

High Lane Village Neighbourhood Development Plan 2018 - 2035



**Issues and Options Consultation
Spring 2018**

Prepared by High Lane Village Neighbourhood Forum Steering Group

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How to Comment

Welcome to the High Lane Village Neighbourhood Development Plan (NDP) Issues and Options document which is published for informal public consultation **from 30th June to 30th July 2018.**

Public consultation is a very important part of preparing NDPs and this is the first of several opportunities for people to have their say on the emerging Plan document. The NDP should reflect the various priorities and concerns of High Lane residents and those who work in the area so that we have more say in the planning process.

This Issues and Options document has been prepared by the High Lane Village Neighbourhood Forum (HLVNF) made up of local residents and representatives of businesses and community groups. The document sets out the key planning issues identified so far by the Forum, and some questions to help us draft planning policies for addressing these issues. The consultation on this Issues and Options document is a first step in the process of writing a Neighbourhood Development Plan for the defined Neighbourhood Area.

We need to know if the main issues are covered, or if there is anything important that we have missed. We also need to know your thoughts in response to the questions so we can draft wording for planning policies. Overall, how will we guide new development in a positive way to ensure that changes are sensitive to High Lane's attractive character and setting in the Green Belt?

You can find out more and comment on the document on the following ways:

- Come along to the Scouts Fun Day on 30th June
- Download the document from the NDP website <http://hlvnf.org/>
- Borrow a hard copy of the document from High Lane Library
- Return any comments in writing to the post box in the library or by email or using a feedback form to ourforum@hlvnf.org

Thank you for your time and interest.

All responses will be considered very carefully by the Neighbourhood Plan Steering Groups (NPSG) and used to inform the First Draft NDP which will be published for further informal consultation later in 2018.

HLVNF

1.0 What is a Neighbourhood Development Plan (NDP)?

- 1.1 Neighbourhood Development Plans (NDPs) are a new type of planning policy document, prepared by Neighbourhood Forum or Parish Councils to guide new development within a defined local area. They are used alongside local authority (here, Stockport Metropolitan Borough Council) and national planning policy documents, to help determine planning applications. NDPs are powerful tools and present significant opportunities for local people to have a real say in how, and where, development should happen within their local area.
- 1.2 A NDP can cover a range of planning related issues, or just have one, single policy. **It is also worth noting that NDPs cannot address some strategic planning matters such as Green Belt Review, Minerals and Waste, and Strategic Infrastructure Projects as these are dealt with by the local planning authority (Stockport MBC and GMCA) and central Government.** This document has been prepared as a first step in setting out the proposed scope and range of planning issues the High Lane Village NDP could cover, and some possible options for policies to address these issues.
- 1.3 NDPs cannot be prepared in isolation and all NDP planning policies and proposals have to be underpinned by a clear and robust evidence base of local opinion and technical resources.
- 1.4 Overall the Plan has to meet a set of “basic conditions” set out in national guidance and these will be tested through an examination at the end of the process. The basic conditions include the requirement that NDPs have to be in general conformity with local strategic planning policies. The local strategic planning policies are set out in the Stockport Adopted Core Strategy 2011¹ and the Stockport Unitary Development Plan Review 2006². The NDP should also take into account the emerging new Stockport Local Plan³ and the emerging Greater Manchester Spatial Framework⁴ and the reasoning and evidence informing the emerging Local Plan process (see Planning Practice Guidance)⁵
- 1.5 NDPs also are required to have regard to national planning policy (National Planning Policy Framework NPPF, 2012 and other guidance) and to comply with European (including Environmental) Regulations.
- 1.6 Preparing a NDP is therefore a complex and lengthy process. The main steps are set out in Figure 1.

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

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

³ <https://www.stockport.gov.uk/what-is-the-stockport-local-plan>

⁴ <https://www.greatermanchester-ca.gov.uk/GMSF>

⁵ Planning Practice Guidance Para 009 Reference ID: 41-009-20160211

Figure 1 NDP Process

- 1.7 We are hoping to have a First Draft NDP ready for further informal consultation later in 2018 and then to finalise our High Lane Village Draft NDP for the required 6 weeks' formal consultation in Autumn / Winter 2018. Following this the Plan will be further revised and submitted to Stockport MBC who will check it and publish it for a further 6 weeks consultation.
- 1.8 The Plan then will be examined by an independent Examiner who is likely to recommend further changes before the Plan is subjected to a local Referendum within the Neighbourhood Area. If there is a majority Yes vote (50% of turnout + 1), the Plan will be made (adopted) by Stockport MBC and used to help determine planning applications alongside Stockport's own planning policies and national policy.
- 1.9 There are therefore several stages of public consultation and engagement throughout the process and the Plan can only be made if at the very end local people support it.
- 1.10 We hope to achieve all this and have a Plan in place in early 2019. We need your help and ideas to do this.

2.0 High Lane Village NDP

Map 1 Designated Neighbourhood Area



- 2.1 High Lane is located in the local authority area of Stockport Metropolitan Borough Council in Greater Manchester. It is about 5 miles (8km) south west of Stockport and is separated from the urban area by open countryside, which is protected as Green Belt. The Peak District National Park lies to the south and east. The A6 runs through the village east / west and the Macclesfield Canal and a section of the Conservation Area bisect the area north / south.
- 2.2 The village has some historical buildings dating back to the 1600s and is surrounded by farms and woodland. The area has history of open cast mining and the canal network from those times still links to Marple, to the Peak Forest and Macclesfield canals, then beyond. The old rail line to the west is now the Middlewood way a popular recreational route for walkers, runners, cyclists and a bridleway.

High Lane has a population of about 4,650 residents and covers an area of XX hectares (awaiting SMBC advice).

High Lane Village Neighbourhood Forum and Neighbourhood Area Designation

- 2.3 The area does not have a parish council and therefore a Neighbourhood Forum has been set up to oversee the preparation of the NDP.
- 2.4 On 11th January 2017 a "pathfinder meeting" was held at Windlehurst Church hall after the distribution of around 200 leaflets in High Lane area with direct e-mail to attendees, announcements on social media and via the High Lane Residents' Association. This led to a follow-up open meeting on 28th February 2017. This meeting outlined the needs and benefits of a Neighbourhood forum to allow the community to influence future developments in High Lane. It also reviewed the initial HLV Area map proposal and found no objections or proposed changes.
- 2.5 The Neighbourhood Forum formally applied for the designation of the neighbourhood area to Stockport MBC who consulted on the proposed Neighbourhood Area from 16th June 2017 to 28th July 2017 and formally approved the High Lane Village Neighbourhood Area on 14th September 2017. The Terms of Reference of the Forum can be found on the NDP website.

Early Informal Consultation and Emerging Themes

- 2.6 There were subsequent meetings in March, April and May 2017 to plan for Open Meetings on Friday 26th and Saturday 27th May 2017 at High Lane Village Hall. The flyer for the meeting had an A4 version of the Area map in colour on one side and 1,800 were distributed to houses and businesses in the proposed Area.
- 2.7 The aim of the Consultation Event was:
- To explain the council led planning system
 - To explain a community led Neighbourhood Plan
 - To outline the process of Neighbourhood Planning
 - To ascertain local support for the development of a Neighbourhood Plan
- 2.8 In all over 200 people participated in one or more of the meetings and the open days. Everyone was given the opportunity to complete a questionnaire that asked whether they supported the establishment of a Neighbourhood Forum and whether they wished to be involved. 103

questionnaires were completed with over a 100 responses in favour, none against and 3 asking for more information.

Other questions included:

- What do you see as the main aims of the plan?
 - As High Lane evolves in to the 21st century in what ways can it continue to sustain you and your family, friends or business?
 - How many new homes does High Lane need: 0-4,000?
- 2.9 A website dedicated to the NDP was set up in November 2017 (<http://hlvnf.org/>) and a Facebook page (<https://en-gb.facebook.com/groups/HighLane/>) was set up in January 2018.
- 2.10 The comments submitted from the Questionnaire are provided below:

Housing

- Affordable housing on brown field sites
- New housing needs to be sympathetic and proportionate thought to the existing village and the community's needs. Some consideration to the demographic in terms of older people and providing affordable retirement developments to free up existing housing stock
- Supported living accommodation for the elderly
- Need for a plan
- Starter Homes/Retirement, Different age groups, Show interest in Mining history, Light Rail,
- No idea how many houses are needed
- Definitely not 4000
- Rate of growth should be broadly similar to that in recent times. i.e. no steep changes please.
- Need affordable housing for new buyers in real terms and not big housing estates and houses that people can't afford. I know we need more housing but in the right places and the right type of housing
- I like living in the village as it is
- New Housing? not if it means destroying greenbelt land
- Not all in one place
- All Brownfield sites in Stockport should be used first before any greenbelt is used
- Brownfield sites first
- No more than is strictly necessary, use brown field sites first
- Will support all you do but already have 3 village projects to deal with
- We need some homes for the younger generation, affordable homes/housing association which should be built first so developers back out of the deal and just build large executive houses
- We do not need larger houses but affordable housing suitable for a variety of ages
- Must be affordable
- Small pockets of new housing, first time buyers with help on mortgages, bungalows for elderly community., check drug dealing in the local park
- Stopping mass development
- Almost impossible to answer, it should grow in a way that can easily cope with the demands of those living in the village already plus a reasonable and sustainable increase for external growth, maintaining a way of living that is rapidly disappearing from all large conurbations maintain a quality of life for those already living in the village

- Maybe a mix of homes, a limited number. Try to keep High Lane in its own space, with its own identity. The space of High Lane was added to with new homes over the years, with the estate around Alderdale Dr and the lakes estate and other smallish developments, we do not want a high developments on green belt land
- Most new housing around here is too expensive, e.g. Woodford
- Housing should be provided in self-contained settlements not adjacent to existing settlements even if this requires use of green field sites and suggests Equestrian development
- Small pockets of building bungalows/flats
- Starter homes and buy to rent homes needed also bungalows
- We need starter homes, well designed and eco-friendly and a sheltered housing complex for older people
- Don't Know a number
- Preferable affordable homes for young people. Mills for living and workspace. Retail on ground floor, one bed rental (Canal) flats on other floors
- 100 houses is quite a big estate - brown field sites must be used. If we start building on greenbelt a precedent will be set
- To be given the power to veto any inappropriate housing developments. I would only support building more houses if there were no more Brownfield sites available.
- Affordable housing on brown field sites

Infrastructure and Services

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

Green Spaces and Footpaths

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

Design and Heritage

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

Key Planning Themes

- 2.11 These comments were considered by the HLVNF and used to help identify some key planning themes for the NDP. Each theme is being progressed by a subgroup. The Themes are:

Transport

Looking at commuting and access.

Assessing existing transport systems and anticipating future needs for public transport, cycling, parking and pedestrians.

Housing

Looking at our future housing needs.

Seeking the right type and scale of developments in the right place.

Greenspace

Looking at our open Greenspaces

To explore how we can enhance and safeguard our recreational and green needs.

Heritage

How to protect our history in the village

Identifying, protecting and enhancing local heritage that is valued by the community.

- 2.12 The NDP Working Groups have progressed on these key themes, identifying the main issues that the NDP should address.

3.0 NDP Draft Vision and Objectives

- 3.1 Taking into account the key themes emerging from the public consultations, the HLVNF has prepared the following Draft Vision and Objectives for the NDP.

NDP Vision

To retain and enhance High Lane's rural identity and heritage as an attractive village with a strong sense of community, in which any future changes and developments are proportionate, in keeping with local needs and support the long term benefit of the whole community.

Transport Objectives

- 1. To improve traffic issues within and to/from High Lane;**
- 2. To improve roads and footways in the village centre and elsewhere;**
- 3. To recognise the importance of public transport services to and from High Lane Village in meeting the needs of both residents and visitors and improve bus services and access to other forms of public transport such as Middlewood Station;**
- 4. To improve cycle routes and access to cycle routes;**
- 5. To recognise the need for integration between different means of transport;**
- 6. Improve access to schools, shops and other community facilities;**
- 7. Improve the provision for people with limited mobility, and**
- 8. Improve canal towpaths and promote and ensure continued good access to all other Public Rights of Way.**

Housing Objectives

- 1. To preserve the rural character and identity of the area; and**
- 2. To improve the mix of housing in the area to meet local needs.**

Recreational Activities and Green Open Spaces Objectives

- 1. To protect existing recreational facilities and support new facilities for all ages and abilities; and**
- 2. To work with existing clubs/societies/landowners who have land for recreational purpose to determine if there is a need for them to expand their facilities; and**
- 3. To identify and protect Local Green Spaces.**

Heritage Objectives

- 1. To identify and assess any local heritage sites in High Lane Village Neighbourhood Area;**
- 2. To identify possible archaeological sites e.g. those related to industrial heritage such as mining, and agricultural heritage;**
- 3. To encourage any new development to value and enhance the distinct character of High Lane Village**
- 4. To protect the local landscape character and important views.**

Q1A: Do you agree with the Draft Vision and Objectives? (Yes / No)

Q1B: Please provide any suggestions about how they could be improved.

4.0 Transport



Introduction

- 4.1 At the Forum open day held in the Village Hall in May 2017, the main focus of the comments made by the community were in relation to new housing in High Lane and transport, along with Green Spaces/Recreation and Heritage.
- 4.2 Transport has a very important role in helping to make High Lane a better, and more sustainable place to live, work, shop and play but is also important both in facilitating development and in catering for the travel demand that it creates. Whilst cars are essential for many people, the provision of public transport and the encouragement of walking and cycling routes are vital in order to help to address the issues of climate change, reduce congestion and parking problems, and provide equality of opportunity.

Congestion and Air Quality

- 4.3 Congestion is a real problem in High Lane and is of great concern to many residents. This in turn creates serious concerns in relation to air pollution. Poor air quality is a significant issue for High Lane and the NDP could include planning policies that support measures to reduce reliance on cars. Monitoring was carried out for a period of 6-months commencing on 14th August 2014, ending on 12th February 2015 prior to the commencement of construction of the A6 to Manchester Airport Relief Road (A6MARR) in March 2015. Monitoring was undertaken at various locations near the proposed route of the A6 to Manchester Airport Relief Road (A6MARR). Eight sites exceeded the annual mean objective of 40 g/m³ including HL1 in High Lane (measured at 43.1 g/m³).
- 4.4 The next air quality-monitoring project is planned when the Poynton By-pass has opened. The NDP could include a proposal for a regular or permanent air-quality monitoring station to be positioned in the Village. In 2018 trees will be planted, as part of a national project to help mitigate air pollution; adding areas in the village where new trees could be planted could also be included.
- 4.5 The mitigation measures planned and currently being implemented in the village for the A6 MARR (Manchester Airport Relief Road), will be highly important for the future of the village, with a projected 23% increase in traffic through the village following the opening

of this bypass. The HLVNF understands that there have been further delays in the A6 MARR projects and that completion is not expected until late summer 2018.

- 4.6 The further extension of the A6 MARR to create the new SEMMS A6 to M60 bypass is also a possible threat to the village in that congestion and air pollution levels will again increase. Once the M60 extension is open or approved, research into the feasibility of a bypass for Disley / High Lane could be undertaken. However this may not be for some time.

Middlewood Railway Station

- 4.7 High Lane is fortunate to have a railway station at Middlewood, which is on the line between Manchester and Buxton. However, access to the station is both limited and unsafe due to the poor finish of the road and paths leading to the station with a complete lack of any lighting. In addition to this, the number of services that stop at the station is very low and much underused. This station could be a very much-valued public transport asset and could be well used by residents, visitors and commuters if the access to the station and the number of services significantly improved.

Bus Services

- 4.8 In terms of bus service provision High Lane has recently lost bus services 303 and 304. The 199 services run from Buxton to Stockport and Manchester Airport daily, via A6 only and the 394 runs between Glossop and Stepping Hill Hospital via Marple and High Lane (A6) every 2 hours excluding weekends.

Cycling

- 4.9 The area is well used by cyclists and SMBC consultations are ongoing in relation to extending cycle lanes along the A6. There is a need to identify how any proposed new cycle routes can link with existing networks such as the Middlewood Way and to consider how other infrastructure provision such as safe and secure cycle parking could promote increased cycling in the area. (Note - off road cycle routes are addressed in section 6.0 Recreational Activities and Green Open Spaces as they provide important recreational and health related facilities in the area.)
- 4.10 Anecdotally there are concerns about the poor maintenance of existing cycle lanes on the road network; debris, potholes and puddles are significant hazards and can deter cyclists from using routes. The HLVF is considering preparing a cycling strategy to look at the various issues in more detail and to support any planning policies promoting cycling in the NDP.

Promoting Sustainable Transport and Improved Accessibility

- 4.11 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.
- 4.12 It is also considered important that any new development should not increase the problems of traffic congestion and air pollution and indeed, where possible, should provide opportunities for walking, cycling and improvements to public transport. The promotion of sustainable transport is one of the aims of the National Planning Policy Framework (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. The issue of traffic congestion, high levels of air pollution and a lack of adequate access to public transport is therefore of much concern to the community and has been repeatedly raised at Neighbourhood Plan consultation events.

4.13 It is considered that there is not enough parking within the village centre for accessing shops and village facilities. NDPs are limited in how they can influence local transport policy (we cannot for example improve local bus and train services or introduce traffic calming and speed limits) but we could include planning policies which identify and protect the key pedestrian and cycle routes and encourage new development to link to these routes. This would encourage higher levels of walking and cycling and should help to reduce pressures on our local road networks.

4.14 Therefore, in summary, the issues we currently see as significant include:

- Significant pressures from congestion and air pollution;
- Insufficient transport infrastructure to support future growth;
- The future potential impacts of the A6 MARR and SEMMS A6 to M60 bypass;
- The impact of heavy goods vehicles on the main roads and improving signage for weight restrictions on residential routes;
- Lack of access to public transport services and increase bus services to neighbouring villages and towns;
- Excessive speeds by car drivers in and around the village;
- Protect existing recreational walking and cycling routes;

Question 2A: Should the NDP include planning policies to protect and enhance local walking and cycling routes? Yes / No

Question 2B: Should the NDP encourage new development to link to existing routes improving accessibility to local facilities and services? Yes / No

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

Question 4: What are the major issues affecting the community from proposed increases in road traffic? Please number in priority order where 1 is most important and 5 is least important:

- Noise
- Air pollution
- Road safety
- Congestion
- Other (please explain)

Question 5: Is there anything else we should consider in the NDP such as public transport provision and routing?

5.0 Housing

Introduction

- 5.1 The housing group have built on the original output from the AGM and Open Day to further investigate the needs of the village. This section shows what information has been gleaned to-date and then poses a number of questions to the village over the Options available and the types of Policies that can be included in the plan.



- 5.2 There is an opportunity for the NDP to prepare a local planning policy approach to guide small-scale new housing development in High Lane Village.
- 5.3 Proposals in the Greater Manchester Spatial Framework (GMSF) will provide a strategic planning framework for the area and may lead to changes in the Green Belt boundary through a Green Belt Review. The NDP cannot influence this process but the campaign group and local residents will continue to voice their concerns through the public consultation process for the GMSF. Many have said much on the subject and it has galvanised the community to raise its voice (loudly) against the proposals to build 4,000 homes around the Village.
- 5.4 High Lane Village Neighbourhood Forum (HLVNF) would like to understand the needs of the current population to help ensure any small-scale new development that comes forward within the village meets local needs. If new homes are needed and if they are to be built, then where should they be built? What type of homes should they be? These are a few of the many questions the Forum hope to answer.

Consultations

- 5.5 We already have feedback from the Open Day in May 2017, which showed the strength of feeling regarding the number of homes people already living here believe should be built, the majority who answered our questionnaire believe that number to be around 500.
- 5.6 The feedback also provided an insight into the types of homes that the current residents feel should be built: not four-bedroom executive homes, but affordable homes - so our children can afford to live here - or smaller retirement homes that will allow older residents to down-size without moving from the area they love to live in.
- 5.7 The High Lane Neighbourhood Forum Face book (FB) page was created on January 26th 2018. In a survey on Facebook in which 129 people voted, 77 of them stated the forum should focus on the issue of where to build houses rather than what kind of houses to build. A second question invited people to suggest places where 10 or fewer houses could be built. A range of places were suggested. In another survey affordable homes came out as people's favoured choice for development followed by family homes.
- 5.8 The initial question posed by the housing group was "The Housing group of the Neighbourhood forum need to know where our focus should be developing policies surrounding the types and quantities of homes needed in the village, or add to the plan with site locations (under 10 homes and non-greenbelt) where new homes should be built?" This question was shared to the High Lane Village FB group and Save Stockport Greenbelt FB group; both have membership predominately from the High Lane conurbation. 129 votes were cast with 23% in favour of the group focusing on the types of property that should be built and 77% requesting the group focus on where any new housing should be built.
- 5.9 Following on from this initial survey the housing group then asked the following questions using a survey tool (survey monkey).
1. How many new homes does High Lane need over the next 20 years to grow as a sustainable village?
 2. Please rank in order of importance the types of homes the village should see built with any development?
 3. Do you feel that High Lane needs more Council/Housing Association/Shared ownership type homes?
 4. Would you prefer land currently used for recreation, such as golf, be used for housing development before any green belt is removed?
 5. If you are aware of land, which may be used for small developments, up to 10 homes, please advise the location.
- 5.10 The responses gained from 35 respondents mirror much of the knowledge gained from the initial open day, with 27 (77.14%) answering less than 500 homes to question one.

Question two provided more detail than the initial questionnaire:

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

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

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

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

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

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

Tenure

- Affordable to rent
- Affordable to buy
- Shared ownership
- Market housing

House Types and Sizes

- Starter homes (1-2 bedrooms)
- Small family (2-3 bedrooms)
- Larger Executive (4+ bedrooms)

- Sheltered / retirement home
- Apartments
- Terraced

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

- A. 1 – 10 units
- B. 11 – 20 units
- C. 21-50 units
- D. 51- 100 units
- E. 101 - 200 units

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

Question 9: Should the plan include a design policy to ensure any new housing blends into the village? Yes / No

Question 10: Should the plan include a policy that encourages new housing to be environmentally sustainable? Yes / No

Question 11: Should the plan include a policy that supports new housing for existing local residents in housing need?

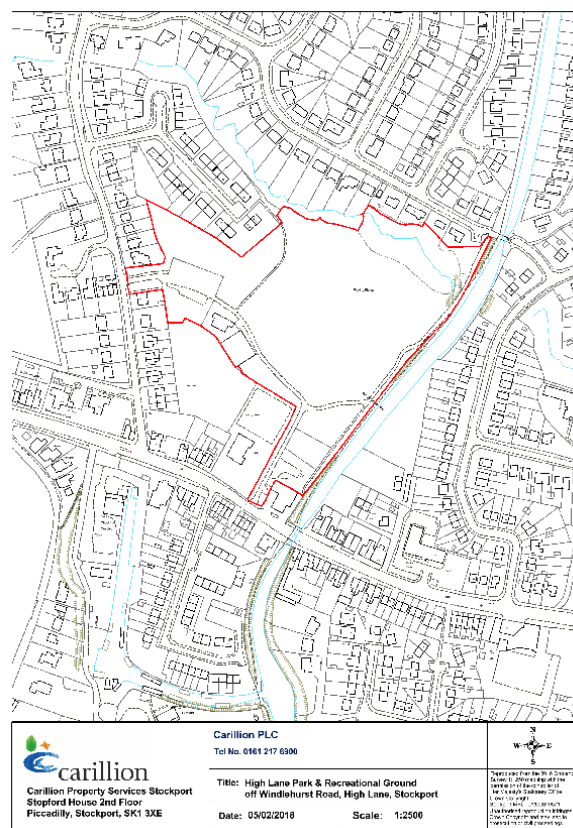
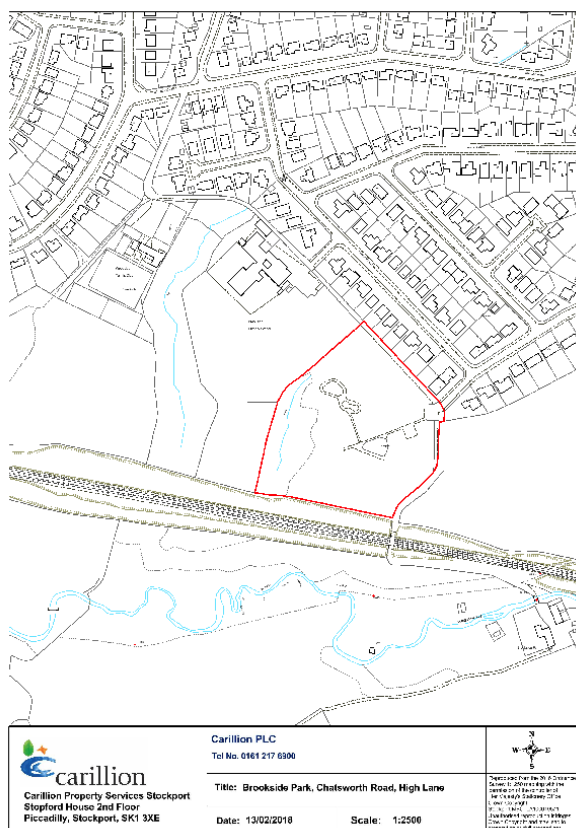
6.0 Recreational Activities and Green Open Spaces



Introduction

- 6.1 High Lane sits within the Green Belt and is surrounded by countryside linking to the National Trust property of Lyme Park. There are many opportunities for the community to participate in outdoor activity pursuits and to utilise the area's range of recreational facilities. High Lane also includes areas of wildlife value. Ancient and Semi Natural Woodland can be found around Torkington Brook, Middlewood, Hartley Woods and Marple Woods. Other areas of woodland are also to be found across the neighbourhood. These areas along with the many brooks which run through High Lane (Bollin Brook, Ladybrook, Daisy Brook and Ochreley Brook) provide for natural wildlife habitats.
- 6.2 Paragraph 3 of The National Planning Framework (2012) sets out that: ***“Access to high quality open spaces for sport and recreation can make an important contribution to the health and wellbeing of communities.... planning policies should be based on robust up to date information and assessments of the need for open space, sports and recreational facilities and opportunities for new provision.”***
- 6.3 The NDP could promote health and wellbeing through supporting access to recreational activities and green open spaces, for all age groups and abilities. The NDP can identify and protect important local spaces and facilities including a new designation of Local Green Spaces. The NDP also could support the planting of new hedgerows and trees acquired through the Woodland Trust to aid retention of our wildlife to aid reduction of our carbon footprint.
- 6.4 The Working Group is looking at all off road forms of recreational activity available in the area as well as sporting and recreational venues. We are seeking to identify local open spaces and community assets. The areas we are currently looking at are as follows and include;
- Local parks of which there are three, High Lane, Brookside and Windlehurst Park. (The latter is not council owned and has a support group and is listed as a community asset and is not included in our remit). High Lane and Brookside parks are also now recognised as Community Assets, an early victory for the Forum.
 - Community Assets within open spaces and adjacent to the village and woodlands.

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



- 6.5 The NDP should help to ensure recreational facilities are accessible. The openness of the Green Belt affords the opportunity for outdoor sport and recreational pursuits and is utilised and highly valued by the community. The Forum has a commitment and passion to enhance and protect the neighbourhood of High Lane, including its village status, green open spaces and recreational facilities.
- 6.6 We need the community's support to facilitate this process by identifying those areas within close proximity to the community that can be evidenced as of special importance by reason of their beauty, historic, recreational or wildlife value. These areas may then be designated as Local Green Space and new development on these sites will only be permitted in very special circumstances.
- 6.7 The NDP can also consider the need to protect existing recreational facilities and provide new facilities for all ages and abilities. The HLVNF is working with existing clubs, societies and landowners who have land for recreational purpose to determine if there is a need for them to expand their facilities. This will aid exploration of a community right to build on surplus land.

Consultations

- 6.8 The Working Group has led on several consultations to which there have been good responses. Both primary schools have responded to questionnaires about their usage of local parks and their use of local green spaces. These responses show the parks are highly valued but young people would like to see improvements in them particularly relating to drainage, additional playground equipment and facilities. The opinions of those aged 11-18 year have been sought utilising questionnaires involving High School peer mentors and the local scout group.
- 6.9 Responses from an online survey of adults conducted over a 7 day period show that people value the local Green Belt and open spaces as assets but would like further improvement in them relating to maintenance and signage in particular.
- 6.10 A Community Asset bid has been made for High Lane Park (inclusive of High Lane Village Hall and Scout hut) and Brookside Park. Both were unanimously recommended to be community assets at the 7th March 2018 Marple Area Committee Meeting. It is also hoped to set up a Friends group for the park that will be supported by the Neighbourhood Forum.



Local Recreational Facilities and Clubs

- 6.11 The village itself does not have a recreation centre and many recreational and sporting activities are undertaken at venues in the area such as Sports Clubs, Primary Schools, local churches, The Village Hall and High Lane Scouts.
- 6.12 Comments received at our open meeting concerned the lack of recreational activities for young people in High Lane. We collated data from sporting clubs in the area and the local venues that support recreational activities. The findings from this data to date support the fact that there are limited opportunities for young people aged 11 to 18 years of age to participate in.
- 6.13 From the 165 responses received from the younger generation of High Lane there are 114 journeys by car across all ages to access sporting activities in other areas. Of these 24 were for ages 11-18 and totalled 88.8% of the total responses received for this age group.
- 6.14 Local sport clubs indicate that they are all well used. Both the tennis club and the cricket club are seeking expansion of their facilities but are currently limited by financial restraints and other suitable users with whom they could share facilities. Since existing clubs cannot expand at the moment, though they would if they could, this supports an argument for extra facilities for High Lane. The Forum has approached the Tennis Club, Cricket Club, Allotment Club and the Bowling Club all of which have recreational premises in High Lane and asked the following questions:
- What is your current membership and your membership capacity?
 - Do you have the capability to expand your facilities?
 - Do you have any available land to develop should development occur in High Lane?
 - Are you undertaking any current initiatives with the youth of High Lane to encourage the uptake of sport?

Responses:

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

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

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

The Allotment Group advised they have 44 plots and are at membership capacity with a waiting list. As plots become available they are bound by plot allocation constraints in line with council policy, which means they are allocated from the Stockport waiting list. The

allotments were expanded in recent years to include land available and adjacent to the current site. They have no other land available.

The Junior Football Club is run by volunteers. The club would like to expand its membership but has no premises. They train in the summer at High Lane Cricket Club. Matches are played in Disley East Cheshire due to the only available pitch at High Lane Park recreation ground being unfit for purpose. The pitch there has poor drainage with holes present, presenting as a safety risk. Additionally there are no available changing facilities.

From the data collected from the younger population of High Lane a high percentage expressed a wish for an improved provision of playing pitches on both Brookside and High Lane Parks.

There is a possible opportunity here for the Neighbourhood Forum to engage with SMBC and Sport England for the provision of a 3G Astro turf pitch and to provide facilities for multi purpose sports and changing facilities within High Lane Park.

The Village Hall sits within High Lane Park and is utilised by many independent clubs for various forms of non-sporting recreational activities. It is used predominantly by mother and baby group and for activities for those over fifty. It has the capacity to accept more groups. Car parking there however is an issue when several groups are in attendance.

Local Primary Schools and Youth Survey

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

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

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

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

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

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

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

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

- Their use of local parks and if so, what their opinions were of the facilities there?

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

The total of completed questionnaires were 27.

6.20 This age group, alongside their younger counterparts, enjoy activities in green open spaces and value the countryside around High Lane; 15 however advised that they consider there are not enough sporting venues for activities in High Lane for their age group. The number of journeys taken to pursue recreational sporting activity in other areas totalled 24 and supports this view. Although this age group accesses High Lane Park they consider that there are few facilities for them. They expressed a wish for more sporting venues in High Lane particularly football, an increase in the size of the skate park, provision of an area to undertake Free run activities and improvements to park lighting and signage. A place for young people to socialise together was also requested.

Question 12: Do you think High Lane would benefit from the provision of more sporting and outdoor recreational activities for its younger residents? Yes / No

Question 13: Which of the following do you think would be most used/valued? Please rate from 1 to 6 where 1 is most important and 6 is least important.

- Sport Multi Use Games Area (MUGA) - basketball/netball/football, etc
- Target rebound walls (Football & Cricket)
- Skate park extension
- All weather (recycled rubber) surface to kids play area
- Full 3G pitch (if suitable land available)
- Running track

Recreational Activities/ Local Green Space Adult data

- 6.21 The group undertook a ten question Facebook survey aimed at adults, to explore how the community participate locally in terms of the type and frequency of recreational activity, and in other areas (incorporating travel mode and time to activity). We also asked how can we promote activity? We have asked for help in identifying green open spaces and providing evidence to support them
- 6.22 Results indicated many undertake open space activities such as walking and cycling and identify all open countryside and the greenbelt as assets, promoting health and well-being as well as valuing them as part of the character of High Lane Village. They considered the openness of the greenbelt and the views it afforded to residents as important to the rural identity of the village. It was expressed that more could be undertaken to promote the network of footpaths, trails and green corridors as links for alternative traffic free routes to areas. Issues were raised re dog fouling and accessing local green spaces. Of concern were boggy and poorly maintained walking routes, access to/signage of off road paths,

particularly Middlewood Way and the Macclesfield Canal as well as maintaining habitats for wildlife and the environment.

Walking, Off Road Cycling and Horse Riding

- 6.23 In November 2017 the SMBC 2007 Rights of Way Improvement Plan was reviewed by Marple Area Committee and their decision was to support the continuation of the plan adopted in the initial document. This plan sought to improve off road access for all, improved signage to pathways and the provision of bridleways. In the ten years since this plan was adopted High Lane has seen very little evidence of any of these initiatives in the area despite it having an extensive network of off road footpaths, long distance walking and cycling routes and a high proportion of equestrian pursuits. Data collected in our surveys from all age groups supports the community concerns regarding these routes and access to them.
- 6.24 Long distance walking and cycling routes within the area include the Middlewood Way, Cheshire Ring Canal Walk and Ladybrook Valley Interest Trail and are enjoyed by all ages of the local population and attracting tourists. Walking and cycling in High Lane are predominantly undertaken as off-road recreational activities and accessed through multi-purpose routes. They are therefore addressed in this section of the NDP rather than the Transport section (4.0).
- 6.25 Macclesfield Canal is a wetland canal corridor used by walkers and cyclists with rich wildlife interest. Issues with the footpaths and their lack of maintenance are a long-standing problem for High Lane residents. Volunteers through The Residents Association are currently involved working with the Canal and Rivers Trust in restoring small lengths of the footpath. However more needs to be done to maintain user safety. Respondents to our adult survey advise that the canal wall is subsiding into the canal at various points through High Lane. Access to the canal in the area is off the A6 or through High Lane Park both of which have steep steps and are unsuitable for disabled access.
- 6.26 The Middlewood Way is a green corridor forming part of Route 55 of the National Cycle Network. A multi-user route it is shared by walkers, pedestrians, horses and their riders. Issues regarding the surface of this route have recently been addressed following a long campaign by The Save Middlewood Way support group.
- 6.27 Issues raised in our surveys by those respondents who use this route relate to:
- Inconsiderate use of this route by cyclists who ride too fast putting walkers at risk
 - Accessible points onto this route in High Lane are poor particularly for the disabled and for the residents of High Lane with young families.
 - The main access points are on the busy A6 and Torkington Lane, both of which are not wheelchair friendly and cannot accommodate horses.
 - Other access routes exist on Windlehurst Road (some involve navigating stiles and crossing open fields).
 - Mog Lane is the only access point with no stiles which leads on to 202M pathway and provides access for walkers only.
 - Access to the pathway is difficult to navigate as the path is often unpassable due to the boggy surface.

- Signage to Middlewood Way and other off road paths throughout High Lane are predominantly of the old wooden variety with little information available, or non-existent.

6.28 The Ladybrook Valley Trail offers off road access for cyclists and horse riders to pursue a route which extends from Coppice Lane in Disley passing through Middlewood and on towards to Bramhall and Cheadle, Stockport. The route links to many areas of Stockport and facilitates access to the A6 MARR cycle route. The terrain in parts requires attention. With council investment this cycle route could provide an alternative to on road cycling.

6.23 South East Area Bridleways Association have responded to our request for information pertaining to access for horse and riders to bridleways in the High Lane neighbourhood. They advised that there are safety issues for both horses and their riders who have to ride on busy public roads as a result of the loss of bridleways in the area. A lack of access onto the Middlewood Way (a recognised bridleway) from Windlehurst Road is causing significant problems as cars speed on this route. There are 194 members who access the Middlewood Way. The society advise that many farmers in the area are turning to equestrian and livery for income, generating millions in revenue for the area. They are asking for the support of the forum for inclusion into our NDP for the re-instatement and establishment of more bridleways in the area to accommodate this growing equestrian activity.

Question 14A: Would you support an NDP action to work with Stockport Council to improve accessibility/signage for all, inclusive of those with disabilities to off road footpaths? Yes / No

Question 14B: Would you support the creation of a multi user access route from Windlehurst Road onto the Middlewood Way?
Yes / No

Question 15: Do you think The Neighbourhood Forum should work with local farmers and landowners to promote the creation of new bridleways and use of fields for grazing? Yes / No

Question 16: Are there any other local open spaces or recreational facilities that you want to see protected in the NDP? Please say why they are important to you.
(This could include for instance: canals, beauty spots within the green belt, wildlife areas, parks and recreation grounds, recreational clubs and allotments and any important views.)

7.0 Heritage

Introduction

- 7.1 High Lane Village Neighbourhood Area has a range of built heritage assets. There are a number of listed buildings and scheduled monuments including various bridges along the Macclesfield Canal, the Church of St Thomas and Lychgate, several milestones, the War Memorial and a moated site north-west of Broadoak Farm. A section of the Macclesfield Canal Conservation Area also runs through High Lane Neighbourhood Area and the local character is described in the Macclesfield Canal Conservation Area Character Appraisal. By its very nature local heritage is valued by its community and therefore it is important for it to be protected at the local level by those local people who treasure it. By including heritage in our Neighbourhood Plan, we can help to protect the areas that are valued by the community. We can also ensure that any new development is properly integrated with what is already here and does not result in the loss of local character.



- 7.2 The HLVNF is looking at developing a heritage trail that would include both statutorily listed built heritage assets and some features of local interest.

- 7.3 Following on from the Open Day when there was a lot of interest in local heritage, we decided to continue to research the local history and create three lists; Grade II listed, locally listed and other buildings that have significance in our community. We would welcome any suggestions for additions to this list.



- 7.4 Listed buildings are of national architectural or historic interest, warranting every effort to preserve them. Historic England is the national body which has the task of identifying and recommending 'listing' of the most important buildings for protection.

- 7.5 The following are statutorily Listed Buildings in High Lane (all Grade II):

- Church of St. Thomas and Lychgate Buxton Road, 1850.
- High Lane War Memorial by St. Thomas' Church. It commemorates First and Second World Wars. Erected in 1920 by parishioners of High Lane. The sculptor was Alfred Frith of Macclesfield.
- The Old Court House - also known as Sundial Cottage. 1772. It is understood that the court was held in the old stable buildings and that there were stone benches for the public to sit on during sessions. Thomas Orford is thought to have administered justice from this building. It is said that the last man in England to hang for sheep stealing was tried here.
- Macclesfield Canal Bridges:

- 6 - Broadhurst's Bridge
- 7 - Hyde Road Footbridge
- 8 - Bancroft's Bridge
- 9 - Windlehurst Bridge
- 10 - Broadhurst's Bridge
- 11 - Buxton Road
- 12 - On Macclesfield Canal - over High Lane Arm
- Milestone adjacent to Bridge number 10 on Macclesfield Canal.
- Mile post - Buxton Road / Middlewood Road junction.
- Wybersley Hall - 18th century.
- Outbuilding to North of Wybersley Hall.
- Marsden House 17-19th century.
- Norbury manor, within which Marsden House stands , was purchased at the end of the 17th century by Richard Legh from the Hydes of Norbury who in turn had acquired the property from Baron Robert De Norbury.
- Lomber Hey House- Andrew Lane -17th century
- Barn attached to 261 Windlehurst Old Road- EH ID 1319626 - Barn and byre - 17th century, partially rebuilt in 18th century - probably 1753 date stone.

7.6 There is also a scheduled monument, only one of six Moated sites in the North-West of Broadoak Farm known as Torkington Moat.

7.7 Any work to a designated Scheduled Monument is subject to Scheduled Ancient Monument Consent. This is to ensure that the significance of protected sites is safeguarded for the long term.



7.8 Stockport Historic Environment Database includes the following locally listed buildings in High Lane on their web site. These buildings are identified and designated by Stockport Council and are afforded formal recognition in the planning system. All parties are aware of their local importance and merit.

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

- 137 - 143 Windlehurst Road - row of cottages and barn
- 150 Windlehurst Road - on 1770 map
- Barn and 147 Windlehurst Road - on 1770 map
- Canal Warehouse Buxton Road shown on 1850 Marple tithe map
- The Dower house at Wybersley Hall
- Wych Cottage Windlehurst Road
- Withington Hill Farm Windlehurst Road
- Grange Farm Andrew Lane



7.9 in addition there are some areas and local features that are not statutorily or locally listed but which are considered to be of local heritage interest:

- The Coach House - which is now a garage and formed part of the Orford Estate
- The Old School - 1846 which has been used as residential and commercial property. Thomas Legh gave the land for the school to be built. In 1862 further land was given to the school and the building was extended. It was used as a C of E School until 1959 when it was taken over by Cheshire County Council as a County Primary School. Before the village hall was built in 1956, the old school building was used for a variety of activities including a library, the Mother's Union, Townswomen's Guild, concerts, dances and whist drives.
- Hartley Woods - formerly Hartley House opposite St Thomas' Church. Unusual species of trees - The Friends of Hartley Woods/ SMBC manage it.
- The Red Lion Public House - 1762

Coal Mining

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

⁶ See <http://www.ipernity.com/doc/302581/46291036>

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

7.14 Archaeological sites - possibly Roman Road as suggested in SEMMs report. There is a moated site NW of Broadoak Farm.

Farming

7.15 There are still several working farms in the area today including Clough House Farm and Higher Fold Farm on Threaphurst Lane and Lomber Hey farm on Andrew Lane.

7.16 School Farm was situated on the land used to build the 'Lakes estate'. Grange Farm , Andrew Lane is one of the oldest farms of wattle and daub construction. It has been suggested that it was built in 12th century. It is now the site of Grange Farm Cattery. Mosely Hall Farm stood where the Spar is now. Pump Farm stood opposite the Red Lion Hotel and Windlehurst Farm stood on the corner of Keswick Road.

7.17 Other farms that are mainly residential are Wybersley Farm, Station Farm, Shores Farm, Buxton Road, Oxhey Farm, Threaphurst Lane, Threaphurst Farm,, Oakfield Farm and Green Clough Farm all on Threaphurst Lane, Brookside Farm and Springfield Farm are on Torkington Road.

Railways

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

Disley Tunnel⁷

7.19 Disley Tunnel was on the most important line to pass through High Lane and it survives to this day. Ventilation shafts are clearly visible. It was part of the Midland main line from St Pancras to Manchester. The Tunnel was built by the Midland Railway in 1902 on its line between New Mills South Junction and Manchester Central, which was more direct than the congested and difficult lines through Stockport Tiviot Dale.

7.20 It was the most expensive work on the line and at 2 miles, 346 yards (3,535 m), the second longest tunnel on the Midland system. By means of a connection on to the old LNWR line from Buxton at Hazel Grove that was opened in 1986, it is now part of the Hope Valley Line into the present-day Stockport railway station. There is also a short (174 yard) Disley Tunnel nearby on the Buxton Line.

7.21 The tunnel runs under High Lane and Disley. The New Mills and Heaton Mersey Railway line goes underground where the Middlewood Way (the old Macclesfield, Bollington and Marple Railway), crosses the line, about 1/4 mile north of the A6 in High Lane. The tunnel passes under a housing estate, the Macclesfield Canal, Disley golf course and finally the Peak Forest Canal, just before emerging at Disley, meeting the Buxton to Stockport line.

⁷ From Graces Guide https://www.gracesguide.co.uk/Disley_Tunnel

- 7.22 The construction method used was to drive the tunnel bore from both ends, while also sinking 11 shafts from the top of the hill along the path of the railway. Work began in 1900, and the miners worked both directions from each shaft, which allowed 24 simultaneous working faces. Ten of the shafts were later used for ventilation, and are still in use - they are visible as large blue brick towers following the line of the tunnel.
- 7.23 The Midland Railway purchased the land above the tunnel in order to sink the shafts - boundary markers made of old rails, with the initials "M.R.", remain along the line of the tunnel. A surface standard gauge contractors line was set up, using steam locos and a "steam navvy", following the subterranean path of the tunnel.
- 7.24 The construction of the tunnel brought a small army of navvies into the area. They were housed in temporary villages at New Mills and Wybersley, and in specially-built houses near the Rising Sun pub in Hazel Grove, which still exist, and are known as the "Navvy Mansions".
- 7.25 A church made of tin was erected at Wybersley, where the Midland Railway had a local administration office.

HLVNF Heritage Trail

- 7.26 The Working Group is working to prepare a Heritage Trail for High Lane.

Starting point - The Park - with an information board showing the heritage trail

1. The Clock House [locally listed] and milepost at Buxton Road/ Middlewood Road [Grade II listed]- site of Norbury Colliery
2. The Royal Oak public house
3. Marsden House [Grade II listed 17th -19th century]
4. The canal warehouse [locally listed]used by Pickfords 1800s and site of Limekiln
5. The Old School House [1846]
6. The Bull's Head public house [1763]
7. The Macclesfield Canal and Bridge 12 [Grade II listed]
8. The Coach House [now a garage]
9. The Old Court House[Grade II listed 1772]
10. St. Thomas' Church and Lychgate [Grade II listed 1850]
11. The War memorial [Grade II listed 1920]
12. Hartley Woods originally the site of Hartley House
13. The Red Lion public house [1762]
14. Wybersley Hall [Grade II listed 18th century]
15. Dower House [locally listed]

The walk could then continue along Jackson's Edge Road and across to Red Lane into Lyme Park.

- Question 17: Are there any features of local historical interest that you think need protecting in addition to those noted above? Please explain why.
- Question 18: Should the NDP describe the local character of different areas of High Lane in more detail and provide design principles for new development to ensure it responds positively to local character and context?
- Question 19: Would the local community value a heritage trail around the village?
- Question 20: Is the farming and horse livery around the village a valued part of our rural heritage?
- Question 21: Is there anything important we have missed which you would like to see addressed in our NDP?

8.0 Next Steps

- 8.1 This Issues and Options document for High Lane NDP is published for public consultation until **30th July 2018.**
- 8.2 The HLVNF and Working Groups will consider all submitted comments and responses very carefully and then start preparing the first draft of the NDP for informal public consultation later in 2018.