 per 2 non resident staff
C3/ C4	Dwelling houses and Houses in Multiple Occupation	Principal Towns and Key Service Centres: for 1 bedroom - 1 space per dwelling; for 2 bedrooms - 2 spaces per dwelling; for 3+ bedrooms - 2 spaces per dwelling Remainder of Borough: for 1 bedroom - 1 space per dwelling; for 2/3 bedrooms - 2 spaces per dwelling; for 4/5+ bedrooms - 3 spaces per dwelling
D1	Medical and Health Facilities	1 per 2 staff and 4 per consulting room
	Crèche, Day Nursery, Day Centre, Primary/ Junior School	1 per staff and 3 additional spaces for visitors and safe picking up/ dropping off point
	Secondary Schools	1 per 2 staff and 5 spaces (less than 1200 students) or 10 spaces (more than 1200 students) and 1 per 10 sixth form students and safe picking up / dropping off point. Consider bus facilities, drop off / pick up
	Higher and Further Education	1 per 2 staff and 1 per 15 students
	Art Galleries, Museums and Libraries	1 per staff and 1 per 30m ² (PFA) or 1 per staff and 1 per 15m ² up to 300m ² (PFA) and 1 per 50m ² over 300m ² (PFA)
	Public or Exhibition Hall	1 per staff and 1 per 4m ² (PFA)
	Places of Worship	1 per 5 seats
D2	Leisure	Individual assessment based on use - See Cheshire East Parking

		Standards Guidance Note for details and recommended standards for a variety of land uses
	Cinema	1 per staff and 2 for buses I coaches and 1 per 3 seats
Sui Generis	For example, theatres	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses

Disabled Parking Requirements

Land Use Class	Land Use	Recommended Disabled Parking Standard
B1, B2 and B8	Employment	Min 1 space or 2% of overall requirement, whichever is greater
A1, A2, A3, C1, C2, D1 and D2	Shopping, recreation, education, health and leisure, hotels, community halls and advice centres	Min 1 space or 6% of total capacity up to a total of 200 bays (whichever is greater) plus 4% of capacity above 200 bays. Allow spaces for larger special needs transport as appropriate. An additional 4-5% of provision of enlarged spaces to meet future needs at health I medical locations. Parent I infant parking to be provided at 6% of total capacity
	Railway and other public car parks	Min 1 space per 55 of capacity up to 200 spaces plus 4% of spaces above 200 bays
	Places of worship, crematoria and cemetery chapels	Min of 2 spaces or 6% of total as close as possible to the entrance. Larger bays to be provided for special needs transport
	Housing	1 wider space for every dwelling provided to wheelchair standard. 1wider space for every 10 spaces provided in parking areas separate from dwellings
	Sheltered Accommodation	Up to 10 spaces or garages 3 wider spaces or garages to be provided. Thereafter, 1 wider space or garage to be provided for every 4 additional spaces or garages

Cycle Parking Requirements

Land Use Class	Land Use	Recommended Cycle Parking Standard
A1	Convenience retail	Standard 1 space per 125m2 < 1000m2 1 space per 400m2 > 1000m2
	Comparison retail	1 space per 300m2 < 1000m2 1 space per 400m2 > 1000m2
A2	Financial and Professional Services	1 space per 125m2 < 1000m2 1 space per 400m2 > 1000m2
A3	Restaurants and Cafes	1 space per 18 covers
	Pubs, wine bars and private clubs	1 space per 100m2 drinking area
B1	Offices/ flexible business use	1 space per 250m2 < 1000m2 1 space per 400m2 > 1000m2
B2/ B8	Industry and warehousing	1 space per 500m2 < 1000m2 1 space per 400m2 > 1000m2
C1	Hotels and guesthouses	Provision based on expected staff requirements 1 space per 4 bedrooms
C2	Purpose built student accommodation	1 space per 4 bedrooms
	Sheltered residential accommodation	1 space per 10 units
	Hospitals	1 space per 10 staff
C3	Flats and apartments	1 space per unit


D1	Higher and further education and schools	1 space per 10 staff and students
	Doctors, dentists and health centres	1 space per consulting room
D2	Cinema, concert halls and conference centres	1 space per 50 seats

Size, Layout and Requirements for Bays and Garages

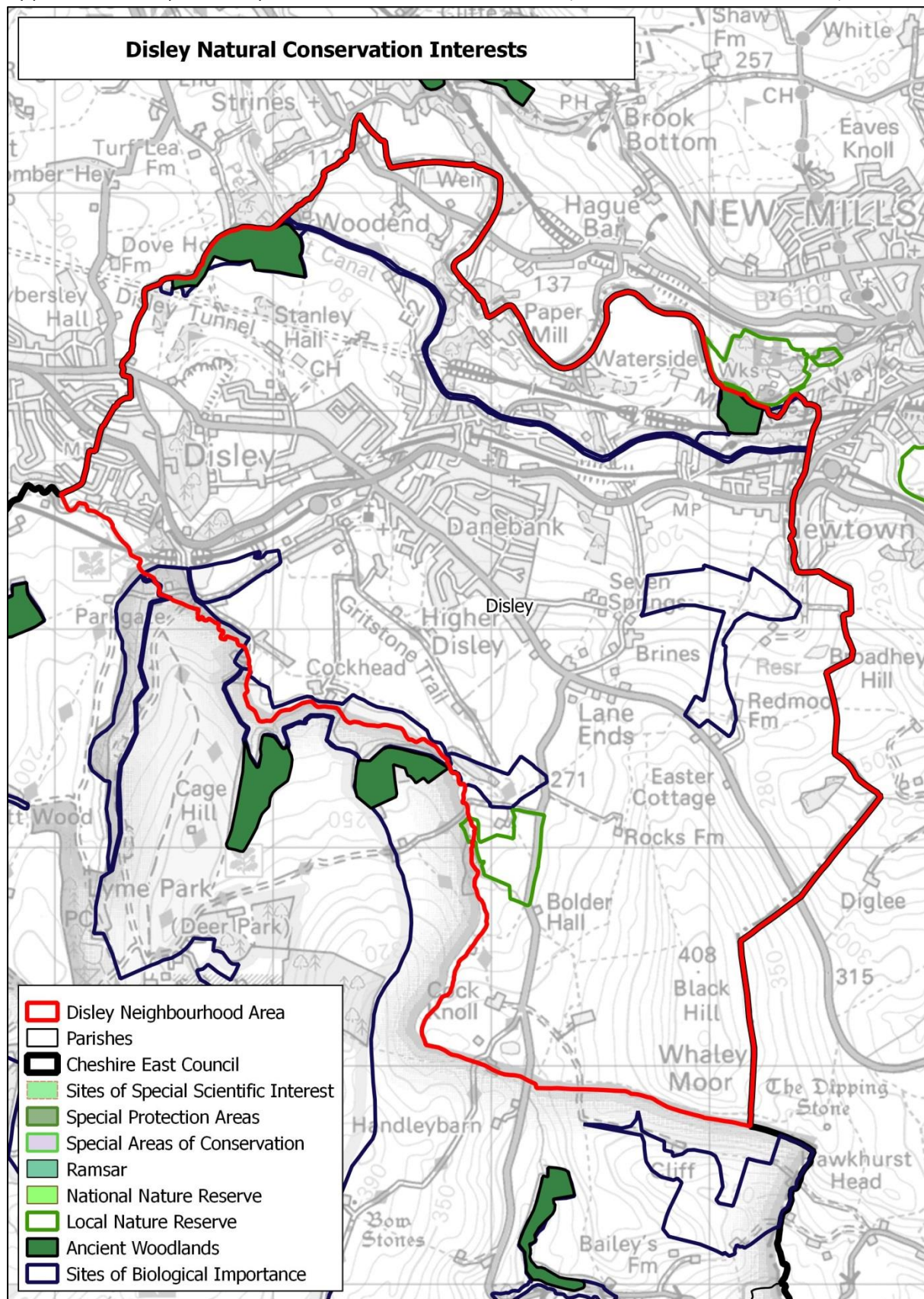
Type	Dimensions and Requirements
Size and Layout of Standard Parking Bays (including residential developments)	Standard parking bays are to be provided at a size of 4.8m x 2.5m. (This increase in width to cater for the increasing size of cars on the market).
	Good circulation around car parks is an important factor in ensuring the safety of pedestrians moving to and from their vehicles. As such aisle widths should be set at a minimum of 6.9m for two-way routes to allow for ease of movement to/from spaces without unnecessarily impeding pedestrians and other vehicles. For one-way routes the aisle width can be reduced to a minimum 6.0m.
Domestic garage dimensions	The recommended minimum clear internal dimensions for a domestic single garage are 2.7 metres x 5.5 metres.
	Developers should note that dimensions less than this will not necessarily be considered to qualify against the parking ratios for residential development.
Powered Two Wheeler	<p>Provision should be made for the specific use of the motorcycle otherwise known as Powered Two Wheeler vehicle or PTWs, on all developments where there are 20 or more communal parking spaces.</p> <p>Minimum requirements are for the provision of one secure motorcycle space for car parks with up to 50 communal car spaces and 2% provision against car space numbers thereafter. The location of such facilities is an important factor, therefore the chosen area should be safe and secure, well lit and somewhere where there is good general surveillance.</p> <p>The space required for parking of a motorcycle is 3.0m x 1.5m, and multiples thereof, although it is not necessary or desirable to mark bays out individually.</p>
Disabled Parking	Bays for drivers with disabilities should be 3.7m wide or alternatively should consist of two standard 2.5m bays with shared spaces of 1.2m in between bays. A 1.2m safety zone should be provided for boot access and cars with rear hoists. The 1.2m safety/unloading zone at the rear should not project into the 6.0m/6.9m aisle width for circulating traffic as this would expose disabled drivers to being reversed into in the safe zone. Parent/infant parking bays to be provided at the same dimensions without the safety zone at the boot access.

Appendix D – Local Wildlife Sites

LWS Site Name	X	Y	Reasons For Designation	
			Selection Criteria	Notable Features
Elmerhurst Wood	396351	383559	Not assessed since LWS criteria adopted (2010)	Mixed Plantation Woodland, Neutral semi-improved grassland
Glebe Field	398027	383305	Not assessed since LWS criteria adopted (2010)	Neutral unimproved grassland, semi-natural broadleaved woodland, Running water, Flush/spring
Horse Coppice & Bollinghurst Reservoirs	399050	383901	Not assessed since LWS criteria adopted (2010)	Standing Water, Mixed Plantation Woodland, Neutral Grassland, Semi-improved Acid Grassland
Knatholes wood	399209	384946	Not assessed since LWS criteria adopted (2010)	Semi-natural Broadleaved woodland, Unimproved Acid grassland
Lyme Park- Grassland and Woodland	397114	382356	Not assessed since LWS criteria adopted (2010)	Unimproved Acid grassland, Semi-natural Broadleaved woodland, Semi-natural mixed woodland, mixed plantation woodland
Peak Forest Canal	397715	385325	Not assessed since LWS criteria adopted (2010)	Canal, Marginal/Inundation
Red Lane Fish Pond and Grassland	396827	384241	Not assessed since LWS criteria adopted (2010)	Standing water, Semi-natural Broadleaved woodland, Plantation Broadleaved woodland, Semi improved neutral grassland, Unimproved neutral grassland, marshy grassland, Tall fen vegetation
Stanley Hall Wood	396820	385702	Not assessed since LWS criteria adopted (2010)	Semi-natural Broadleaved woodland, Lowland Acid grassland, Marginal vegetation
Upper Waterside Farm	398763	385077	H7,H8,H11,H18, H20	Marshy grassland, Neutral grassland, Restorable grassland, Fens, swamps, bogs and reedbeds, Ponds & ditches

 Local Wildlife Site recently surveyed and agreed in principle only

Appendix E – Map of Disley Nature Conservation Interests (CEC Macclesfield Local Plan)



Policy PG 3 Green Belt

Green Belt is a designation for land around large built-up areas, which aims to keep land permanently open or largely undeveloped.

1. The purposes of the Green Belt are to:

- i. check the unrestricted sprawl of large built up areas;
- ii. prevent neighbouring towns from merging into one another;
- iii. safeguard the countryside from encroachment;
- iv. preserve the setting and special character of historic towns; and
- v. assist urban regeneration by encouraging the recycling of derelict and other urban land.

2. Within the Green Belt, planning permission will not be granted for inappropriate development, except in very special circumstances, in accordance with national policy.

3. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are

- i. buildings for agriculture and forestry;
- ii. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- iii. the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- iv. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- v. limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- vi. limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

4. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- i. mineral extraction;
- ii. engineering operations;
- iii. local transport infrastructure that can demonstrate a requirement for a Green Belt location;
- iv. the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- v. development brought forward under a Community Right to Build Order.

5. The extent of the existing Green Belt(33) remains unchanged, apart from the removal of land from the Green Belt associated with the following sites (shown in Figure 8.1):

- i. Site LPS 14 'Land East of Fence Avenue, Macclesfield'
- ii. Site LPS 15 'Land at Congleton Road, Macclesfield'

- iii. Site LPS 16 'Land south of Chelford Road, Macclesfield'
- iv. Site LPS 17 'Gaw End Lane, Macclesfield' v. Site LPS 18 'Land between Chelford Road and Whirley Road, Macclesfield'
- v. Safeguarded Land LPS 19 'South West Macclesfield'
- vi. Site LPS 24 'Radway Green Extension, Alsager'
- vii. Site LPS 33 'North Cheshire Growth Village, Handforth East'
- viii. Site LPS 34 'Land between Clay Lane and Sagars Road, Handforth'
- ix. Safeguarded Land LPS 35 'North Cheshire Growth Village Extension'
- x. Sites LPS 36(A), (B) and (C) 'North West Knutsford'
- xi. Site LPS 38 'Land south of Longridge, Knutsford'
- xii. Safeguarded Land LPS 39 'Land South of Tabley Road, Knutsford'
- xiii. Safeguarded Land LPS 40 'Land North of Tabley Road, Knutsford'
- xiv. Safeguarded Land LPS 41 'Land adjacent to Booths Hall, Knutsford'
- xv. Site LPS 48 'Land adjacent to Hazelbadge Road, Poynton'
- xvi. Site LPS 49 'Land at Sprink Farm, Poynton' xviii. Site LPS 50 'Land south of Chester Road, Poynton'
- xvii. Site LPS 51 'Adlington Business Park Extension, Poynton'
- xviii. Safeguarded Land LPS 52 'Woodford Aerodrome, Poynton'
- xix. Site LPS 54 'Royal London including land to the west of Alderley Road, Wilmslow'
- xx. Site LPS 55 'Wilmslow Business Park'
- xxi. Site LPS 56 'Land at Little Stanneylands, Wilmslow'
- xxii. Site LPS 57 'Heathfield Farm (allocation), Wilmslow'
- xxiii. Safeguarded Land LPS 58 'Land at Heathfield Farm, Wilmslow'
- xxiv. Safeguarded Land LPS 59 'Land at Upcast Lane / Cumber Lane, Wilmslow'

6. In addition to these areas listed for removal from the Green Belt, it may also be necessary to identify additional non-strategic sites to be removed in the Site Allocations and Development Policies Document.

7. Green Belt boundaries will be identified on the Adopted Policies Map of the Local Plan.

Justification

8.42 As set out in Chapter 4 'The Case for Growth' and Policy PG 1 'Overall Development Strategy', and evidenced through the Housing Development Study (2015), the Employment Land Review (2012) and the Alignment of Economic, Employment and Housing Strategy Report (2015) there are significant identified needs for market and affordable housing, as well as for new employment land provision within Cheshire East.

8.43 The National Planning Policy Framework requires that 'Local planning authorities should positively seek opportunities to meet the development needs of their area' and that 'Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or (ii) specific policies in this Framework indicate development should be restricted'.

8.44 The National Planning Policy Framework also states 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'.

8.45 The Green Belt Assessment Update (2015) has considered the contribution each parcel of Green Belt land adjoining settlement boundaries makes to the purposes of the Green Belt. In the north of the borough, there is very little scope to meet these needs from towns and villages inset within the Green Belt boundary, or from urban areas inside the Green Belt boundary. As set out in the Green Belt Assessment Update, a proportion of the proposed development arising from development needs within areas inset within the North Cheshire Green Belt is already channelled to locations within Cheshire East beyond the outer Green Belt boundary. Directing additional development to locations beyond the outer Green Belt boundary would lead to unsustainable patterns of development and would not provide sufficient new development in the areas of need.

8.46 The Green Belt has been a very successful instrument in limiting the expansion of urban areas and encouraging the recycling of derelict and other urban land. In addition, many of the settlements do not have a significant industrial legacy and are not blighted by large areas of derelict industrial land contributing to a potential supply of appropriately re-usable land for redevelopment. Consequently, there are not sufficient sites likely to be available to deliver enough market and affordable housing to meet anywhere near the identified housing needs and not enough opportunities for key additions to the employment sites portfolio.

8.47 Without alterations to the detailed Green Belt boundaries, the amount of new development that could be planned for in the north of the borough would be very low. It is considered that such a low level of development would have severe consequences including: Demand for new housing outstripping supply, further increasing house prices and a lack of new affordable housing provision leading to young people and key workers being unable to stay in the area. An increasingly ageing population as young people leave and an absolute reduction in the number of people of working age. Difficulty in attracting inward investment and economic growth. In areas of relatively unaffordable housing, employers have difficulty in recruiting to lower paid positions. Increases in traffic and congestion as people unable to live close to their place of work are forced to travel longer distances for employment and the smaller working-age population living locally would also mean more people commuting in to the area. A decline in the vibrancy and vitality of town centres and some local services and facilities becoming unviable.

8.48 The importance of allocating land to go some way to meeting the identified development needs in the north of the borough, combined with the consequences for sustainable development of not doing so, constitutes the exceptional circumstances required to justify alteration of the existing detailed Green Belt boundaries, whilst maintaining the overall general extent of the Green Belt.

8.49 In the south of the borough, there is a particular need to allow an extension of the Radway Green employment area in the Green Belt. This is a particularly successful business site which has diversified from its munitions origins, is short of available space land and is well located near to the M6 Motorway.