

Report of drop-in consultation sessions March 2013



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1 Introduction

1.1 High Peak Borough Council is preparing a new Local Plan to help shape the future of the Borough up to the year 2028. For six weeks between 27 February and 10 April 2013 a public consultation exercise was carried out to seek people's views on the Council's preferred options for the draft Local Plan. The draft plan covers issues including:

- High Peak housing requirement - the number of new homes to be provided across High Peak up to the year 2028.
- Sub-area housing requirements - how new housing will be distributed between each of the three sub-areas of: Glossopdale, the Central area and Buxton.
- Housing development sites - identifying sites for new housing.
- Other development issues - identifying sites for new businesses, also for leisure or recreation. Identifying sites that should be protected from development for their environmental or social value and planning proposals for key sites and town centres.

1.2 Copies of the Preferred Options draft Local Plan were made available on-line, in Council offices, at local libraries and at the drop-in sessions.

1.3 To help publicise the consultation, a number of initiatives were taken. These included:

Web-page and on-line consultation portal

1.4 The consultation was featured prominently on the home page of the Council's web-site. In addition, the Council used a dedicated web-page to carry information about the preferred options plan and to provide details of how to respond:

www.highpeak.gov.uk/hp/preferred-options

Door to door leaflet delivery

1.5 A leaflet was distributed by the Royal Mail to every household and every business in High Peak – a total of 45,039 addresses. Distribution started on Monday 25th February and was completed by Saturday 2nd March. The leaflet carried details of the web-page, gave dates of all drop-in sessions and included maps showing the location of preferred housing site options.

Letter / e-mail to all on Consultation database

1.6 The Council holds a database recording contact details for all individuals or organisations who have responded to previous consultations, or attended previous events and asked to be included on the database. Over 1,800 e-mails and over 1,300 letters were sent out in this way.

Exhibitions at Council Offices and Libraries

1.7 Leaflets and displays were held at Council Offices and at all Borough libraries; available information included copies of the draft plan, copies of the leaflet, consultation response forms and details of the drop-in sessions.

1 Introduction

Posters, leaflets and press and radio

1.8 Adverts carried on High Peak radio Press releases to local newspapers. These were used to publicise the drop-in events and to promote the consultation.

Drop in sessions

1.9 Drop-in sessions were held to enable people to view maps showing the Council's proposals, ask questions and raise any concerns with the Council directly. The events held are detailed in the table below.

1.10 A date was arranged for Buxton on Monday 25 March between 6.30pm and 8.30pm, but had to be cancelled because of unsafe conditions caused by snow and ice. A replacement event was held on Monday 20th May.

Table 1 Public drop in sessions held

Date	Time	Location
Thursday 7 March	6.30pm – 8.30pm	Bradbury House, Glossop
Monday 11 March	6.30pm – 8.30pm	Town Hall, Chapel-en-le-Frith
Wednesday 13 March	12.00pm – 3.00pm	Octagon Lounge, Pavilion Gardens, Buxton
Thursday 14 March	6.30pm – 8.30pm	Parish Room, Chinley
Monday 18 March	12.00pm – 3.00pm	Bradbury House, Glossop
Tuesday 19 March	6.30pm – 8.30pm	Uniting Church, Whaley Bridge
Thursday 21 March	6.30pm – 8.30pm	Spring Bank Arts Centre, New Mills
Monday 20 May	6.30pm – 8.30pm	Octagon Lounge, Pavilion Gardens, Buxton

Format of drop-in sessions

1.11 Using a combination of staffed displays, maps, post it notes and flip-chart paper, the drop-in sessions enabled people to take part in a range of activities, including:

- Talking to a Planning Officer.
- Reading the draft plan.
- Collecting a paper response form.
- Reading display boards with information on the issues.
- Recording a view on each of the preferred option housing sites.
- Recording a view on other development issues.

1.12 This report records the feedback collected at the drop-in sessions. The remainder of the report is divided into three chapters, reflecting the three sub-areas of the Borough.

2 Report of sessions

Glossopdale

2.1 Two events were held in Glossopdale, both in Bradbury House, Glossop. The first during the evening of Thursday 7th March, attended by approximately 200 people; the second across lunchtime and the afternoon of Wednesday 13th March, attended by approximately 120 people. The feedback received at these sessions is reproduced below.

General Comments

Total number of comments made: 46

Infrastructure

- Infrastructure first maybe the most sensible option! If not, then Glossop will come to a grinding halt. Roads! x13
- Glossop is grid-locked currently - please account for this in further considerations. x5
- General road and transport infrastructure wholly inadequate already. Glossop will be at a stand-still. Families already moving out of area due to extended commutes. x2
- There should be no further building until the Bypass is built and the demand (local) for more housing needs to be proved.
- The plan for 1,040 additional dwellings in Glossopdale will bring with it approximately 2,000 / 2,500 additional cars. Since the existing roads cannot cope with what we have today, what part of the High Peak Development Plan addresses this fundamental pre-requisite?
- No more building in Hadfield - Glossop area until traffic issues sorted ie Bypass. As already raised at Padfield Residents meeting - consider how long it takes emergency ambulance to get to local hospitals.
- Much traffic to and from Glossopdale arises because we have no cinema, museum, or other major leisure or entertainment facility. Needs addressing. Too much traffic for road infrastructure. This is a rural area. Please don't try to make it urban.

Green space

- Provision of allotment sites should be thought of.
- George Street Wood should be designated Local Green Space. x2
- Is it possible to designate a Local Nature Reserve? Glossop currently has not got one.

New homes

- Need context of empty home mapping exercise. How many empty homes could be used before building more! x3
- Will the plan account for a number of currently empty properties which could be brought back into use?
- How has the need for all these houses been calculated - approx 350 for sale in Glossop today.
- The infrastructure just cannot cope with the building of yet more houses - especially when so many remain unsold. The major attraction of this town is that it is rural and the building of houses year upon year will eventually build this town into a place where no-one can move. When can we finally say enough is enough?

2 Report of sessions

Use of brownfield sites

- Use empty industrial units.
- Can Surrey Street (Ferro Alloys) site be used for housing rather than a new industrial site, in order to relieve pressure from greenfield sites? There is already a surplus of business sites in Glossop. x2
- Building on greenfield has to stop somewhere! Only develop brownfield sites and keep Glossop rural. x2

Retail

- As a High Street business owner we were not notified of the new retail development. I will personally make sure that all the businesses on the High Street are aware of this tomorrow.
- The traffic in and out of Glossop needs sorting out before any more building of houses is considered. The presumption is that development supported / financed by retail concerns is a necessity. Not so. x2

Other

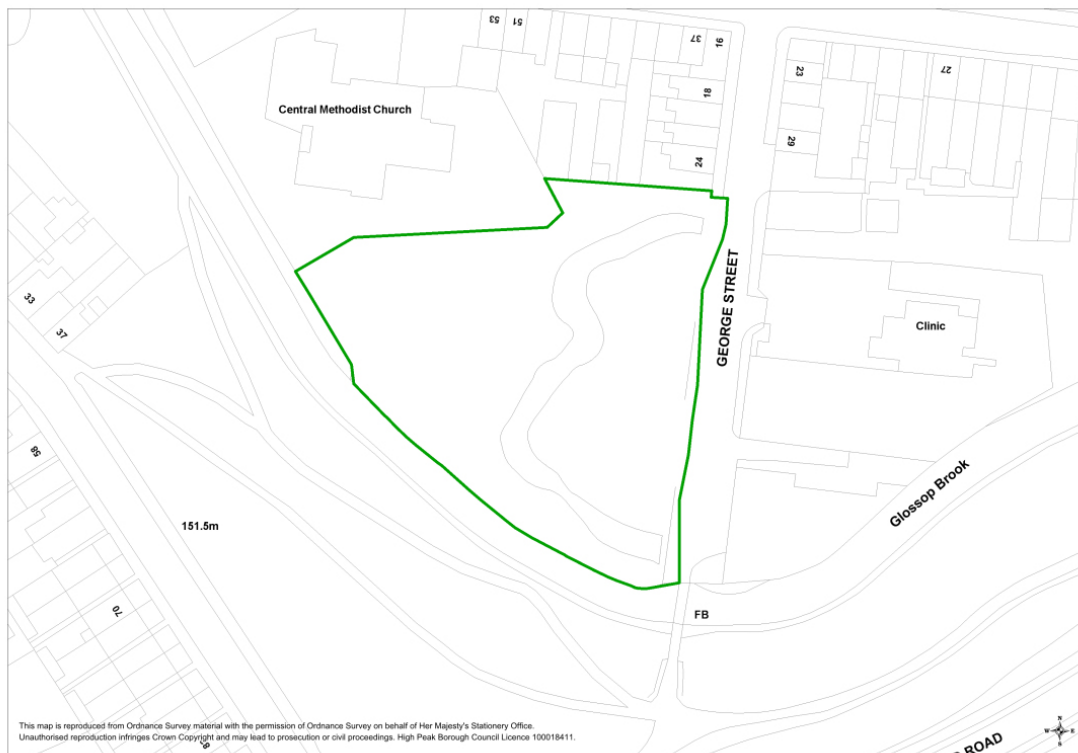
- A pity consultation doesn't extend these days to people without computers. A copy of the preferred option on paper ought to be available.
- This is a really effective way to let local people have their say in the future development of this town.
- Does anybody really think a few post-it notes are going to affect these developments? This is going to go ahead and make a mess of our town no matter what!
- Thank you for the opportunity to comment.

2 Report of sessions

Green Space

George Street Wood

Map 1 George Street Local Green Space (Policy S5)



2.2 Total number of comments made: 30

- Those in support: 30
- Those with an objection: 0

In support

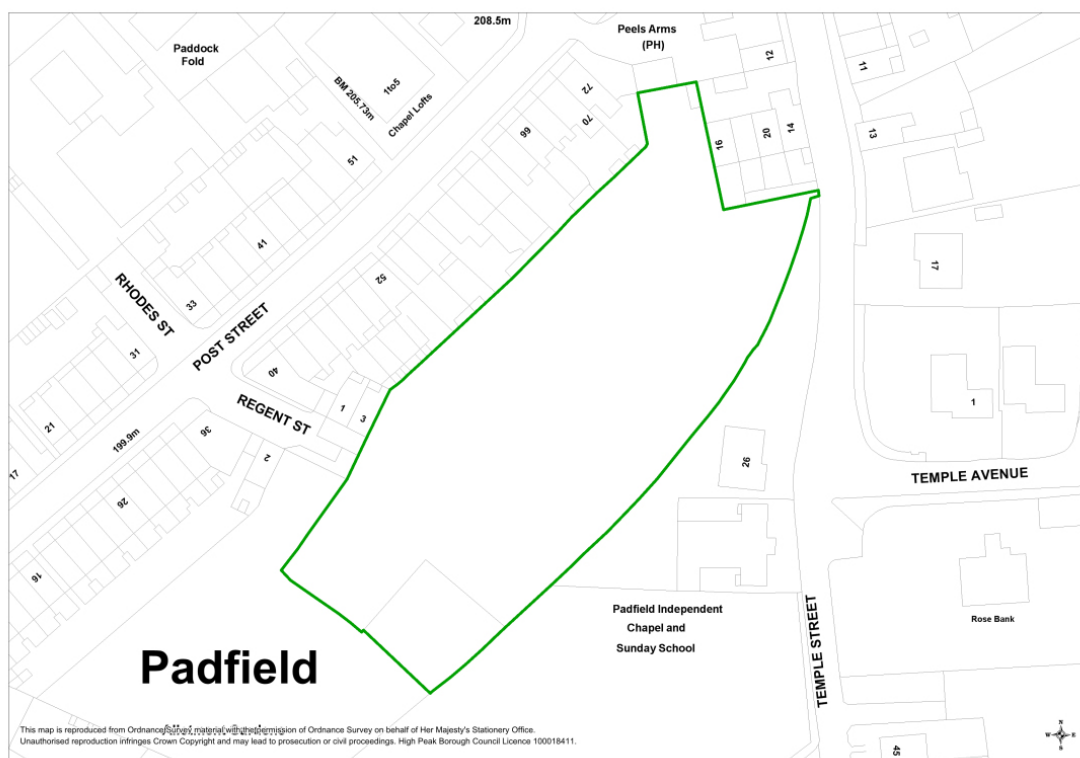
- Green space in the centre for all to enjoy.
- Please, please, please keep this unique space as a local green space to be used as it always has been - by locals. x4
- The open space and woodland should be protected. Ecological survey needed.
- This much needed open / green space should be retained for use by Glossop residents and visitors, also to preserve / enhance wildlife / vegetation within the town centre - it is a natural extension to the open land across the river. The existing trees are also protected.
- Maintain and improve green space within Glossop town centre for improved amenity and maintain wildlife.
- Designate more green sites. What about creating a local nature reserve?
- Keep as a vital green space. x10
- This is one of the few green spaces left in the town centre. x2
- With all the other spaces being used for housing there is a need for green space in the centre of town. A green lung. This should be retained as a green space with open access.

2 Report of sessions

- This space should be preserved for the use of all Glossop folk and definitely not be allowed to be built on for any reason. Many people feel it is a valuable area for birds / bats / small animals / plants / trees / insects. All necessary for a healthy environment.
- Retain this site in its present state - ie a wooded area as an amenity for local people. So few town centres have a wildlife area and it is important this is retained.
- Should stay as a green space - compliments river walk. Make a riverside feature. x3
- Should be incorporated into Harehills site. Has been a recreational area for generations of Glossop children myself included. Flora and fauna well established. x2
- Street too narrow for builders vehicles and even more traffic. Bad enough when clinic built.

Padfield

Map 2 Padfield Local Green Space (Policy S5)



2.3 Total number of comments made: 11

- Those in support: 11
- Those with an objection: 0

In support

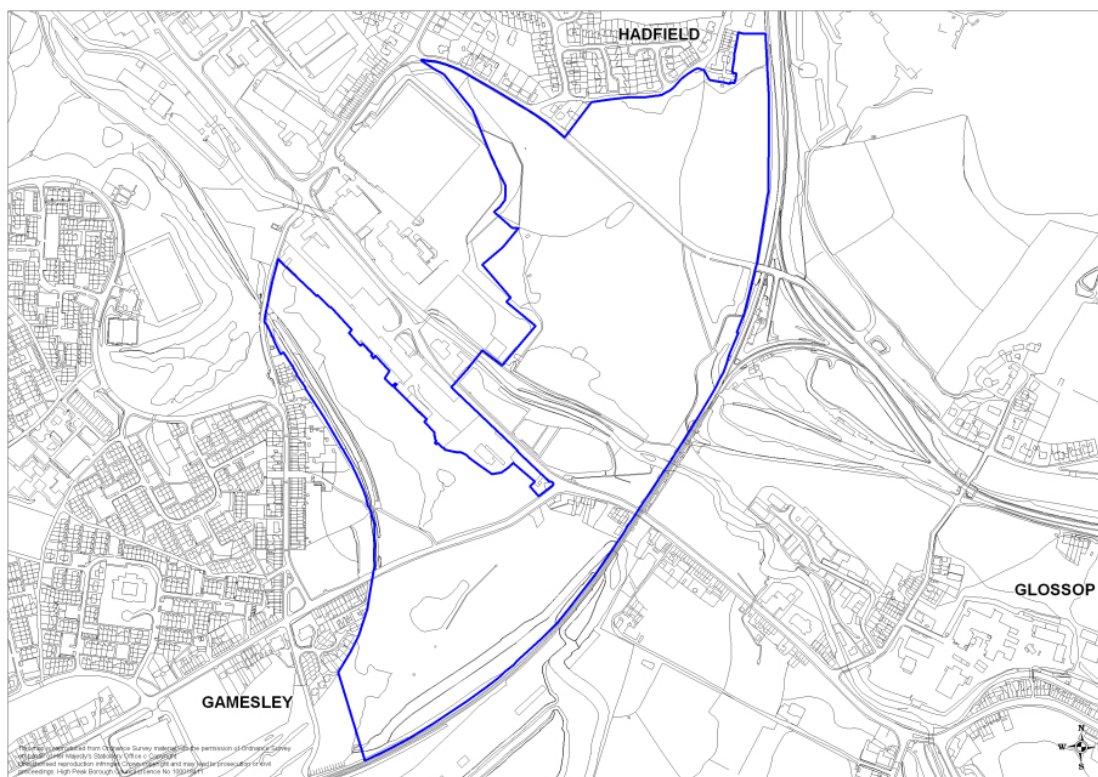
- This area forms a crucial part of Padfield's unique nature. To build on it would destroy the very essence of Padfield. People live in Padfield out of choice because of how it is. Do not alter it. Padfield has already "done it's bit" for new houses - this building work is already out of all proportion to Padfield's size. This green space should be protected. Permanently!

2 Report of sessions

- The "Padfield Green Triangle" is an important feature in Padfield's unique identity. It is recognised as an important part of the designated Padfield Conservation area.
- The "open heart" of Padfield village needs to be preserved. Gives the village its identity and character. x2
- Greatly support this green space which makes Padfield the place it is. But why doesn't the green space extend as far as onto the recreation grass?
- This is such a pretty piece of space, it would be criminal not to hang on to it! It's the hub of the village.
- I support keeping this a green space. Too many houses, cars etc. Also Padfield is no longer on a main route for gritting in the winter. It was terrible in the snow.
- More, more, more green spaces. No more building please. Too many people, cars etc already!
- Where in all this planning is any consideration of road capacity. Our roads are already blocked every rush hour, we need no more traffic adding and NO - a mythical bypass would do nothing to help. x2
- There would be no road congestion in Padfield if residents were compelled to find off road parking for their cars. "Out of town" sites should be developed. Roughfields is little used and should be allocated as a building site.

Strategic gap

Map 3 Strategic gap between Hadfield and Glossop (Policy S5)



2.4 Total number of comments made: 20

- Those in support: 20
- Those with an objection: 0

2 Report of sessions

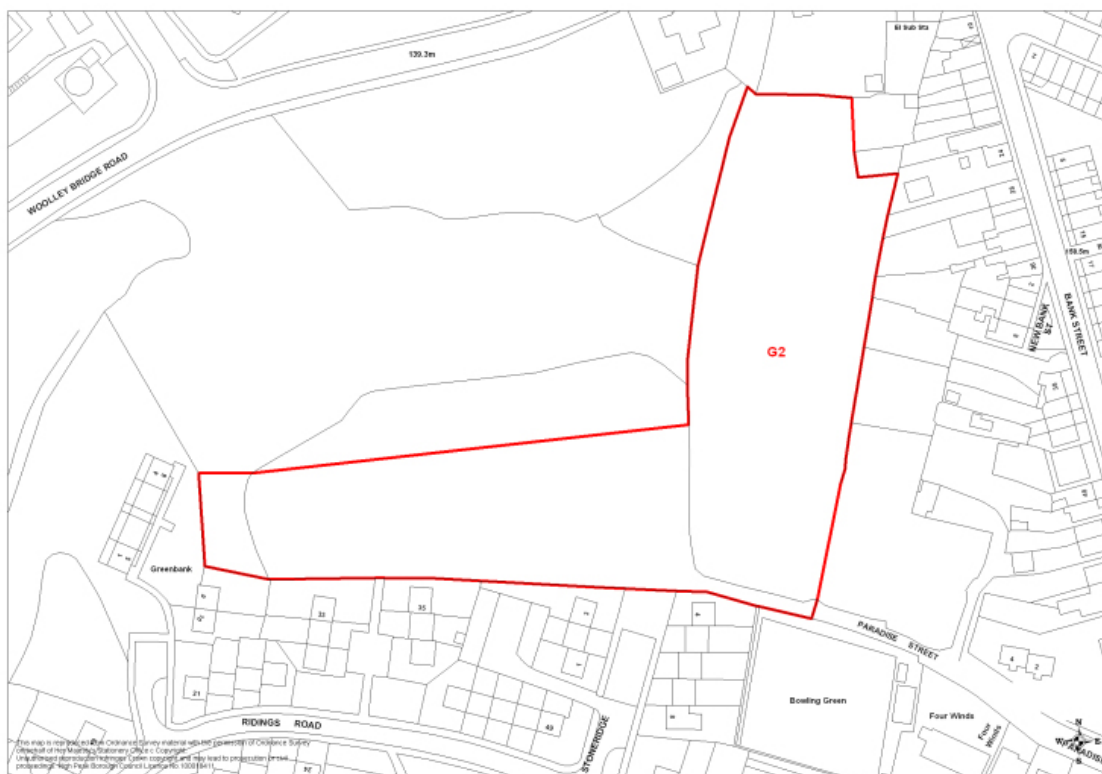
In support

- The strategic gap should be retained to prevent coalescence of urban development. x3
- This should be left as a strategic gap and any planning application should be delayed until the overall plan is agreed.
- Must be preserved. x6
- Good idea but the boundary isn't correct - should also include G19, 20, 21 and 23. x2
- This strategic gap is simply not big enough! It must be enlarged. The volume of housing planned for areas east of the railway are far too big!
- The Strategic gap is not protected enough. This area works, BUT the three developments along Dinting Road significantly impact on the gap.
- Please keep the strategic gap. Look at Mottram now. Where has their strategic gap gone!
- Must be maintained to preserve open space and village integrity.
- Agree not acceptable to build here (a) strategic gap between Padfield and Hadfield and (b) very necessary to preserve open spaces.
- Strategic gap should be foremost in the planning.
- Must retain and improve as green space, a highly visible site coming into Glossop / Hadfield on the train.
- Must protect open spaces between Glossop, Hadfield and Gamesley.

Preferred Housing Site Options

Paradise Street, Hadfield - 28 dwellings

Map 4 G2 Paradise Street, Hadfield (Policy H3)



- Those in support: 0
- Those with an objection: 8

Objections

- There is no adequate access to this piece of land - Paradise Street is the only access and is narrow. The traffic situation is already intolerable on Bank Street, without adding to it!
- How do we get in and out of our valley with the increase in traffic? x2
- Already too much traffic on Bank Street.
- Absolute madness to impact any more congestion to this beautiful village it won't remain if you keep building. Lots of houses for sale!
- How will you build on this hill without impacting on anyone who lives in these houses.
- 1. Impact on already intolerable traffic on Bank Street "Rat Run". 2. Environmental concerns - only green space apart from park. 3. Wildlife: bats, owls etc all there already. 3. New trees recently planted. 4. Impact on current residents of area: noise, pollution, lack of privacy, lowering house price.
- G2 - considered for allotments in 2009 and rejected along with Roughfields! Not acceptable - one of these sites must become allotments to satisfy current demand - Council must treat need for allotments and green space equally with housing - that is the law!

North Road, Glossop - 60 dwellings

Map 5 G6 North Road, Glossop (Policy H3)



2 Report of sessions

- Those in support: 0
- Those with an objection: 31

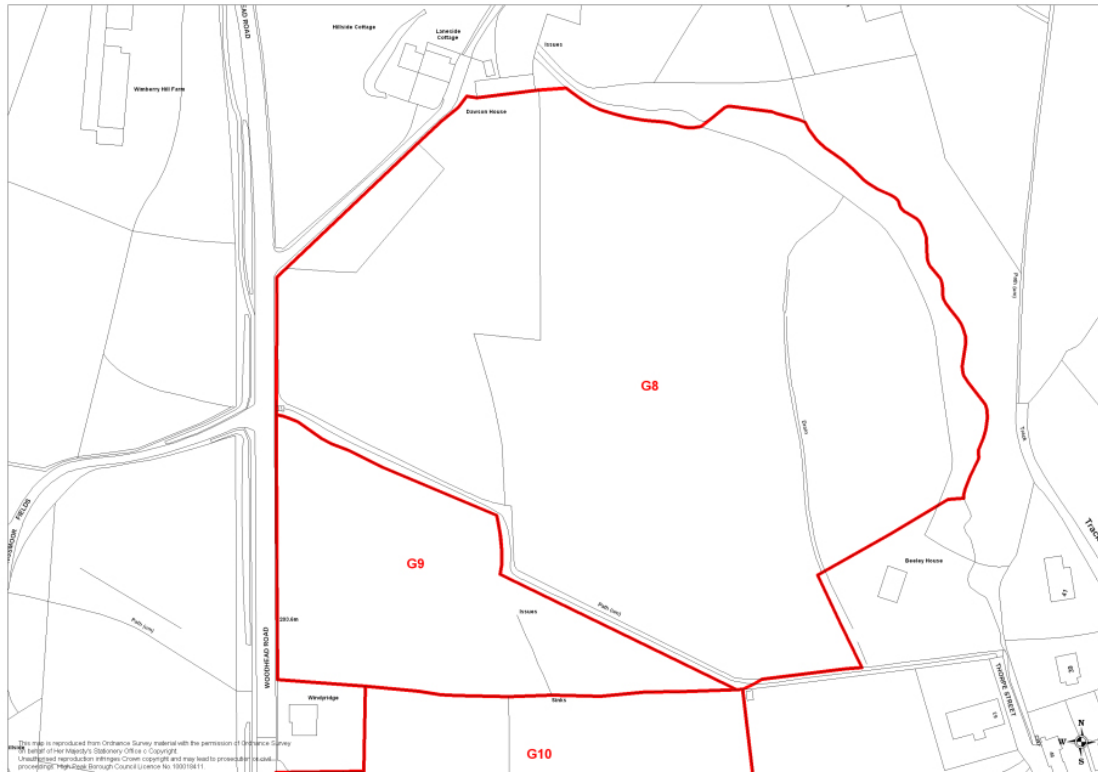
Objections

- Landscape would be lost forever. Housing should be built on other areas that are not as "green". x3
- Inappropriate site. Huge visual impact from Peak Park. Links Glossop almost to Hadfield. x3
- Preservation of countryside and wildlife area. x3
- This has a negative impact on the landscape. Do not agree with destroying reservoir and mature trees, this will have a big impact on wildlife.
- Glossop is going to lose its village character and the lovely green spaces. Sad. Please don't let this happen. x2
- Heath Road would become a "cut through" for all the traffic at school times causing danger to children who live along Heath Road. x2
- Where are the roads going to be for access and what provision is going to be made for getting out of Glossop. What about wildlife and the swamps in the fields above Heath Road? x5
- This encroaches into the green space between Glossop and Padfield, plus costly to develop with the removal of a reservoir.
- Poor access for whole development, North Road or country lanes with no through route. Drainage problems.
- Green area would be lost. Area gets badly cut off in winter. Additional housing would compound this problem with more people being stranded from school / work.
- Infrastructure not good enough to deal with current households ie roads, school, traffic.
- Schools unable to accommodate extra households. This field is an area where the Californian Geese nest and breed. The roads cannot take more traffic in and out of Glossop. Building on this field will make more "cut-through" traffic for Heath Road for the school and to bypass the speed ramps on North Road - bad enough now - animals are frequently knocked over, only a matter of time before a child is knocked over and killed.
- This development is way too big!
- Area is always cut off with snow and rarely ploughed. So more people will be "cut-off" and unable to get to work / school etc. New properties will be at risk of flooding from the reservoir - properties on Heath Road experience water-logged gardens already.
- This would destroy the separation between Glossop and Hadfield / Padfield. We do not want this development. Water run-off along Heath Road already bad. We do not want more areas developed upon.
- Increased congestion down to the lights at the bottom of Arundel street. Increased traffic in and out of Glossop. x2
- Pedestrian safety needs addressing. Increased traffic in an area with a lot of pedestrians visiting swimming pool / Howard Park / Glossopdale College. Poorly maintained footpaths, badly planned junctions with poor visibility.
- Building round a reservoir is a bad idea - compare the houses near Howard Park and backing onto Spire Hollin. Traffic problems - North Road is very fast as it is, people coming onto / off this will be dangerous. More traffic on the Hadfield / Glossop roads at the bad North Road / Redgate junction.

2 Report of sessions

Land off Woodhead Road, Glossop - 63 dwellings

Map 6 G8 Land off Woodhead Road, Glossop (Policy H3)



2.7 Total number of comments made: 27

- Those in support: 1
- Those with an objection: 26

In support

- Agree with development. Need some affordable housing for young people.

Objections

- It is vital to retain farmland in this area and to maintain a greenfield buffer between Old Glossop and land to the west.
- Too much development in a single area (G8, G9 and G10). These are effectively one site. G8 would change the whole landscape of North Glossop - it is too big. x2
- This development alongside areas G9 and G10 is too large. Will have a massive negative impact on landscape.
- Highly visible from Peak Park. x2
- Overwhelmingly negative impact on local natural environment. x4
- Where is the plan for protection of wildlife in Glossop? We need the creation of wildlife corridors where birds and animals are welcomed into the town.
- We should be encouraging more tourism here - not ruining the environment.

2 Report of sessions

- Instead of building on open well established land, go and build on the old mill sites or other land closer to Glossop. x2
- Concerns over G8, G9 and G10. This land is vital to the water table. When the water table is high this land becomes saturated. If this land is developed on, there is potential for flooding elsewhere.
- Traffic already heavy. Access issues. Congestion. The distinctiveness of Old Glossop will be further lost. Further encroachment into a rural environment affecting quality of life. x2
- Why do we need all these houses? What will happen to the schools which are now full? What about access to the properties? x3
- How is the Council going to accommodate all the secondary school children. Glossopdale school is already run down.
- I would be more convinced if there was a plan to improve the infrastructure in line with the increase in number of homes! x2
- Maintain this green space - with all the residential development proposed and no "spur" road how do we get in and out of Glossop? This applies to a lot of sites.
- It already takes 20 - 30 minutes to travel 3 miles to Mottram Moor with existing population.
- Stop turning Glossop into a concrete jungle! Spend money keeping its heritage!

Land off Woodhead Road, Glossop - 13 dwellings

Map 7 G9 Land off Woodhead Road, Glossop (Policy H3)



2.8 Total number of comments made: 17

- Those in support: 1
- Those with an objection: 16

In support

- ## Objections

- This development alongside areas G8 and G10 is too large and will have a very negative impact on landscape. x3
- Leave Old Glossop alone! No more new houses needed. We should be conserving this beautiful area - not spoiling it! x3
- This is green belt and - not for profit. The whole character of Old Glossop is going to be spoiled for what??
- Green belt land used for farming - edge of Peak District. 2. Get a bypass sorted before you add any more houses. x2
- 1. Access poor. 2. Land boggy and very sloped. 3. Pushes more traffic into Old Glossop which is bad enough as it is.
- What are the plans for traffic congestion getting in and out of our valley? x2
- What about access and what about extra traffic through Glossop. Also schools for extra children?
- Why does Old Glossop need so many houses? Where do all the facilities come from ie water and sewage? What is happening about access?
- Access poor. Culverts under land to main streams in Old Glossop. Infilling making one big estate. x2

Map 8 G10 Land off Woodhead Road, Glossop (Policy H3)



2 Report of sessions

2.9 Total number of comments made: 14

- Those in support: 1
- Those with an objection: 12
- Other: 1

In support

- Agree with development - looks like perfect site.

Objections

- Concerned about access to the properties - one way traffic through Thorpe Street. The number of properties seem to be a large number for the area!
- Too many houses on land full of bogs and water courses. Access onto a busy country road, destruction of wildlife.
- Do not support developments G8-G9-G10. All next to each other. Adds 151 houses. On greenfield sites, conservation areas and affects mature trees under preservation orders.
- Green belt site needed for sponging up water - as high rainfall. Access poor. Infrastructure poor.
- Please use brownfield sites for development and do not encroach on greenfield sites. x2
- Access poor. Previously refused. Completely destroying the character of the Old Glossop surroundings.
- Born and bred in Glossop and it has grown and grown and grown. Yet the same road that runs through the middle of the town is the same - just more traffic lights. More houses equates to more traffic.
- Let's get the empty properties in Glossop full first! There are only so many people in Glossop! Without a bypass you will not encourage people in! = empty houses!
- Traffic is already congested. Access will be problematic. It takes 25 minutes at 7.15am to leave the Glossop environs. This will worsen it. Isn't this green belt?
- Why do we need all these houses? Even more traffic creating even more congestion. Glossop is already a traffic nightmare. x2

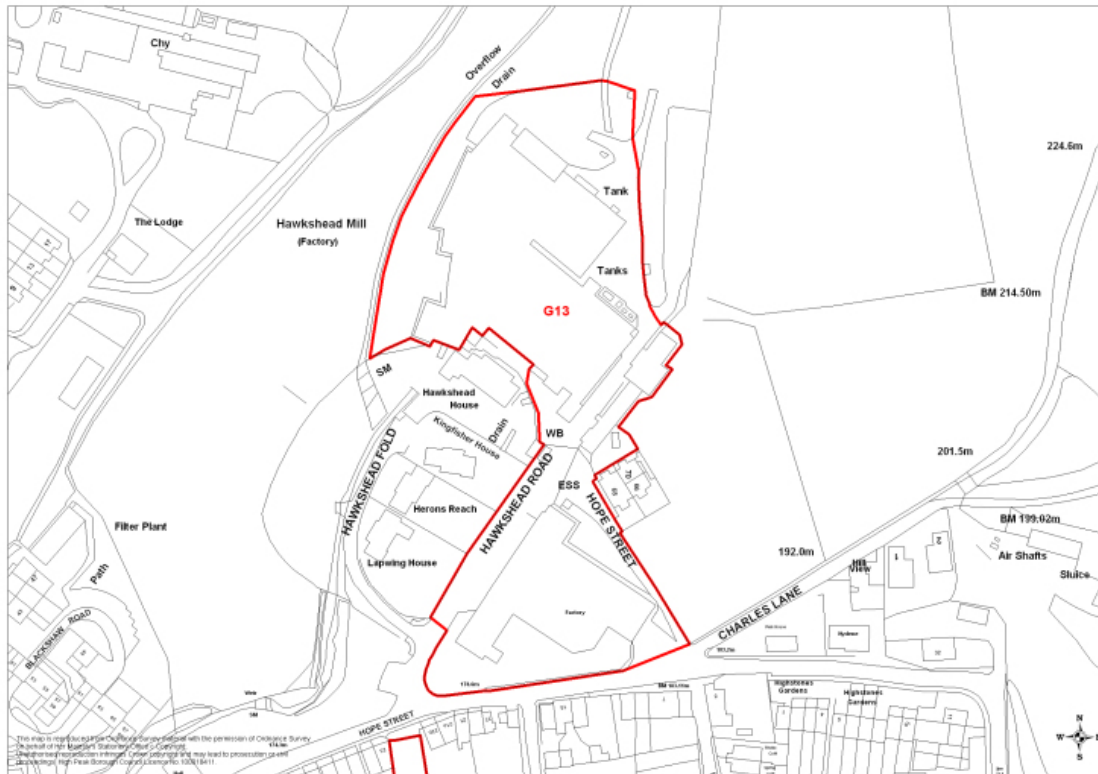
Other

- Hope any proposed housing development is going to be affordable for young people getting onto housing market. No more Executive houses!

2 Report of sessions

Hawkshead Mill, Old Glossop - 31 dwellings

Map 9 G13 Hawkshead Mill, Old Glossop (Policy H3)



2.10 Total number of comments made: 22

- Those in support: 11
- Those with an objection: 9
- Other: 2

In support

- Support development of brownfield sites.
- Derelict factory - needs demolishing and properly developing.
- Left derelict for ages and looks unsightly. Knock down and build houses - development land.
- Derelict mill site in dis-repair. Demolish and develop?
- It is more feasible to build on the site of this old mill, rather than ruin existing landscapes. Eyesore - re-development required. x5
- Regeneration through housing needed.
- What people fail to realise is this is a tourist area. Yes the mill should be developed, but limited.

Objections

- The area of G13 appears incorrectly marked to include the brewery and the garden / yard of nos. 68 - 70 Hope Street. x2
- In use factory must not be included in the Plan.

2 Report of sessions

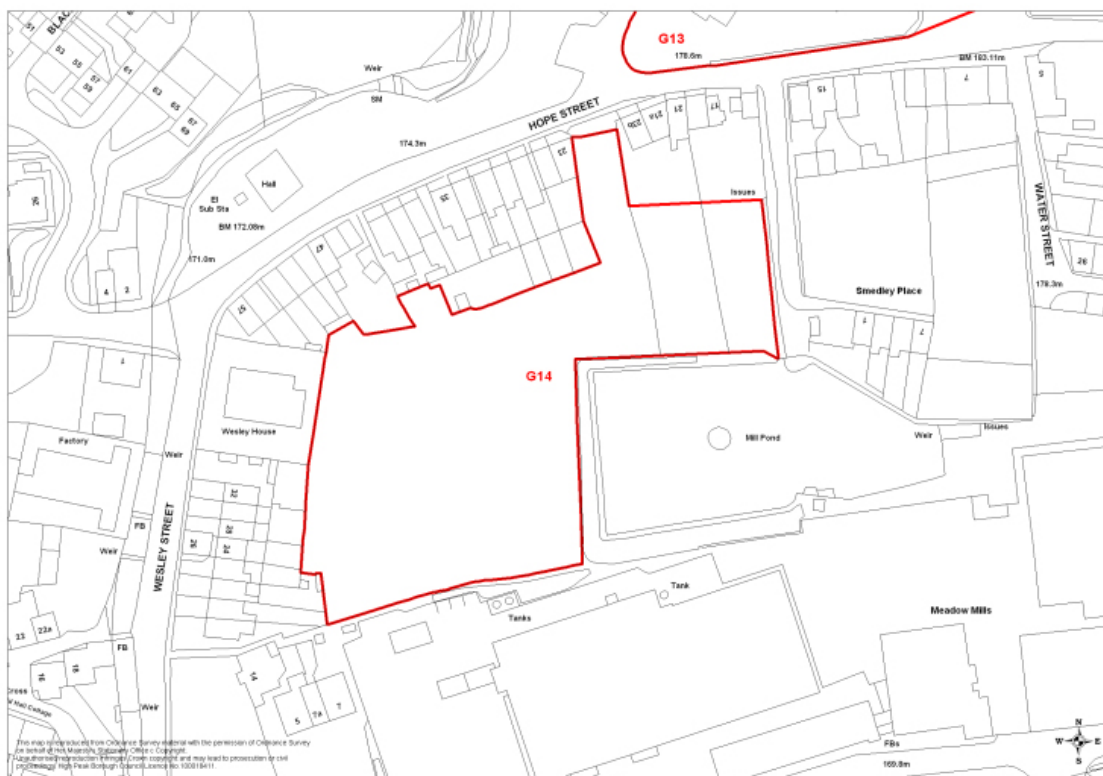
- There was not an indication that the land opposite 7 - 11 Hope Street was being built on. The number of houses will be a major problem - traffic already a problem.
- Be very careful about infrastructure. We are already congested. Leave Old Glossop old.
- Access via Hope Street will create too much extra traffic. Hope Street is not wide enough to cope with the extra traffic. x3
- Far too many houses in Glossop. Keep green areas.

Other

- Any houses must be in keeping with Old Glossop. Gardens, working factories must not be on Local Plan.
- In all discussions that have taken place, no mention has been made of the development to the south of this development. The north of the site needs to be changed and developed. The old mill site.

Hope Street, Old Glossop - 19 dwellings

Map 10 G14 Hope Street, Old Glossop (Policy H3)



2.11 Total number of comments made: 13

- Those in support: 1
- Those with an objection: 12

2 Report of sessions

In support

- This site is fast becoming a mirror of Hawkshead. It needs developing but thoughtfully. Traffic infrastructure is important.

Objections

- 1. No existing designated local green space in Old Glossop (this is the only enclosed space). 2. No allotments in Old Glossop - this site would be ideal. 3. Risk to conservation area - flooding, changing water courses (underground), well contamination. x2
- Do not agree with developing on greenfield sites. Old Glossop is losing green areas. These should be preserved.
- Old Glossop will cease to be a peaceful village. Congestion on already busy roads. x2
- Vehicular access? More traffic on our already congested roads. No schools. Ruination of Old Glossop.
- Will make Old Glossop too congested. Allotments much better idea. All the other services such as GPs and schools not big enough for extra population.
- Are more schools going to be built to accommodate all the extra children? Schools are already over subscribed.
- This land was originally a playing field. The access is over industrial land that the owners only want to sell as building land. If houses are built why are they not in the style of Highstones / Upper Hope Street?
- There is no access to this land currently due to Firth Rixson. This is designated employment land currently.
- No access.
- Very high flood risk to adjoining properties. Loss of privacy to all adjoining properties.

2 Report of sessions

York Street Depot, Glossop - 25 dwellings

Map 11 G15 York Street Depot, Glossop (Policy H3)



2.12 Total number of comments made: 9

- Those in support: 2
- Those with an objection: 7

In support

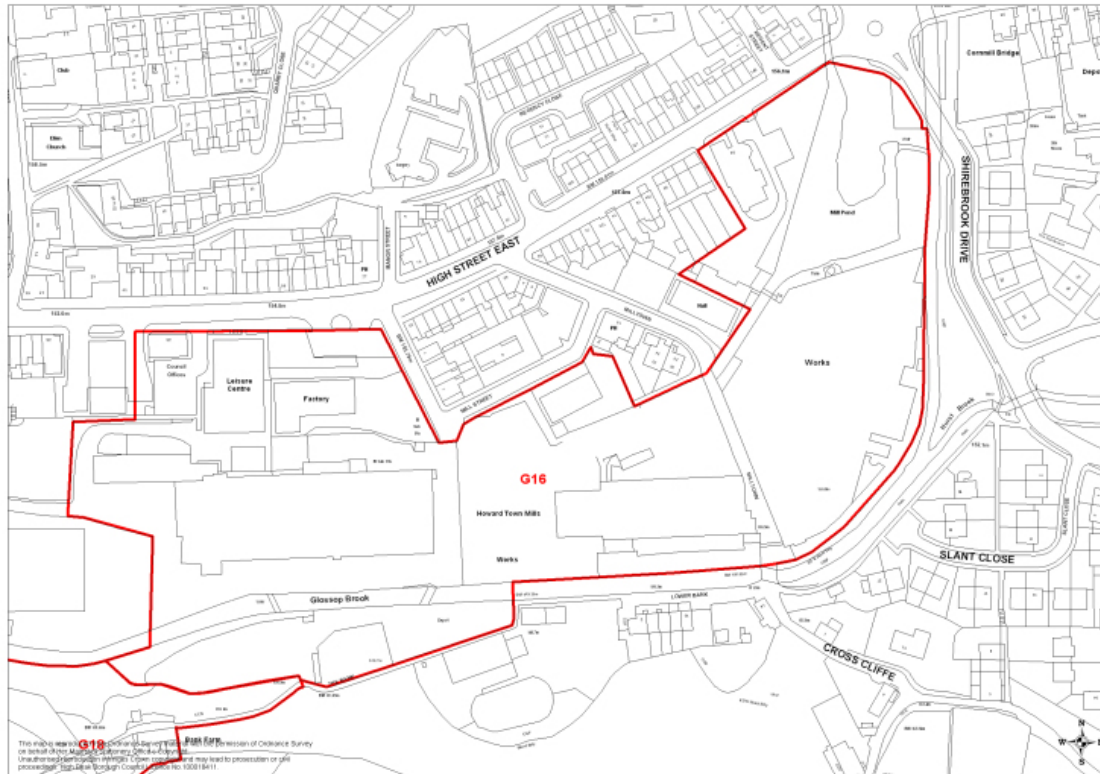
- Support development on brownfield sites.
- This should be among the first sites for new housing development.

Objections

- There is insufficient room for parking and it will make High Street East and Sheffield Road even busier. Have you thought about school places? Doctor's surgery "Manor House Surgery" already very busy. No room for more patients.
- High Street East and Sheffield Road (A57) are congested enough. No infrastructure in Glossop to support new housing.
- Roads first, dwellings to follow.
- 25 dwellings = 50 cars = more congestion! x2
- If this site is to be residential you have to reduce the density and provide parking facilities for the new development and existing, otherwise gridlock in a cul-de-sac.
- No more houses, far too many already. One road in and one road out - too many cars. No, no, no.

Woods Mill, High Street East, Glossop - 104 dwellings

Map 12 G16 Woods Mill, High St East, Glossop (Policy H3, E5, CF1 and DS1)



2.13 Total number of comments made: 26

- Those in support: 12
- Those with an objection: 13
- Other: 1

In support

- Large, edge of town centre perfect for development. x4
- Currently it is an eyesore, any development will be better than letting the site decay further.
- How many mills do we need? Site needs developing, won't happen whilst mills retained.
- One area OK for development. Please, please put up affordable housing for new buyers, NOT Executive 4 / 5 bedroom.
- Perfect for affordable housing.
- This site should not be merely restricted to dwellings but also leisure, cultural and possibly retail use. Plenty of opportunities for Section 106 agreements to improve the lifestyle of Glossop residents.
- Would rather see building on brownfield sites than on greenfield, so support this development. Ensure retail development is not new supermarket or large retailer. Ensure tree preservation orders are adhered to.

2 Report of sessions

- I think the area should be developed but I am concerned about traffic at the roundabout on the A57, Shirebrook Drive area. This would need to be improved.
- In favour generally. However large scale housing is crazy! The roads are too narrow to allow traffic to flow. Shirebrook will become a car park and a cut through to the new development as people try to avoid the snarl up at the entrance and exits!

Objections

- The impact of traffic will bring an already over-stressed road system to a stand-still and add pollution and lower the standard of life on the access roads into Glossop. There is no need for a large retail outlet. The centre is already failing as is the new centre development adjacent to this - because of large retail outlets already in Glossop. Housing development - yes, but small scale as there are already large estates adjacent. Develop the mill and large derelict house - for community use, flats, surgery(?). Land for public use. These plans do not enhance the quality of life in Glossop, nor do they help the businesses of Glossop. There is already enough.
- No, no, no.
- Road too congested already. Traffic will be backed up the Snake if any more houses are built near the centre of Glossop. x3
- What happens to Easton House? It will be very congested there, make it a nature reserve instead. We do not need more shops.
- This area should NOT be developed for commercial or retail! It will kill the High Street and all of the local retailers who make Glossop what it is! We do not want to be a town full of big names but no heart! As a High Street business, HPBC are allowing the High Street to die! Why do you not allow investment in the High Street, rather than push customers away! The High Street will be a ghost town. x2
- This will leave the High Street a ghost town. No more dwellings or businesses until you get what exists filled. The current development has been a shambles! 5 units are still vacant.
- Why don't you get one development right before starting on another! Shops have already withdrawn and M&S is struggling - sort out the market properly and High Street - we are supposed to be a market town.
- Why don't you invest in the market and road infrastructure - in and out of Glossop is a nightmare - you are squeezing us to death by cramming more houses and businesses we don't need.
- Keep Mill Street free of development. Give Glossop Community Transport their building.
- The GCT buses are parked around Mill Street. Should be found a more convenient place. They are a nuisance to people down Mill Town.

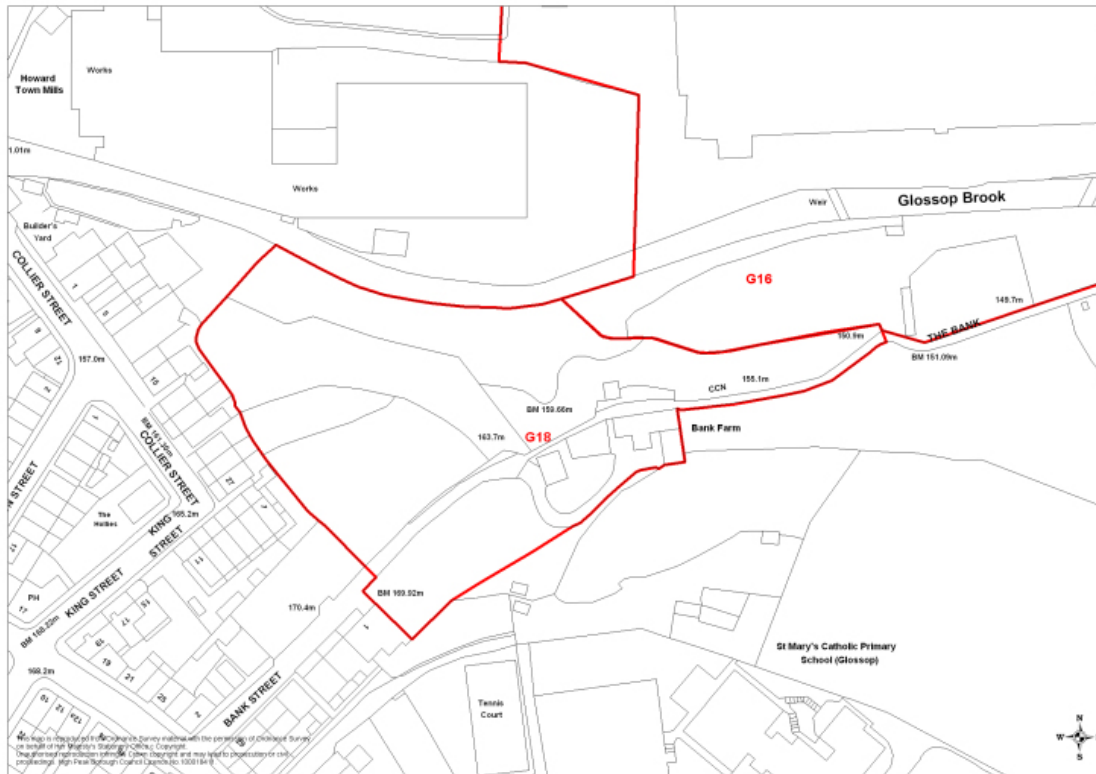
Other

- Needs to be a comprehensive layout - avoiding (disabled) access problems of Howard Town external layout. Protection for Glossop Brook - footpath walkway, protection for bats, etc.

2 Report of sessions

Bank Street, Glossop - 16 dwellings

Map 13 G18 Bank Street, Glossop, (Policy H3)



2.14 Total number of comments made: 19

- Those in support: 7
- Those with an objection: 11
- Other: 1

In support

- Adjacent to Town Centre and existing housing, suitable for small scale residential development.
- Access via existing Bank Street and driveway owned by landowners. Existing services gas, water, easy to connect.
- Central location for housing near to public transport, thus minimising requirement for car ownership. x2
- Ideal location for affordable housing or old people - as already surrounded by similar properties.
- The portion of the site immediately behind Collier Street would be ideal to develop as it is a continuation of the built up area - would be served via Bank Street and would leave the remainder of G18 free for open space / wildlife etc. The site is also on a steep gradient.
- Surrounded by existing properties on Collier Street. Part of this site could be developed away from the flood plain and without the need for the removal of trees and blending in with existing stone houses nearby.

2 Report of sessions

Objections

- Would jeopardise remains of Roman Road. Very steep site. Current owners (us) would not agree to development. Flood risk. Contamination on neighbouring plot (G16). Single track access on unadopted road. No gas main.
- Landscape impact. Visible from A57 and land that rises to the north across Glossop Brook. Outside built up area - shown as countryside.
- Development would destroy a conservation area, including mature trees. This is also a flood zone.
- Flood risk.
- Far too steep for housing.
- Victorian landfill on site of old quarry.
- Steep site. Costly to develop. Traffic impact.
- I object to more building here.
- How much more cars do we have to deal with? All Glossop is full of congestion - impacting on quality of life and having to work longer hours. One road in and one road out. No more houses!
- As a resident of Shire Brook I am concerned that the volume of traffic will be intrusive. People may try and avoid congestion by leaving their cars and walking to the new development.
- Large scale housing development needs to include leisure and education provision, as schools are already over-subscribed.

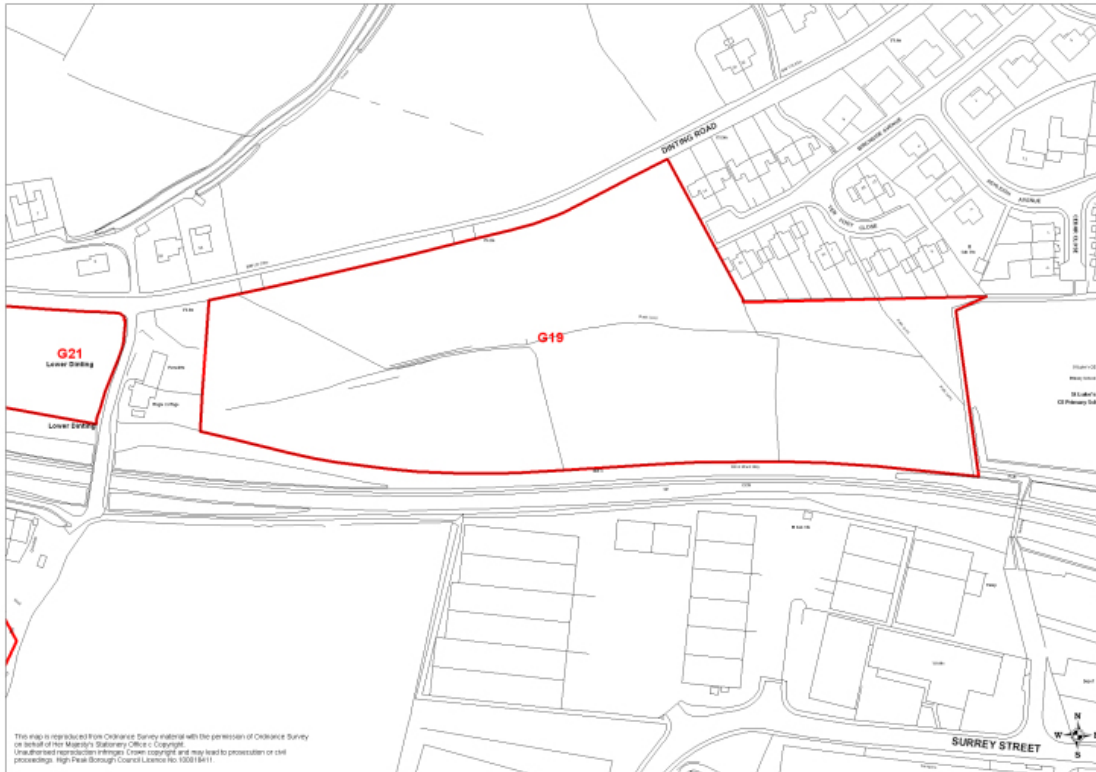
Other

- Does owner of Bank Farm and land to south west agree?

2 Report of sessions

Dinting Road / Dinting Lane, Glossop - 64 dwellings

Map 14 G19 Dinting Road/Dinting Lane, Glossop (Policy H3)



2.15 Total number of comments made: 24

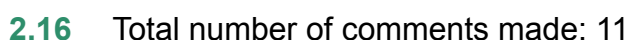
- Those in support: 0
- Those with an objection: 24
- Other: 0

Objections

- 1. Impact is chipping away on the strategic gap Hadfield to Glossop. The proposed protected area near Gamesley is not really part of that gap. 2. Public Right of Way issues. 3. Access would be dangerous if via Ashleigh Avenue / Spire Hollin because of adjacent school and works. 4. If access onto Dinting Road would be serious safety issues with traffic. x2
- Would impact negatively on strategic gap between Hadfield and Glossop. x6
- 1. Public Right of Way. 2. Field has numerous springs. 3. Slope. 4. Railway - noise. 5. Rights of way (formal). 6. Where access? x2
- This field serves as a route to green areas across (underneath) bog land and is used by many to walk dogs. Where will access be? Too much traffic already in Glossop. x2
- No access onto Dinting Road. Traffic already very heavy - will cause hazard and accidents.
- 64 dwellings = 64 extra cars at the minimum; again how are you going to deal with the access especially being near to a school. x2
- As G21 and G20 - access to A57 is already a nightmare. This road used already to avoid Glossop town centre.

- Where will the children go to school - all are now full. What about access - locally and through to Manchester? x3
- Where will all the wildlife go, bats, newts, badgers and owls?
- Floodland - Where will all the water go? No safe access. Close to a Primary School. Badgers live here. Used by dog walkers who will be forced to local park. Glossop needs better roads. x4

Map 15 G20 Dinting Lane, Glossop (Policy H3)



- Those in support: 0
- Those with an objection: 11
- Other: 0

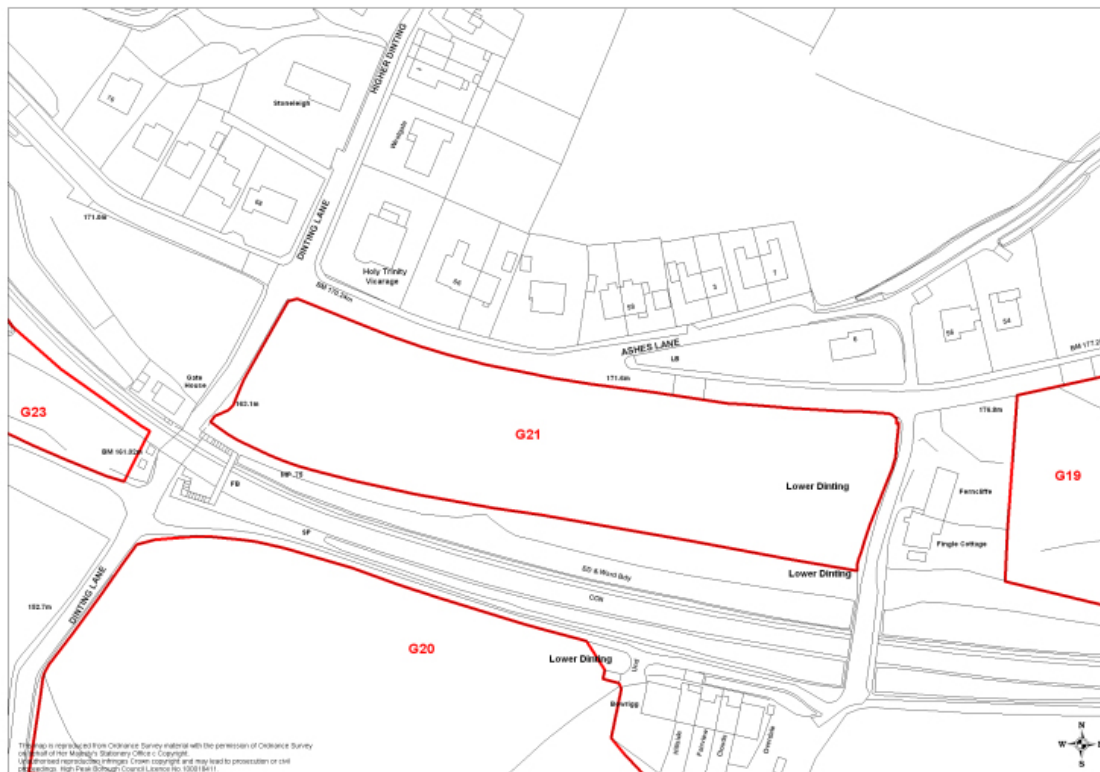
- Erosion of green space between Hadfield and Glossop. x4
- Please no more housing developments in Glossop until the roads out have been addressed. More schools but not more housing.
- Very poor vehicle access to site and site slope is too steep. x3
- Poor access. Flood plain rear of Tesco. Road congestion.

2 Report of sessions

- No safe access / egress - restricted. Resident wildlife. Strategic green space. Area constantly grid-locked as road traffic at optimum. Flood plain. Current residents well-being. Noise pollution. Light pollution.
- Traffic to A57, new show home etc is a nightmare. Children use Dinting Road to get to school.

Land off Dinting Road, Glossop - 13 dwellings

Map 16 G21 Land off Dinting Road, Glossop (Policy H3)



2.17 Total number of comments made: 15

- Those in support: 1
- Those with an objection: 14
- Other: 0

In support

- No difficulty with vehicular access.

Objections

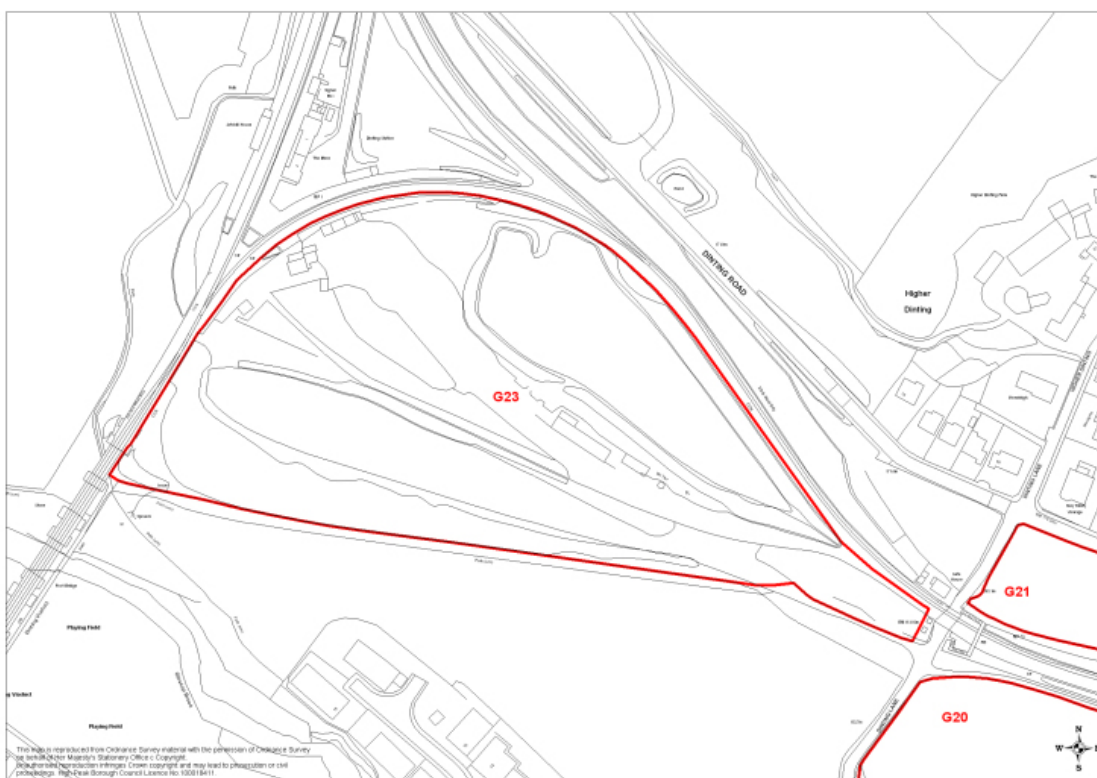
- Erosion of green space between Hadfield and Glossop.
- Should be included in the strategic gap. x4
- Too much infill of green areas. Where on earth can we find fields near Glossop after this. Leave some open fields where people can walk near town centre.
- Glossop is going to be spoilt if there are no green areas left. Are there going to be jobs here because the journey out of Glossop is going to take hours!

2 Report of sessions

- Roads first; development after.
- Very difficult vehicle access.
- New Shaw Lane etc getting onto A57 is a nightmare especially at school times. Traffic is already chaotic.
- Can the A57 really handle more traffic at peak times and holidays? It struggles already, so this will add to an already big problem of traffic in and out of Glossop.
- We do not need more houses when many are already empty! Will you guarantee that the roads will be improved ie bypass to cope with the increased traffic! Schools etc.
- Restricted dangerous egress / access. Wildlife threat. Strategic gap. Light and noise pollution. Utilities over-subscribed. Congestion already optimum. Current residents' safety. General area over-subscribed.
- I don't agree with more houses being built here. It is very difficult to move in this area, especially in winter.

Former railway museum, Glossop - 89 dwellings

Map 17 G23 Former railway museum, Glossop (Policy H3 and DS2)



2.18 Total number of comments made: 18

- Those in support: 1
- Those with an objection: 17
- Other: 0

In Support

- Needs developing - eye-sore.

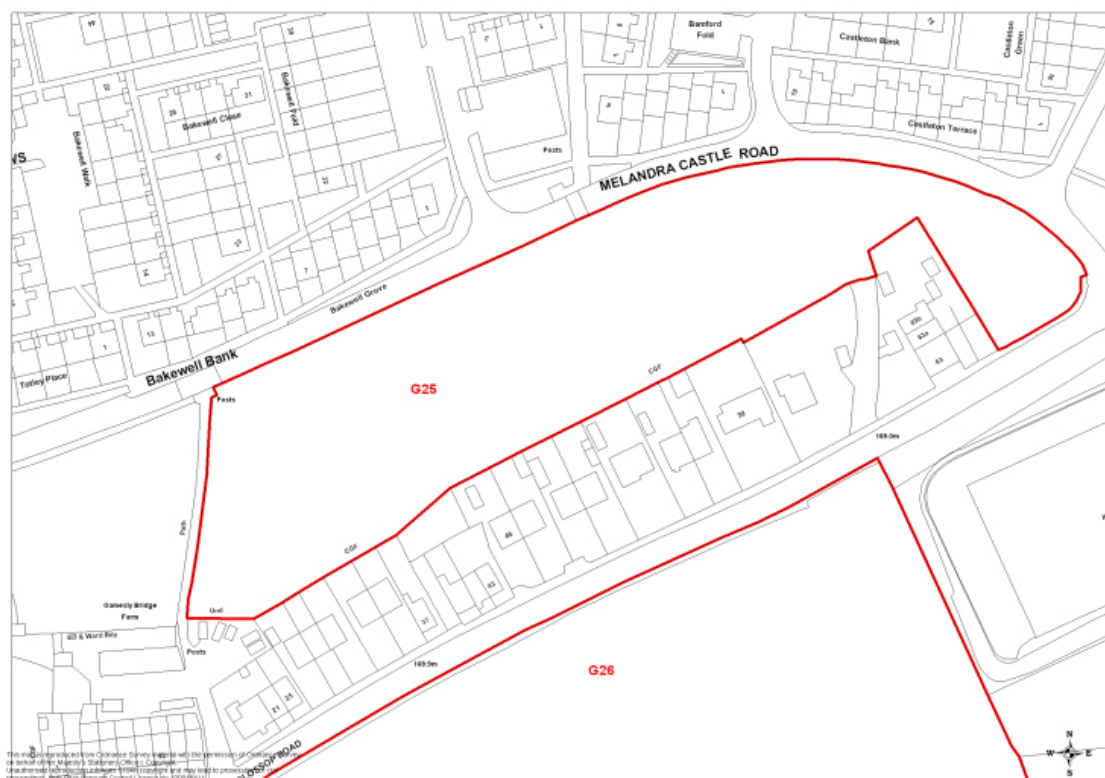
2 Report of sessions

Objections

- Need to add this to strategic gap between Dinting and Glossop.
- Access problems. Protected building in centre of site. Ideal for wildlife and open / green space.
- Reserve for walking and wildlife. x3
- Should remain green for access and wildlife etc bat, newts, badgers. x2
- 1. Closes off the gap strategically between Hadfield and Glossop. 2. Land is unstable - mainly ash from old railway sidings.
- Undulating, steep site, costly to develop. Tight entrance onto Dinting Lane for such a large site.
- Poor access to site for any density of traffic. x3
- Serious access problems - either a bottleneck onto Dinting Road or onto A57 (if exiting that way). Not sure houses adjacent to railway are good. x3
- No road infrastructure for extra traffic.
- There is too much proposed development in a constrained area along Dinting Road; traffic levels are going to be horrific. Where is access into this for 90 cars?

Land off Melandra Castle Road, Glossop - 35 dwellings

Map 18 G25 Land off Melandra Castle Road, Glossop (Policy H3)



2.19 Total number of comments made: 15

- Those in support: 1
- Those with an objection: 13
- Other: 1

2 Report of sessions

In Support

- Good level site that could improve mix of tenure for Gamesley and provide affordable homes.

Objections

- Gamesley was originally designed to be limited in size by a circular road and grass. This development would renege on the original agreement.
- Through traffic through a village that is already congested at peak periods.
- Impact of extra traffic through Charlesworth. (Single bridge access!)
- G25 and G26 will increase road traffic through the villages of Charlesworth and Chisworth which already not acceptable. Nearly 30,000 vehicles per day.
- More traffic; less green: madness. Many, many houses for sale, why more?
- You need to retain a green space in this area. x4
- This area was allocated for recreation for the children on the top side of the estate. Goal posts were erected and a football team use to play here.
- Severe congestion. Flooding. Children's play area. Crazy idea, must be stopped.
- How will Council accommodate extra school children in and around Gamesley. No train station, poor bus service.
- Only green space on Gamesley for children to play dog walkers no no.

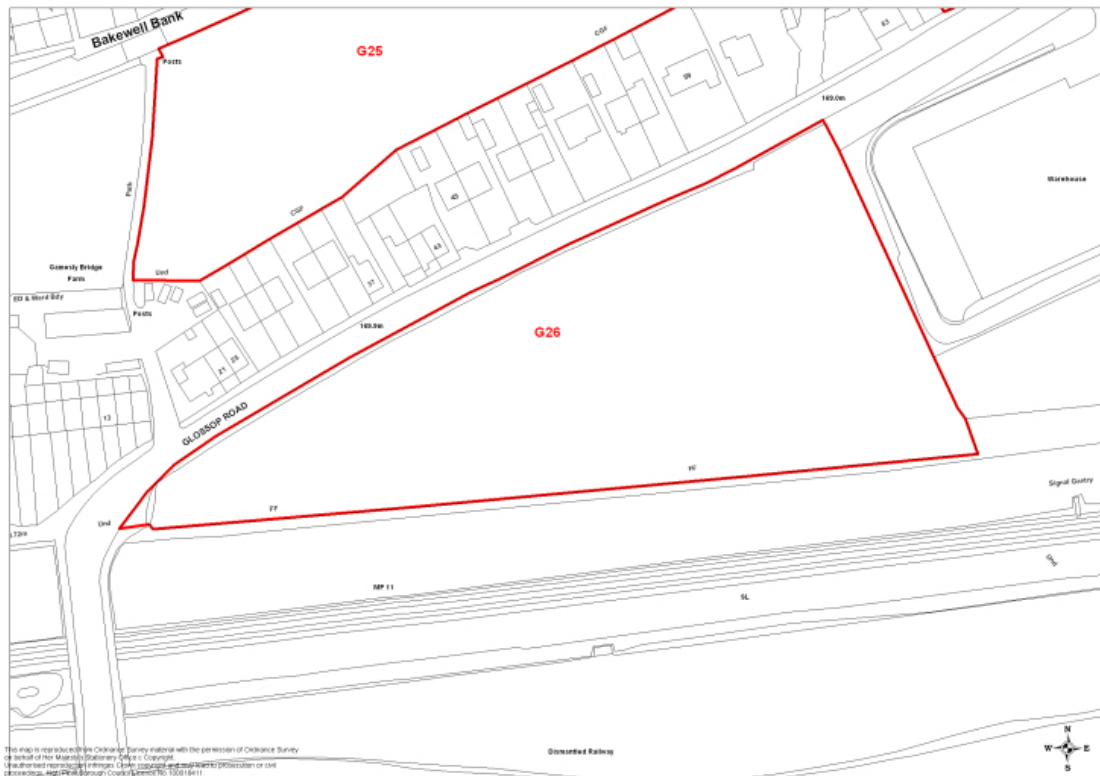
Other

- Will these be affordable housing for young people? Where will the access be?

2 Report of sessions

Land at Gamesley Sidings Glossop - 38 dwellings

Map 19 G26 Land at Gamesley Sidings, Glossop (Policy H3)



2.20 Total number of comments made: 14

- Those in support: 1
- Those with an objection: 11
- Other: 2

In Support

- This site has been refused planning permission in the which I think was wrong. I agree with this proposal.

Objections

- The present site is "countryside status" Planning permission has been granted for the old Romeo Vickers site for housing (98). The road is currently extremely busy and heavy traffic starts at 5am. This proposal would increase car traffic to the tune of 72 cars daily.
- We moved in about a year ago, at a premium, to appreciate the open countryside. Green Belt we thought and were informed by Reeds Rains it would never be built. On. The (our) original cottages are approaching 200 years old and form part of the Glossop/Peak heritage. Aesthetically it would be wrong. Not only is the proposal for building behind the cottages but in front as well. These cottages would become lost and insignificant. Traffic is busy enough

2 Report of sessions

without adding to the congestion. I personally by law am not allowed to park outside my house because of the railway bridge. This proposals if allowed will compound highway issues etc.

- Houses should not be built on this site due to 1) The road gets congested with traffic already more cars would unhealthy and madness. Various traffic accidents have occurred just after the bend which will not be helped by more traffic. 2) Children walk this road to school excess traffic be dangerous to them. Part of Glossop Road floods already so if the sewers drains etc are not improved this will caused problems.
- Impact on traffic through Charlesworth, planning permission already in place for the 102 on the warehouse site (Roneo site)
- Against because of congestion, grid lock, flooding. Crazy idea must not go ahead
- Impact of traffic through Charlesworth (single bridge for all this extra traffic).
- Congestion on roads. Speed and volume of traffic road safety issues. Planning for 102 houses already on Roneo site. Public sector infrastructure inadequate.
- Increased traffic at peak times through already congested villages.
- Used by local farmer for winter feed and has been for years and years. Will council pay for for his feed?
- Farm land green belt, traffic,flooding, Houses 102 just yards away already passed.
- Leave green field sites alone.

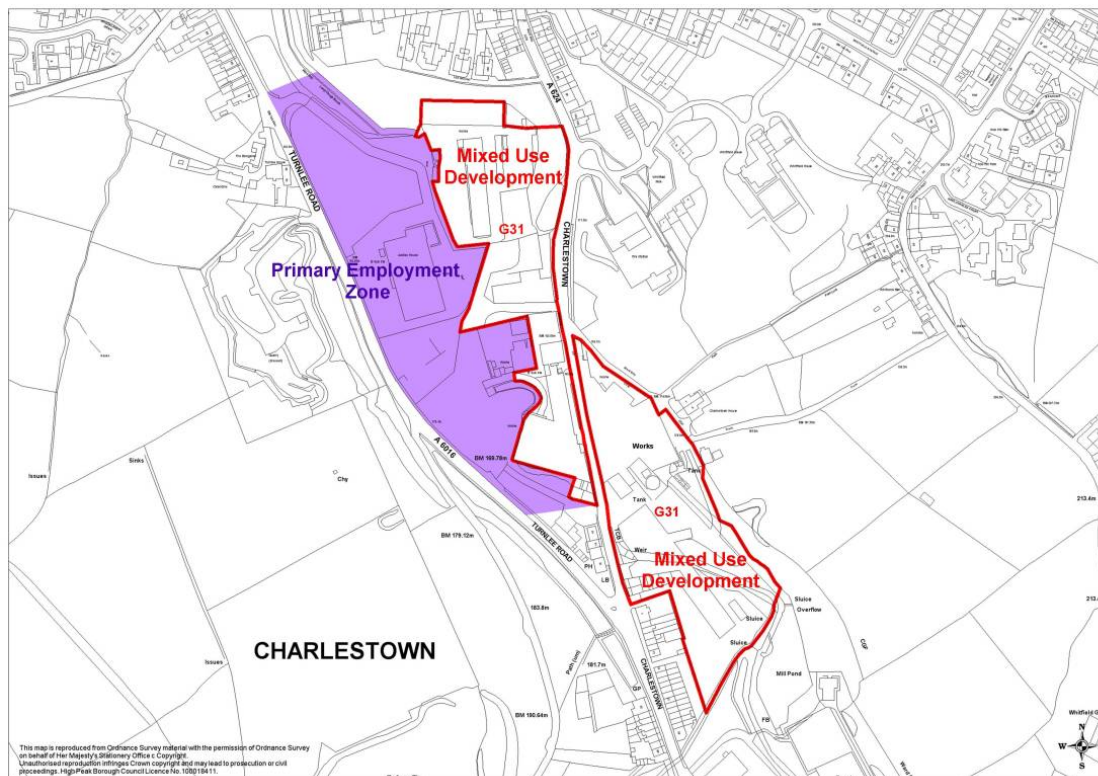
Other

- Reduce traffic speed to 20mph through villages.
- If you retain it in the plan the site should be extended to include the former Roneo factory (already has planning for 102 houses on Roneo site).

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Charlestown Works Glossop - 76 dwellings

Map 20 G31 Charlestown Works, Glossop (Policy H3, E5 and DS3)



2.21 Total number of comments made: 11

- Those in support: 9
- Those with an objection: 0
- Other: 2

In Support

- Brownfield sites must be developed before greenfield. Development sites should blend in with existing houses and not be built on top of hills with visual impact.
- Mostly unused and derelict at the moment
- At the moment this gives a very poor impression to anyone entering the town from the south - do something - anything - but do it.
- This eyesore needs developing as soon as possible.
- Sympathetic development is needed to enhance this area.
- Development of this area would not involve destroying an area of natural beauty as development of some of the green field sites would. This area has good access to all amenities. Would be a popular place to live.
- Approve of developing brownfield sites rather than green field.
- I agree something needs to be done about this eyesore as it is the first sight of Glossop for many visitors
- The southern part of G31 should remain primary employment zone, whereas the remainder to the north of G31 and opposite side of the road should be mixed use.

2 Report of sessions

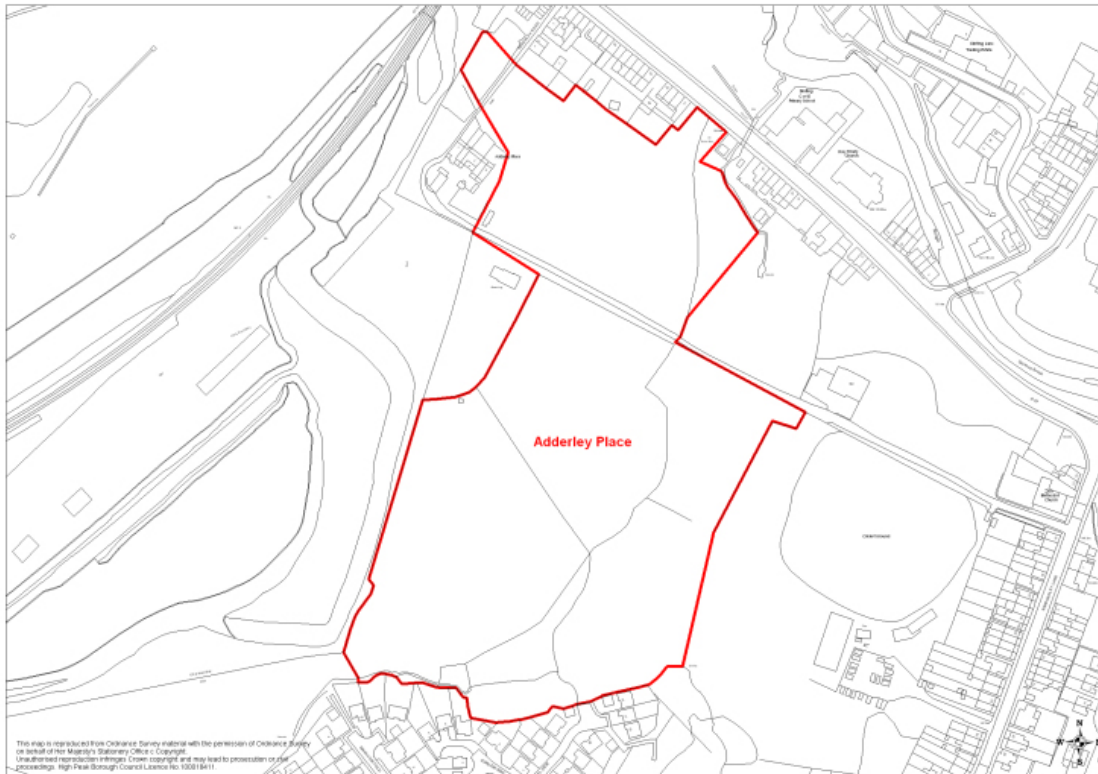
Other

- These sites require better vehicle access road widening of Charlestown Road. Access from Turnlee to Charlestown Road to avoid existing V junction.
- Housing only.

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Adderley Place Glossop - 130 dwellings

Map 21 Adderley Place, Glossop (Policy H3 and DS4)



2.22 Total number of comments made: 34

- Those in support: 1
- Those with an objection: 33
- Other: 0

In Support

- This site would not impact on scenery or visual landscape unlike some other sites on the north side of Glossop.

Objections

- Access to A57 is already choc a block for a good part of the day. Now adding further to these problems.
- A57 is too busy now another 130 dwellings with 300 ? Cars (and counting) would be far too many. Also this is green space.
- Please no more housing developments until huge improvements are made to road access out of Glossop.
- Vehicular access would be very difficult. Already a very busy road especially with the school there.
- Get your priorities right roads first.

2 Report of sessions

- Dangerous at A57 junction as School is directly opposite (Dinting School). Site is also contaminated as it is next to HPBC tip. What is remedial plan, would be costly to develop.
- The proposed access to this site is (from A57) is an accident waiting to happen, so near to the crossing for Dinting School.
- You have got to be joking 130 dwellings a restricted entrance close to the viaduct. No doubt a steep undulating site as well.
- No more traffic on High Street West in Dinting please. Chaotic enough as it is. Also not good for safety etc near the school. Can't see how sensible access can be arranged.
- Kestrel View which is currently a cul-de-sac has been identified as a possible access. The young families on this street are strongly against it becoming a through road.
- Where would the access be to this site? From A57, Adderley Road or through the estate west of Simmondley? How many dwellings are proposed? Are there any plans to improve roads leading out of Glossop?
- Volume of traffic on Simmondley Lane.
- Simmondley already overcrowded. Traffic a major problem. Schools oversubscribed. Leave Simmondley alone.
- Schools/medical centres will not support all the extra dwellings. 130 = possible 260 cars. Extra commuters in and out of Glossop. My commute is already 4 hours daily. Most of land identified for building is contaminated with ash, lead and other toxic substances. This is leeching into the land
- Ex landfill site. Loss of green buffer. Traffic congestion on A57. Site too large. 130 = 260 cars. Kestrel View too narrow for access point.
- Loss of wildlife habitat. What will happen to access to Adderley Place? Access to the site is not possible to A57 because of visibility splay not achievable.
- Loss of wildlife, green open spaces, traffic Simmondley Lane, getting out of Glossop, lack of schools.
- Simmondley should be removed from the plan as already increased traffic onto the already congested A57. Proposed build is on/near ex landfill site. Green fields detrimental to exiting wildlife. Site too Large too many proposed dwellings.
- We are aware that some of this land is private and is intended to be sold for the purposes of building works and housing development. The council should be aware that the one road into Glossop (where this land lies) is constantly congested and busy yet nothing has been done to rectify this problem. The area would be unsuitable to build on wholly unsuitable in fact because more houses would just add to the problem not resolve it. There is wildlife in the area that needs protection also surveys would need to be conducted in planning for this and I would be shocked if they were approved. Roads leading to the estate were not adopted still on lease to developers and you are going to require easements into the planned area to access it. More time effort and money that could have been spent elsewhere. Council haven't yet seen quick to adopt the roads so why now? We have requested on numerous occasions for light maintenance gritting etc but as yet the council still hold that the road is private and can't be maintained at public expense. The land is enjoyed for walking and wildlife and should not be changed. We live in a cul-de-sac enjoyed by children who are able to play, building on the land will probably introduce a through road which isn't necessary or desired.
- People come to live in Glossop for its green space, why swap one suburbia for another but with a massive traffic problem. This site holds a diverse array of wildlife ie owls, bats, toads, badgers, foxes, sparrow hawks, great spotted woodpeckers, bullfinch to name but a few.

2 Report of sessions

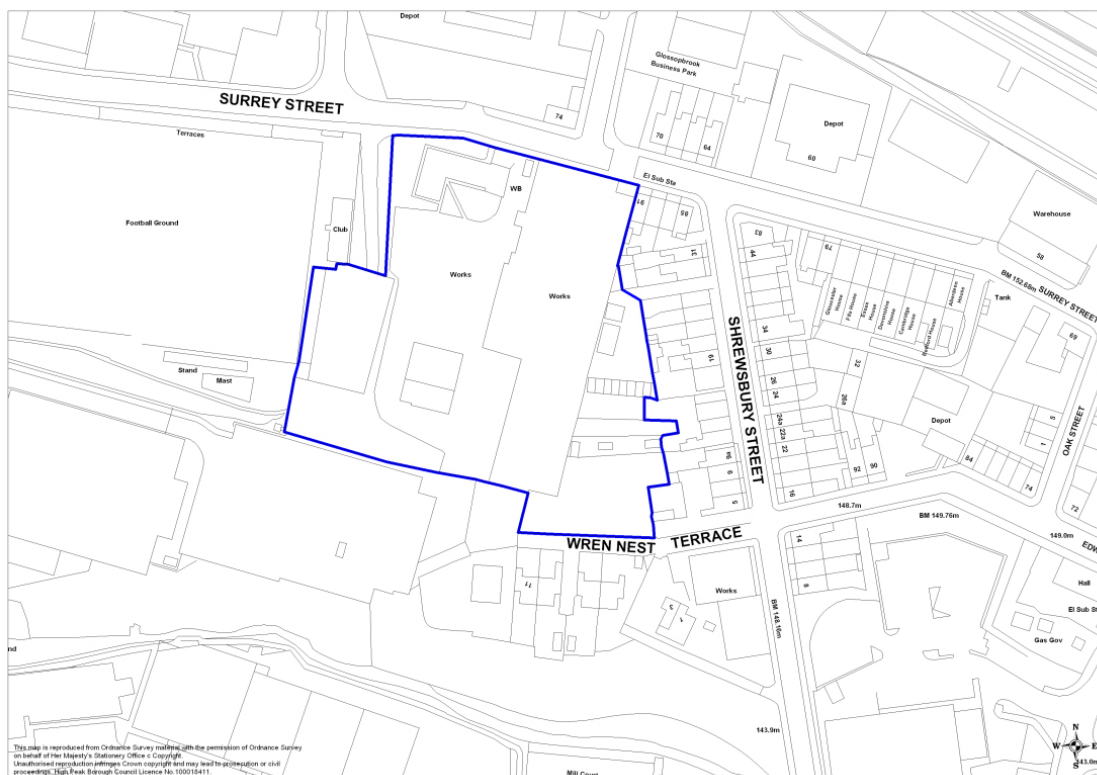
- Infrastructure of Glossop will not withstand any more traffic coming in and going out. No employment in Glossop so residents of proposed development will have to commute adding to already terrible traffic. Badger sets will be destroyed. Fox dens will be destroyed. Bats will be effected. Derbyshire Council have purchased Gamesley sidings second part of this site which is opposite Adderley Place has now been designated "scientific site of importance". The fields surrounding this site will no doubt have some of the 15 identified species of flora and fauna. This will be destroyed forever.
- Habitat for wildlife will be destroyed in this build.
- Gamesley sidings owned by Derbyshire Council designated wildlife conservation area. Badgers/foxes/bats have runs through proposed land.
- Derbyshire Borough Council have created a conservation area at Adderley to increase bat, toad and newt species. Have identified flora of scientific interest. HPBC will destroy this area which sustains the wildlife.
- Wildlife an abundance of it will disappear. Access A57 so busy, Dinting School creates traffic congestion.
- This site should be in the plan for allocation as local green space as this is what it is currently used for dog walkers and grazing.
- The footpath over the site is regularly used to walk my dog by myself and many others. This would be a loss of valuable amenity space. There is also a natural gas pipeline which runs through the centre of the site. What is the plan for this will it be relocated as there is a six metre easement around it?
- South side of Adderley Place behind cricket ground should be designated as green space for public recreation as there is no provision elsewhere in Simmondley/Dinting.
- Who is going to buy these houses when Glossop is full of cheap property on a stagnant market.
- Increased housing but will this reverse trend of cuts in public sector. Fewer people to maintain roads, lighting, a greater burden on the local NHS, schools do we increase class numbers to accommodate. Short term economics does not generate long term prospects for Glossop youth.
- Infrastructure will not support the extra traffic. Will schools, medical centres, emergency services capacity be increased in line for a large proposal. Where are the jobs for the younger generation. Glossop is known as a tourist resort attraction the now present ramblers, dog walkers will love walking through the characterless avenues.
- Protected species found in land nearby the site by Wildlife Trust. Green areas allow for quiet area away from A57 for wildlife and residents of surrounding area. This causes more pollution. Some of this land is badly drained and bog like. Road access A57 congested already at peak times and during the holidays. 150 extra dwellings and cars will cause more traffic, more accidents and more pollution. Schools, amenities for this area are small are there plans for this. Road surfaces poor badly gritted in winter therefore difficult to get to in winter so people park on A57 no room for this. Removing green spaces which allow for exercise and with increased energy using pollution causing housing and vehicles makes no sense. Increased traffic on A57 will reduce tourism in the area. How will increasing property in this area improve Glossop when people move to towns like Glossop for traditional original stone cottages not new affordable housing.
- Land is privately owned and intended to be sold for profit and not going back to the community. The residents of Adderley Place would prefer to own this land and keep it as it is to protect the current wildlife/green space. The land between the two fields is an unadopted road, funded and maintained by residents. The owner of the land remains to be identified so this cannot

2 Report of sessions

be sold or included in any plans. Adderley Place is the name of the cottages only not the land or lane.

Former Ferro Alloys site

Map 22 Former Ferro Alloys site, Glossop (Policy E5 and DS5)



2.23 Total number of comments made: 14

- Those in support: 7
- Those with an objection: 6
- Other: 1

In Support

- Would remove chimney and site is currently derelict and unused.
- The site is already derelict and suitable for development. Good access to amenities. Chimney must be worth a fortune is scrap metal.
- Reasonable as long as chimney removed.
- IF this site and the underlying watercourses can be satisfactorily dealt, then light industrial units maybe appropriate.
- This site would be ideal area for new leisure facilities eg cinema, roller skate rink etc.
- An ideal site for leisure/entertainment area. Glossop desperately needs a decent public performance space.
- Clean this site please but not for housing.

Objections

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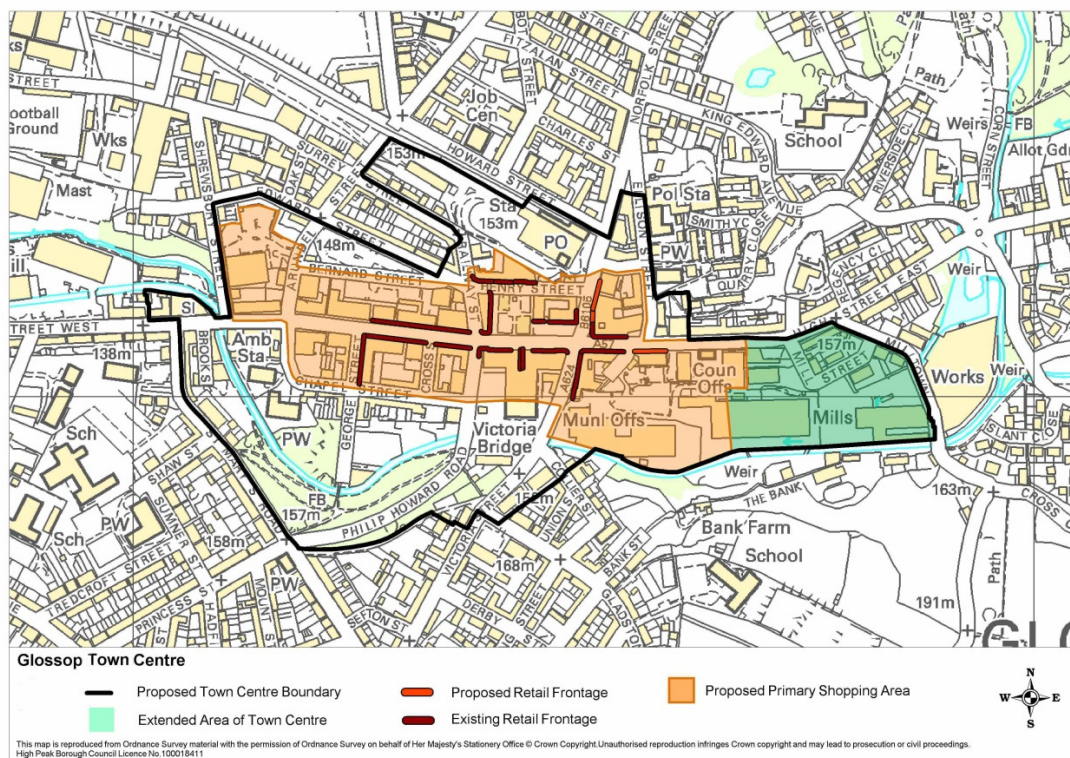
- Cost of land de-contamination would be expected to be high and not economical to do.
- No mention of access/transport in plan. This area is very difficult to access at the present.
- How much would it cost to remove the chimney and contamination? What is the policy? Housing/industrial what?
- Housing only.
- Use for housing not industry to relieve pressure on greenfield housing development.
- Should be denoted solely for housing.

Other

- Would be concerned about contamination (pollution) when chimney removed.

Glossop Town Centre Boundary

Map 23 Glossop town centre boundary (Policy CF1 and CF2)



2.24 Total number of comments: 7

Comments:

- Retail frontage should not be an eyesore. Good examples exist.
- Largely agree with this apart from stay town side of Glossop Brook in the west. Strike out north end of Ellison Street.
- Shouldn't include a new supermarket or large retailers. Glossop doesn't need them.
- Extend retail frontage along High Street West to Shrewsbury Street bridge over brook.

2 Report of sessions

- George Street Wood should receive village green status to remain a green and attractive amenity for Glossop people.
- The green area shown to the left of George Street - known locally as George Street wood - should be given village green status to ensure its continued use and leisure by local people. George Street wood has been used and is still used by local people for over 58 years to my knowledge and long may it continue to do so.

Central area

Whaley Bridge

2.25 One event was held in Whaley Bridge in the Uniting Reform Church on Tuesday evening 14th March 2013, it was attended by approximately 70 people. The feedback received at these sessions is reproduced below.

General Comments

2.26 Total number of comments made 10.

New facilities/infrastructure

- I feel we need better access, more leisure facilities and better use of empty retail/public houses etc, we don't need more housing.
- Roundabout access to Bingswood Industrial Estate no bridge needed. Mixed site as suggested last time for mixed use (poss) but not included this time. Bypass part Bings Farm.
- How can we possibly secure the other aspect of infrastructure required to support this scale of population increase eg school places, transport links road access etc.
- Please consider building new access off A6 via a roundabout or junction and make use of the fields for industrial use.

Housing

- How about more eco houses lots of people really care about the High Peak and their environment. Sustainable.
- Once the 5 year allocation is reached based on these sites - please make sure that development on other sites doesn't get prevented, particularly small infill sites - we don't need another housing moratorium.
- Maybe the Jodrell which has lain empty for so long could provide flats for railway commuters.
- Develop the field beyond Hockerley Hall down to the road which would allow a second access point to the entire Meadowfield estate. This could be re allocated from Green Belt as it makes more sense than other proposed housing options.
- All houses should be restricted to brownfield sites. No new build on countryside or Green Belt and that means affordable housing too.
- Inappropriate proposed sites to the south of Whaley Bridge have rightly been withdrawn at the latest stage of consultation, but no long term commitment to their protection has been mooted. Now therefore is a good opportunity to consider how Whaley Bridge develops beyond the life of the new plan. Does it need to "keep pace" with New Mills/Chapel? Does Green Belt

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protect the right land around Whaley Bridge? Can Green Belt be moved to protect the character of sites such as C9/C11, and release a limited amount of land on the A6 corridor.

- Justification of housing Option C is weak in the Local Plan Preferred Option summary. An assurance was given at the public meeting at the last stage of the consultation that decisions would be based on merit of responses, but Option C was selected on "fairness", despite strong arguments for focused developments in large centres for sustainability, and seem to have been a forgone conclusion.

Green Belt Boundary Amendment Furness Vale (Policy S6)

Map 24 Green Belt boundary amendment, Furness Vale (Policy S6)



2.27 Total number of comments made: 14

- Those in support: 3
- Those with an objection: 10
- Other: 1

In Support

- Cannot see much of a problem with this site compared to a lot of others.
- Always feel sad about loss of green belt land, but if used for quality housing built with environmental issues and community need at the forefront of planning could accept.
- Don't see any real problem to development.

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Object

- I do not see the need to de designate green belt land. Other brownfield/post industrial land constantly being available in the local area in High Peak if not precisely in Furness Vale. Furness Vale is to small an area to demand its own housing need - people can be accommodated in nearby towns.
- This land should stay as green belt as there is already enough properties and railway station round the area. Think of the view from the train!
- What is the point of having any green belt if slowly but surely it is eaten away. Originally this land was set aside to provide distinct separation between areas/villages. If this land is developed we will end up living in a suburb as villages amalgamate. To remove this area from the green belt and develop housing will ultimately make the access to the A6 in Furness even more difficult. Existing houses dating back more than 100 years does not provide parking, hence householders in the modern world parking vehicles on the A6 at all times. The proposed stretch of road has already resulted in fatal road traffic accidents. The A6 through the village is already becoming more busy each year naturally and does not need any encouragement. What will happen to existing business? Haulage yard/Fix It/and Nursery. Where will the children play in the summer? Local jobs in rural area will be put at risk. Who will want to live next door to a transport yard? Already houses for sale on A6 look in local estate agents.
- There is no logical reason to increase the amount of housing on the busiest main road in the High Peak.
- Disappointed that HPBC want to declassify green belt on the edge of Whaley Bridge and Furness Vale , but haven't selected areas for protection such as 3 fields C9,C10,C11 in previous consultation document.
- Save green belt for future generations. Do not erode this type of land. No to this crazy idea.
- Green belt land is there for a reason.
- I am seriously concerned about the traffic situation, this development would course. Already this stretch of road has experienced fatal accidents. Even to pull out in the morning can take forever, with the increased amount of traffic and possible children living here could pose a great danger. There are always houses for sale along this stretch - 6 currently - why do we need further houses? Also parking outside our own property is difficult at the moment making it at times very stressful. Also doesn't this make a mockery of the green belt.
- Green belt land is there for a reason it should not be changed so it can be built on. This sort of policy would eventually result in no green belt land at all.
- I feel saddened for the proposed green belt boundary amendment. My chosen reason to buy a property along the A6 was because of the beautiful views I have to the front and rear of my home. All this would be quashed if you obtained the land for the development of new homes. My elderly relative has lived in her home for 56 years! This has been her reason to reside at her property for all those years. Each morning I awake to fantastic scenery, all this would disappear and I would be faced with a dark image of bricks and mortar. There are currently properties for sale along the A6 and these houses are not being sold, so to obtain green belt land to build more properties in my view this does not make sense. The traffic as it is causes congestion so more houses would mean more traffic and more concern for pedestrian safety. The parking is on one side of the A6 so parking would be a major problem if there were more houses built. The road is not wide enough for parking on both sides. The A6 is a main route into Manchester and traffic calming with 30mph speed restriction signs do not seem to calm traffic to do the correct speed so increased population would not help either. If the green belt boundary was amended then Furness Vale would not be a village, it would be a housing

2 Report of sessions

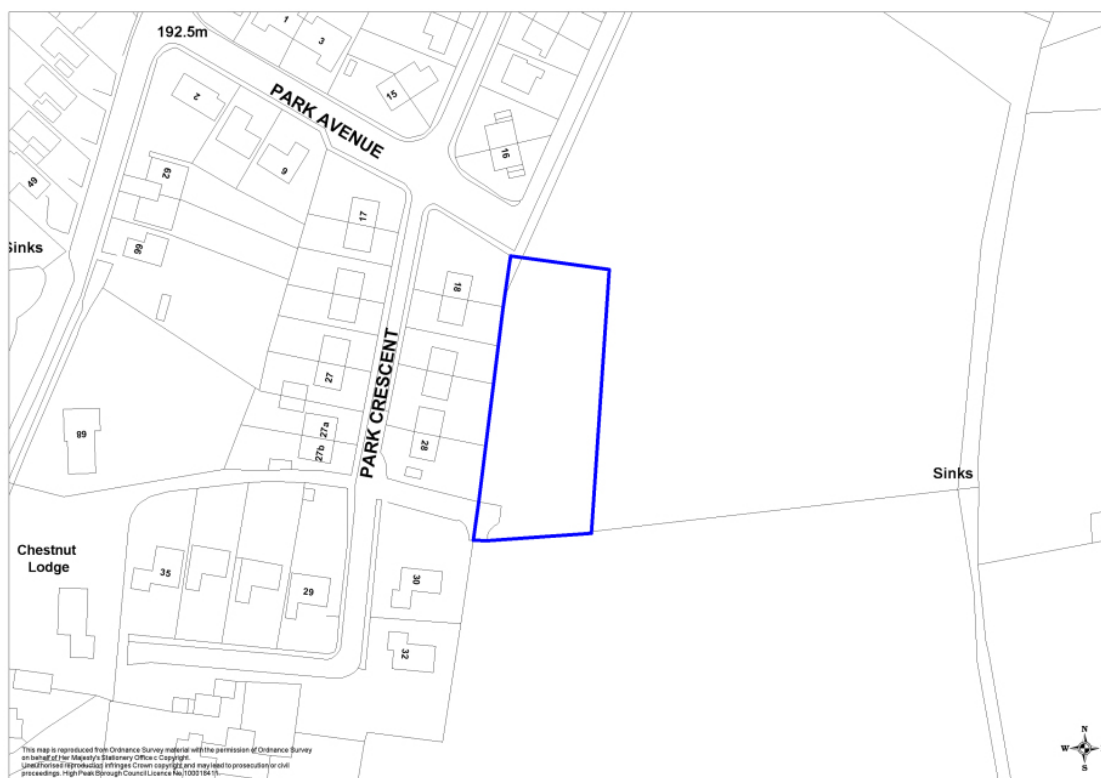
complex. There is the wildlife to consider too. Thank you for taking the time to read the thoughts from from heart.

Other

- Agree that green belt argument should be reassessed when a Local Plan is being development, in line with NPPF. However rather than nibble here and there without any strategic direction, consider how green belt protects the area it serves.. Can green belt at A6 be removed to allow new assignment to the south of Whaley Bridge. Important to prevent sprawl of development between Furness ale and New Mills, but Furness Vale and Whaley Bridge need not be separated as strictly and land of lower landscape character my offer future development opportunities.

Land for new school building Park Crescent Furness Vale (Policy S6)

Map 25 Land for new school building, Park Crescent, Furness Vale (Policy S6)



2.28 Total number of comments made: 4

- Those in support: 3
- Those with an objection: 0
- Other: 1

In Support

- I am very much in favour of a new school away from the A6 but access would be a huge problem.

2 Report of sessions

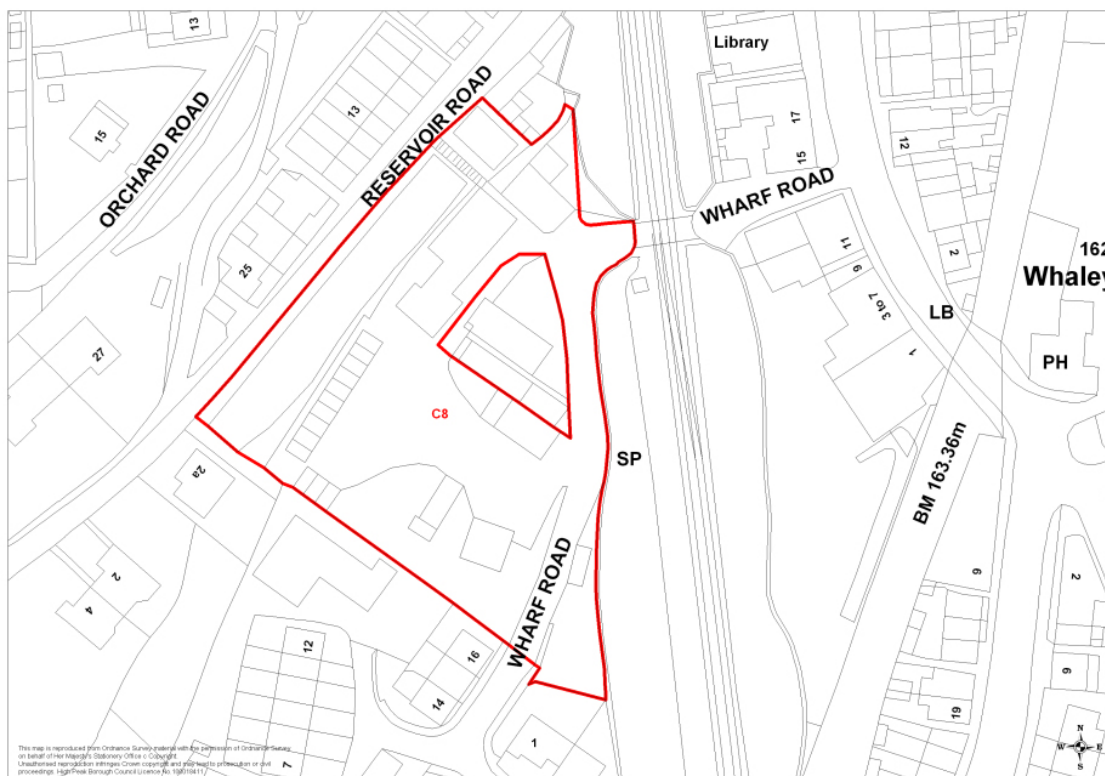
- Is this to replace the school on the A6? If so , so much better.
- Support if taking the school off the A6.

Other

- Please ensure any new school is designed as full community resource available all day - all week.

Wharf Road Whaley Bridge (Policy H3) 40 dwellings

Map 26 C8 Wharf Road, Whaley Bridge (Policy H3)



2.29 Total number of comments made: 29

- Those in support: 8
- Those with an objection: 13
- Other: 8

In Support

- As this is a brownfield site it makes sense for it to be included, particularly if it provides affordable housing.
- The only sensible plan on view.
- Good site for development 40 houses are too many.
- I support the development of this brownfield site. It is at present an eyesore. The downside is access but I think it is the most viable development.

2 Report of sessions

- Number of dwellings which can be accommodated will depend on the type of housing. Proximity to the town centre and level access makes this suitable for the elderly, in which case traffic issues will not be significant and not preclude the 40 proposed. Otherwise may need to reduce the number.
- Might be a good site for sheltered accommodation - near town centre.
- Should not be removed from the plan as is brownfield and already partially developed. Traffic and safety under the bridge as well as emergency access is problematic. Needs to be developed at approximately 20 units only and in keeping as borders Conservation Area and is seen by walkers coming to High Peak.
- I would like to see this site reserved for sheltered accommodation and/or bungalows with level access. Wharf Road should be diverted to eliminate the blind bend.

Objections

- What about the infrastructure in Whaley with extra building. Needs addressing. 34 dwellings at present in the vicinity of Wharf Road/ Wharf Court. Surely the brownfield site in question is a smaller area than the one above?
- Access, access, access. (x2)
- Access not viable.
- Access and egress from this site is very poor. Sight lines through the single carriageway bridge are also poor, no infrastructure as an unadopted site. TOO MANY houses. Why has the proposed number of houses been increased as it is an unsuitable site?
- Not enough parking available at the moment never mind additional housing.
- 40 houses not ok.
- How can so many cars get out of Wharf Road? There will be major parking problems and traffic difficulties onto Market Street. 20 homes possibly too many 40 is dangerous.
- Access is bad. More housing has been turned down in the past here because the fire brigade said the room under the bridge was too tight for the fire engine.
- Planning permission was refused approx 8 years ago because of access what has changed? 40 houses should not be built a smaller number built in a sympathetic way could improve the area. No three storey.
- Single bedroom flats on this site whilst possibly more affordable will mean even more cars on the site and exacerbate the access problem, especially if some 40 units are proposed.
- Flats 3 storey? Would be inappropriate to the site and how else could 40 units be shoe horned on it!
- When the present owner of this site applied for planning permission for approx 40 dwellings it was refused by a Tribunal, mainly on the grounds of access. The access is still the same now it is still going to be the same problem with the proposed 40 dwellings.

Other

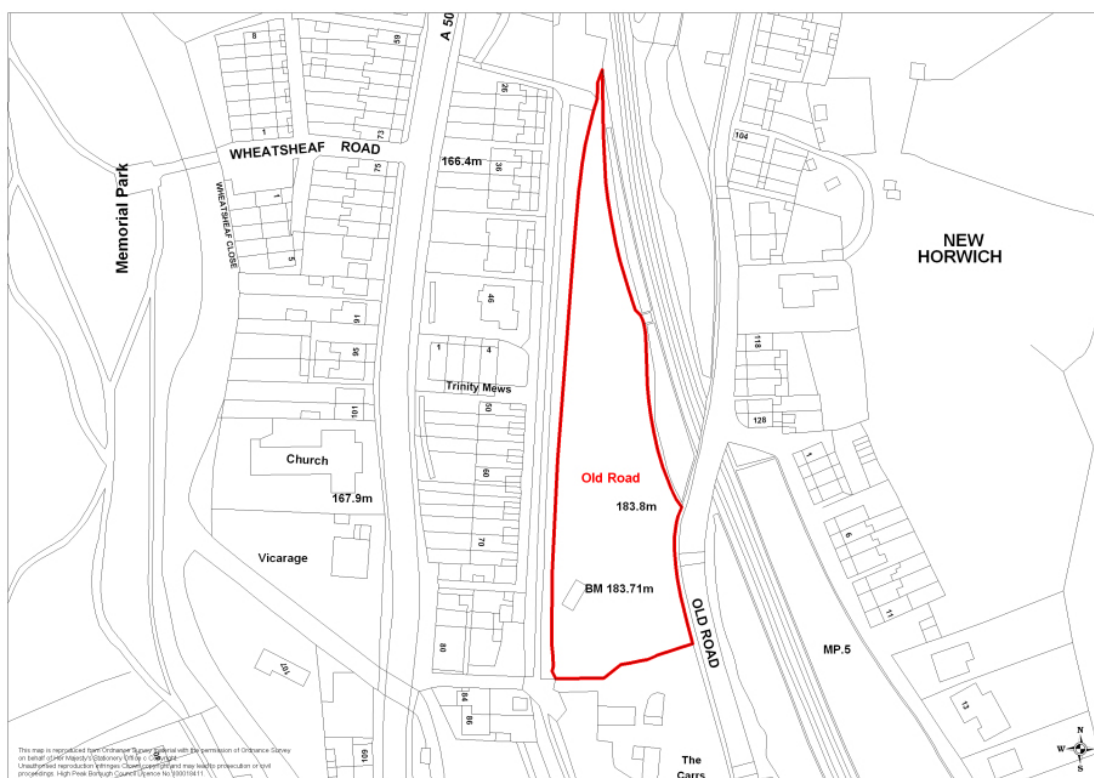
- Central to Whaley viewed from many sites. Please develop sensitively.
- 20 houses ok.
- 20 houses not 40.
- Although we are not opposed to houses on this site we feel 40 is too many dwellings due to restricted access and impact on surrounding conservation area.
- 40 houses is too many on site. Needs developing but original 20 houses.

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- Not against development of 20 dwellings against development of 40 dwellings.
- This is a brownfield site with limited access and a serious problem with sewerage. If resolved then this would be an ideal site for homes for the elderly. Whaley Bridge is congested enough already and more homes with multiple cars in this location would cause a serious problem.
- The Wharf Road site has the lowest SA score (Sustainability Appraisal) of all the sites originally put forward in Whaley Bridge (score 26 out of 51) however the site has been taken forward as the preferred option. The number of dwellings has doubled from 20 to 40. In 2005 the Planning Inspectorate rejected an appeal for 41 dwellings at the Wharf Road site which included the site of the youth club which has since been developed. Against 40 dwellings 20 houses okay.

Between Old Road and Buxton Road Whaley Bridge (Policy H3) 16 dwellings

Map 27 Between Old Road and Buxton Road, Whaley Bridge (Policy H3)



2.30 Total number of comments made: 34

- Those in support: 0
- Those with an objection: 33
- Other: 1

Objections

- Access, access, access ! (x2)
- This is a terrible location for new houses. Access will be across the linear parkway which is supposed to be part of a safe walk to town. The access point on Buxton Road will need yellow lines around the entrance and will reduce parking on a road which already has parking

2 Report of sessions

problems. The route is used by the elderly from Cromford Court and busy with school kids in the morning, so access to a housing development across this is dangerous. The site is in the Conservation Area and is totally unsuitable for housing. The new development would be intrusive and would constitute over development of this particular area. It would also negatively effect the character of the area. I really don't understand what you are thinking when you come up with these ideas.

- This site is beside one of Whaley's most famous houses featured in Manchester Man (The Carrs). Access is severely limited and traffic would have to cross the safe walk to school.
- Access is too narrow and dangerous, access onto the main road will be difficult and also dangerous. This will significantly change the character of the area. Children use the bus stops opposite and at the end of the lane.
- I feel this site is unsuitable as it is greenfield, too near existing properties. Any development at this end of Whaley is unsuitable development would be difficult services, access etc. It would spoil this part of Whaley.
- Will not work access too limited.
- There is a restrictive covenant on the field that only allows agricultural buildings to be built with the consent of the owners of The Carrs. My understanding is that the owners of The Carrs have control over the access across the Linear Park.
- Not enough parking available you cannot drive through the village at the moment - traffic completely stops.
- Traffic chaos. Damage to wildlife. Danger to pedestrians. Size of site too small for this size of development. Proximity to railway line - houses further away already shake when quarry trains go past. This was not on original plan.
- This appears to be a badly conceived plan due to the access problems and the negative impact it will have on existing residents.
- The traffic on Buxton Road at school arrivals and departures is very heavy (at a standstill) therefore any additional traffic from this development would further add to the congestion. This development should be removed from the PLAN.
- A problem with access creating more traffic congestion on main road near Whaley school.
- No space massive congestion problems.
- Loss of wildlife trees. Too much traffic. Danger to pedestrians, walking dogs and kids going to school.
- How would large vehicles access the proposed houses through narrow access road eg bin lorries, delivery vehicles etc. Would any disruption to that banking have any effect on the river that runs along the front of the houses on Buxton Road.
- Access from Old road because: 1) Parking already a problem at peak times. 2) How can you ensure there are adequate visibility splays with the existing road and highway layout. 3) Access from Buxton Road would be dangerous and cause problematic junction issues.
- Access to this land is a problem only practical access is from Buxton Road and this would cross the linear walkway which is used by pedestrians including children and would be a safety hazard.
- Seems a lot of houses . The access will cut across the linear footpath and the usage of school and Cromford Court.
- Access impossible.
- Single track access inevitable. Danger to pedestrians - children and people from Cromford Court included - using the linear park. Topography of land makes building difficult.

2 Report of sessions

- Aside from the fact that these houses would look directly onto/into the rear of our property thus compromising our privacy the plan to build houses on this piece of land is totally inappropriate for the following reasons. 1) The access proposed is too narrow not allowing for a two way access and a footpath. 2) The access road would have to traverse the Shallcross trail which would compromise the safety of users of the trail ie children going to school the elderly from Cromford Court and other users that walk the trail. An access across the Shallcross trail would make it a danger to all of its users. 3) The access road would merge onto an already very busy road (Buxton Road) which is saturated with traffic especially at peak times anyway. This area of Buxton road cannot accommodate more traffic and another access road of this nature as it is very often grid locked. 4) Traffic merging onto Buxton Road from this access road would cause a hazard as it would be difficult to see out onto the road. There is a bus stop immediately adjacent to the proposed access road and very often there is double parking on either side of Buxton Road in that area especially when the church is holding an event and their car park is full. This makes this area very dangerous for crossing/driving in. Total objection to the proposed plan due to the compromise of people's safety in that area both on foot and driving.
- Access to main road A6 too narrow for the amount of traffic which use it. (Current houses 80 + 84 Buxton Road have to reverse out onto this lane in order to get out of properties. A6 busy area at this exit point due to traffic lights close by, and volume of traffic. Service vehicles could not access up this lane. Linear park (old railway line) is used by pedestrians/children/ dog walkers/cyclists etc and cars would be crossing this onto a single track lane. Sewer underneath lane.
- Access for deliveries would be virtually impossible, even for one additional property. Wheelie bins have to be stored on Buxton Road and would create a major issue. The Old Road gutters drain into the field and would have to be diverted. The is topographically unsuited to development and the shape would limit potential. Access is terrible from Buxton Road single file with no room for pedestrians . Cars on either reverse onto the access road which could not cope with more traffic than there is now. Pedestrians use the linear park and any increase in traffic would represent a severe safety risk.
- Access is impossible for construction vehicles potentially fatal due to number of school children at bus stop daily. Used by pedestrians/cyclists/Cromford Court to village. Restriction of light/privacy to existing properties extra use of already stretched resources ie schools. Change to the water table/levels if embankment is disturbed, causing potential flooding risk to existing properties. Totally ludicrous idea.
- Access is not sufficient it is across a linear walkway thus creating a danger to pedestrians.
- Access on Buxton Road would create a near lethal situation due t the enormous volume of existing traffic.
- Access from Old Road would be A) near impossible due to the steep natuire of the site and its low level below Old Road. B) Old Road is very narrow and already filled with existing residents cars. C) Old Road is already "access only" because of B) above.
- Why build more houses when the houses that are for sale in Whaley Bridge aren't selling now.
- I live on Trinity Mews on Buxton Road any building on this site would block any natural light that we currently get from this area of land. Getting household water supplies and other utilities would be difficult and a major disruption to dwellings in the surrounding area. Access from the main road will be a problem. Also parking along Buxton Road will become more of a congested problem than it is today - there are many occasions where my driveway access is blocked by parked cars - this would make it worse.

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- Is running searches an issue with this area? Properties here would significantly overlook properties on Buxton Road and significantly de value these properties.
- Surely building so close to a railway embankment will be an issue for both building and noise pollution for any potential residence here.
- It would be a shame to develop this site in terms of amenity. The footpath along the old railway line is effectively a linear park presently and development would spoil it.

Other

- How do the houses feel who currently have green between them and the railway station?

Land opposite Tesco along the railway embankment Whaley Bridge (Policy CF1 and H3) 15 dwellings

Map 28 Land opposite Tesco along railway embankment, Whaley Bridge (Policy CF1 and H3)



2.31 Total number of comments made: 15

- Those in support: 5
- Those with an objection: 10
- Other: 0

In Support

- Convenient for the station and convenient for shops and amenities, good access to A6.

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- This land is not much use for anything else, as long as the speed limit on the road is dropped this should be ok. (Traffic too fast for easy access at the moment).
- Agree with the above
- Agree that small developments like this are best, as not taking over the surrounding area.
- No problem with development as long as access is made safe.

Objections

- This is re designating green belt land non GB please don't do it. There is a reason for keeping green belt land as such - its protected and enhanced the environment for all. Yes area is a small area but the whole of the green belt is made up of small areas. This salami slicing will do away with it all in time. PLEASE KEEP AS GREEN BELT.
- Gradual "creep" into green belt with many empty houses in nearby vicinity.
- Seems a small site for so many houses. Access?
- No amenities in Whaley Bridge. No parking. No school places.
- This is green belt land . Is there a reason for this to be built on? There are a lot of large mature trees on this piece of land. If green belt policy goes like this there will soon be none left. This particular piece of land also stops ribbon development.
- Access on the adjacent highway opposite Tesco access (and hopefully the new bridge over the river) would be a safety issue.
- This would restrict use of Hogs Yard for employment purposes - given that most of Hogs Yard is flood plain it would be hard to use it for anything else.
- Mature trees would need to be removed and entrance to Whaley from this side would be spoilt. DO NOT GET RID OF GREEN AREAS!
- If a bridge is built into Bingswood and deliveries to the industrial units are made at night, then the houses at the Tesco exit will soon start to complain about noise and lights at night. This will cause problems for any expansion of Bingswood and this should be taken into account. There should be no houses directly opposite the junction. Quite how 15 houses will go on this site is uncertain. There may also be problems with subsidence and noise from the freight trains on the line.
- Plant more trees instead. Parking and congestion issues on Buxton Road.

2 Report of sessions

discussion whether this would be standing caravans or lodges or touring caravans or motor homes. The land would certainly be improved whatever.

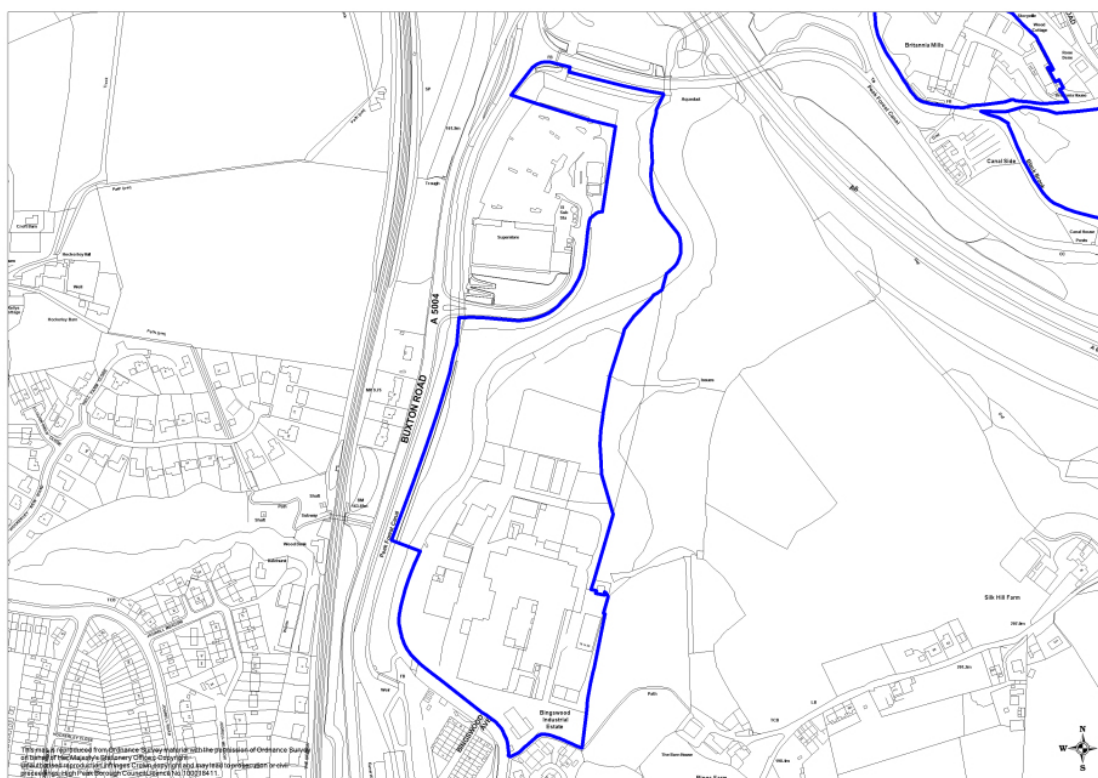
- Buxworth certainly needs help. Developing this site would put life into the village and provide some incentive for investment.
- Excellent idea to develop this site. A sensible idea. This would not spoil the area. Good.
- I support redevelopment however it would have to be sympathetic in design (Litton Mill type/style) to enhance the natural beauty of the area. Tourism? Whaley Bridge and surrounding environs should be in the National Park that would promote tourism.
- Relatively good access to A6 and developing what is currently an eyesore in the High Peak.

Other

- Why develop a site for tourism without improving the area first? No infrastructure to support any further development.

Bingswood Whaley Bridge (Policy E5 and DS9) 50 Dwellings.

Map 30 Bingswood, Whaley Bridge (Policy E5 and DS9)



2.33 Total number of comments made: 23

- Those in support: 10
- Those with an objection: 9
- Other: 4

In Support

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- Given the area was decimated by the Tesco development some years ago , this seems like a lower impact development.
- I tacitly support this but any redevelopment should preserve existing employment. No redevelopment is possible without funding the bridge. HPBC should aggressively pursue land owners for a site agreement.
- New bridge is critical and should be linked to redevelopment (especially) housing so that previous mistake is not repeated with future to finance and build bridge.
- Yes if the new bridge is guaranteed as part of the development
- This looks good! I would very much like to see the SW corner of the site developed as a town square and linked to the transshipment warehouses, This could be at minimal cost by making use of the existing buildings and making the river into a feature of the square. A glazed canopy and colonnade would provide provide an all weather walk while integrating apartments shops and attractions.
- The whole of this development should be left in the plan, but greater effort should be put into getting the new bridge by putting pressure on UU at a high level. All alternatives for access to the Bingswood area should be explored.
- This seems the only way to raise the funding for the bridge. However an attempt should be made to provide better quality employment space alongside.
- Bingswood does provide much needed employment however it could be extended and some residential dwellings could be developed however it urgently needs a new bridge. Mixed development sites work provided they are well thought out and well designed. Also small affordable units for small business.
- As well as providing housing new bridge will take much of the heavy traffic out of the town. Easier access to the industrial estate more likely to attract new businesses.
- This is an ideal place for a development in Whaley Bridge especially if a new bridge took traffic out of Canal Street, but what about the school places?
- Access has been considered we need small industrial estates. The proposals are good.

Objections

- This is ill considered. Whaley Bridge is a village. It requires business to keep it alive (industrial estate) and a development of this size would contribute to a loss of character.
- Bingswood industrial estate provides much local employment, build a bridge at Tesco's and leave it as it is.
- This area should remain as industrial. Low cost housing require low paid jobs no work no requirement for low cost housing.
- Industry vital to the area very little left in the village. Would be expensive to reorganise the industrial estate.
- Access is insufficient would require major redevelopment. But the real point is there are plenty of shops that could be used and buildings that could serve as a hotel. We don't need new build.
- As a lifelong Whaley resident and someone who works on Bingswood industrial estate I know how noisy the estate is. There should be NO residential use! Too many people already have to commute for employment. KEEP INDUSTRIAL AND RESIDENTIAL USES APART!
- Bingswood industrial estate provides much needed jobs for people in the town. A residential development trying to co exist with heavy industry simply will not work! Bingswood should remain as an industrial area only. A bridge should be built and then the estate should be

2 Report of sessions

expanded to provide more jobs. HPBC should provide public funding to facilitate this and should work to find additional grant funding to get scheme underway, going to European Union if necessary. If we don't have jobs in the town then there is little hope for youngsters and we will simply become a commuter town.

- Prefer industrial use only. Green industrial miles.

Other

- Happy to see some further development especially the new bridge and industrial uses. Would question residential development as who would want to live there? Anything that eases congestion on Canal Street is good as currently it is dangerous for all.
- This appears to say that the houses will be on the site of the existing business area. Will they relocate to the north side of Whaley?
- What impact will this have on local businesses?
- The existing streets - Canal Street, Bingswood Avenue etc have struggled to cope with lorry traffic. Can these streets cope with traffic generated by 50 dwellings or will there be a road bridge over the Goyt at the north end of the site?

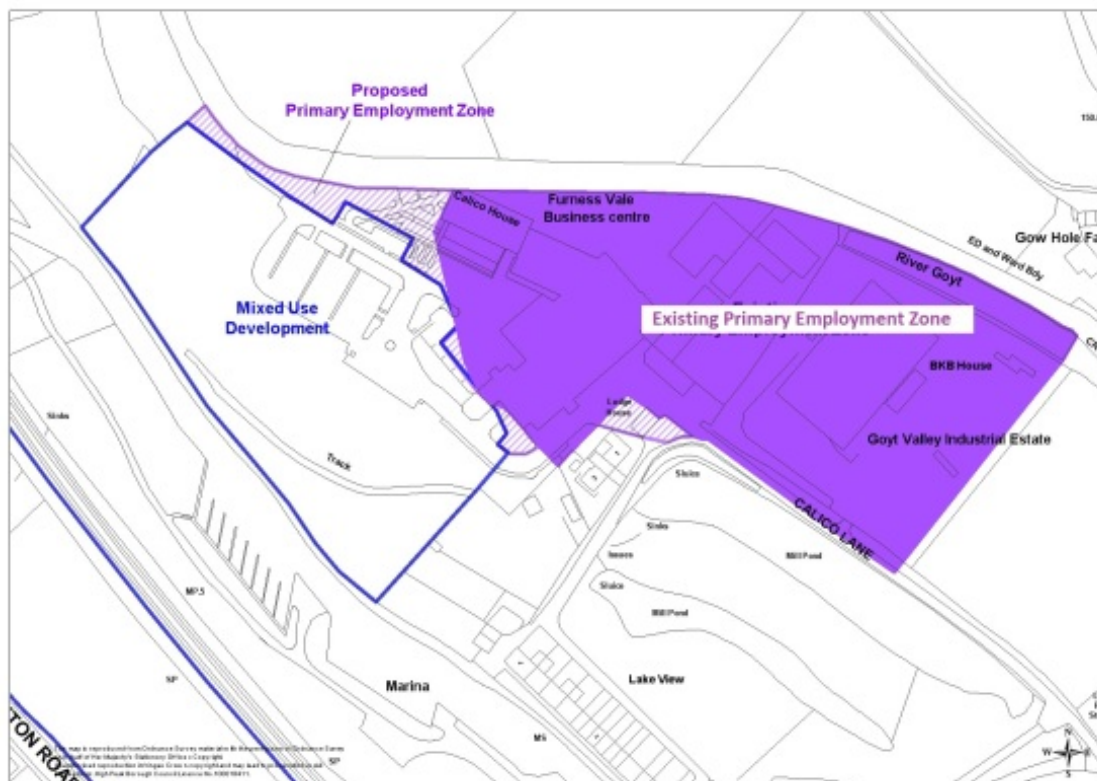
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Furness Vale Industrial Estate Calico Furness Vale (Policy E5 and DS10)

Map 31 Furness Vale Industrial Estate, Calico Lane, Furness Vale (Policy E5 and DS10)



2.34 Total number of comments made: 6

- Those in support: 5
- Those with an objection: 1
- Other: 0

In Support

- I believe this would be a positive development and would allow for greater diversification within the area.
- We agree that this would be a positive move for diversification of life of the area, as residents we would welcome the plan.
- The proposal appears to be suitable to be suitably well thought out.
- Mixed use development should help the village increasing numbers for the school, local restaurants and the economy without building on other green belt sites.
- Good development that will be very beneficial for Furness Vale.

Objection

- Traffic already dangerous at peak times on Station Road when the level crossing barriers are in use and traffic backs up the A6.

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New Mills

2.35 An event was held in the Spring Bank Arts Centre, New Mills during the evening of Thursday 21st March, attended by approximately 50 people. The feedback received at the session is reproduced below.

General Comments

Total number of comments made: 8

Infrastructure

- All the proposed sites have an access problem of sorts. Has any thought been given to over-load of services? Is the plan in conjunction with an upgrade of roads, public transport etc
- Very difficult to comment without knowing what sort of housing - size, price, housing association, private etc ... But generally too many. No idea of community centres, shops, other facilities.
- I am concerned that with all the extra housing, the provision of additional school places is very theoretical. If schools are to take more pupils they require much greater development than simple classroom places.

New Homes

- Find it completely irrational to build over 1,000 houses in the villages of the area. They would no longer be villages with that amount of people and cars, fundamentally destroying the attraction of the area. Look after the people already here. Choose small scale developments.
- Need to make sure housing is sustainably, not just cheaply. Small single dwellings around community space. Psycho-social needs addressed. Remember the needs of those with mobility difficulties when building houses and planning services.
- I urge new development to be required to use highest eco standards available. Insulation, Passivhaus.

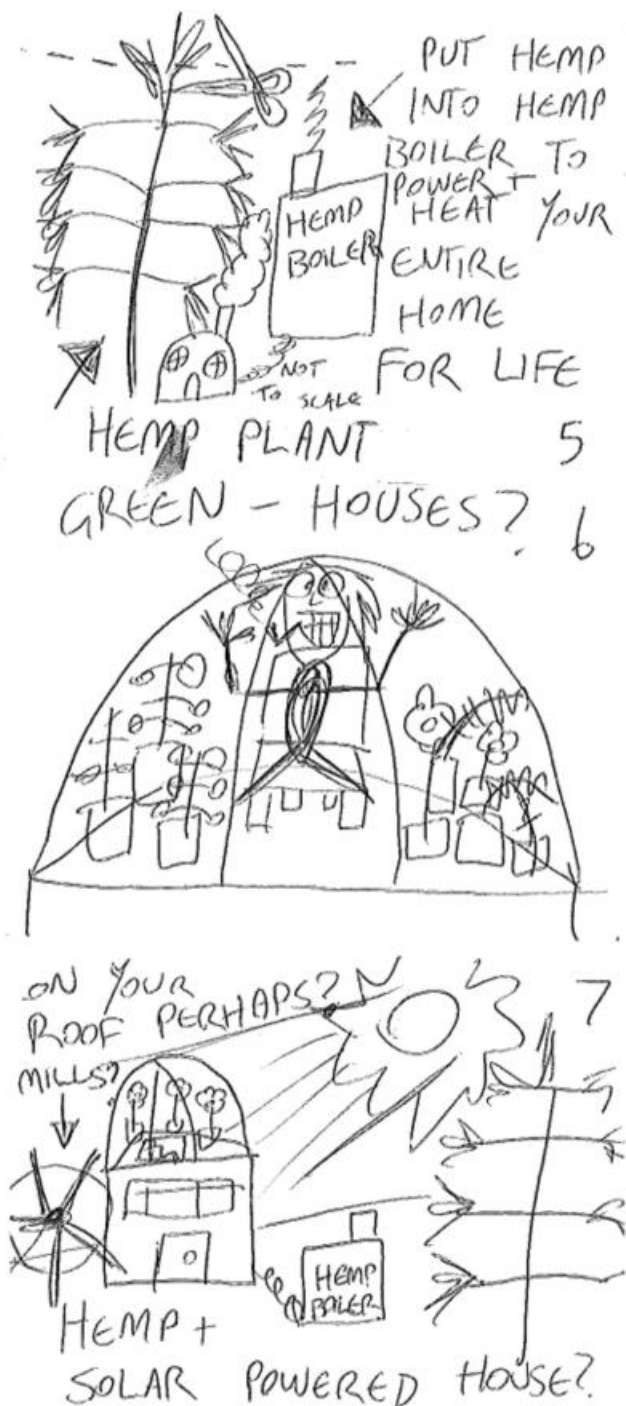
Other

- Ridiculous data capture method with no audit trail making these sessions totally invalid.
- Simply put; I think that all plans should be reconsidered, making sure that restoration and regeneration of old existing structures and completely sustainable ecohomes and buildings are kept as the main most important issue. This would mean better, newer ecological structures still in keeping and respecting the natural surroundings of the area and old already existing structures. This would mean completely solar powered housing and / or a combination of other ecological materials, one being hemp. This would mean completely self-fuelled homes, free electric heating, more economic structures of new design that is essentially better for everyone including the world. Build a house a human being actually wants to live in! For free! For life! Now! You can build an earthquake proof, better insulated home entirely out of hemp! And you can even grow it, in a field near you, anywhere. Who said money doesn't grow on trees? Because it does, in a purer form, fuel, housing, paper clothing, cars, everything and anything can be made out of this! And it can all be done more efficiently and more sustainably than any other material. Strongest ever fibre? Comes from the hemp plant. Other countries

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are using this method of building today! So why don't we? Greener, better looking, freely powered, safer stronger structures. You can't make 'em out of anything else.

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2 Report of sessions

Open space proposals

New Mills Green Wedge between Church Lane and St Georges Road

Map 32 New Mills Green Wedge between Church Lane and St Georges Road (Policy S6)



2.36 Total number of comments made: 17

- Those in support: 14
- Those with an objection: 0
- Other: 3

In Support

- Should be extended to include football pitches adjacent.
- Keep it! Yes please - green spaces are very important, recreation and aesthetics. x6
- Should remain a green wedge. Important to have natural spots around high density housing and schools. Helps with noise reduction.
- Do not build houses here! It is an important green area. x3
- Wildlife corridor. New Mills' best (not kept) secret nature reserve and educational resource and one of the only "wild" and accessible pieces of land in that area. x2
- This should continue to be green belt. It used to be Beard Brook as New Mills before 1382 was Beard before New Mills was built. Most of this is always in shadow especially in winter. Snow always lies on this north facing slope. Deer, badgers, fox have been seen in this green corridor.

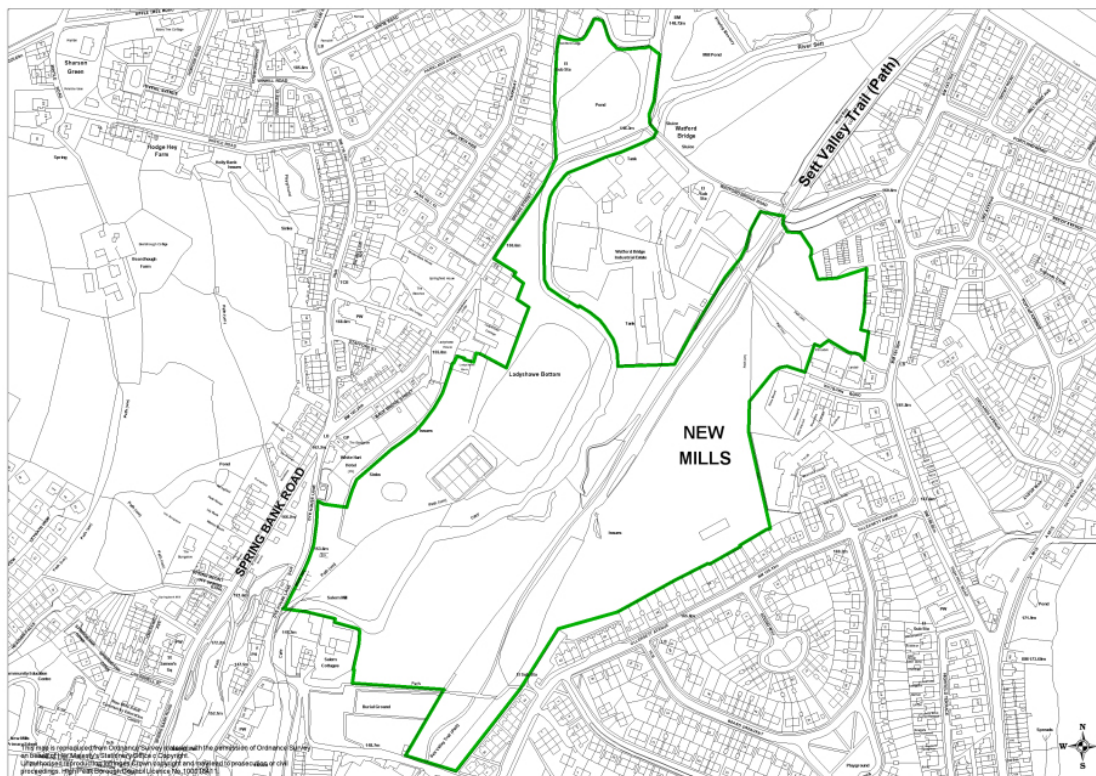
Other

-
- A hand-drawn map of a green space, possibly a park or a natural area. The map is irregular in shape. A path is drawn across the space, with a label "Make path. connections through green space" pointing to it. The path starts from the top left, goes down, then right, then down again, and finally right towards the bottom right. There are several small black dots along the path, indicating specific points of interest or connections. The map is drawn on a white background with black lines.

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New Mills Green Wedge, Ladyshaw Bottom

Map 33 New Mills Green Wedge, Ladyshaw Bottom (Policy S6)



2.37 Total number of comments made: 19

- Those in support: 19
- Those with an objection: 0
- Other: 0

In Support

- An important local resource - most of it on (or just above) floodplain! x2
- This floodplain used to have eels crossing it. Again it is a floodplain not suitable for housing. Was a football pitch.
- Used to have 2 football pitches on and sewage beds.
- Keep it! x3
- Definitely keep this. It is a wildlife corridor and enhances the Sett Valley Trail. I've seen deer down there too. x3
- I understand this is important for wildlife conservation - so it must be kept. Aesthetics / local character also important.
- Yes! Keep it. Very much appreciated and not much other use for it anyway.
- Can't understand what you are thinking - keep this area to be enjoyed by its present residents. x2
- Don't mess with this - it is very important and we must promote Sett Valley Trail and our green area here and promote the natural beauty here.

- What is the point of having the Sett Valley Trail if it doesn't go through countryside. It's not an urban path!
- Keep it in. A beautiful open space in New Mills, loved and appreciated by many. Fantastic space for wildlife crossing Sett Valley Trail.
- Unacceptable to build houses here. Why not develop paths for walkers and joggers and use it as "natural retreat space".
- Should be extended to include Burial Ground and land to north of Watford Bridge Road.

Derby Road - 170 dwellings

[illegible]

- Those in support: 0
- Those with an objection: 14
- Other: 6

- Remove it. This land should be used for a new school to replace Thornsett. They have waited too long and it was always promised. There is no infrastructure in the area to support this site (1 shop and 1 chippy). No pub or anything. Thornsett school won't be able to take that many pupils.

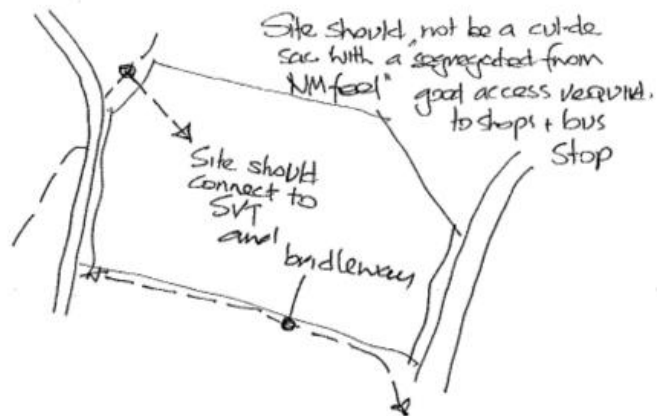
2 Report of sessions

- This area should be kept for Thornsett's new Primary School. Would there be access onto High Hill Road? - Too busy already. Pylons? We don't want to live in suburbia!
- Where would access be? What about the pylons across the area? Already too much traffic on High Hill Road. Horses, cyclists and people using Sett Valley Trail come out onto High Hill Road with buses and HGVs going to Industrial Estate. What about Thornsett School children walking to an already crowded school? Not enough Doctors, Dentists and shops in the area. New Mills is turning into a "dormitory" town for Stockport and Manchester.
- Limited access by road to site leading to congestion, road traffic issues: dangers to pedestrians, cyclists, horse riders etc. Limited access to nearby schools. Logistics - removal of pylons.
- The area is already over-developed. Access is a huge problem.
- The pylons land is no place to live - work with farmer to create coppice industry instead.
- Should not build houses next to pylons - health hazard. x2
- Remove it. Housing should not be built that close to pylons. Government research shows this can cause leukaemia in children. Also the road already has significant heavy traffic with frequent accidents. More cars will only increase risk of accidents.
- This site seems to have been chosen because it is convenient. Build on the old industrial land instead!
- On fields again and what about the bridleway?
- Stick to brownfield sites. Stop the sprawl.
- This is a rural area. Please keep it like that. 170 houses is another town!
- Scale down this development size as it is enormous. 170 houses too many. Neighbourhood will lose its rural feel.

Other

- Where is Thornsett school going? Also developer should be made to pay for under-grounding of the power lines - condition of development.
- "Pint of milk" test. This end of New Mills is already desperately lacking in community facilities eg corner-shop, meeting and leisure facilities etc. Include these in the housing plans.
- Of the area's on display, New Mills seems to have the largest area for housing but the smallest area for "regeneration" designated!
- What's the point in asking our opinions "keep" or "remove" for housing when we cannot yet see what plans there will be to provide the infrastructure to support the increased population?
- Policy DS6 has not been calculated correctly or been made available at this consultation. Sett Valley Trail is being destroyed. Developer contribution is language for "we have already discussed and agreed".

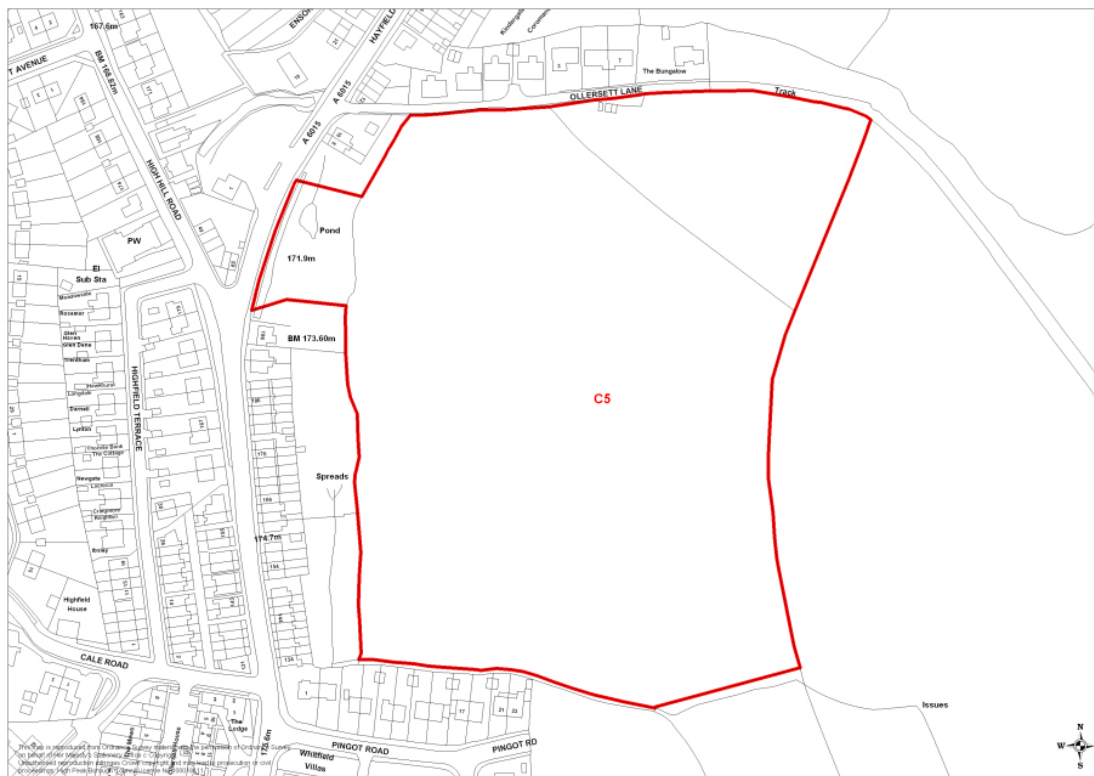
2 Report of sessions



2 Report of sessions

Ollersett Lane / Pingot Road - 146 dwellings

Map 35 C5 Ollersett Lane/Pingot Road, New Mills (Policy H3 and DS7)



2.39 Total number of comments made: 16

- Those in support: 2
- Those with an objection: 10
- Other: 4

In support

- Stay in. Depending on density. Not in favour of very high density. A good location for housing. Will amenities be included? (Shop units?) No take-aways please.
- Could be acceptable if local facilities developed. Especially relocation of Childrens Centre from centre of New Mills so that it can be used by families who really need it!

Objections

- Low Leighton Road already far too busy. Not enough jobs already in this area. Wildlife sensitive area? Drainage and pollution issues. Fire and ambulances are already over-stretched too.
- Not in favour as there would be traffic pollution with 146 houses - probably 200 cars. Where are the jobs coming from for these people? Infrastructure: the Doctors are over-run already. Mining damage.
- Pingot Road is built partially on Pingot Mine. Extra traffic on this already busy road is not acceptable. New schools, businesses and industry will have to be provided. I am sure there

2 Report of sessions

is plenty of old industrial land which could be used. The main road is now extra heavy with lorries going to the tip on Oven Hill Road.

- 1. Traffic. 2. Coal mine. 3. Parking. Jobs. 5. Schools?
- Too much housing planned for New Mills town. With only a tiny area for regeneration (Torr Vale Mill) - a very unlikely prospect for significant employment.
- Too many dwellings currently. All areas should have environmental and bio-diversity assessments.
- Seems too many houses. What about other services, infrastructure etc? Community centres, schools, shops?
- Too much development on fields.
- There are plenty of eyesore areas around the town without building on green fields.
- Avoid greenfield sites at all costs.

Other

- Really important to have relevant community resources alongside developments C5 and C6. Some green spaces too!
- Will it be social housing or private building for sale? Do you expect local employment for new residents? Do you expect commuters? What road and transport improvement will be needed?
- Not sure why we need 70% un-affordable housing?

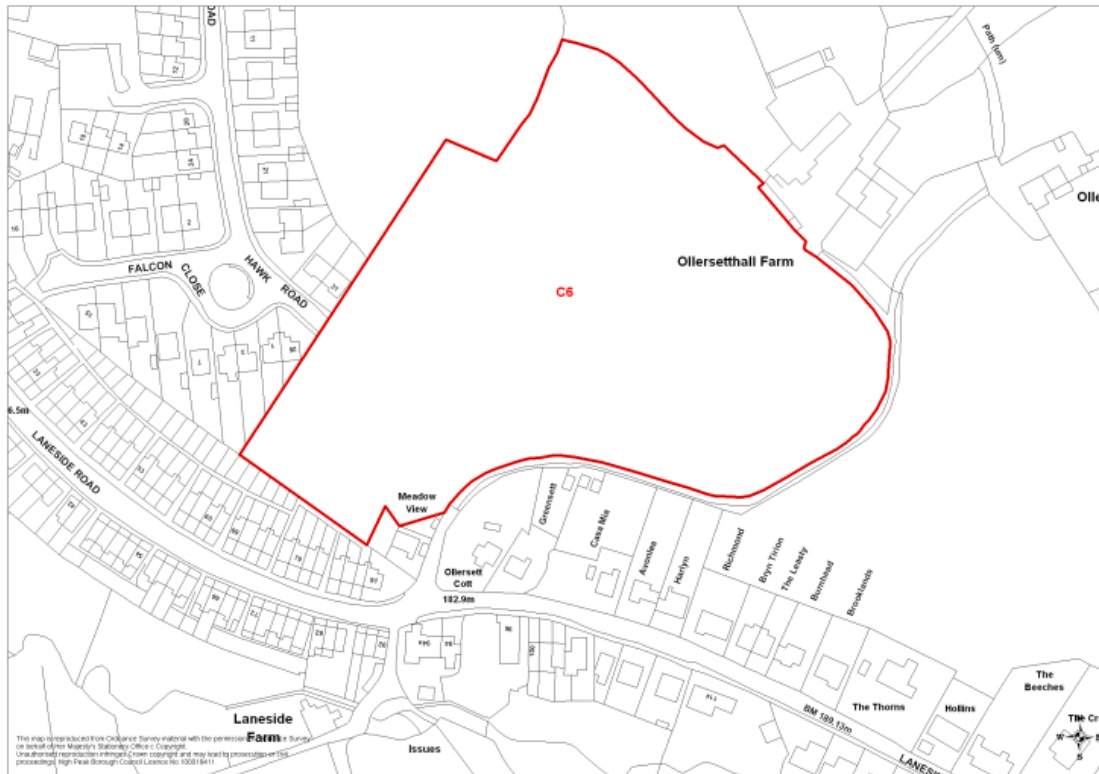
2 Report of sessions



2 Report of sessions

Laneside Road - 78 dwellings

Map 36 C6 Laneside Road, New Mills (Policy H3)



2.40 Total number of comments made: 14

- Those in support: 3
- Those with an objection: 10
- Other: 1

In Support

- Stay in plan. But depends on density - I am not in favour of high density there. A good area for houses / apartments. Will amenities be enhanced - roads, footpaths, shop units?
- This makes sense to me as an infill site (but I don't live next to it).
- Some development makes sense - but could 78 dwellings be safely accessed? How could a serious negative impact on environment be avoided?

Objections

- C3 + C6 + C5. These developments would considerably increase the population of an area already lacking in facilities such as corner shops, community meeting space etc.
- Significant issues re access to this site. Nature of land. Springs / mine workings. Loss of green belt / land. Encroachment onto Moors. Too many houses in too limited space. Semi-rural location: should be no development at all.

2 Report of sessions

- How can we be expected to make informed judgements when we don't know if this will be developed for local people or commuters and what infrastructure improvements (if any!) will be in place to support the increased population.
- What is the proposed access?
- Can existing local roads service this site? Make sure to make pedestrian shortest routes to shop and bus stop to discourage need for short car journeys.
- Wildlife would be affected. Access? Mineshaft? Underground reservoir. Where will young children play? Accidents will happen because already too many cars on Laneside!
- Turning a rural area into a small town. Not needed and not necessary.
- Again, too large a number of houses and no idea of infrastructure to support ...
- More green fields? There must be enough brownfield sites around New Mills!
- Absolutely not especially in view of the amount of brownfield opportunities in New Mills.

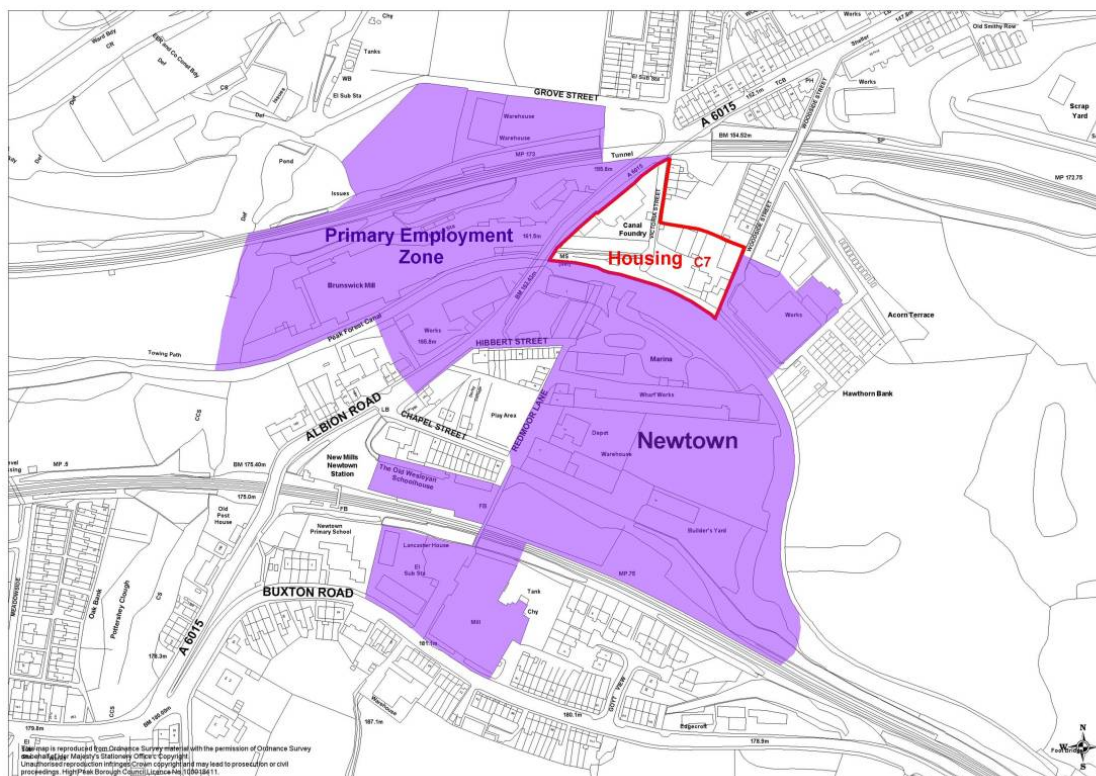
Other

- Sensitive development should be considered here - small houses, enough land to grow food and community resources for families.

Employment and mixed use sites

Woodside Street - 25 dwellings and New Mills Newtown - revised PEZ boundary

Map 37 C7 Woodside Street and New Mills Newtown, included revised PEZ boundary (Policy E3 and H3)



2.41 Total number of comments made: 17

2 Report of sessions

- Those in support: 8
- Those with an objection: 2
- Other: 7

In Support

- Remain. Use of old industrial sites (good). Reinforce the area as industrial / employment, where working places already exist.
- Agree with use of industrial land for housing. At least this makes sense.
- I agree but look at empty buildings.
- If developed sensitively, this would be a desirable location with minimal environmental impact.
- Careful development here makes sense.
- There is already some housing here and the factory buildings are not all in use. Return to productive use!
- Housing C7 looks very good as long as developments are made to be sympathetic to the canal corridor. This area has needed development for a long time as it is a front window for New Mills.
- Dwellings along canal - lovely location. This larger area is underused. Any way the Victorian buildings might be converted to anything?

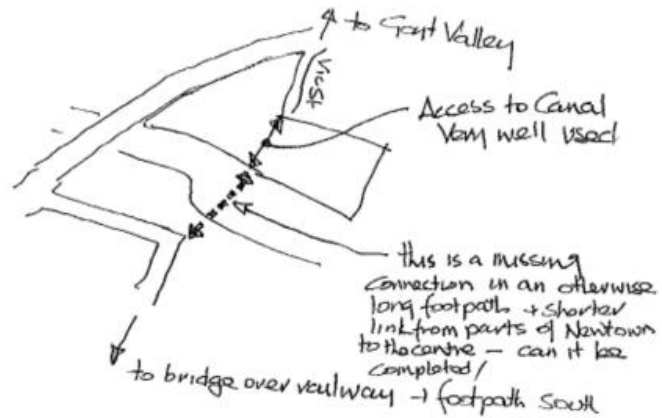
Objections

- New Mills is a village - please let's keep it that way? x2

Other

- Where are these people going to park? All private roads in New Mills are like free car parks already. x2
- Within the presently designated "employment zones" in New Mills there are many empty buildings and open spaces. Without a policy for attracting places to work there seems little point in adding to the total area.
- Lots of empty space and empty buildings in purple zone. Why not use this for housing with adequate parking and services? x3

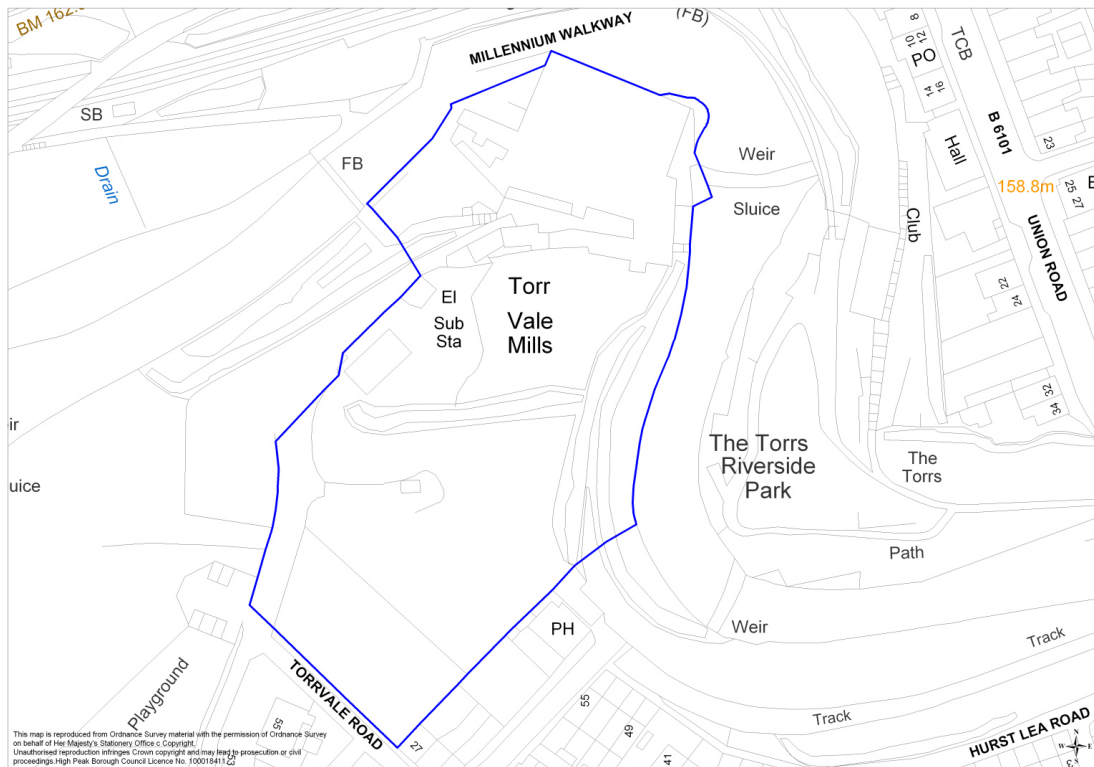
2 Report of sessions



2 Report of sessions

Torr Vale Mill

Map 39 Torr Vale Mill, New Mills (Policy E5 and DS11)



2.43 Total number of comments made: 25

- Those in support: 13
- Those with an objection: 5
- Other: 7

In Support

- A positive plan for regeneration and use of classic mill building and preservation of heritage. x4
- Yes, must be developed. Cannot be left to ruin. Approve of mixed use. Concerned about access. Concerned about utilities. x2
- This is an excellent scheme. The facilities intended are needed here and it is important to preserve a beautiful part of our working history. However access needs looking at.
- This could work well and the area needs developing anyway. Far preferable to using greenfield sites.
- I'd be devastated if this site isn't restored to its former glory, it is the heart of the town. x2
- What no housing?! A proper mixed development would include some. Please let's get on with developing this great site.

2 Report of sessions

- Development would be promising if retaining historic character of site, however concerns over transport, access and associated increased population. Would there be a strain on current resources re schools and health services?
- I'd love to see this amazing building put to useful purpose - but then I don't live on Jodrell Street or Wirksmoor Road - their lives are going to be difficult during the building work (and after)!

Objections

- Concern over the access to the site - this has always been the problem with ideas for the mill - and will remain so. The roads nearby cannot take lots of traffic - don't want them to.
- Access??! How will this affect side roads? x4

Other

- Development of the plateau and quarry sites for housing should definitely be allowed but tied in to enable good access to the mill and add resources to the mill's development. Only to be developed if mill regeneration definitely going ahead and permission tied to it.
- Will business employ local people? I work over in Huddersfield as I failed to gain a job locally, what enforcement will be placed?
- The development is already going ahead - see recent planning applications. There is considerable concern that what is intended to be a busy complex is only accessed via two highly unsuitable unmade-up lanes.
- Needs to be in keeping with historic / dramatic character of this place. It's hard to tell what's intended here - new office blocks would be very, very unsuitable. This place in New Mills is really special - let's keep it unspoilt.
- Business use - what kind?
- Use Watford Mill also.

2 Report of sessions

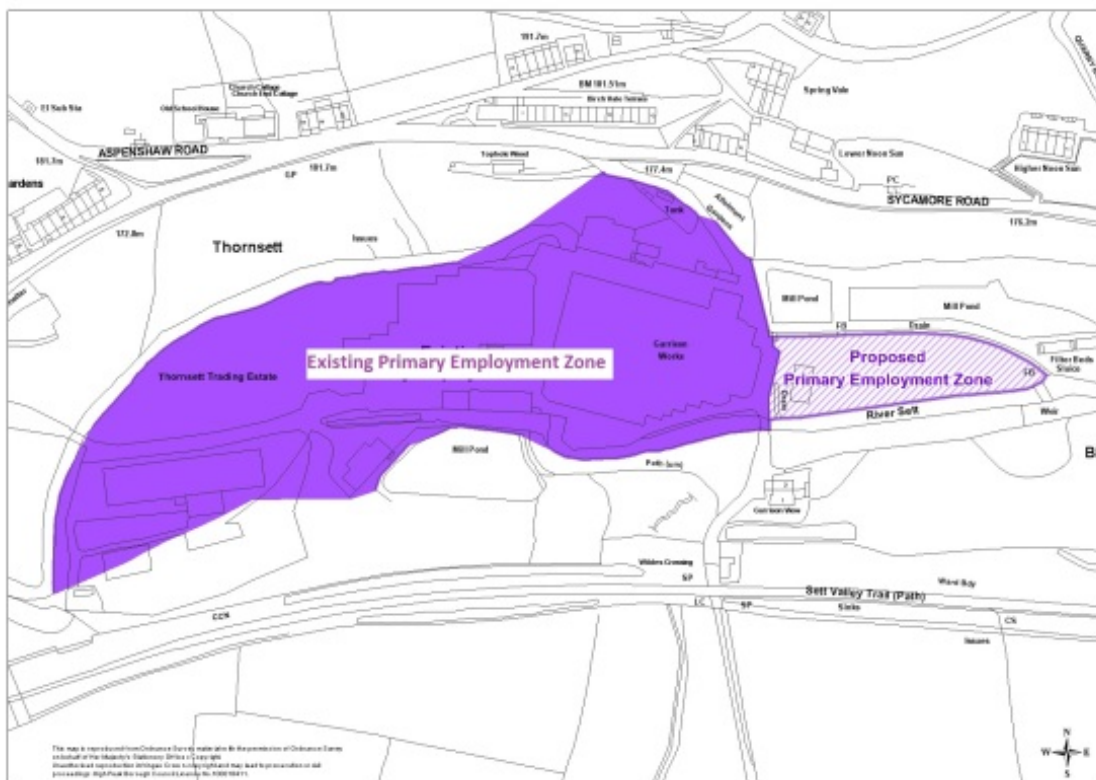


✓ agree

2 Report of sessions

Thornsett Industrial Estate

Map 40 Thornsett Industrial Estate (Policy E3)



2.44 Total number of comments made: 3

- Those in support: 1
- Those with an objection: 2
- Other: 0

In Support

- Yes employment zones are needed - but can we make them clean, eco-friendly and jobs for residents.

Objections

- Plenty of unused and under-used space in the existing zone.
- Existing zone is under-utilised and should be re-developed.

2 Report of sessions

Chapel-en-le-Frith

2.45 One event was held in Chapel-en-le-frith in the Town Hall on Monday evening 11th March 2013. It was attended by approximately 40 people. The information at the event related to strategic issues as the Chapel Neighbourhood Plan will identify sites for development and deal with other local planning issues in the Chapel-en-le-frith parish.

2.46 The feedback received at this session is reproduced below.

Comments

Total number of comments made: 13

- Disappointed that no information regarding sites in Chapel. No information available on Chapel Vision website. Seems to be a serious lack of progress with Chapel sites.
- Very disappointing meeting at Chapel town Hall does not have the plans for the 400 homes which are expected to be built. I work at a local primary school and where are the children going to go to school. Absolutely mad.
- Very disappointed no details of 400 homes was evident. Also no mention of our crowded A6 and Mottram Moor! Glad to hear that cooperation between local government areas is now mandatory. Perhaps now the Manchester conurbation will stop shoving its problems onto the greenfield sites outside.
- We would have thought that Chapel Parish Council/Chapel Vision would have been represented at the Chapel Town Hall event. Disappointing.
- We are concerned that the Chapel Vision plan is yet to be available for review.
- As I live on Long Lane and work at the High School I am concerned about the number of houses that are proposed to be built (400) There has been little information and they have already been measuring and pile driving the fields all along Long Lane. I don't the public's views are taken into account at all and no thought for the amenities such as schools, shops, doctors, and congestion of roads and of course our lovely countryside.
- What is there to say. How can a knowledgeable decision be reached when the draft for Chapel won't be ready until summer. Too much talk of proposed construction for our beautiful area. No one has the decency to welcome us or even speak to us and we have been here for 15 minutes. Presumably there is someone on duty.
- How come Chapel is designated 400 additional houses when New Mills and Whaley Bridge are designated 50? That's a huge disparity and Chapel has arguably less capacity in terms of social facilities (shops, doctors, social clubs etc) to serve these extra residents. Tonight has been a waste of my time as there is no info on proposed areas of Chapel.
- Very concerned about the amount of houses proposed in Chapel. Schools already full, doctors surgery always very busy. Concerns about traffic down Long Lane which is already busy. Traffic measuring which was in place at bottom of Long Lane is not a true reading as it is the top end near Manchester road where it is most chaotic. So many houses already for sale and not selling why build more?
- It would have been advantageous to have had representation from Chapel Parish Council in view of their responsibilities to the Chapel/Dove Holes residents.
- Rather a wasted opportunity Chapel Vision/ Parish Council should have had a representative at the least.

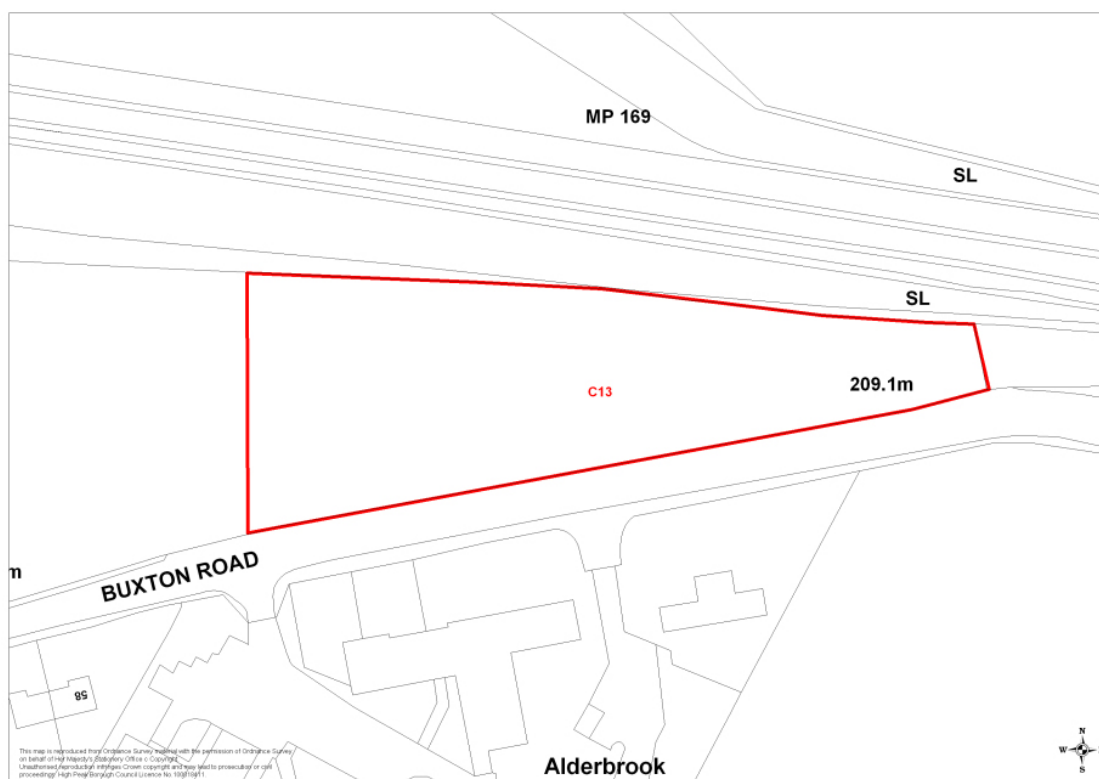
2 Report of sessions

- I am surprised that there is no information on Chapel and no info on Chapel Vision. Disappointing.
- Policy S6 Green Belt Boundary Amendment Furness. This green belt is a roost for short eared owls and must be left alone. There are plenty of houses for sale in Furness Vale. No need for more.

Chinley

C13 Buxton Road Chinley (Policy H3) 13 dwellings

Map 41 C13 Buxton Road, Chinley (Policy H3)



2.47 Total number of comments made: 1

- Those in support: 0
- Those with an objection: 1
- Other: 0

Objections

- Concern about traffic exiting from this site due to the cars parked dropping and picking up children at Chinley school and pre-school. Basically single file traffic parts of the day.

2 Report of sessions

Hayfield

Preferred Housing Site Options

Hayfield Road Hayfield - 10 dwellings

Map 42 C1 Hayfield Road, Hayfield (Policy H3)



2.48 Total number of comments made: 14

- Those in support: 1
- Those with an objection: 11
- Other: 2

In Support

- Sufficient public parking must be retained to provide sufficient space for tourism and avoid parking on public roads.

Objections

- This area was discussed at a meeting in Hayfield with one of your officials who agreed that there was no other suitable area in the village for the bus station and so this area should not be considered as it is a **major** village amenity and should be dismissed so readily for additional housing which is not required. 23 new houses agreed on Swallowhouse Lane.
- Enough dwellings already built in Hayfield with go ahead on Orchard site (Swallowhouse Lane). Site would be better used for built recreational facilities - skate park, BMX track for

2 Report of sessions

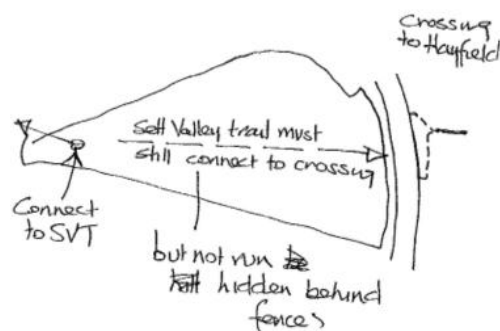
teenagers as is already part recreation and the existing recreational area in Hayfield (by Valley Road) is too small, too central, too overlooked and in a Conservation Area so not suitable for such built facilities. Please consider this idea.

- Remove it. The area around the bus station is already overdeveloped. The SVT ends at the car park and this would create a safety issue for children and animals. Have got it wrong on this one.
- This makes no sense to me at all.
- This is mad it is the only horse park virtually in the country and important parking for tourism.
- Where will the bus station move to? Seems a lot of upheaval for only 10 houses. Back to the drawing board for this one.
- Don't understand how you can build houses here. The bus station, car park, rangers and tourist info are all needed and work well here. Not a good idea.
- Why develop this area? It is well used and at the start of the SVT. We are trying to encourage visitors and not having this area in Hayfield would be a big disadvantage. Agree!
- No. An extraordinary proposal how will this effect the Sett valley Trail and bus station and car park? Need to encourage and support walking and tourism.
- This is already well used ??? Where will visitors park? Where will the bus station be?
- This is a hub to SVT and High Peak and should be developed as a public transport hub not housing.

Other

- Need a Parish meeting with Hayfield. This is too important a space to be wasted
- This site needs to retain a tourist facility. There was previously an excellent plan to provide an expanded visitor centre, incubator/small creative industry units and some affordable housing.

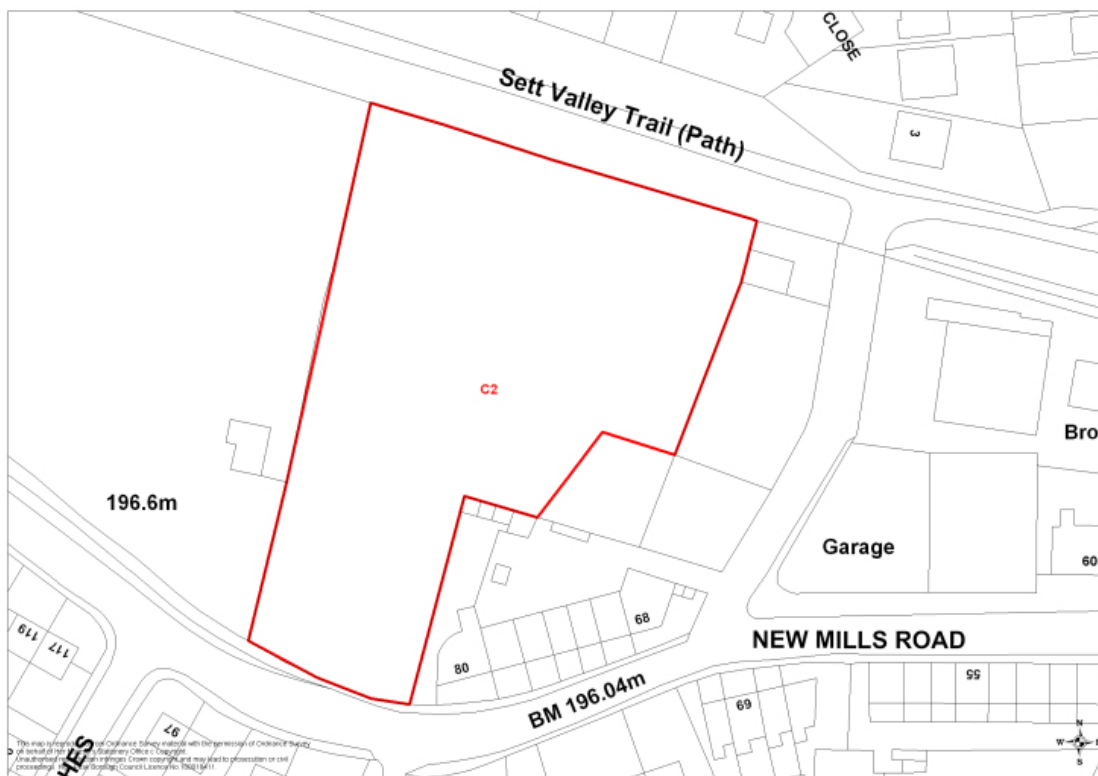
2 Report of sessions



2 Report of sessions

New Mills Road, Hayfield - 17 dwellings

Map 43 C2 New Mills Road, Hayfield (Policy H3)



2.49 Total number of comments made:

- Those in support:
- Those with an objection:
- Other:

Objections

- This site would encourage ribbon development and any access from this site for 17 dwellings would be extremely dangerous - sight lines. Hayfield currently has 23 new houses agreed on Swallowhouse Lane, this further large development is not required.
- I think we should protect land around sett Valley Trail for tourism industry and biodiversity. (x2)

Buxton

2.50 Two events were held in Buxton, both in the Octagon Lounge, Pavilion Gardens. The first across lunchtime and the afternoon of Wednesday 13th March, attended by approximately 70 people; the second during the evening of Monday 20 May. This second event was a replacement for the drop-in due to be held on Monday 25th March, but postponed due to the snow. The event in May was attended by approximately 40 people. The feedback received at these sessions is reproduced below.

2 Report of sessions

General Comments

2.51 Total number of comments made: 13

Parking and congestion

- Where is a car parking strategic plan for Buxton?
- Where is a strategic plan for alleviating congestion in Buxton?
- Need the A6 to be diverted into Ring Road around Buxton to alleviate traffic congestion in centre.
- No problem with extra housing in town. But the town access roads, especially A6 from north, need immediate attention. No excuse for long delays on Fairfield Road. Needs sorting first. Traffic lights bottom of Fairfield Road would help Fairfield / Ashwood Dale / Spring Gardens junction.
- A reasonable opportunity for those not at work. Realistic car parking plan for the whole area desperately needed.
- This all seems a bit of a knee-jerk response to housing, but what plans for car parking (at low cost) to keep the town visitable, what plans for community buildings?

New development

- Why build on greenfield sites when there are loads of brownfield sites and empty houses? x2
- Build more houses.
- More houses and new homes needed. More employment sites needed.
- Preferred renovation of existing older style traditional buildings. New builds not in keeping with conservation areas. Use of potential apartments over shops / offices.

Other

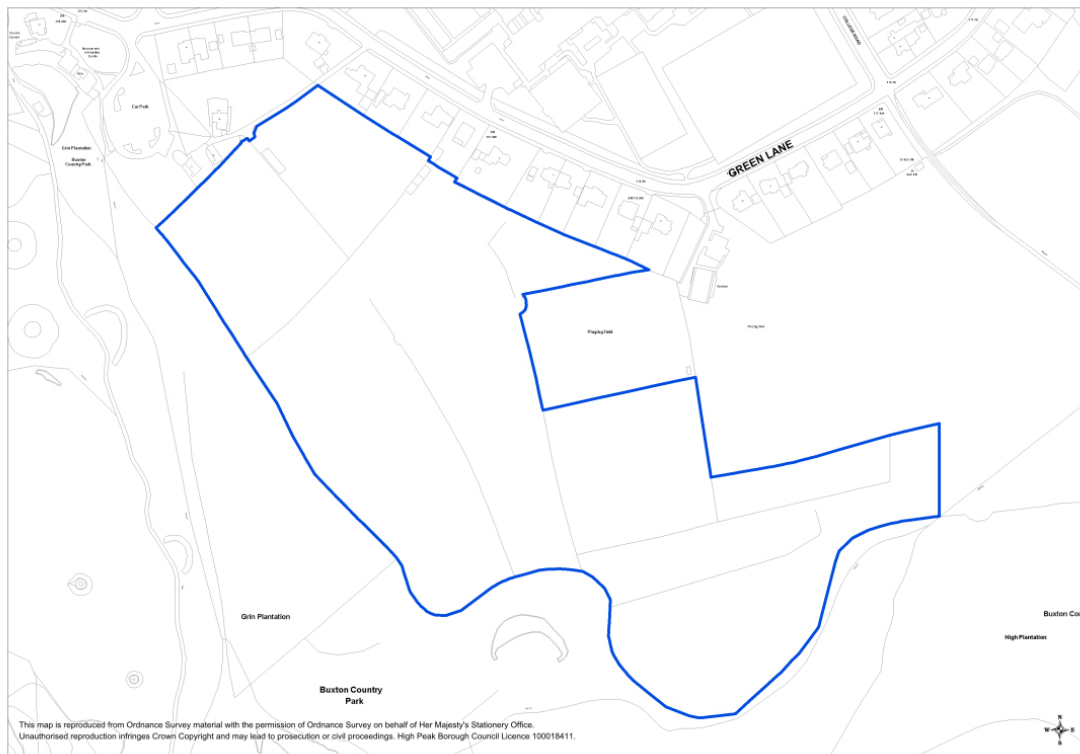
- Good event. I would recommend an introduction or briefing as people seem to not read response instructions. Also maybe an evening event would allow those that use infrastructure more to attend.
- Helpful format but perhaps should have provided more opportunity for people who work to contribute eg weekend / early evening meeting.

2 Report of sessions

School Improvements

Land off Green Lane

**Map 44 Land off Green Lane, Buxton for secondary school improvements.
(Policy S7)**



2.52 Total number of comments made: 18

- Those in support: 12
- Those with an objection: 4
- Other: 2

In support

- See Buxton Civic Association letter. Site only suitable / acceptable as school site.
- Site only suitable for school playing fields. Not housing. x2
- Allocation supported for school expansion / improvement only. x2
- I hope this will be mainly playing fields, but would prefer the school expands here rather than elsewhere.
- Playing fields should be retained. Site should only have school use.
- Agree but maybe some allocation for allotments or community horticulture as well.
- Support for playing fields - but not for school buildings.
- Minimal development for school only. Keep green space and public access as much as possible.

2 Report of sessions

- Development on land south of the existing playing field only would be more sensitive to local residents and would preserve green field space adjacent to Country Park.
- Absolutely! There should be a leisure centre here - easy access for the children and access from London Road including parking.

Objections

- I would suggest retention of school at existing site like the one I went to (Springwell, Staveley). New one on existing site close to Country Park. Retain as green space.
- Must be kept as green fields / sports fields. No development / building to be allowed.
- Keep as much green land as possible. Use existing site for school and consider upward expansion if possible / necessary.
- Support this for relatively few extra housing.

Other

- Please give consideration to the road widening in this area which is much congested at school opening and closing times.
- The land is on a significant slope and mainly unsuitable for level playing pitches or an astroturf. It would be best to keep the astroturf on the present Buxton Community School site.

Preferred Housing Site Options

Batham Gate Road, Peak Dale - 25 dwellings

Map 45 B1 Batham Gate Road, Peak Dale (Policy H3)



2 Report of sessions

2.53 Total number of comments made: 8

- Those in support: 0
- Those with an objection: 6
- Other: 2

Objections

- I agree with the comment re Church graveyard extension. This land was proposed extension for the graveyard until Church closed. If built on, this will not be available.
- I agree with this comment (above). Re-use Church building.
- Too large site in small village. No supporting infrastructure for large increase in village population. Too far from town centre.
- Site too remote. Too prominent in the countryside. Too large compared with existing village.
- Concentrate housing near town centre.
- No thank you!

Other:

- This comment is not for or against the development but raises the question regarding the graveyard at Holy Trinity Church, Peak Dale. With the Church closed and the graveyard almost full any development or plans for this land should consider extension of the graveyard into this proposed development land. If more houses are to be built in the Peak Dale area this will only increase the need for the graveyard to be extended. Guarantees for this extension to be done should form part of the agreement.
- This development needs to be supported by community facilities - sports, shops, hall.

Map 46 B2 Land at Batham Gate, Peak Dale (Policy H3)



- Those in support: 2
- Those with an objection: 8
- Other: 0

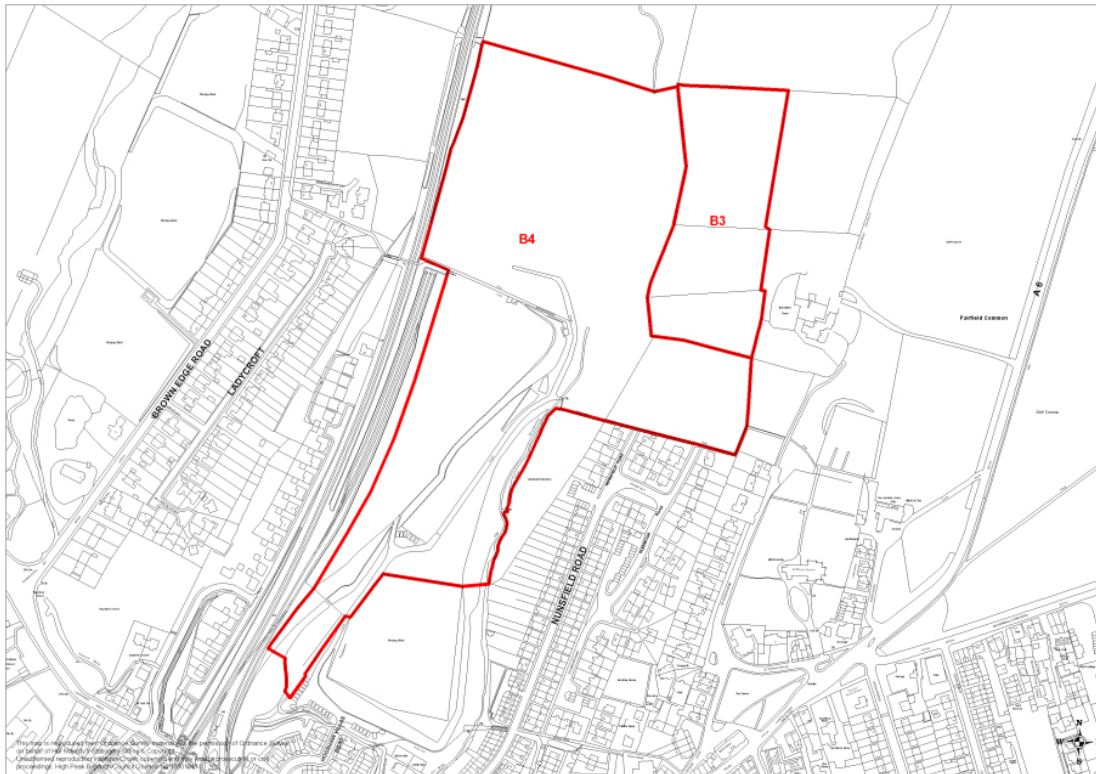
- Unusual site but, on balance, feels OK for small infill (affordable?) development.
- I support infill development here.

- Too far out of town. Too big a development in small village with no supporting infrastructure. x2
- Isolated development in open countryside. Not in accordance with overall strategy.
- Concentrate houses near town centre.
- No way! Do not want any buildings adjacent to our bungalow.
- Very busy road already. Build further along the road where it wouldn't affect houses already there.
- Ask if land-owners can offer alternative land within Batham Gate.
- No thank you!

2 Report of sessions

Land at Hogshaw - 124 dwellings

Map 47 B3 and B4 land at Hogshaw, Buxton (Policy H3 and DS12)



2.55 Total number of comments made: 26

- Those in support: 4
- Those with an objection: 20
- Other: 2

In support

- Poorly managed waste land at present. Development would almost be infill and not lead to spread of Buxton.
- Perhaps some infill at southern end but keep as much green undeveloped as possible.
- Good site provided keep woodland. Need houses so just have to clean the land up (better than taking greenfield).
- B4 Fine, but B3 - concerned about views from A6.

Objections

- The traffic which will end up on Lightwood Road does not bear thinking about. With school children around at busy times will be nightmarish for parents!
- Not suitable - access and loss of green site for children and locals.
- Concern about exit off Link Road between A6 roundabout and Hogshaw development leading into St Peter's Road / Nunsfield Farm. Could be used as a rat run on the unadopted St Peter's Road.

2 Report of sessions

- Access is too difficult to and from A6. Winter conditions do not make it feasible. Hogshaw Villas not suitable for emergency access - too narrow for fire engine. Land too contaminated for cost effective development. Retain and develop wildlife area - leading into Buxton centre.
- Access from Fairfield would be sole road - in and out. Rather dangerous. Hogshaw Villas Road as "emergency" only is hard to believe. I can imagine this statement being whittled away - further increasing traffic congestion on Lightwood Road / Charles Street. x2
- Concerned about access and emergency escape route via Hogshaw Villas Road.
- Concerned about access and certainly access via Hogshaw Villas not suitable. Very contaminated area. B3 is a huge area of green land!
- B3 is loss of greenfield. Most of B4 is contaminated and cost / benefit consideration would be needed. Access proposals vague. Not a good spot for new access onto A6.
- Poor access, concerned about loss of trees.
- The plan shows clearly that there is no access to this area.
- No access route. This site must remain as wildlife site, mature woodland. Site is not viable due to contamination. B3 was only proposed (greenfield) to enable development of Hogshaw. Not viable, available or suitable.
- This is an old tip area with very poor access. Not currently suitable without better access and keep some areas as natural greenfield. Costly to remove waste.
- Now greenfield. Contaminated land. No access. High development costs. x3
- This is a greenfield site with significant contamination, environmental, landscape and access constraints. The development will not be viable.
- Not viable. Too contaminated, will not be able to contribute to affordable housing or any other benefit. Not deliverable therefore will not actually contribute to supply.
- B3 - I object to development of the Reserve Land. B4 - No objection to garage site - but rest of site has no access and could impact on neighbouring countryside.
- Will not happen in plan period. Should be removed.

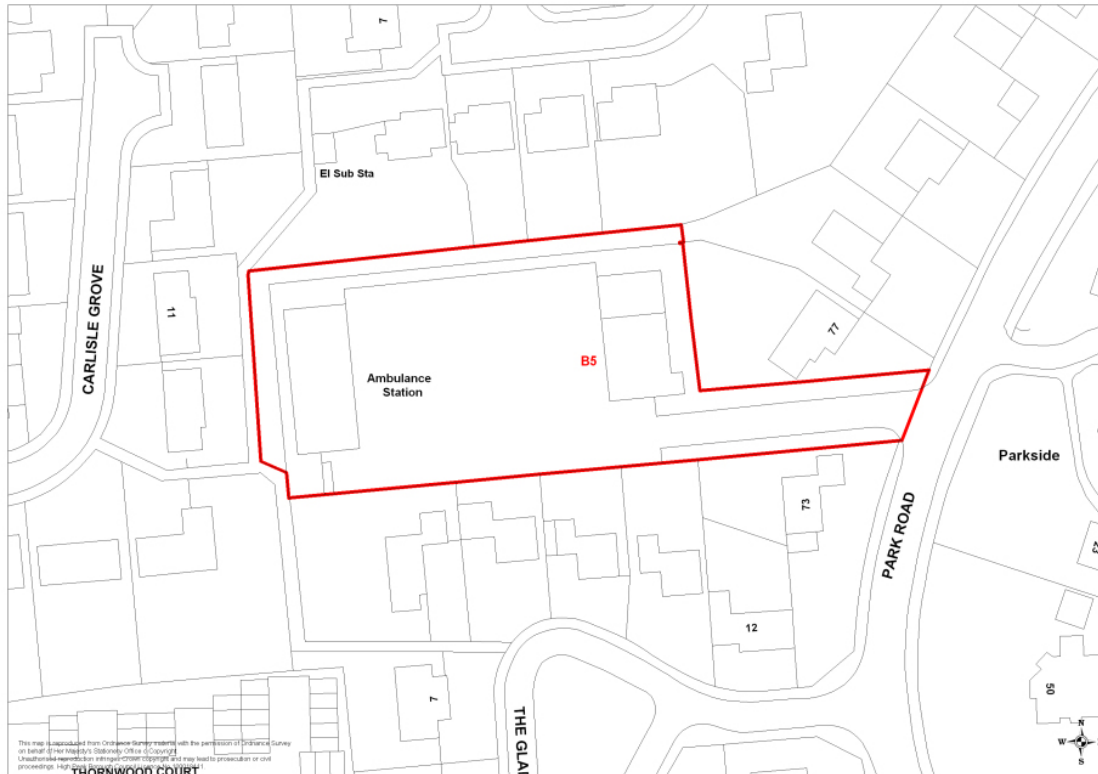
Other

- Need to be careful about drainage and access.
- Very pleased you spared the playing field. Have lived on Holmwood Terrace for 48 years and have seen the pleasure this has given to lots of children over the years.

2 Report of sessions

Ambulance Station, The Glade - 11 dwellings

Map 48 B5 Ambulance Station, The Glade, Buxton (Policy H3)



2.56 Total number of comments made: 19

- Those in support: 14
- Those with an objection: 5
- Other: 0

In support

- Ambulance Station is under review - suggest use for houses as planned. Suggest use of vacant land next to hospital / fire station for new ambulance post. x5
- If we do lose our Ambulance Station, I agree this would be best used for housing. Let's hope we keep the Ambulance Station. x2
- Good use of space of an area not currently used. Appropriate if we still have access to ambulance station. x7

Objections

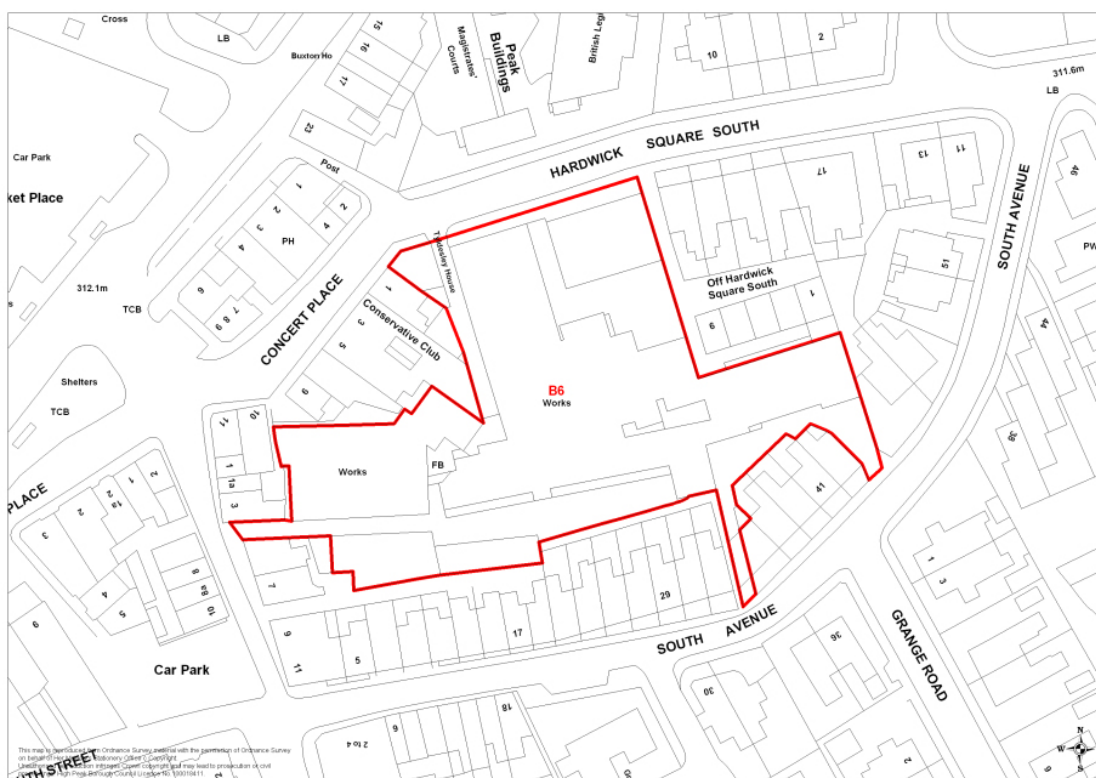
- Oppose any plan to put 11 dwellings on this site. Access road too narrow, need for vehicle turning would restrict area of houses - which should be in keeping, in style with existing houses in the Glade and Alder Grove. Ambulance Station in High Peak is essential.
- Ambulance Station in Buxton should remain - 11 houses too many in view of local environment and access.

2 Report of sessions

- Keep the Ambulance Station as we need it and not more houses as we already have too many and people can't afford to buy, only rent if you're a first time buyer.
- Ambulance Station should not move, especially after tarmac re-surfacing. Unless joining with Ashbourne Road Fire Station!
- Must keep Ambulance Station for community benefit.

Hardwick Square South - 30 dwellings

Map 49 B6 Hardwick Square South, Buxton (Policy H3)



2.57 Total number of comments made: 18

- Those in support: 16
- Those with an objection: 2
- Other: 0

In support

- I support development of this site. x2
- This should be built on as a priority as it is a brownfield site. x3
- Residential only.
- Ideal site in an area which is already residential.
- High density residential is needed on this site.
- Ideal site and will be popular. High density good idea - regenerate Higher Buxton a bit. x2
- This should be high density affordable housing. Industry can be on the edge of town.
- Putting good use to areas not used or becoming run down.
- Putting central site to good use, good access to town centre.

2 Report of sessions

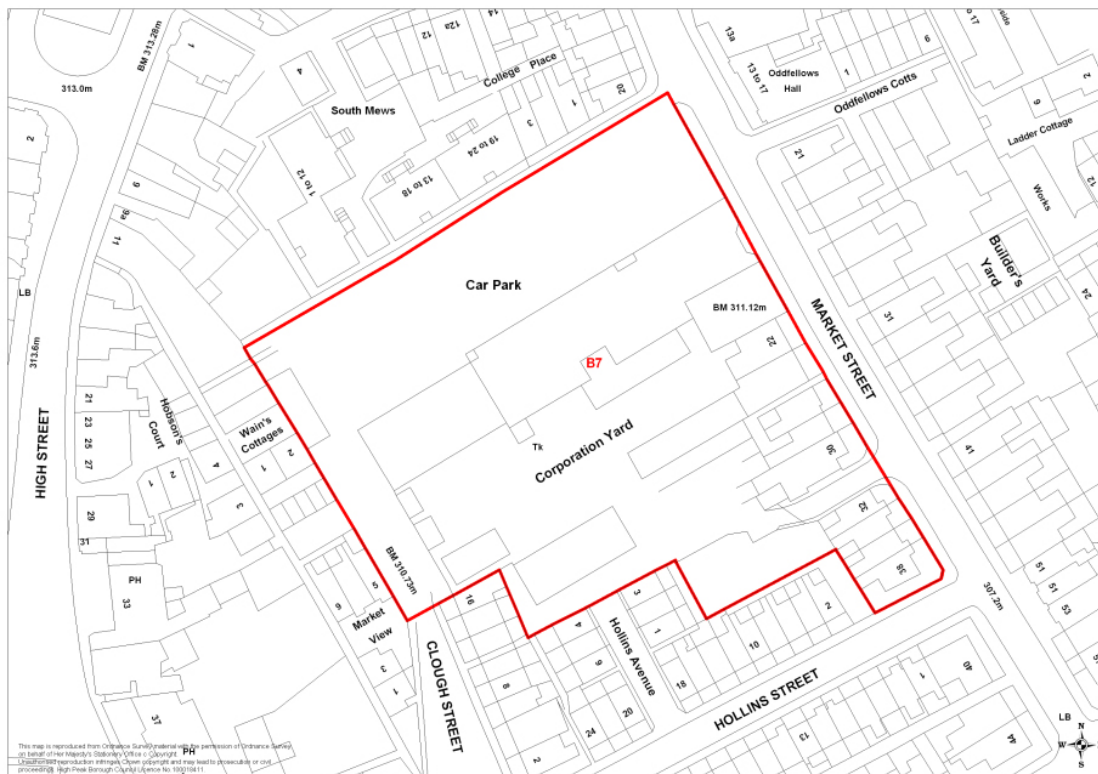
- Infill site makes good sense. Good access to town centre. "Sheltered elderly" housing would be good idea.
- Yes - access needs consideration.
- OK but, how will this impact Hardwick Square school and community facility of St Ann's Church Hall?

Objections

- Should be allocated as a mixed use development site. This and the Market Street depot are fairly large sites within the urban area, close to existing services and facilities and are capable of attracting a mix of development.
- Should remain as existing / part use for employment. Shopping, jobs, retail, entertainment.

Market Street Depot - 24 dwellings

Map 50 B7 Market Street Depot, Buxton (Policy H3)



2.58 Total number of comments made: 24

- Those in support: 11
- Those with an objection: 8
- Other: 5

In support

- I strongly support re-development of this town centre site.
- Good development site - Higher Buxton needs more use.

2 Report of sessions

- Good for high density affordable housing. Helps to improve Higher Buxton. Cars less important than houses. Use buses instead.
- Should stay allocated. Shame not been developed so far but ideal for sheltered accommodation / halls of residence.
- Ideal for housing and business.
- Exclude re-furbishable properties. Protect some car parking provision.
- Time this decrepit Council property is re-developed.
- Keep the car park but please get rid of the unsightly Council owned building.
- Yes to development. Residential up to five floors. Could include some office use.
- High density terraced housing preferred on this site. Concern about loss of parking.
- Area needs tidying up with some housing, but with car parking area also.

Objections

- Buxton needs car parking spaces and businesses on car park need access for deliveries.
- Good idea to re-develop Corporation Yard as long as the car park is kept and businesses adjacent to car park can unload artic.-lorries at their businesses.
- Town centre needs more car parking not less - however housing on old works site is good idea.
- The area is desperately short of car parking space. The whole area should be devoted to parking.
- Loss of public car parking space which is already inadequate.
- The site footprint would lead to a very high density of properties. Flats in this area would not in my opinion be quality housing. It would also place further pressure on access and transport centrally. (Would need to be mixed use in this area.)
- Access problems for existing properties. Rat run of Market Street! Loss of parking area.
- Site should be designated as employment use as existed prior to Council moving out. Shops, employment, parking are more suitable uses of this town centre site.

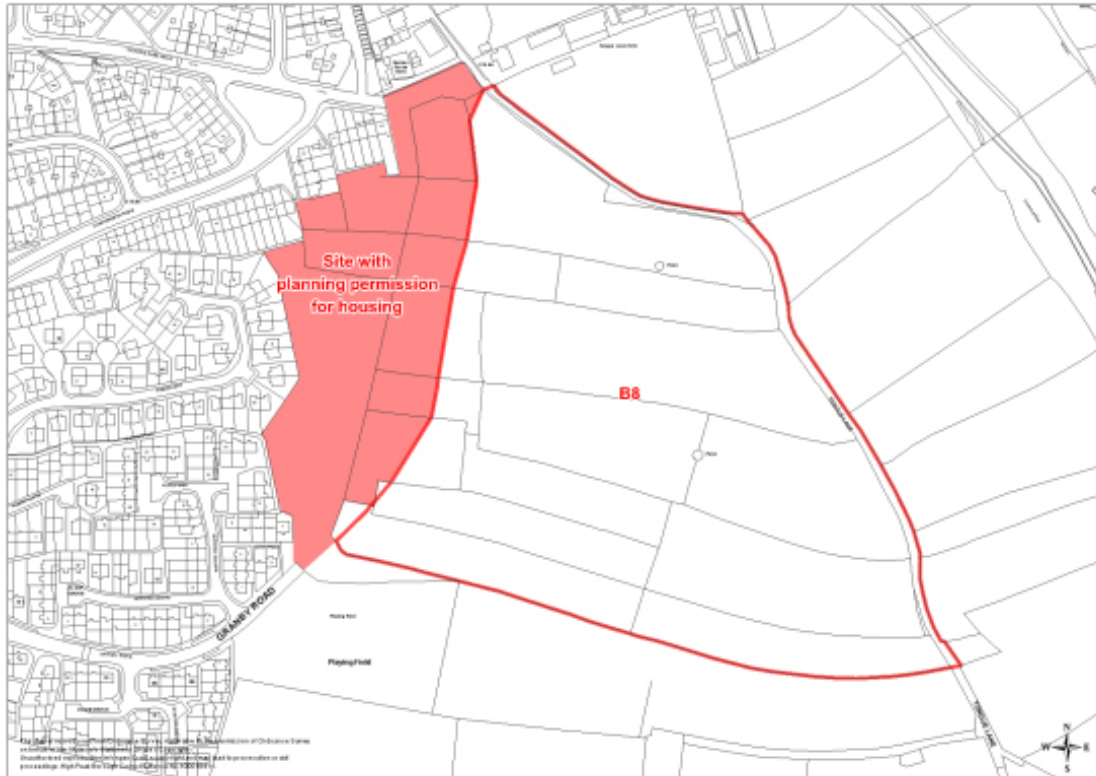
Other

- Amend red line to exclude 32 - 38 Market Street.
- Too many on here or are you thinking more 3 storey flats?
- Site should be allocated as a mixed-use re-development, a mix of residential and employment.
- Need replacement central car parking if this car park is to be built upon.
- Parking policy in Buxton deters people from paying for parking in the central area - charges are too high so drivers park elsewhere.

2 Report of sessions

West of Tongue Lane, Fairfield - 215 dwellings

Map 51 B8 West of Tongue Lane, Fairfield, Buxton (Policy H3 and DS13)



2.59 Total number of comments made: 13

- Those in support: 6
- Those with an objection: 7
- Other: 0

In support

- Good site. Sports field, school etc close. Partly Council owned. Adjoining site has planning consent. Flat, good access, not elevated.
- Important that infrastructure is in place for this amount of housing. Must integrate in to the whole community - free shuttle bus? Not separated.
- Will help regenerate Fairfield village estate and promote sustainability, viability and vibrancy. This site can be developed without the Fairfield Relief Road by using existing roads.
- Subject to improved road - good sizable housing site.
- Support in principle. Needs satisfactory access (Fairfield Link) and should be developed as part of an overall regeneration strategy for Fairfield. x2

Objections

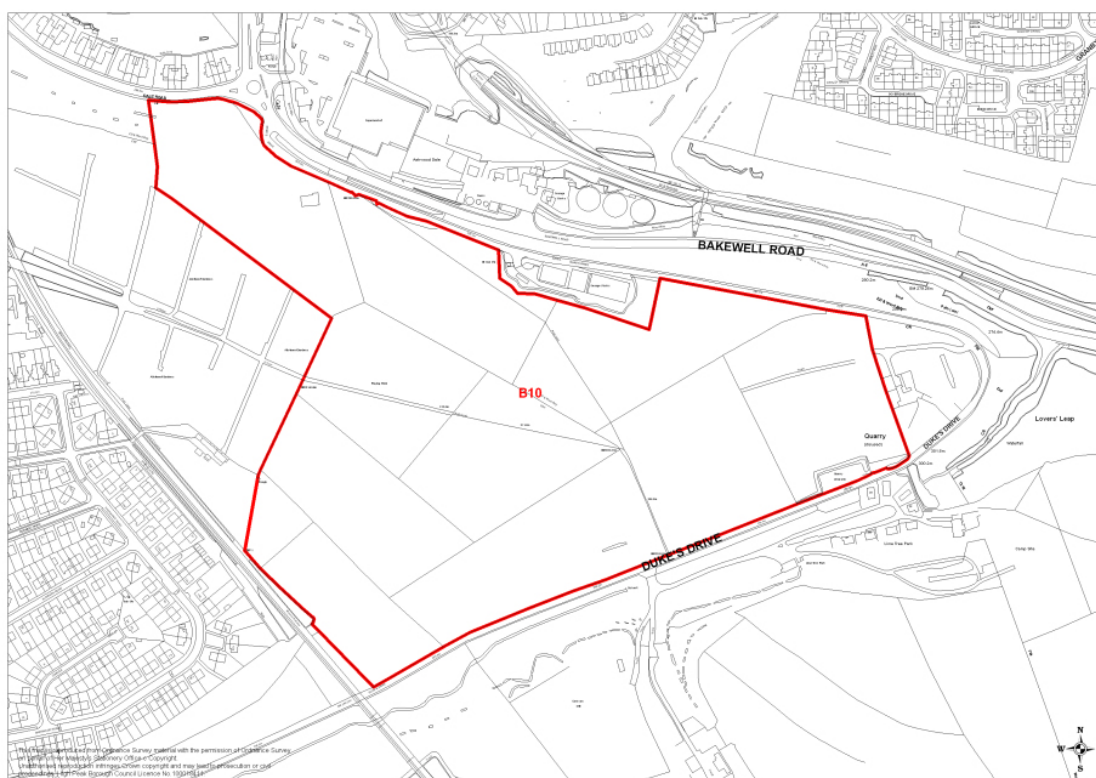
- No. There is sufficient development here - we are creating a separate town.
- Already too much development in the area and too much use of green land.
- Development too large for edge of town. Should prioritise brownfield.

2 Report of sessions

- No use of green field until all brown field and floor space exhausted.
- There is significant brownfield space in Fairfield without having to use greenfield. Access to this area also poor.
- Can only be built on here with much better road access.
- Access to Fairfield is already difficult and causes congestion. Without better road access, ideally to a bypass, it will become worse.

Land off Dukes Drive - 338 dwellings

Map 52 B10 Land off Dukes Drive, Buxton (Policy H3 and DS14)



2.60 Total number of comments made: 19

- Those in support: 3
- Those with an objection: 15
- Other: 1

In support

- Accessible site to main arterial routes. Seems thorough in its outlined approach to infrastructure.
- Logical "infill" close to Supermarket.
- We need the houses and this is reasonably close to the town. Needs improved access.

Objections

- Access is the main problem here. Duke's Drive will need widening - does anyway! x2

2 Report of sessions

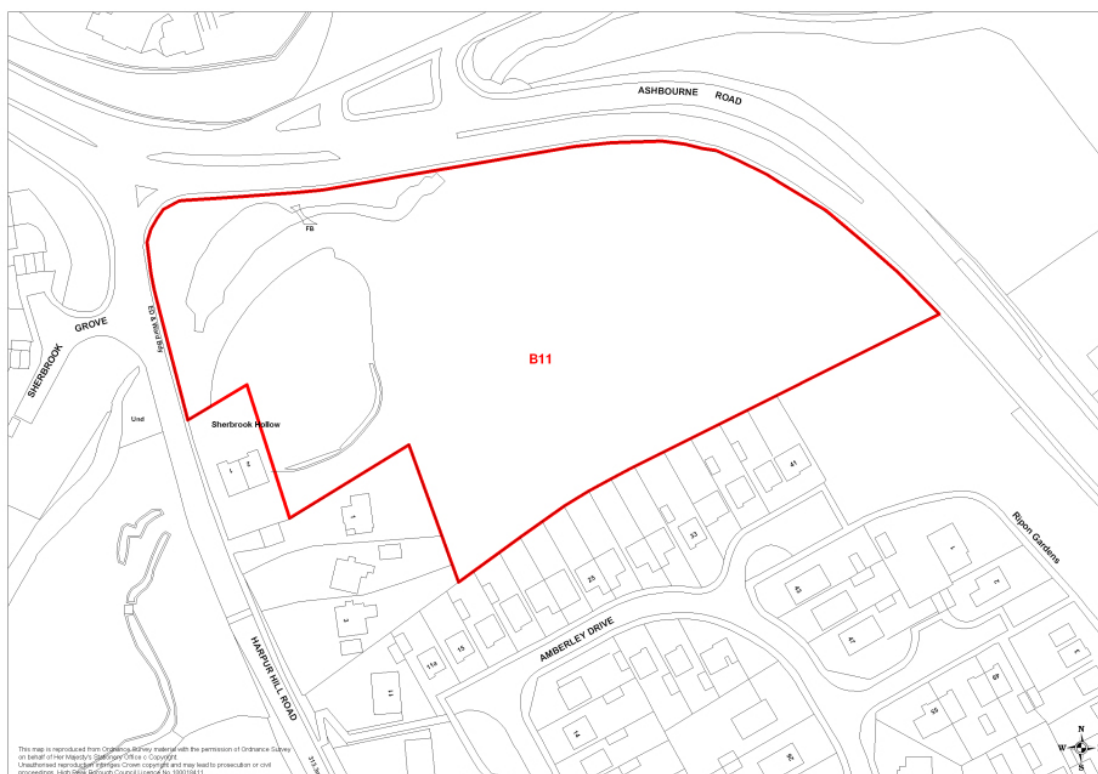
- Access seems to be very difficult. x2
- Nobody today could say where access would be. This needs confirming first before considering as a building area.
- Difficult geographical layout.
- Access, terrain and green field make this undesirable for development.
- Access problems and landscape impact issues. South, outward facing slope along Duke's Drive.
- No greenfield development here. 90% of site adjoins open countryside. Elevated position. Detrimental when viewed from Peak Park. Access problems.
- A prominent and large finger of open countryside, isolated from existing services and facilities. Difficult to access. An unacceptable and unsustainable location.
- Too remote. Too prominent. Too costly to develop due to access constraints. Not viable. No developer interest. No plans submitted.
- How ridiculous! What a long walk to the town centre, not a sustainable development at all and countryside.
- More green fields at risk! Hands off.
- I object to development here.
- On balance, no.

Other

- What has happened to the Fairfield Relief Road to Staden Lane?

Sherbrook Lodge, Harpur Hill Road - 13 dwellings

Map 53 B11 Sherbrook Lodge, Harpur Hill Road, Buxton (Policy H3)



2 Report of sessions

2.61 Total number of comments made: 19

- Those in support: 7
- Those with an objection: 11
- Other: 1

In support

- Smaller developments updating unused sites are important. Good affordable housing in town, good access is needed.
- This would be suitable if boundaries were altered to show wooded area and protect it.
- Agree - protect the woodland and don't put houses on slope to trees! Otherwise OK.
- Woodland needs incorporating not removing, otherwise good idea.
- 85% of this site should be removed as it is woodland. Only small open area should be developed.
- Good infill site - subject to sensitive landscaping.
- Good use of a derelict site.

Objections

- This junction is bad enough already, particularly as so near to the hospital. Cars / lorries go too fast down the main road.
- Much of the proposed land is wooded; not a good idea to reduce this type of habitat.
- Wooded site should remain and be put back to countryside. x2
- Wooded site. How would destroying the trees fit with conserving the environment?
- Too much woodland / greenfield used.
- Greenfield site. Use derelict land as priority.
- Poor access. But needs landscaping - gives a poor first impression to the town.
- Huge problems for access - woodland - on a bend? Dangerous! Traffic overload on the estate of Foxlow.
- Site should remain as woodland. Road access I agree is dangerous. Recommend allocation as a Local Green Space.
- Harpur Hill Road is too narrow. 1. A pram has to go in the road for another pram to pass. 2. Problems on the Estate drains. 3. Too big lorries coming from Leek to Brier-Bar. 4. An ambulance and bus cannot pass.

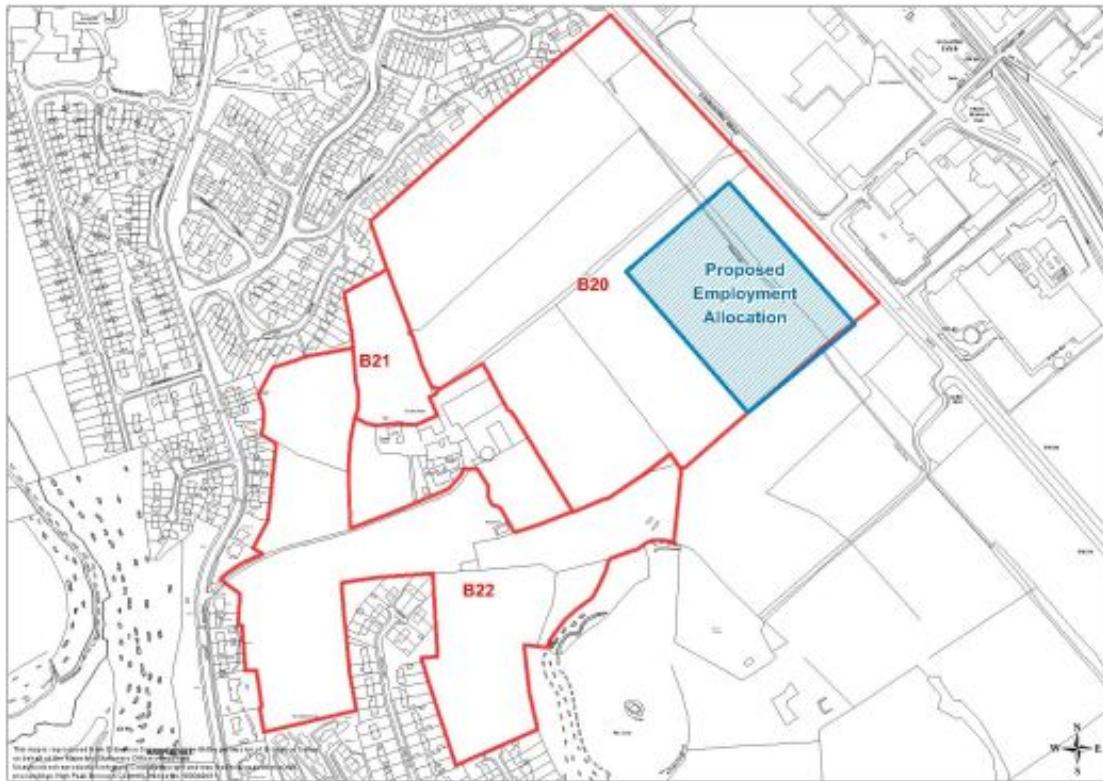
Other

- Woodland needs protecting.

2 Report of sessions

Foxlow Farm, Ashbourne Road - 250 dwellings

Map 54 B20, B21 and B22 Foxlow Farm, Ashbourne Road, Buxton (Policy E2 and H3)



2.62 Total number of comments made: 21

- Those in support: 7
- Those with an objection: 14
- Other: 0

In support

- Would hope housing would support development of community facilities in Harpur Hill. Would prefer larger proportion of employment (given other proposed expansion of Staden Lane). Significant margin of green should be kept adjacent to A515. There is a margin for much of A515 and also beside previous "Foxlow" development.
- No objection to B21 or B22. (Infill access from Harpur Hill). B20 - needs landscaping for edges / buffer - as agreed.
- Shield from A515, put cycle track alongside road. Otherwise provides for much needed houses.
- It is inevitable that this site must now be used for housing. However as an entrance to Buxton, significant landscaping will be needed on the Ashbourne (south) side of this site.
- Best option for building. Must include suitable housing for older people.
- Unconstrained, no Town/Village Green. Immediately available. Adjacent land also available for strategic open space / planting / recreational use.
- Yes, this is an existing site.

2 Report of sessions

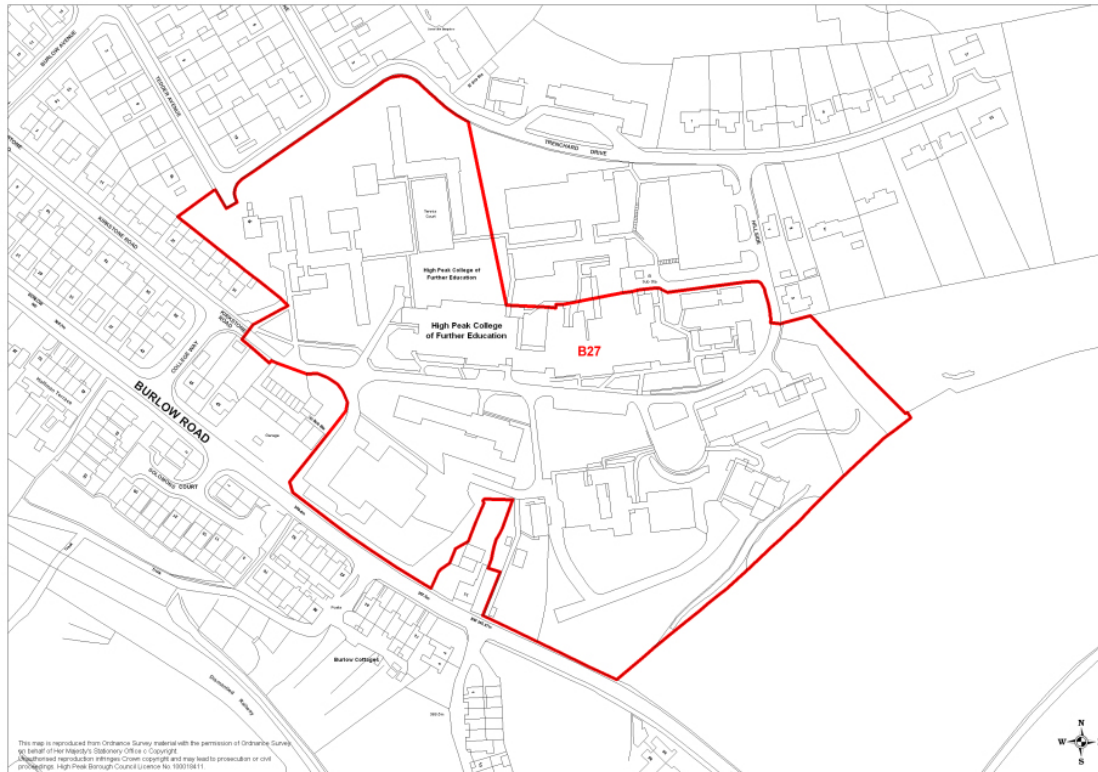
Objections

- All greenfield area and should only be built on as a very last resort and in small sections only when necessary. Poor access in and out of Harpur Hill. x2
- B20 - you shouldn't mix housing with employment allocation. If B20 is used for housing, the proposed employment allocation should be the other side of the A515 (Staden Lane).
- Employment area inappropriate. Site is very conspicuous and when built on will impact negatively on Harpur Hill visually, as well as turning a semi-rural area into a housing estate. Turned down on previous occasion by planning office. Will impact badly on infrastructure, roads, parking and schools.
- The whole of this site is highly visible from numerous vantage points. The landscape impact will be significant and harmful. It will not be a sustainable development and contribute nothing to adjoining communities from which it will be physically and functionally divorced.
- No to development site. Exposed, elevated in countryside, views, viewed from Peak Park will be adversely affected.
- Too prominent, is against contour line 350m where no development is to take place as shown in Local Plan. Too remote to Harpur Hill village.
- 1. Significant detriment to Foxlow Park residents. 2. Changing semi-rural housing to sprawling housing estate. 3. Any development should seek to mitigate this detriment by securing a "green belt" between a new development and Foxlow Park.
- This wouldn't integrate into community as access is off Ashbourne Road, no help to residents with shops, facilities, bus route etc - not sustainable development.
- Need to retain green feel to area. Need alternative link route to other part of Harpur Hill. Any building should be considerate that this is entrance to the tourist town. Sustainable access into town needs to be considered with extra vehicle movements.
- Where is the greenbelt here? Trouble integrating an already estranged community requiring infrastructure.
- No green land. x2
- Not B20. Too much. Greenfield site.

2 Report of sessions

Harpur Hill College Campus - 105 dwellings

Map 55 B27 Harpur Hill College Campus (Policy H3)



2.63 Total number of comments made: 24

- Those in support: 20
- Those with an objection: 4
- Other: 0

In support

- B27 must be the first housing development in Harpur Hill. It is a disgrace that it has been left unoccupied for several years.
- Ideal site. Services to area may need expansion.
- Brownfield site that should be developed as a matter of priority as opposed to Foxlow Farm. Revisit any social housing requirement to facilitate sale.
- Good use of brownfield site. x2
- This is a far better option than using green field space elsewhere. x2
- This site should be developed first. x4
- Urgently needs building on as brownfield site.
- As a previously developed area (RAF station then High Peak College) eminently suitable for housing development. Priority? x5
- Should be built on but never has. Where is the demand for all the other sites coming from?

2 Report of sessions

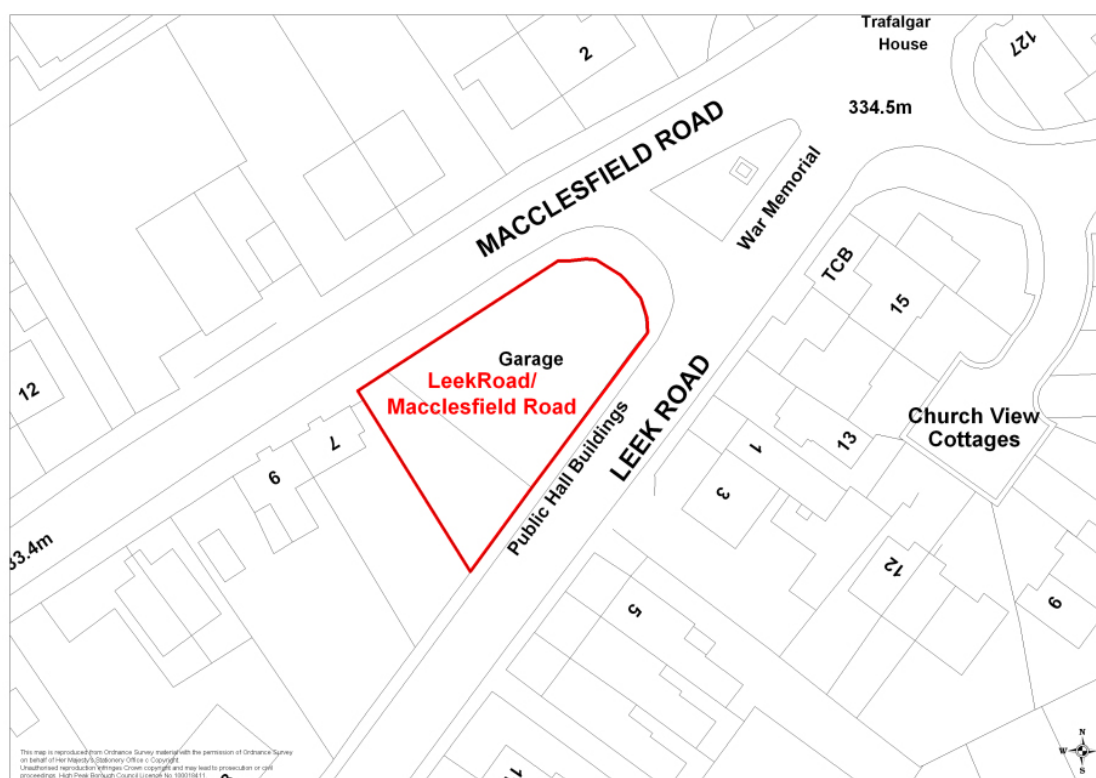
- Put pressure on the University of Derby to reduce the price of this land and progress the sale. It's unsightly and dangerous. Not suitable for business use.
- No objection in principle.

Objections

- Good for employment site. Use as before. x2
- Would be better as employment site as costly re-development.
- Unfortunately high site development costs will delay this site coming forward. Site highly exposed.

Leek Road / Macclesfield Road former car showroom - 10 dwellings

Map 56 Leek Rd/Macclesfield Rd former car showroom (Policy H3)



2.64 Total number of comments made: 30

- Those in support: 23
- Those with an objection: 6
- Other: 1

In support

- Needs redevelopment. An eyesore at present. x7
- Yes, as a priority; and make it a beautiful eco-build.
- Urgently needs tidying up and in keeping buildings with car parking spaces.
- In urgent need of development. Plan proposed five years ago was good.

2 Report of sessions

- The Leek Road site needs building on urgently as it is like a bomb site. Earlier plans were rejected. So next time they should be approved.
- The site is a disgrace. There was a good planning application for this site for 4 flats. It needs a modern, striking plan again.
- Needs redevelopment, but previous plan an eyesore for corner location. Problems with parking at the junction?
- Good site but 10 dwellings seems too high.
- Needs redevelopment but could it have a social goal? Gardens, landscaping to enrich approach / exit to town.
- Sooner the better! But scale seems too intensive.
- No objections to it being in the plan but not for 10 units. See previous appeal decision for 12 units where Inspector said development was of @scale and density and proportions@ that was not sympathetic to character of area. A lower density development of 3-4 units should be considered.
- I agree with the above comments.
- Take care over access (presumably to Macclesfield Old Road) otherwise very positive.
- Ten properties is far too many for this constricted site. A development of 3 or 4 properties (as suggested by the Planning Inspector on appeal) would be welcome. However it needs to be in keeping with the historic setting close to the church and war memorial.
- No objection hardly worth an allocation as it is already within urban area and can be dealt with as a windfall site.
- This plan should remain, something needs to be done with the site, it looks a mess!
- Smaller developments are good for the town. Families and elderly close to amenities is good news.

Objections

- Possible car park? Would help congestion. Against 10 flats. Overlooking.
- Not enough car parking. Even now.
- This site needs to be a parking area as people from Church View Cottages park on the road, already causing problems.
- Car parking for houses eg Otterhole congestion with many 2-car families.
- Too many for this site on busy road junction as well.
- Too many for this site.

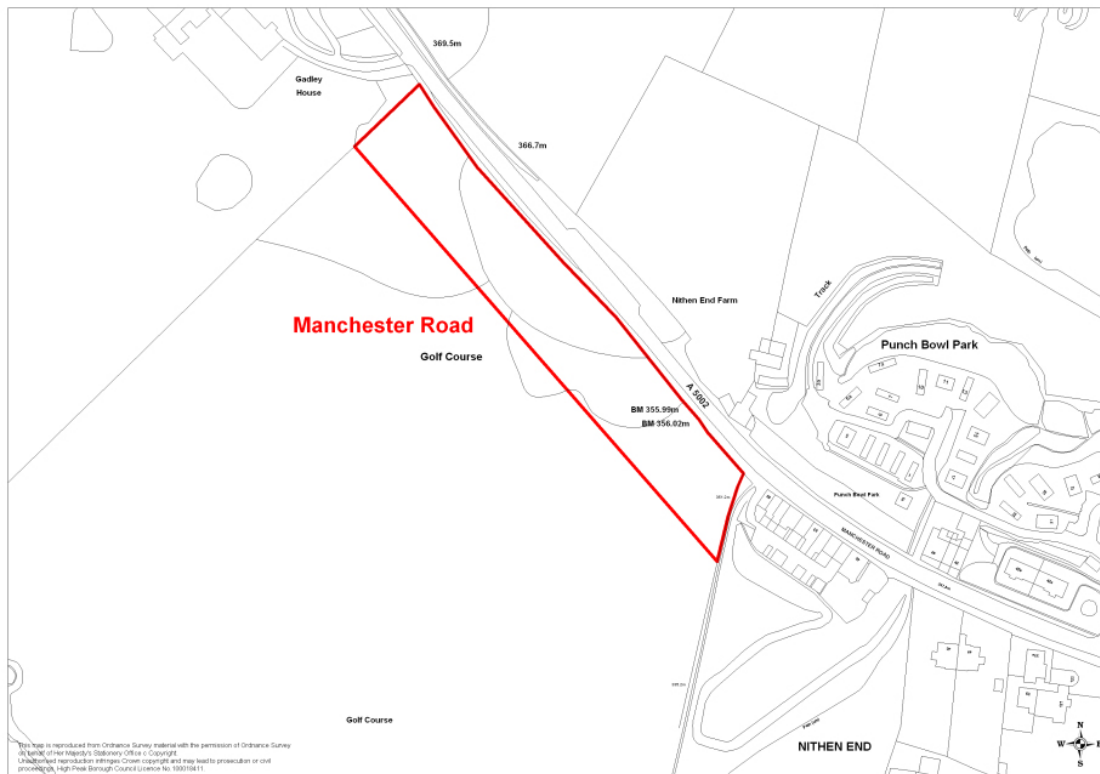
Other

- Ten houses was approved "in principle" when the original building was going to be converted. So this density does not now apply. Parking would need to be under the new builds creating 3 / 4 storey building which was originally considered unacceptable by the Planning Inspector. Planning Inspector refused previously on the grounds that the scale, density and proportions were not sympathetic and out of character with the surroundings. Three or four dwellings would be ample on this site.

2 Report of sessions

Frontage to Cavendish Golf Club, Manchester Road - 15 dwellings

Map 57 Frontage to Cavendish Golf Club, Manchester Road, Buxton (Policy H3)



2.65 Total number of comments made: 17

- Those in support: 3
- Those with an objection: 14
- Other: 0

In support

- I support this act.
- Yes please.
- Too dense but development of large high quality houses, on the basis of design quality would be interesting.

Objections

- At the southern end of the site is the tee for the third hole of the course and slightly to the north of this is the toboggan run. This would mean an unwelcome change to that hole.
- Tantamount to putting houses on Grinlow, Corbar Cross, Solomons Temple - too elevated in countryside.
- Greenfield site - too far out. Inappropriate.
- Edge of town, encroaching countryside. Too far out and inappropriate. x3

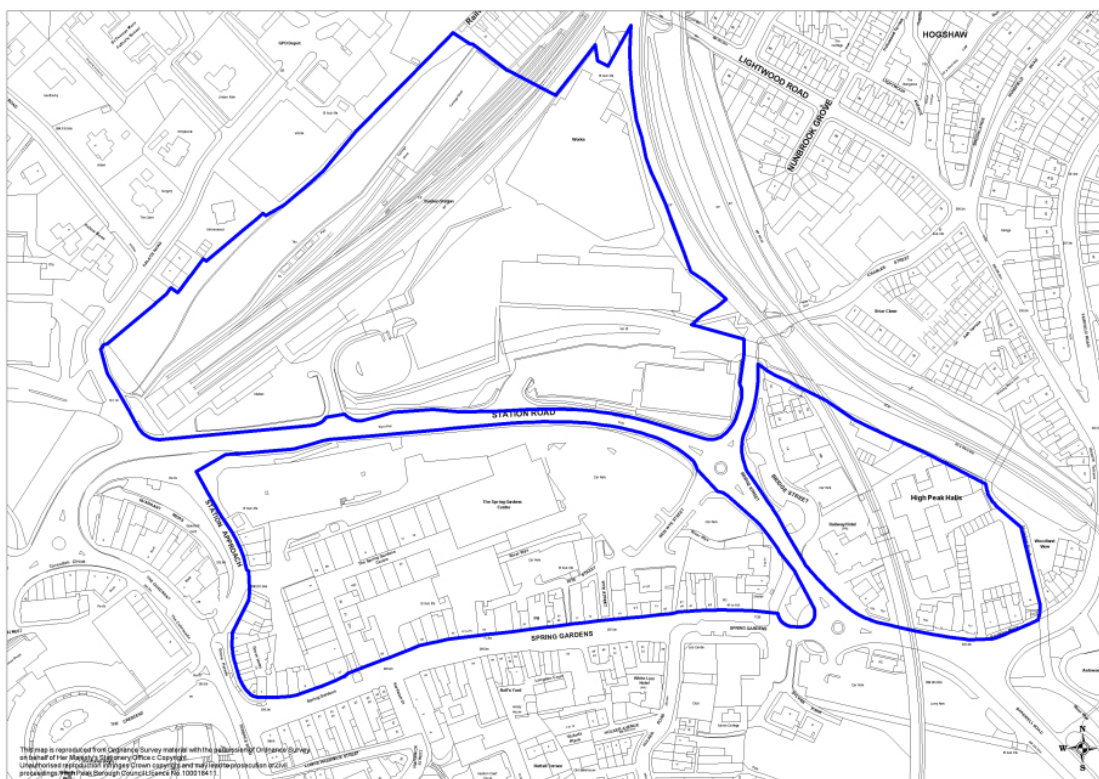
2 Report of sessions

- Totally inappropriate to build on this golf course and the Cresta toboggan run on the right is protected in the deeds.
- Most inappropriate greenfield site, access and area of outstanding beauty.
- Greenfield land adjacent to conservation area - to be avoided if at all possible.
- This would be ribbon development and spoil a key entrance to Buxton. Strongly oppose on landscape/policy grounds.
- No we cannot be this desperate for 15 houses. It spoils the entrance via that road into Buxton.
- Appalling act of vandalism on prominent site.
- I like green! Areas and space this is why I live here. Develop disused areas in the town.
- Keep this green. Find brownfield other sites. Could put in a cycle track.
- An isolated site in open countryside. Little relationship to exiting extent of settlement. Extend unacceptable ribbon development.
- Farcical. Too prominent , in open countryside adjacent Peak park too far from town centre. Poor access.

Town centre issues

Station Road and Spring Gardens Regeneration Area

Map 58 Station Road and Spring Gardens Regeneration Area, Buxton (Policy CF1 and DS17)



2.66 Total number of comments made: 19

- Good. Central retail site must remain in Plan.

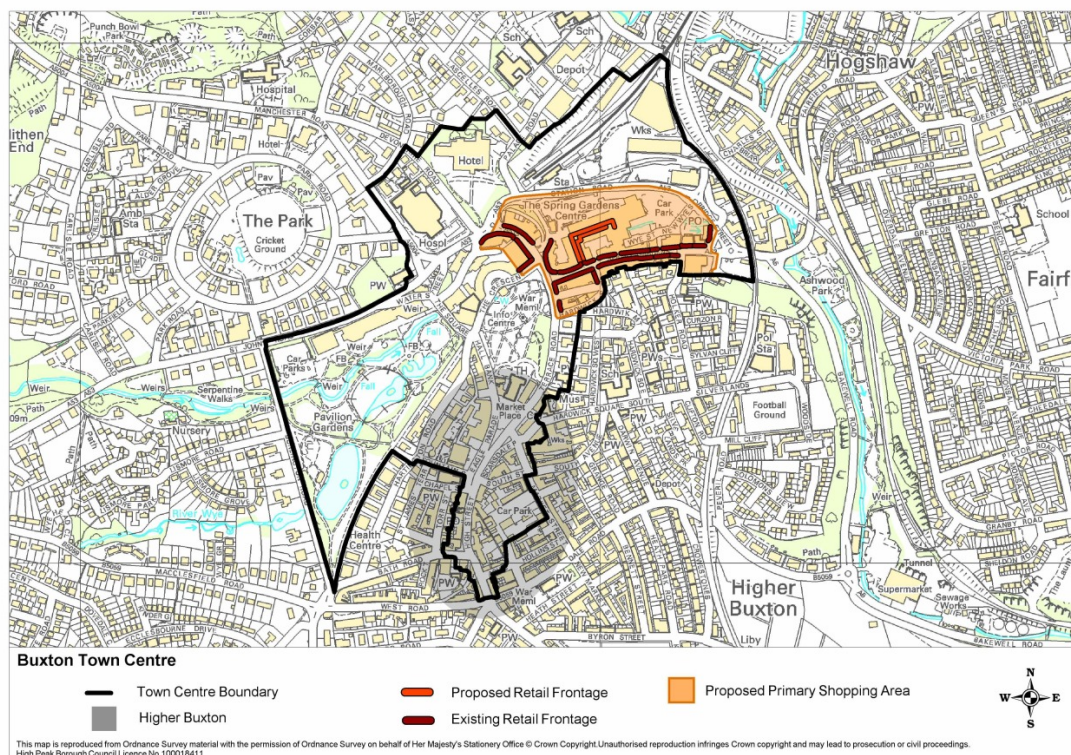
2 Report of sessions

- I support this area's regeneration. Rail station is good building (listed) but poor quality surroundings. x2
- Regenerate if you wish; but please no cheap hotels on the side of the road. Re-develop old Buxton Water site only.
- Regeneration a good thing here but must be in keeping and enhance Buxton, rear of Spring Gardens is currently an eyesore.
- Area needs re-developing, but not with a dominating business eg Tesco. We don't want anything here to take business from the centre of Buxton. Recreational, eg cinema.
- I believe an art complex and theatre arts college, rehearsal rooms would benefit the town.
- They should build something but not houses as it's near town and train station and would not look right. They should build something for young people like bowling or cinema. They have nothing to do and go out of town to do stuff like that.
- Need a cinema and possibly bowling alley.
- Yes to development mostly residential including students plus hotel and family friendly pub and gardens, possibly even a garden centre but no mega stores.
- Needs sensitive development. High profile area of town requiring appropriate use.
- Good idea in principle as long as it includes more parking.
- Support regeneration areas. All of the Nestle site is not town centre! Encourage some housing.
- Some housing. Leisure facilities. Covered areas. Start up business. But no supermarkets.
- Regeneration is important. Rent plans for business encouraging new business independents.
- No development without more than adequate cheap or free parking. Overall plan with good design very important.
- Support regeneration area proposals. Essential that development proposals be driven by a comprehensive development plan.
- Support all area should be used only for empty rent and shopping uses. Hotel , retail shopping entertainment etc.
- Needs to consider plans for Buxton town centre as a whole. Not in parts. Should join up.
- Town centre boundary should be along Station Road excluding Nestle site,

2 Report of sessions

Town centre boundary and retail frontages

Map 59 Buxton town centre (Policy CF1 and CF2)



2.67 Total number of comments made: 17

- Higher Buxton is half of the town and not a secondary area.
- Many shops already empty, care needed and no more supermarkets!
- There are currently many empty shop premises in Buxton / Spring Gardens precinct - is there any point in developing more?
- Keep businesses to the Spring Gardens / shopping centre sites. Do not want any dominating businesses to take trade away from central Buxton eg Tesco.
- I support this application - no more out of town retail! x2
- Good central retail site, same applies to land to north (other side main road).
- Multi-storey parking will detract from the aesthetics of the town centre.
- Proposed shopping area shouldnot include Nestle site - this should be used for other purposes - library ! Student housing/ facilitated housing etc.
- Support with reservations. Deep concern over any removal of parking availability in town centre. Where will residents (shopping) and/or visitors park?
- Should have the opportunity to be shops or bars and restaurants.
- If Spring Gardens wanted to open a drop off shopping child care facility could this happen?
- Need to find a way to encourage a more varied type of business.
- I understand that the proposed retail frontage should have correct usage for retail and shopping surprised that this was not the case for Spring Gardens.
- Support regeneration but not additional retail space (unnecessary as online is taking over) Certainly not a new hypermarket. Use for housing, entertainment town centre library.

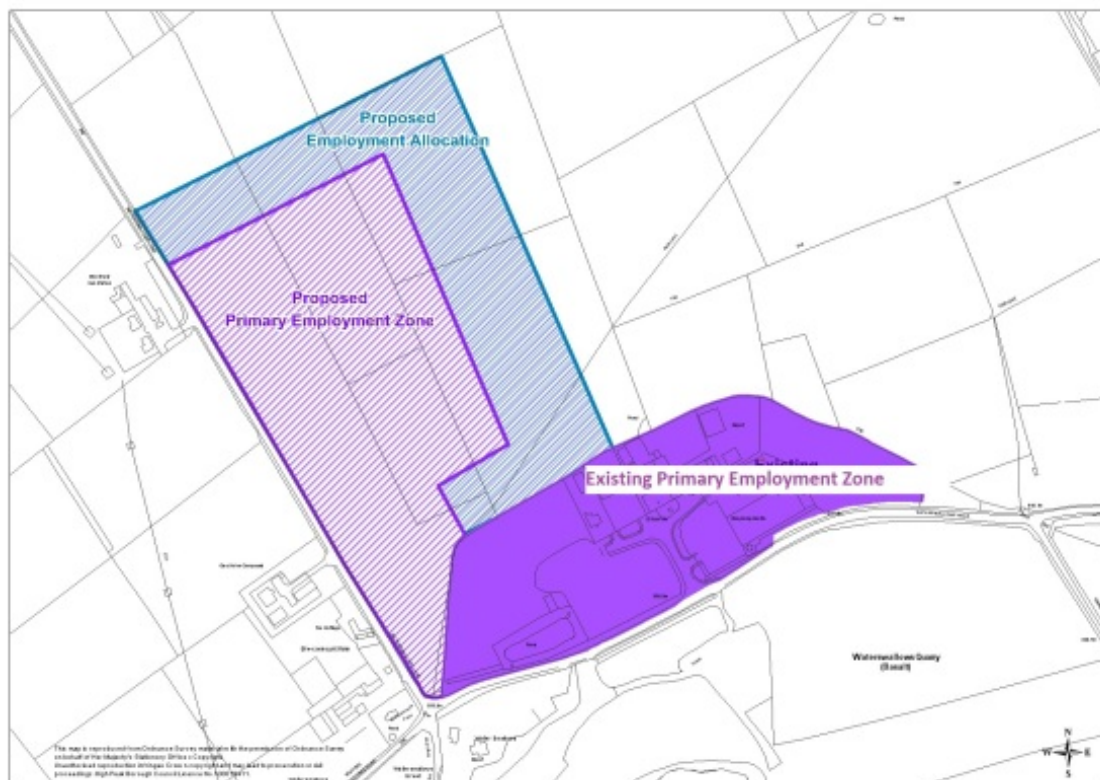
2 Report of sessions

- Provided no more supermarkets. Lots of scope for small units.
- Support.
- Proposed shopping area should be enlarged to take in the Nestle site now unused.

Preferred Options Employment land allocations

Employment land allocation and Primary Employment Zone, Waterswallows - (5.2ha)

Map 60 Employment land allocation and Primary Employment Zone, Waterswallows (Policy E2 and E3)



2.68 Total number of comments made: 14

- Those in support: 5
- Those with an objection: 8
- Other: 1

In support

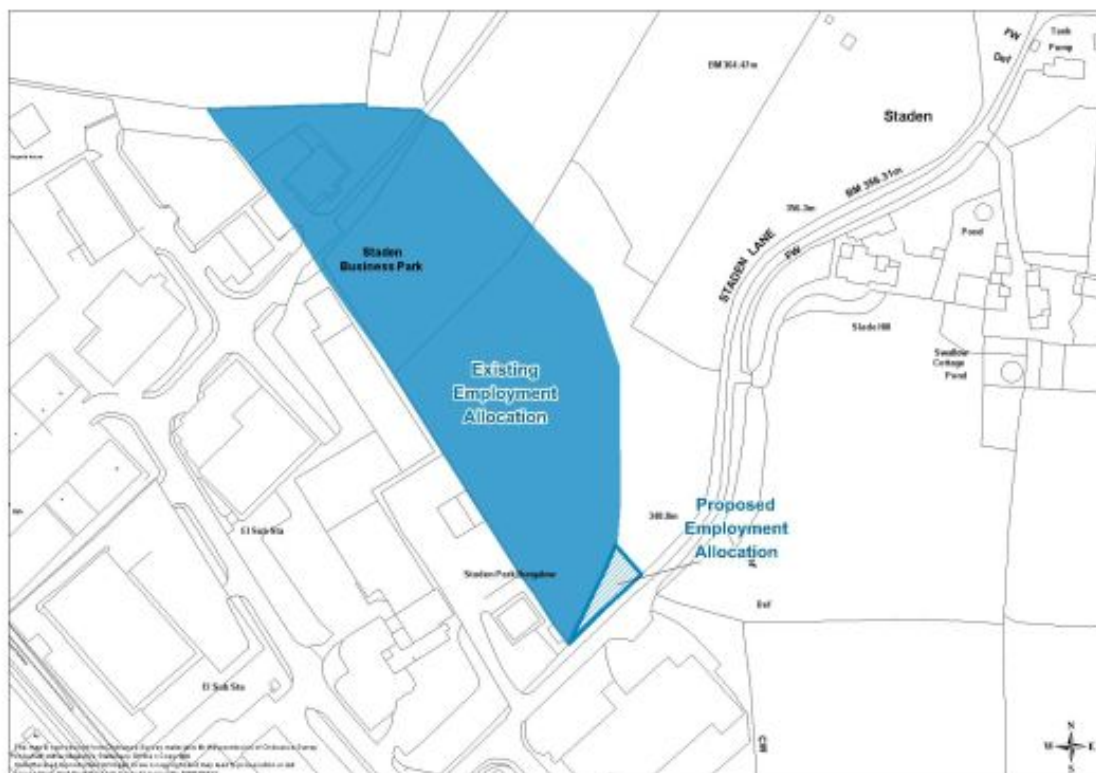
- This site is suitable.
- Yes.
- Best place to put these.
- We need to encourage business here.
- Expansion around facilities already approved (Nestle etc) makes sense.

Objections

- Why do we need to keep building on farm land with already congested narrow lane access?
- Is existing site used optimally - appears spacious? Consider review before allocating more green belt.
- Strongly object. Greenfield site with poor access.
- This area cannot be expanded until there is an adequate road structure in place.
- Site should remain as countryside as it is prominent in the landscape.
- Site is prominent open countryside.
- Isolated open countryside site. Poor accessibility. An inappropriate site for development.
- Delighted to see this site has moved out of town. Very concerned about how much this could sprawl further. Don't want to see this site growing. No further employment more storage and machine for bottling.

- Only if / when other options eliminated. Industrial only not office which should be in town centre. Also need to improve access including public transport for workers

Map 61 Employment land allocation and proposed extension, Staden Lane, Buxton (Policy E2)



- Those in support: 5

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- Those with an objection: 3
- Other: 2

In support

- I support this application - need to be sympathetic to surroundings and landscaped.
- Yes.
- May as well use this. Every little helps.
- Encourage business to this area.
- There has been commercial interest for development of this estate for the last 5 years - all failed because there was no land to accommodate it. Release of more land is essential. It is the best accessed business park in Buxton.

Objections

- Problem use of land.
- Site too elevated, loss of views and amenity in countryside.
- Site is too prominent for development use should remain open.

Other

- Proposed employment allocation from B20 should be put on this site. Keep all industrial, offices, any employment allocation on Staden Lane or similar employment sites.
- Of little consequence one way or the other.