

Appendices for the Marple Neighbourhood Plan

Appendix 1: Marple Town Centre Area Map

Appendix 2: Marple Town Centre Study

Appendix 3: Housing Supply and Comments

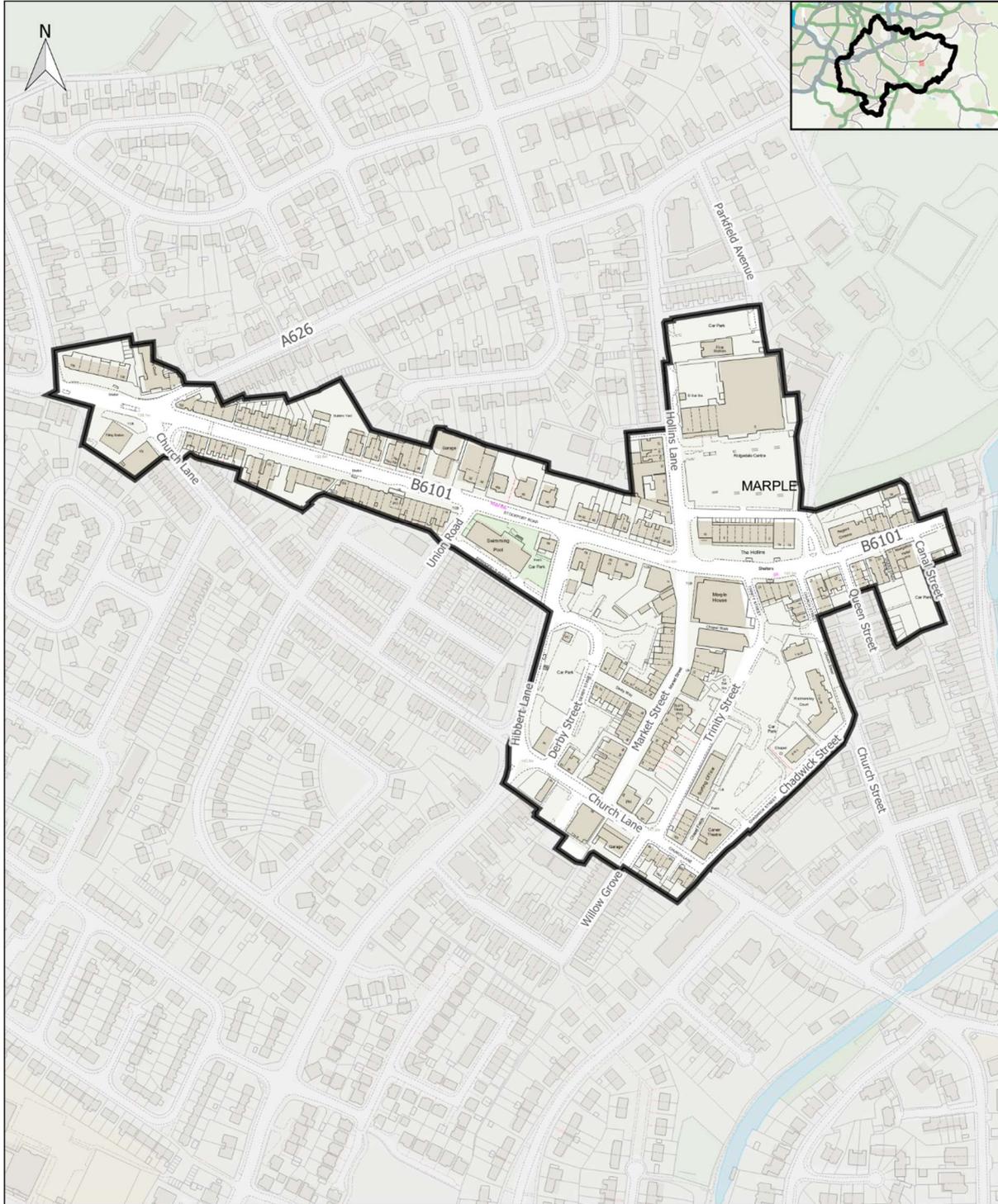
Appendix 4: List of Green Spaces in the Marple Neighbourhood Plan Area

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Appendix 1: Marple Town Centre Area Map



Marple Town Centre Area

Task Ref: BID1-4019

Scale: 1:4502

Date: 13/11/2023

Legend

 SUDP Shopping Area



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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Appendix 2: Marple Town Centre Study

The Marple Town Centre Study is not currently available in an accessible format.

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NEIGHBOURHOOD DEVELOPMENT PLAN

TOWN CENTRE RETAIL POLICIES

1 Introduction

1.1 The Town Centre Study has been carried out by the three members of the Town Centre Study Group of the Neighbourhood Forum over summer and autumn of 2017. The survey work consisted of:

- an attitude survey of existing shopkeepers and businesses in the town centre;
- reviews of existing retail studies that include Marple in their scope.

1.2 An Ordnance Survey based plan of the centre was prepared showing the distribution of the shopping streets, car parks and and of sites and areas considered to represent opportunities for development or redevelopment. The plan shows the extent of the town centre, the distribution of the existing shopping frontages, the main functional linkages between parts of the town centre such as the car parks, and basic policy proposals. See Appendix 1.

1.3 The study was not prepared in isolation but in conjunction with other working groups of the Neighbourhood Forum. In particular another part of the Town Centre group has pursued the traffic and pedestrian movement issues in the town centre; and the Pride in Marple Group has examined the condition of the public areas of the town centre and its links with Memorial Park and the canal system.

1.4 The town centre grouped was also able to avail itself of two recent retail studies carried out by consultants; as well as national and local planning policy documents as follows:

- ASDA Cheadle and Marple Sixth Form College Hibbert Lane - Retail Statement
- the Holliss Vincent study carried out for Stockport MBC in 2014
- the National Planning Policy Framework
- the Core Strategy for Stockport MBC.

1.5 The comparatively recent studies of the town centre of Marple indicate the advantages of the present centre and provide comparison with the other seven district centres of the Borough of Stockport. Marple is well placed in relation to these. In the light of this position what is the starting point for new policies and proposals which might improve it even further ?

1.6 The anecdotal evidence arising from the public meetings and exhibitions held to inaugurate the Neighbourhood Development Plan and in subsequent meetings of the topic groups and members of the Forum suggest the following areas where change for the better might be sought:

- traffic congestion is a constant complaint; and with it the difficulty for pedestrians in gaining comfortable access to the shops;
- a sense that 'nothing has changed' in Marple since the pedestrianisation of Market Street in 1975;
- there is a clear preference for another food supermarket in the town to complement ASDA;
- the environment of public spaces and streets is in need of refreshment

2 The Hollis Vincent Study

2.1 Hollis Vincent are Planning and Development Consultants who carried out an update of an earlier Retail Study of Stockport, for the Metropolitan Borough Council as local planning authority, in August 2014. Beside the main town centre of Stockport it covered the eight district centres of Stockport: Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Marple, Reddish and Romiley. The study examined the number of shops, the turnover of comparison goods and convenience goods, and the diversity of the types of shops. In relation to Marple it found:

'Marple has the highest number of retail operators in the convenience goods sector of any of the District Centres. Thus, whilst multiple supermarket representation is limited to the Co-op and Iceland, there are many independent traders, including seven bakers, two butchers, two greengrocers, two off-licences, and a range of confectioners and newsagents. Moreover, the redevelopment of the Chadwick Street Car park would rectify the deficiency of a medium-sized supermarket, provided the necessary land assembly can be achieved and an operator secured.'

'Marple also has the highest number of comparison goods retailers of all the District Centres, with multiples including M & Co, Co-op Pharmacy, Superdrug and Boots. However Marple also has a range of quality independent traders, particularly in the womens' and girls' clothing and general clothing sectors, and in the furniture/carpets/ textiles sector. There is also a good range of DIY/hardware stores, chemists, and jewellers. Thus although Marple lacks a large supermarket operator, it probably has a better retail representation overall than all of the District Centres.'

'Marple also has an excellent range of restaurants, cafes and takeaways, and many hairdressers and beauty parlour operators. Marple also benefits from better leisure facilities than most of the District Centres, and has a cinema and a swimming pool/gym facility. Marple is also distinct in having a number of dentists and other operators in the healthcare sector, including and osteopath, a chiropractor, a physiotherapy clinic and a doctor's surgery.'

2.2 To put this upbeat assessment into perspective, the study indicates that Hazel Grove, Cheadle, and Cheadle Hulme have the largest (survey-derived) comparison goods turnovers; and Hazel Grove, Cheadle Hulme and Houldsworth Square have largest convenience goods turnovers. The convenience goods turnover figures reflect the presence of Sainsbury's, ASDA and Also supermarkets, and M & S Food; and Cheadle Hulme has both ASDA and Waitrose supermarkets. With regard to numbers of shops, Marple has 174, Cheadle has 175, and Hazel Grove has 160. The distribution of the shops in Marple is shown on the attached map of the town centre.

3 ASDA Hibbert Lane Retail Statement

3.1 A report was prepared by Drivers Jonas Deloitte in 2012 to support the application for planning permission by ASDA on the Cheadle and Marple Sixth Form College site on Hibbert Lane. A household survey was undertaken in May 2011 to try to understand where residents of Marple shopped; and whether the shops in Marple drew custom from a wider area than the town. For this purpose a number of zones were drawn geographically:

- Zone 1 Marple
- Zone 2 Marple Bridge and Compstall
- Zone 3 New Mills and Disley
- Zone 4 Hazel Grove and Offerton
- Zone 5 Bredbury and Romiley

3.2 The survey showed that only 43% of the residents of Marple chose to do their main food shopping there. This means that over half of the residents of Marple (Zone 1) currently travel

outside of the town to conduct their main food shop. This leakage of expenditure is a result of the limited convenience provision within Marple, which is not of a size sufficient to provide a full range of goods and offer a comparable choice to the large foodstores outside of Marple. The main alternative food shopping destinations are Sainsbury's in Hazel Grove and Tesco Extra in Stockport.

3.3 The household survey also showed that 79% of people in Zone 1 used their car for the main shopping trip; and that they linked these trips to other services. This means that Marple town centre is losing trade for its own services and comparison goods shop types. This is contrary to the principles of sustainability, by generating traffic and loss of local spending power. By constructing a new medium-sized food store, much of this lost trade would be returned to Marple.

3.4 Planning permission for the ASDA store at Hibbert Lane was refused in March 2013, in favour of an alternative scheme at Chadwick Street in Marple. The Council supported this scheme in order to maintain national and local planning policy to protect shops in existing town centres. The report to the meeting of the Council's Executive on 28th May 2012 states:

'It is the Council's view that the ability of the site to accommodate a larger format development in the District Centre, would help to contribute to the range and quantity of Marple's retail offer. In addition bringing an additional retail operator would help promote Marple as competitive District Centre, and enhance consumer choice. This would also help generate linked trip opportunities within the District Centre which would help safeguard its vitality and viability.'

4 Questionnaire Survey carried out by the NP Town Centre Group

The Survey

4.1 The questionnaire survey was carried out in the town centre of Marple during May 2017. All the 174 shops received a questionnaire and these were collected a few days later. A little under half the shops and businesses replied. Their answers are shown on the analysis sheet at Appendix 2.

4.2 In terms of 'likes' and 'dislikes' of the responses it is clear that Marple town centre has recognised advantages of easy accessibility, cheap parking, its community or village 'feel' and its good range of shops. Nonetheless, the 'dislikes' showed some dissatisfaction with the centre because of traffic congestion, the lack of 'appeal' of the town centre which was felt to be stagnant or dying, and its failure to connect with its main tourist attraction, the canal system.

Another Supermarket

4.3 With regard to attitudes towards the development of another supermarket, the question was framed around the proposal by Kirkland Developments in 2013, to build a 21,000 sq.ft. supermarket on the site of the Post Office sorting office adjoining Chadwick Street car park. Opinion amongst the shopkeepers was decisive; 41 were in favour with 17 against. Not all the shops supported the idea of another supermarket; not all those independent traders in food welcomed it. Those shops in comparison goods however generally did. Their hope was that a new supermarket of the right size would increase the attractiveness of Marple as a town centre shopping destination, with advantage for traders and shoppers alike. A further question about which supermarket chain would be most welcomed, there was a clear preference for a 'high end' store such as Waitrose, Booths or M & S.

Cafes and Restaurants

4.4 There were many suggestions for other types of cafe / restaurant to be added to those already represented in the town. A wide range of national food chains, as well as middle Eastern, American and Italian national food outlets was put forward.

Sunday Market

4.5 The idea of an occasional Sunday open air market was received very favourably. This could take place on the pedestrianised streets of Market Street and Derby Way. There was overwhelming opposition to the idea of re-opening these streets to traffic.

Car Parks

4.6 There was moderate dissatisfaction with the main charged car park at Chadwick Street, the closest car park to the Market Street shops. Various suggestions were put forward on the charging regime such as free parking, or free for the first half or one hour periods. Payment on exist would enable shoppers to be more relaxed about the length of time they spent in the shops. The access to Chadwick Street, along Trinity Street, could be made clearer; and it was thought that the location of this car park was distant from the shops on Stockport Road.

The Shopping Environment

4.7 It was thought that some of the shop frontages could be kept in a better state of repair and measures should be taken to compel owners to maintain them in better condition. The preservation of traditional shop fronts was thought desirable. Some thought that too many cafes and restaurants interrupted the shopping frontage. However a 'shopping and eating' guide for visitors would be welcome.

4.8 There were many suggestions for improving the appearance of the town centre. These included more planting with trees, flowers beds and hanging baskets, and more seating areas. The flower beds at the western end of the town centre on Stockport Road opposite the Texaco Garage were thought to be neglected.

4.9 There was some objection to untidy displays of A-boards outside shops for advertising; and that petrol filling station forecourts were cluttered with signs.

Suggestions for Change

4.10 Participants were asked in the survey for the one thing they would most like to change in the town centre. Better traffic circulation and car parking charges were very important. Greater use of the shops by local people was desirable. (This reflects the view that in the interests of reducing car travel and the 'leakage' of spending away from the centre, the shops here should be made more attractive by their range and type). Others wanted more local events, more police on the beat, more street cleaning, a pedestrian crossing near the swimming pool, a focal point or shelter for teenagers to gather, and the relocation of the Post office on Stockport Road to a more central location in the town centre.

5 A New Supermarket

Planning Policy

5.1 The development of retail outlets is strictly controlled under current national (the National Planning Policy Framework) and local policy (the Core Strategy for Stockport). The NPPF requires local planning authorities to recognise town centres as the heart of their communities and pursue policies to support their viability and vitality; and define a network and hierarchy of centres that is resilient to anticipated future economic changes. They should also allocate a range of suitable sites for all commercial uses, including retail, and it is important that these are met in full and not be compromised by limited site availability. If necessary the local authority should undertake an assessment of the need to expand town centres to ensure a sufficient

supply of suitable sites. Where sites for proposed retail development are located with defined town centres there is no requirement for a 'sequential test' (paragraph 24 NPPF).

5.2 When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m). This should include assessment of the impact on the proposal on the planned and committed public and private investment in the town centre and on its vitality and viability.

5.3 The Core Strategy for Stockport (2011) establishes a hierarchy of service centres in the Borough:

- Stockport Town Centre
- District Centres (including Marple)
- Local Centres

5.4 Development Management Policy AS-1 (The Viability and Viability of Stockport's Service Centres) outlines that the following guidelines will apply to the scale of individual A1 use units generally considered to be appropriate within the service centre hierarchy:

- Up to a sub-regional scale at Stockport Town Centre
- Up to 2,500 sq. m net at District Centres
- Up to 1,500 sq. m net at Large Local Centres
- Up to 280 sq. m net at Other Local Centres

5.5 Marple is categorised as a District Centre, along with seven others, in the Borough of Stockport. (Some indication of its ranking amongst these is given above at section 2 above). The policy in the Core Strategy therefore permits the development of Class A1 (shops) units of up to 2,500 square metres net in size, within the district centre. The district centre is defined for the purposes of the Neighbourhood Plan, as the same as that defined in the Proposals Map of the Unitary Development Plan for Stockport of 2006. The boundary is shown on the plan at Appendix 1. Close to most parts of the boundary there are areas of medium to high density housing. There is little scope or necessity therefore to extend the boundary as part of the Neighbourhood Plan proposals. Nothing of significance in terms of planned or committed public or private investment has changed in relation to Marple Town Centre since the adoption of the UDP review in 2006.

The Challenge

5.6 With the background of the two reports indicated above, the support of Stockport MBC, and the positive attitude of businesses in the town centre towards a new supermarket to complement the ASDA offer, there is clear justification for including a policy in the Neighbourhood Development Plan to encourage the necessary private investment to establish a new and additional supermarket.

5.7 It is acknowledged that there are no sites in the town centre that would accommodate the equivalent of the ASDA application at Hibbert Lane which proposed 3,786 square metres. This it was thought would take the role of the 'main food supermarket' in Marple, being twice the size of the then Co-op with its 1,590 square metres. The Deloitte Report criticised the Kirkland (Chadwick Street) proposals at 2,323 square metres as unrealistic because of the car parking requirement which that floorspace would demand. It was also of the view that there are no vacant sites or retail units in or on the edge of the town centre that are of a size suitable for development of a foodstore of the size required to prevent the continued leakage of convenience goods expenditure from the town.

5.8 The challenge therefore is to find a site within the defined town centre for a new supermarket. A number of 'Development Opportunity Sites' have been identified by the Town Centre Group. These are listed below in Table 1. The limited space available in the defined town centre as a whole mean that none of them are easy options; all have multiple ownerships likely to give rise to difficulties in assembling each one; and some have difficult levels which would require greater design and development effort than a flat site. Notes are appended below on the suitability of each site.

5.9 The size of a new supermarket (in square metres net) would have to be flexible in order to fit the Development Opportunity Sites identified. In Table 1 a notional site coverage of 50% building floorspace and 50% car parking is adopted as a rough indication of the size of supermarket, perhaps better termed a convenience food store, which might be accommodated on each one. There is some justification for adopting this approach as the size of 'supermarkets' nationally has diminished with the lessening of the large weekly food shop by customers who now show a growing preference for smaller 'top-up' shopping trips. An example of this type of store is the new M & S Food store on Church Road Cheadle Hulme which has a net retail area of 275 square metres (plus ancillary offices toilets and staff accommodation in the same building). The Co-op store at the Texaco garage in Marple has a net floorspace of only 256 square metres.

5.10 Such a store would perhaps not provide the range of comparison goods alongside the food range that the larger supermarkets now provide. However if the food range was different from the present offer at ASDA and the Co-op convenience store at the Texaco Garage by being complementary rather than competitive with those stores it would go some way towards preventing the leakage of food shopping trips out of Marple, thus boosting the independent comparison goods shops in the town centre.

6 Notes to Table 1

6.1 Site 1 - S Duddy Limited: this was discounted in the Deloitte Report for the ASDA application on Hibbert Lane as being too small to support a medium sized supermarket. For the purposes of the Neighbourhood Plan, which include increasing the attractiveness of the town centre, and improving its links with the canals, Memorial Park and the Civic Quarter next to the Park, this site is also somewhat off-centre for promoting these purposes.

6.2 Site 2 - Travis Perkins: this site too was discounted in the Deloitte Report as being too small to be able to perform a main food shopping role in Marple. If used in conjunction with the adjoining Site 3, 42-44 Stockport Road, however a larger site could be assembled. There could also be planning gain from the redevelopment of this site, namely a contribution to the improvement of the junction of Hibbert Lane and Stockport Road.

6.3 Site 3 - a shop with first floor office accommodation which adjoins the Travis Perkins site. Together two comprise Site 4. This could accommodate a larger convenience store and be expected to contribute to any improvements at the junction of Hibbert Lane and Stockport Road. If not used for retail purposes it could also have a role in a service use such as a medical centre, or a relocated post office sorting office.

TABLE 1 Potential Sites for Medium Sized Supermarket Development in the Town Centre

No	site	size		potential square footage assuming 50% building coverage (sq.m.)	notes
		acres	square metres		
1	S Duddy Ltd	0.36	1,438	719	development opportunity site dismissed in the Deloitte Report as too small
2	Travis Perkins	0.53	2,140	1,070	development opportunity site - dismissed in the Deloitte Report as too small
3	42-44 Stockport Road - Stationery Supplies and Kay Bdrs Office	0.13	543		
4	total of two above	0.66	2,683	1,341	
5	55-63 Stockport Road (Edel Carpets, Perfect Pets, Motorhouse)	0.53	2,140	1,070	development opportunity site - multiple land ownerships and difficult levels
6	Nat West Bank	0.17	710	355	could be considered as part of DOS - recently sold to unknown buyer at auction
7	69 Stockport Road	0.04	188		
8	Total of 5 & 6 above	0.7	2,850	1425	using the combined site, the net area could be higher if linked with Derby Way car park
9	Chadwick Street (Post Office sorting office)	0.31	1,275	637	needs Chadwick St car park to create site of any useful size
10	92-94 Church St (former Albert School site)	0.25	1,027	513	current application for 20 flats and 361 sq.m. retail
11	garage 96 Church St	0.14	599		
12	Church Lane Store 90 Church St	0.10	416		
13	total of three above	0.49	2,042	1,021	

6.4 Site 5 - 55-63 Stockport Road (Edel Carpets, Purrfect Pets, Motorhouse): this site combines a number of ownerships which together would provide a site for a food store of perhaps 1,070 square metres (11,500 square feet). As a site it would have great visual prominence in the town centre. If combined with the Nat West bank, which was recently sold at auction, it would comprise a bigger site for a store of perhaps 1,425 square metres (15,337 square feet). If combined with the Derby Way car park the net area achievable would be much higher. The Proposals Map going with this report indicates also that the assembled site might also include number 69 Stockport Road (hairdresser's) and a remodelling of the Hibbert Lane Stockport Road junction and a landscaped corner to the swimming pool.

6.5 Site 9 - Post Office Sorting Office and Chadwick Street car park: the sorting office building and its car park comprise a site of only 1,275 square metres which by itself would yield a site for a convenience store of about 630 square metres. It would have to be combined with the Chadwick Street car park, either in whole or in part, a convenience store of a very useful size could be built. although not approaching the 2,323 of the Kirkland proposals.

6.6 The disadvantage of this site is its very limited visibility in the town although, with time to develop local awareness of its existence, and clear signing, it could become the destination store which the town needs.

6.7 Site 10 - 92-94 Church Street (the former Albert School site): a planning application (reference DC/065826) comprising 20 apartments and an integral retail store of 361 square metres (gross internal) was submitted on 16th May 2017. The application remains undetermined. A further part of the site was allocated for 14 car parking spaces to serve the retail unit, with a separate allocation for the apartments. The retail part of the proposal is limited to the front part of the site which is allocated for retail purposes on the Proposals Map of the Unitary Development Plan for Stockport.

6.8 To use the rear part of the site for retail would bring the shop element into some proximity to the existing houses surrounding this part of the site on three sides. This same situation has arisen with the M & S Food development in Cheadle Hulme mentioned above. Here the shop has been developed alongside the surrounding housing without any apparent harm to amenity. There is some justification therefore for considering Site 10 as a whole as a site for a convenience store.

6.9 There are two sites adjoining the former Albert School: a corner shop set in a site with an appreciable area of car parking next to it; and a former service and repair garage now used for MoTs and car wash on the other side. Added to the site these elements would provide useful additional site space and frontage. However without the corner shop site, the visibility of a new store here would be little better than the Post Office sorting office site; but with it there would be a very visible presence at the mini roundabout junction of Hibbert Lane and Church Lane.

Other Sites

6.10 The sites identified above are by no means intended to be exclusive. It is important that all sites are examined for possible development a medium-sized supermarket. If it is possible that other land or other groups of land owners may come together. In terms of the NPPF such sites would have to be 'suitable, available and viable'. A location within the town centre boundary would be almost certain to meet these tests. Any policies devised for the Neighbourhood Plan for the encouragement of a new supermarket are intended to be applied to the town centre as a whole, and not just to the Development Opportunity sites.

7 Other Town Centre Issues

First Floor Uses

7.1 The Town Centre Group has also been concerned about the under-use of first floor accommodation in the town centre, and what opportunities there might be for these spaces to be occupied. Many of the town centre shops are basically small units, perhaps converted from houses in the first place with perhaps two or three rooms and bathroom at first floor.

7.2 Such spaces could be brought into use for residential accommodation thus bringing life to the town centre. They would also be useful for small offices, studios, therapy and consulting rooms, financial services, tutorial space etc. These could all increase the range of services offered in the town centre. The Neighbourhood Plan could include a Policy to encourage their use and occupation

7.3 Two of the larger first floor spaces are:

- the floor above the former Co-op / Hanbury's supermarket at the east end of the Hollins parade of shops (above Byles kitchen showroom). This has a large glazed tympanum facing Stockport road which might suggest use as a public display space of some kind, and;
- the first floor above M & Co occupied as offices from time to time but capable of being used by other organisations for the same purpose who might wish to relocate. Some Council functions might be accommodated here for example.

Service Areas

7.4 Some of the service areas to the rear of the shops on Stockport Road and Market Street which are easily accessible to non-service traffic have become somewhat neglected. They are important to the functioning of the relevant shops as follows:

- 18-109 Stockport Road
- 1-8 The Hollins (Stockport Road)
- behind Iceland, 9-13 Market Street and RBS Bank
- 25-41 Market Street

7.5 Those on the west side of Market Street, numbers 36-62, and 12-34, on the other hand work well with tarmac surfaces and access limited to service vehicles only. If opportunities arise from other development, or traffic measures introduced by the Council, and subject to the owners wish, to repair and resurface such areas then encouragement should be given through the policies of the Neighbours Development Plan.

8 Conclusion

8.1 The development opportunity sites are identified here for the purposes of consultation. No detailed studies of their capacity have been undertaken. The main variables in a retail development are floorspace and car parking. There is therefore a wide spectrum of possibility in the sites identified. In fact, the NPPF demands that local planning authorities should be flexible in their approach to format and scale (paragraph 24). It is emphasised again that the Development Opportunity Sites examined above are not necessarily the only ones which may be suitable for the development of a medium-sized supermarket; others might come forward and would be equally supported by the general policies of the NDP.

8.2 It is considered by the Town Centre working group that the development of a new complementary supermarket of the largest practicable size given the sites described, is the catalyst to other improvements to the town centre, from a stimulus to its present range of comparison goods shops to its environmental improvement. Much of course depends on the

willingness of the many owners of these sites to come to terms for sale; this would be the task of a competent development agent to achieve. The Neighbourhood Development Plan town centre proposals and policies would provide the framework by which to direct that investment.

9 Draft Environmental Management Policies for the Town Centre

9.1 For draft planning proposals and policies relating to the land use aspects of the development of the town centre, see Appendix 3.

The Shopping Environment

9.2 A number of other issues arose from the questions put to the businessmen and women during the survey of May 2017. Many of these fell into the 'environmental management' category, rather than the 'land use planning' category. Some related to the way in which private property was maintained or otherwise in the town centre; and others to the public realm where the Council as planning, highway, or environmental health authority has responsibility.

9.3 In the private sector the condition and appearance of shop frontages, at ground and first floor level can sometimes fall below standard. Opportunities can be taken if applications for planning permission are made to individual properties, to require improvements to design and condition as a normal part of the planning gain process. Otherwise it is recommended that a campaign of simple advice notes and design codes or guides on the best ways to treat traditional shop fronts be introduced. Property owners could be encouraged to take a common approach to frontage alterations or maintenance in the interests of the appearance of the town centre streets. Events or workshops could be held to acquaint local businesses with ideas of design, maintenance and enhancement of their properties. Sponsors for public art should be sought.

9.4 Whilst perhaps not susceptible to conventional land use policies, these recognisable environmental management matters should be recorded in the Neighbourhood Plan and perhaps treated as a Schedule of Commitments appended to the Plan in support of its planning policies.

Policy EM1: property owners should be encouraged to have regard for the proper maintenance of their property; to undertake alterations, particularly to front elevations in accordance with guidance to be provided in advice notes; and free standing advertisement boards should only be displayed with the consent of the planning and highway authority.

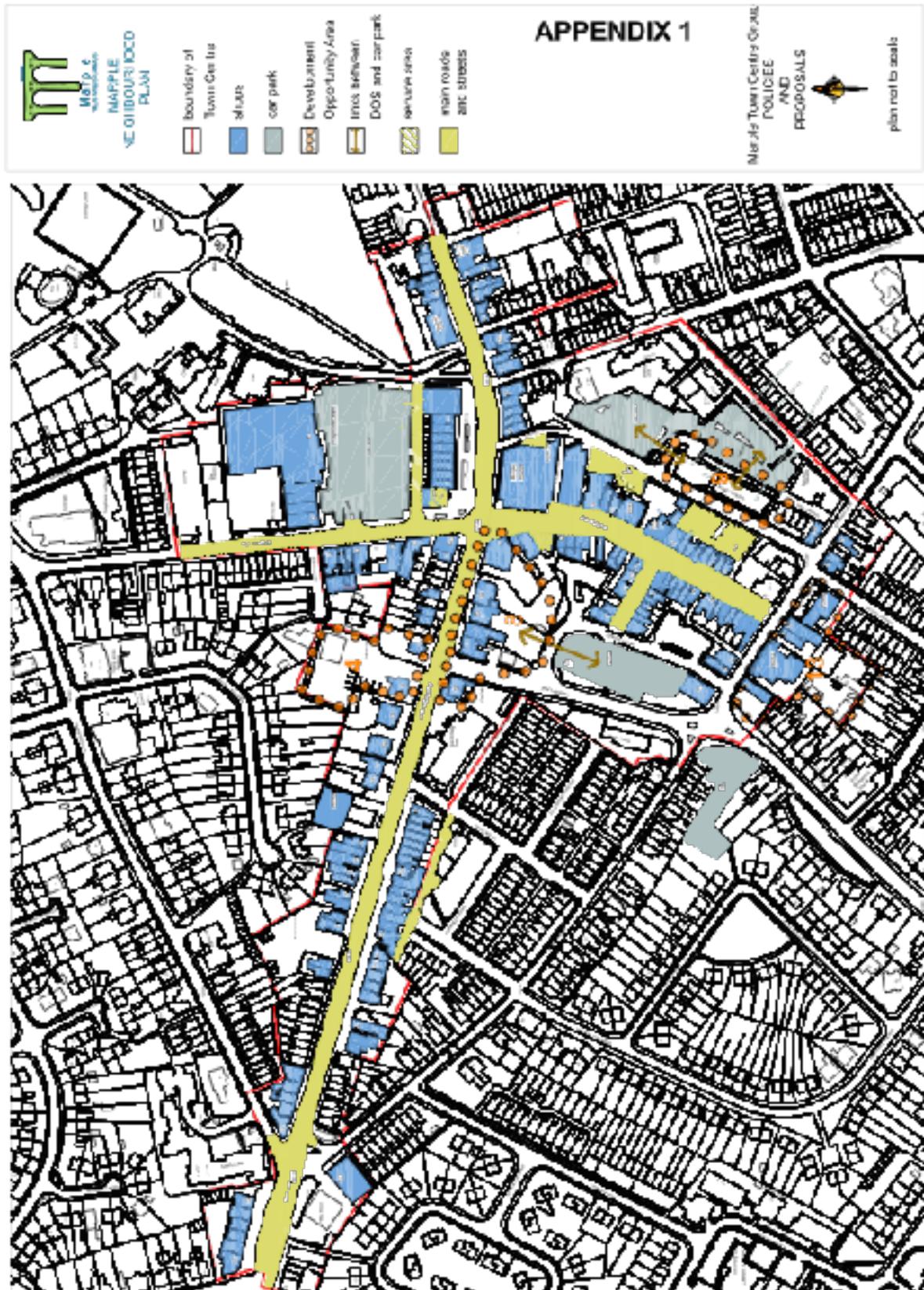
9.5 Again in the private sector opportunities should be taken through the planning process to secure 'gain' in terms of better access to sites, landscaping, and most of all to secure improvements to the roads and footways of Marple as part of an integrated approach to traffic and pedestrian management across the whole town centre.

Policy EM2: improvements to the traffic and pedestrian systems of the town, access to sites, and the provisions of amenity features should be sought during the development management process

9.6 In the public realm much depends on the resources available from Stockport Metropolitan Borough Council as planning, highway, environmental health authority. The frequency of street cleaning, litter picking, lighting, maintenance of planting beds and the creation of new ones, and the provision of signs, are all budget-dependent. There may be opportunities however to involve local businesses in joint efforts to sponsor and maintain public realm features.

Policy EM3: a joint approach between the Council, local businesses and volunteers to the provision of amenity features and their maintenance should be explored and regular contact established to secure initial and on-going schemes with the aim of enhancing the condition and identity of Marple Town Centre.

APPENDIX 1: POLICIES AND PROPOSALS MAP FOR TOWN CENTRE



APPENDIX 2

SUMMARY OF RESPONSES TO TOWN CENTRE BUSINESS QUESTIONNAIRE

The comments below are given in note form as giving the most instant picture of the responses

1 What do you most like about Marple town centre as a location for your business ?

'Likes'

central to a wide area
easy accessibility
cheap parking
community 'feel'
pedestrian precinct
'village' appeal
good range of shops

'Dislikes'

town centre dying
town centre not appealing
town centre fails to makes use of the
tourist feature of the canal
traffic is a nightmare

2 What other types of business do you think would: a) help your business by providing choice, b) hinder your business by introducing competition ?

(a) types of business that would help
'classy' supermarket
more independent shops
tourist information
more coffee shops
another GP service and health centre
sports/leisure club
local market

(b) types of business that would hinder
charity shops
too many more estate agents
stop banks from closing
no more hairdressers, nail shops, card
shops (from existing competitors)
those in food retail did not want another
supermarket whereas those who aren't do

3 If the proposal for a 21,000 sq.ft supermarket on the Chadwick St Site (PO Office) were to be revived would that be benefit to the town centre ?

No. in favour: **41**

No. against: **17**

4 Which supermarket would you prefer it to be occupied by: (tick which one)

Waitrose/Booths M & S.....Sainsbury's/Tesco/Morrisons.....Aldi/Lidl.... Morrisons/Tesco.....

(These have been grouped together in these notes as many respondents ticked both)

No. for
Waitrose /
Booths/ M&S

54

No. for
Sainsbury's
/ Morrisons /
Tesco

11

No. for
Aldi / Lidl

16

5 What other retail outlets would benefit the town centre of Marple ? (e.g. outdoor clothing store, Edinburgh Woollen Mill, tourist and gift shops, shoe shop, factory outlet shop, card shop, men and women's clothing, furniture / fabrics, electrical goods, health and beauty studio, delicatessen etc)

Suggestions

gift shops, homeware, shoe shop, men's and women's clothing, tourist information centre, 'outlet' shop, modern clothing for young people, Edinburgh Woollen Mill, upmarket men's clothing, flower shops, high street banks, electrical goods, fabrics and haberdashery, bedding, towels and kitchen ware, fitness centre, delicatessen, factory outlet shop, furniture shops, indoor play area for children, good food and drink shops ('like Altrincham')

6 Would you like to see different charges on the Chadwick Street car park to make it more attractive to shoppers shoppers ?

Suggestions

pay on exit so that people can relax
all car parks free
free for first 1/2 hr 1hr or 2 hrs
change penalties to be lower for short time infringements and higher for longer ones
present low charges are welcome, and attract shoppers
access to Chadwick St car park needs to be made clearer
town centre car parks are distant from Stockport Road shops
car parks should be free after 4.00 pm

NOTE:

These suggestions raise questions about the management of the car parks and information from the Council would be useful in understanding the income obtained from the car parks against the resources need to run them. Other functions such as street cleaning and landscape maintenance are 'management' functions rather than land use / development questions and may need to be considered separately from the main proposals of the Neighbourhood Plan.

7 What other types of restaurant would you wish to see in the town centre ? examples - Pizza Express, Gusto's, Thai, English pub, food chain restaurants / fast food outlets etc 8 8

Suggestions

classy small bistros, Gusto's, Piccolino's, Thai, nice wine bar, tea room, Nando's, gourmet food, Waggamma, Nero, McDonalds, Witherspoons, KFC, Pizza Express, carvers-style pub, good-quality restaurant (like those in Bramhall), steak house, English pub food, Turkish, Persian, burger place, vegetarian, Yard and Coup

8 Would you like to see Market Street re-opened or partially re-opened for traffic ? Do you think this would bring greater trade and footfall to the town centre ?

No. against:
Overwhelming answer 'no'

No. for: 11
of those few in favour some thought it would provide a better route to Hawk Green; and shops at the far (south) end of market Street suffer from lack of passing traffic

9 What planning policies would you like to see towards advertising, preservation or modernisation of shop fronts, no. of restaurants / cafes, no. and proximity of offices, banks, estate agents etc:

Suggestions
more should be done to keep vacant shops in a better state of repair
lower rents for retail property would be welcome
preservation of traditional shop fronts thought desirable
restaurants and cafes should be limited
stop decline of banks

10 What improvements do you want to see to the 'public realm' of the town centre ? for example are there any places that need tidying or landscaping; more control over A-boards adverting on the pavement; or more public art or flower beds ?

Suggestions
more hanging baskets, flower beds, trees
regular street cleaning
more gardens with seating
suggest 'Marple in Bloom' event
tidying up and reduction of signs on petrol filling station forecourts
use of 'A-boards' on pavements outside shops should be controlled
service access ways behind the Hollins shops should be kept clear of parking and bin areas tidied up
a 'shopping and eating map' of Marple Town Centre would help people find their way around
more signs to control litter and dog waste
somewhere for teenagers to gather
flower beds in footway on Stockport Road (opposite Texaco) need attention - a Christmas Tree would be welcome at this end of the town

11 Would you like to see a Sunday market perhaps once a month on Market Street ?
Would it encourage you to open your business on those Sundays ?

No in favour: **43**

No against: **8**

12 Are you aware of any plots or parcels of land, buildings or premises (including your own) that could be incorporated into a development or redevelopment scheme ?

Suggestions

shop floor above Costa is unused (and other first floor accommodation in the Town Centre)
the land behind the Stockport Road shops (south side) is in dire condition

13 Would you be prepared to join a Focus Group of town centre businesses to put forward your views on the future of Marple Town Centre or would you prefer the Business Forum to represent you?

name and e-mail address of those willing to participate

14 If there was one thing you would wish to change about Marple Town Centre, what would it be?

Suggestions

better traffic circulation
encourage visitors
alter parking charges which now curtail shopping trips
want craft / art / music / event weekend
encourage more local people to use the town centre
more police on the beat
more street cleaning
relocate Post Office to more central location
need pedestrian crossing near swimming pool

APPENDIX 3

Draft Planning Policies for the Town Centre in the Neighbourhood Development Plan

Draft Town Centre Policies

Policy TC1:

Encouragement will be given to the establishment of a new food retail supermarket of the right scale and type in the defined town centre of Marple

Reasoned Justification:

As one of the main purposes of the Neighbourhood Plan is to encourage investment in the town it is considered appropriate to encourage the establishment of another food supermarket of the right type and scale. The town centre would benefit from a choice of food retailers preferably of complementary type. The idea of a new supermarket was supported by many of the businesses surveyed by questionnaire with 4:1 in favour. It should be located in the town centre as defined in the Proposals Map of the Stockport Unitary Development Plan.

Policy TC2:

A site will be sought for the establishment of a pick up point for goods ordered on line subject to the provision of nearby parking

Reasoned Justification:

The advent of online shopping in both food and non-food sectors should be anticipated by the Neighbourhood Plan. By retaining the collection of goods within the town centre there would be benefit to existing shopkeepers from the increased presence in the town from those collecting goods; and by limiting traffic movements to out-of-town shopping destinations. A collection point should be well related to existing public car parks. Separate points for food and non-food goods would be considered.

Policy TC3:

Opportunities will be sought to extend the supply of off street car parking on appropriate sites

Reasoned Justification:

It is generally considered that car parking provision in the town centre is insufficient. The free car park at Asda attracts undue pressure whilst Chadwick Street with its charging regime is from time to time under-used. Opportunities should be sought as development takes place to increase the amount and distribution of car parking and to increase the efficiency of the operation of the existing car parks. An integrated approach to the management of car parking across the town centre by operating hours and charges, traffic management measures, and site-specific policies to provide additional car parking should be taken during the ongoing implementation of the Neighbourhood Plan.

Policy TC4:

The use of first floor accommodation in the town centre will be encouraged for the provision of housing, offices, small employment units

Reasoned Justification:

Opportunities should be sought in applications for the change of use of existing properties in the town centre to introduce viable uses for first floor accommodation such as flats, studios, small workshops, tuition venues, consultancy offices, children's play and party areas etc. This would increase the prosperity and liveliness of the town centre, help to promote an evening economy and bring environmental improvement to building frontages above ground level.

Policy TC5:

The establishment of restaurant and leisure uses on the pedestrianised parts of the town centre will be encouraged

Reasoned Justification:

The establishment of restaurants of all types, and leisure uses, such as specialist beer outlets, and amusements, in order to promote a leisure economy based on existing pedestrianised streets would be encouraged through the development process. Derby Way has number of existing shop units which would be large enough to accommodate new and varied restaurants, and is conveniently situated for car parking. There are existing examples of cafes which take advantage of the existing pedestrianised street for outdoor food and refreshments and there is scope to extend this function, using related parts of Market Street as well.

Policy TC6:

Opportunities will be taken through the development process to bring about environmental improvement to the shop frontages and forecourts of the shops in the town centre

Reasoned Justification:

The ongoing improvement to the character and appearance of the town centre by incremental improvements to shop fronts, forecourt displays, planting arrangements and by features which will enhance the identity of Marple and the town centre in particular should be encouraged. The businesses of the town centre would all benefit from a mutual commitment to this process. Where such improvements can be achieved through the development process, the planning authority (Stockport MBC) is encouraged to pay special regard to this ambition.

Appendix 3: Housing Supply and Comments

Note – Appendix 3 is a report presented to the Marple Neighbourhood Plan Management Committee by the Housing topic group. The report begins with questions that the subgroup wanted to address. The rest of the report presents the results of research conducted by the subgroup. This includes opinions and data from estate agents, Stockport Homes and residents. This report was part of the work undertaken by the Housing topic group and informed their input into the Marple Neighbourhood Plan.

23.02.2018

Study by the Housing Topic Group

Contents

- Questions / Key Issues
- Opinions
- Marple Population Profile
- Marple Households by Type
- Population Trends
- Marple Affordable Housing – Supply and Demand

Questions / Key Issues

- What do we need for the current population?
- What are we likely to need for future populations?
- Set out issues around encouraging older people to downsize and need for more sheltered and extra care accommodation.
- If there are fewer working people in North West how do we attract them to Marple?
- Schools, healthcare, transport networks, sports facilities, entertainment, complete shopping

Opinions

Marple has a larger proportion of retired people than Stockport and England, this can be seen from the Population Profile.

We also have a large population of children and a smaller proportion of working people. Trends (ONS) over the next 20 years indicate that this gap is likely to widen.

To attract younger people and families we need to look firstly at the availability of suitable housing and then at the elements which make a small town attractive to young families.

Planning for the future identifies 2 main issues

1. There is insufficient affordable housing to attract young families
2. There is a shortfall in down-sizing options for older people.

If these two issues could be successfully addressed the population imbalance could be moved closer to the borough average.

Demand for the available flats and bungalows is high and they do not stay on the market for long, but there is a gap in the market of larger flats, Consequently, “people stay in large houses, employing a gardener and a cleaner and having families to stay at Christmas” (quote from a local estate agent 02/18).

Marple Population Profile

Total number of residents: 13,184

Total number of households: 5,605

Population under 18: 2,583 (19.6% of the total Marple population)

Population aged 18 – 64: 7,005 (53.1% of the total Marple population)

Population aged 65 – 85: 3,088 (23.4% of the total Marple population)

Population aged 85+: 476 (3.6% of the total Marple population)

Population unknown: 32 (0.2% of the total Marple population)

Male population: 6,297

Female population: 6,887

Marple Households by Type (2011)

Marple North

Total number of households – 3,061

Detached homes – 1,054

Semi-detached homes – 883

Terraced homes – 401

Flats – 323

Bungalows – 400

Marple South

Total number of households – 3,063

Detached homes – 605

Semi-detached homes – 1,295

Terraced homes – 945

Flats – 218

Bungalows – 0

Total for Marple

Total number of households – 6,124

Total number of detached homes – 1,659

Total number of semi-detached homes – 2,178

Total number of terraced homes – 1,346

Total number of flats – 541

Total number of bungalows – 400

Note – the total number of households in Marple from the 2011 census was 5,725

Population Trends (National Statistics)

England Population Trends 2018

Total population: 65,746,000

Total number of children: 12,640,000 (19.2% of the total population)

Total working population: 40,823,000 (62.1% of the total population)

Total number of pensioners: 12,283,000 (18.7% of the total population)

England Population Trends 2038 (estimated)

Total population: 72,245,000

Total number of children: 12,607,000 (17.4% of the total population)

Total working population: 43,834,000 (60.7% of the total population)

Total number of pensioners: 15,804,000 (21.9% of the total population)

Marple has a larger population of older people than the national average. This population is expected to increase based on national trends. Consultation with residents also suggests that Marple is a popular place for people to retire. To improve the population balance we need to attract younger people (i.e. people with or likely to start young families).

To do this, research suggested we need:

- Affordable housing
- Good transport networks
- Good health services
- Good schools
- A good cultural and social scene

For the purposes of this report, Affordable Housing is the key issue. Definitions vary and without consistency are meaningless. Over the last decade incomes have not kept pace with rising house prices which obviously increases demand for subsidised housing.

Eligibility for Affordable Housing depends on household income.

In Stockport, 45.5% of households in need of affordable housing can afford housing at £80,000 and 32.8% can afford up to £140,000.

Equity Housing developed 29 flats on Church Lane 10 years ago but presently have no plans for further development, mainly due to the lack of available land.

In Marple rents are high compared to the wider Stockport area, making it difficult for newer house buyers to afford. Despite high rents, demand for housing in Marple is still high. The extent to which bids for affordable properties exceed supply is demonstrated in the tables below.

Marple Affordable Housing – Supply and Demand

Properties advertised to let in Marple and Marple Bridge 2014 – 2017 by Stockport Homes

2014

0 Bedroom studio (1st floor): 0

1 Bedroom bungalow (semi-detached): 5

1 Bedroom flat (1st floor): 4

1 Bedroom flat (ground floor): 3

0 Bedroom studio (1st floor): 0

0 Bedroom studio (2nd floor): 0

0 Bedroom studio (ground floor): 0

1 Bedroom flat (1st floor): 0

1 Bedroom flat (ground floor): 3

2 Bedroom house (end terrace): 0

2 Bedroom house (mid-terrace): 0

2 Bedroom house (semi-detached): 2

3 Bedroom house (end terrace): 1

3 Bedroom house (mid-terrace): 1

3 Bedroom house (semi-detached): 0

Total properties advertised by Stockport Homes in 2014: 19

2015

0 Bedroom studio (1st floor): 1

1 Bedroom bungalow (semi-detached): 8

1 Bedroom flat (1st floor): 3

1 Bedroom flat (ground floor): 2

0 Bedroom studio (1st floor): 0

0 Bedroom studio (2nd floor): 0

0 Bedroom studio (ground floor): 0

1 Bedroom flat (1st floor): 3

1 Bedroom flat (ground floor): 1

2 Bedroom house (end terrace): 1

2 Bedroom house (mid-terrace): 2

2 Bedroom house (semi-detached): 3

3 Bedroom house (end terrace): 1

3 Bedroom house (mid-terrace): 0

3 Bedroom house (semi-detached): 0

Total properties advertised by Stockport Homes in 2015: 25

2016

- 0 Bedroom studio (1st floor): 1
- 1 Bedroom bungalow (semi-detached): 11
- 1 Bedroom flat (1st floor): 5
- 1 Bedroom flat (ground floor): 1
- 0 Bedroom studio (1st floor): 2
- 0 Bedroom studio (2nd floor): 1
- 0 Bedroom studio (ground floor): 1
- 1 Bedroom flat (1st floor): 1
- 1 Bedroom flat (ground floor): 0
- 2 Bedroom house (end terrace): 0
- 2 Bedroom house (mid-terrace): 1
- 2 Bedroom house (semi-detached): 1
- 3 Bedroom house (end terrace): 0
- 3 Bedroom house (mid-terrace): 0
- 3 Bedroom house (semi-detached): 2

Total properties advertised by Stockport Homes in 2016: 27

2017

- 0 Bedroom studio (1st floor): 0
- 1 Bedroom bungalow (semi-detached): 7
- 1 Bedroom flat (1st floor): 4
- 1 Bedroom flat (ground floor): 2
- 0 Bedroom studio (1st floor): 0
- 0 Bedroom studio (2nd floor): 0
- 0 Bedroom studio (ground floor): 2
- 1 Bedroom flat (1st floor): 0

1 Bedroom flat (ground floor): 3
2 Bedroom house (end terrace): 0
2 Bedroom house (mid-terrace): 0
2 Bedroom house (semi-detached): 1
3 Bedroom house (end terrace): 1
3 Bedroom house (mid-terrace): 1
3 Bedroom house (semi-detached): 2

Total properties advertised by Stockport Homes in 2017: 23

Total properties advertised by Stockport Homes from 2014 to 2017

0 Bedroom studio (1st floor): 2
1 Bedroom bungalow (semi-detached): 31
1 Bedroom flat (1st floor): 16
1 Bedroom flat (ground floor): 8
0 Bedroom studio (1st floor): 2
0 Bedroom studio (2nd floor): 1
0 Bedroom studio (ground floor): 3
1 Bedroom flat (1st floor): 4
1 Bedroom flat (ground floor): 7
2 Bedroom house (end terrace): 1
2 Bedroom house (mid-terrace): 3
2 Bedroom house (semi-detached): 7
3 Bedroom house (end terrace): 3
3 Bedroom house (mid-terrace): 2
3 Bedroom house (semi-detached): 4

Total properties advertised by Stockport Homes from 2014 to 2017: 94

Total bids for properties advertised by Stockport Homes in Marple and Marple Bridge letting areas from 2014 to 2017

2014

0 Bedroom studio (1st floor): 0
1 Bedroom bungalow (semi-detached): 47
1 Bedroom flat (1st floor): 7
1 Bedroom flat (ground floor): 20
0 Bedroom studio (1st floor): 0
0 Bedroom studio (2nd floor): 0
0 Bedroom studio (ground floor): 0
1 Bedroom flat (1st floor): 0
1 Bedroom flat (ground floor): 105
2 Bedroom house (end terrace): 0
2 Bedroom house (mid-terrace): 0
2 Bedroom house (semi-detached): 165
3 Bedroom house (end terrace): 79
3 Bedroom house (mid-terrace): 49
3 Bedroom house (semi-detached): 0

Total bids in 2014: 472**2015**

0 Bedroom studio (1st floor): 8
1 Bedroom bungalow (semi-detached): 45
1 Bedroom flat (1st floor): 15
1 Bedroom flat (ground floor): 24
0 Bedroom studio (1st floor): 0
0 Bedroom studio (2nd floor): 0
0 Bedroom studio (ground floor): 0
1 Bedroom flat (1st floor): 131
1 Bedroom flat (ground floor): 100

2 Bedroom house (end terrace): 67
2 Bedroom house (mid-terrace): 105
2 Bedroom house (semi-detached): 105
3 Bedroom house (end terrace): 79
3 Bedroom house (mid-terrace): 0
3 Bedroom house (semi-detached): 0

Total bids in 2015: 679

2016

0 Bedroom studio (1st floor): 8
1 Bedroom bungalow (semi-detached): 52
1 Bedroom flat (1st floor): 20
1 Bedroom flat (ground floor): 22
0 Bedroom studio (1st floor): 111
0 Bedroom studio (2nd floor): 84
0 Bedroom studio (ground floor): 53
1 Bedroom flat (1st floor): 72
1 Bedroom flat (ground floor): 0
2 Bedroom house (end terrace): 0
2 Bedroom house (mid-terrace): 134
2 Bedroom house (semi-detached): 208
3 Bedroom house (end terrace): 0
3 Bedroom house (mid-terrace): 0
3 Bedroom house (semi-detached): 84

Total bids in 2016: 848

2017

0 Bedroom studio (1st floor): 0

1 Bedroom bungalow (semi-detached): 42

1 Bedroom flat (1st floor): 16

1 Bedroom flat (ground floor): 16

0 Bedroom studio (1st floor): 0

0 Bedroom studio (2nd floor): 0

0 Bedroom studio (ground floor): 54

1 Bedroom flat (1st floor): 0

1 Bedroom flat (ground floor): 166

2 Bedroom house (end terrace): 0

2 Bedroom house (mid-terrace): 0

2 Bedroom house (semi-detached): 77

3 Bedroom house (end terrace): 164

3 Bedroom house (mid-terrace): 160

3 Bedroom house (semi-detached): 152

Total bids in 2017: 847

Appendix 4: List of Green Spaces in the Marple Neighbourhood Plan Area

Chadkirk Open Space

Location: between Turncliffe Wood and the River Goyt.

Use: recreational walking area with footpaths, with valuable natural habitats and flora.

Nab Top Wood Open Space

Location: north-west end of Marple Hall Drive.

Use: historic site of Marple Hall and walking area, plus walking route through to school with valuable natural habitats and flora.

Marple Dale and Turncliff Wood

Location: south and east of River Goyt including Dale Road.

Use: open green space and farmed land, adding to with valuable natural habitats and flora with diversity provide by riverside environment.

Cromwell Avenue Recreation Ground

Location: eastern end of Cromwell Avenue.

Use: children's play area with equipment and open space used for community activities.

Canal footpaths and curtilage, including part of Brabyns Park

Location: from Brabyns Wood and Aqueduct House in the West to Brabyns Brow in the east.

Use: recreational walking area with footpaths, valuable habitats.

Manor Road Open Space

Locations:

- south eastern end of Green Meadows Drive;
- south western side of Winnington Road between Crompton Close and Green Meadows Drive;
- opposite 26/28 Beacon View;

- corner of Wentworth Close opposite 40 Beacon View;
- corner of Sandiway Close and Beacon View on north east side.

Use: open space amongst residences adding character and openness.

Seven Stiles Open Space

Locations:

- west from Adswood Crescent extending west and north behind Green Beech Close;
- two sections on either side of entrance to Seven Stiles Drive from Bowden Lane;
- two sections either side of south cul-de-sac at Aspenwood Close, including walking route through the estate.

Use: open space amongst residences adding character and openness. Important walking route through area linking “closed” estate on Seven Stiles with other parts of Marple to the east and to the allotments at Manor Road.

Cricket Club Entrance

Location: south east of access road off Bowden Lane.

Use: open space amongst residences adding character and openness.

Treetops Close

Location: south side of cul-de-sac by no. 18.

Use: children’s play area.

Marple Memorial Park

Location: between Station Road and Stockport Road.

Use: multi-functional recreation area.

Brabyns Brow Car Park Areas

Location: green area around and to the south of car park by the Midland Hotel, including beds and verges, with land rising upwards to car park by Purple Pakora restaurant and to east and south of restaurant.

Use: open space and location of variety of managed, and tended flora areas, with paths connecting areas, wooded habitat of environmental value.

Old Recreation Grounds

Location: triangle of green space between Arkwright Road, Strines Road and Oldknow Road.

Use: historic significance and site of old tramway, plus play area, community orchard and football pitch as well as area of natural habitats. Also provides important views across towards hills beyond Marple and Plan area.

Lime Kilns

Location: area around Lime Kilns and to south and east of Lime Kilns Lane.

Use: historic heritage area (with listed site) allowing access to and visits of monuments and important access way footpaths to residences and to canal side.

Joseph Street Green Area

Location: area on footpath between Joseph Street and Queen Street.

Use: green access route in residential area.

Chadwick Street Car Park

Location: stripe of green space to south east of car park.

Use: open space amongst residences adding character and openness and enhancing views from roadside.

Hibbert Lane Car Park

Location: planted area to west of car park by road.

Use: open space in town centre adding to character and environment.

Union Road Open Space

Location: north east of Highfield Road and north-west of Union Road.

Use: open space amongst residences adding character and openness.

Corner of Church Lane and Stockport Road

Location: corner plot with old steps and historic information board.

Use: open space in town centre adding to character and environment.

Marple Brook

Location: corridor of greenspace following brook from east of Kayswood Road , south and west to bottom of Stockport Road at Dan Bank including Dan Bank Road side to south.

Use: important natural environment with natural habitats and riverside environment.

Dan Bank

Location: verges to north of junction with Dooley lane up to no.2 Dan Bank.

Use: open space in town centre adding to character and environment.

Middlewood Way

Location: from south of Rose Hill Station to edge of Plan area.

Use: recreational walkway for walkers, cyclists and horse riders.

Rose Lane Recreation Ground

Location: north of 89-93 Rose Lane.

Use: open space amongst residences adding character and openness.

Rose Lane Estate

Location: including Rose Lane, Gorse Avenue, Primrose Walk, Primrose Avenue, The Drive, Heather Way, Rose Walk, Throstle Grove.

Use: lay out of estate includes open and green space throughout adding to openness and character of estate.

Eastwood Drive Play Area

Location: south of Eastwood Drive and west of no. 1.

Use: open space amongst residences adding character and openness.

Cross Lane Verge

Location: corner of Cross lane and Edwards Way.

Use: open space amongst residences adding character and openness.

Church Lane Verge

Location: south west side of Church Lane opposite Conservative Club.

Use: open space amongst residences adding character and openness.

All Saints Church

Location: wooded area to south of church.

Use: wooded green space, with valuable natural habitats and flora.

Waterside

Location: green segments either side of junction with Rushton Drive and Goyt Avenue, and continuation south towards Telford Road.

Use: open space amongst residences adding character and openness.

West Towers Mews Play Area

Location: play area on east of Mews.

Use: children's play area in housing development.

Bramham Road

Location: green area in cul-de-sac on south side of the road.

Use: open space amongst residences adding character and openness.

Hawk Green Recreation Ground

Location: south of Hawk Green Road.

Use: multi-functional recreation area.

Barnsfold Road Green Space

Location: roundabout and adjacent verges at junction of Barnsfold Road and Windlehurst Road.

Use: open space amongst residences adding character and openness.

Ridge Crescent

Location: grassed areas at entrance to closed road.

Use: open space amongst residences adding character and openness.

Marple Sixth Form College Playing Fields

Location: playing fields to rear of college.

Use: sport and recreation.

Green Belt

Location: east of Plan area, either side of Strines Road going south and running west to south of Hawk Green, then north-west behind Woodville Drive, including Torkington Wood and running north to Dan Bank, covering rest of Plan area to west.

Use: important greenbelt fulfilling statutory definition.

Appendix 5: Sites of Biological Importance (SBIs)



Marple Neighbourhood Plan Basic Conditions Statement

Executive summary

This Basic Conditions Statement has been produced by Marple Neighbourhood Forum as the qualifying body to determine if the draft Marple Neighbourhood Plan meets various legal requirements. Having considered relevant draft plan policies and aspirations it is the opinion of Marple Neighbourhood Forum that the Basic Conditions as set out in Schedule 4B to the Town and Country Planning Act 1990 are met by the Marple Neighbourhood Plan and therefore it complies with Paragraph 8(1)(a) of Schedule 4B because it:

- Has regard to national policies and advice contained in guidance.
- Is in general conformity with the strategic policies of the local development plan.
- Contributes to the achievement of sustainable development.
- Is compatible with, EU obligations (as transcribed into UK law).
- Is compatible with Human Rights legislation.

Version 1.0 issued 1 July 2021, Author PB, Purpose – first draft for Management Committee

Version 2.0 issued April 2022, Author MA, Purpose – first draft for publication

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1 Introduction

Neighbourhood Plans must meet a set of basic conditions set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to Neighbourhood Plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:

- Having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or Neighbourhood Plan).
- Having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses. This applies only to Orders.
- Having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area. This applies only to Orders.
- The making of the order (or Neighbourhood Plan) contributes to the achievement of sustainable development.
- The making of the order (or Neighbourhood Plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or part of that area).
- The making of the order (or Neighbourhood Plan) does not breach, and is otherwise compatible with, EU obligations.
- Prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or Neighbourhood Plan).

The draft Marple Neighbourhood Plan (MNP) is submitted by Marple Neighbourhood Forum (MNF) as a qualifying body. The plan relates to the use and development of land and was prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and Neighbourhood Planning Regulations 2012. MNF and the MNP area were designated by Stockport Metropolitan Borough in June 2016, with MNF later re-designated in November 2021. The Neighbourhood Plan area boundary is shown in Appendix 6a.

This Basic Conditions Statement sets out how the MNP meets the basic legal conditions.

The proposed MNP will run for fifteen years from 2023 to 2038. The policies do not relate to excluded development or county matters (minerals or waste), nationally significant infrastructure or any other matters set out in Section 61K of the Town and Country Planning Act 1990.

The proposed MNP only relates to one designated neighbourhood area and there are no other neighbourhood plans in place for this area.

This document has been prepared by members of the Marple Neighbourhood Forum, including members with professional experience of Town Planning.

2 Planning background

The Plan conforms with strategic local policy, embodied in the various policies below, which include National Policies. In all these policies there is a requirement throughout these plans to plan positively for sustainable forms of development, and our Neighbourhood Plan reflects this and is

mindful of this condition. Indeed the Plan has specific policies relating to sustainable development and associated issues in TC2, GA1, GA2, GA3, H2, H3, NC1, NC2, NC3, NC4, CS2, CS5, HT1 and HT2.

In April 2022, the relevant national and local planning policies were:

- National Planning Policy Framework (NPPF) and Planning Practice Guidance
- Stockport Metropolitan Borough Council (SMBC) Core Strategy, 2011
- SMBC Unitary Development Plan Saved Policies, 2011 (SMBC UDP)
- The Stockport Core Strategy, adopted in 2011.

Some of the policies within the Stockport Unitary Development Plan (2006) have been saved within the Core Strategy and are still used in determining planning applications. As policies become out of date through lack of conformity with the NPPF or where more up to date evidence is available, they are given less weight for decision making purposes. Stockport Metropolitan Borough Council is now preparing a Local Plan for the whole Borough. Although Stockport is currently not part of the Greater Manchester Spatial Framework (now Places for Everyone DPD), it is likely it will reflect its strategic policies. Both plans are in full development but are not expected to complete for another 18 months or more. Neither of these plans are part of the Development Plan for the purposes of complying with the Basic Conditions statement.

3 Draft Marple Neighbourhood Plan policies

This section lists the policy groups and individual policies and summarises their intent. The exact policy wording is set out in the draft MNP.

Town Centre (TC) Policies

Policy aim: Enhance the appearance and to reinforce Marple Town Centre's identity to appeal to both residents and visitors as a destination for shopping, food and drink and leisure during the day and evening.

TC1: Town centre identity

Policy aim: New development in the Town Centre or any physical changes to existing premises to contribute to the character, appearance, and identity of Marple

TC2: Environmental Improvement

Policy aim: New development from both public and private sectors must achieve a balance between building footprint and site area with high amenity treatment of external spaces, including within their boundaries and fronting on to public highways or public space.

TC3: Proposed new food store

Policy aim: Support for development of a new food store of up to 1,000 sqm (net retail area) within the defined Town Centre of Marple.

Getting Around (GA) Policies

Policy aim: Transport is about the movement of people, goods, and ideas. It should support other aims such as to revitalise our town centre and make it easier to walk and cycle around. Dominance of traffic on Stockport Road and throughout Marple and need to travel should be reduced.

GA1: Walking & Cycling within Marple

Policy aim: Developments must contribute to the connectivity of existing walking and cycling routes to the town centre, Marple Hall School, Marple Sixth Form College, Rose Hill and other primary schools, rail stations and other attractions. Walking and cycling routes must be provided as an integral part of, and within new developments.

GA2: Development in Areas with Good Public Transport Access

Policy aim: Higher density residential development and re-development (50 to 100 dwellings per hectare) is encouraged within 400m of locations with good public transport access:

- Marple railway station
- Rose Hill railway station
- The Hollins

GA3: Marple & Rose Hill Railway Stations

Policy aim: Encourage development at Marple Station (including improved waiting and community facilities) and Rose Hill Station (including an integrated building for tourists, cycle hire and servicing, information, toilet).

Housing (H) Policies

Policy aim: Ensure an appropriate mix of dwellings is provided to meet anticipated local needs including social housing, and for those who wish to stay in the area but downsize.

H1: Affordable Housing

Policy aim: Housing sites of one hectare or more will provide a minimum of 35% of affordable homes, subject to viability.

H2: Downsizing & Accommodation for Older People

Policy aim: On developments of less than one hectare but with 10 or more new homes, provision for older persons should be at least 20%

H3: Work/Live Units

Policy aim: Work/Live Units (Sui Generis) incorporating class E or small-scale B2 or B8 uses is supported

Natural Capital and Climate Change (NC) Policies

Policy aim: Maintain and enhance overall Natural Capital of the Plan Area.

NC1: Protection of Open Spaces

Policy aim: Development that adversely affects the integrity of Sites of Biological Importance, ancient woodland or wildlife corridors or reduces biodiversity overall will be refused. Development should seek to achieve biodiversity net gain

NC2: Renewable energy

Policy aim: All development must minimise energy use and maximise the proportion of energy used from renewable sources.

NC3: Sustainable Energy Production

Policy aim: Proposals for individual and community scale energy from hydroelectricity, solar photovoltaic panels, local biomass, anaerobic digestion, and wood fuel products will be supported.

NC4: Retrofitting Historic Buildings

Policy aim: Retrofitting of energy efficient measures encouraged

Community Space (CS) Policies

Policy aim: Indoor and outdoor space is central to the character, place, and community of Marple. Policies aim to ensure there are opportunities for well-being, to keep active and fit, and for intellectually stimulating sedentary activities.

CS1: Outside Community Space

Policy aim: Proposals for development in green space not permitted unless various criteria are met.

CS2: Protection of Open Spaces as Sports Facilities

Policy aim: Developments leading to the loss of open space used primarily for sport or recreation only be permitted if it results in an overall qualitative or quantitative improvement to recreational facilities, the benefits to sport or recreation outweigh any loss, and the proposal includes new open space.

CS3: Extensions to Sites of Biological Importance (SBIs)

Policy aim: The SBIs identified at Appendix 6 must not be impacted by development and must seek to extend and mitigate against future loss.

CS4: Indoor Community Space

Policy aim: Development that would result in the loss of local social and community floor space not permitted except where existing provision is being reconfigured, upgraded, or relocated to improve local services and meet identified needs. Provision of additional or upgraded public or private space for indoor recreation including gym facilities will be supported

CS5: Canal Towpaths

Policy aim: Protect the setting and towpaths of canals.

Heritage & Tourism (HT) Policies

Policy aim: Protect the built heritage of Marple

HT1: Built Heritage

Policy aim:

- Development that enhances the historic, architectural character, appearance or setting of heritage assets supported.
- Development that affects buildings and other structures associated with Samuel Oldknow must respect their historic, architectural character, appearance and setting and allow interpretation.
- Local vernacular buildings such as terraced housing for workers preserved, conserved, and incorporated into development.
- Development should reflect and respond to special landscape characteristics.

HT2: Archaeological Heritage

Policy aim: Development that adversely affects a significant archaeological site not permitted unless the strategic need for the development outweighs harm caused.

HT3: Tourism

Policy aim: Facilities that encourage local people and tourists to visit and stay to enjoy built and natural environment including accommodation encouraged. Memorial Park, Rose Hill Station area, Marple Station, Goyt Mill, Top Lock Marina/Forces Club are suitable places.

Business & Employment (BE) Policies

Policy aim: Encourage local businesses and employment.

BE1: Retention of Existing Development Land

Policy aim: Development that would reduce existing employment land or employment will be refused.

BE2: New Employment

Policy aim: Development that would result in new micro businesses and additional high quality and value jobs is strongly encouraged

4 Summary of compliance of MNP with local and national policies

The following list shows our assessment as to whether the evidence we have gathered suggests that the draft MNP policies are compatible with human rights, NPPF and guidance, the approved SMBC Core Strategy, saved policies from the Stockport UDP, the Habitat Regulations (as transposed into UK law, heritage policy and law, and the principles of sustainable development as set out in our separate Strategic Environmental Assessment Scoping Report.

Vision

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Habitat Regs
- Heritage
- Sustainable Development

Town Centre Objectives

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

TC1: Town centre identity

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

TC2: Environmental Improvement

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Habitat Regs
- Heritage
- Sustainable Development

TC3: Proposed new food store

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

Getting Around (GA) Policies

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

GA1: Walking & Cycling within Marple

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy

- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

GA2: Development in Areas with Good Public Transport Access

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

GA3: Marple & Rose Hill Railway Stations

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

Housing (H) Policies

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

H1: Affordable Housing

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

H2: Downsizing & Accommodating for Older People

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

H3: Work/Live Units

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

Natural Capital and Climate Change (NC) Policies

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Habitat Regs
- Sustainable Development

Not relevant:

- Heritage

NC1: Protection of Open Spaces

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Habitat Regs
- Sustainable Development

Not relevant:

- Heritage

NC2: Renewable energy

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

NC3: Sustainable Energy Production

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy

- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

NC4: Retrofitting Historic Buildings

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

Community Space (CS) Policies

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

CS1: Outside Community Space

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

CS2: Protection of Open Spaces as Sports Facilities

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

CS3: Extensions to Sites of Biological Importance (SBIs)

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Habitat Regs
- Sustainable Development

Not relevant:

- Heritage

CS4: Indoor Community Space

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

CS5: Canal Towpaths

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

Heritage & Tourism (HT) Policies

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

HT1: Built Heritage

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

HT2: Archaeological Heritage

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy

- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

HT3: Tourism

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Heritage
- Sustainable Development

Not relevant:

- Habitat Regs

Business & Employment (BE) Policies

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

BE1: Retention of Existing Development Land

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

Not relevant:

- Habitat Regs
- Heritage

BE2: New Employment

Complies with:

- Human rights
- NPPF / PPG
- Core Strategy
- SMBC UDP
- Sustainable Development

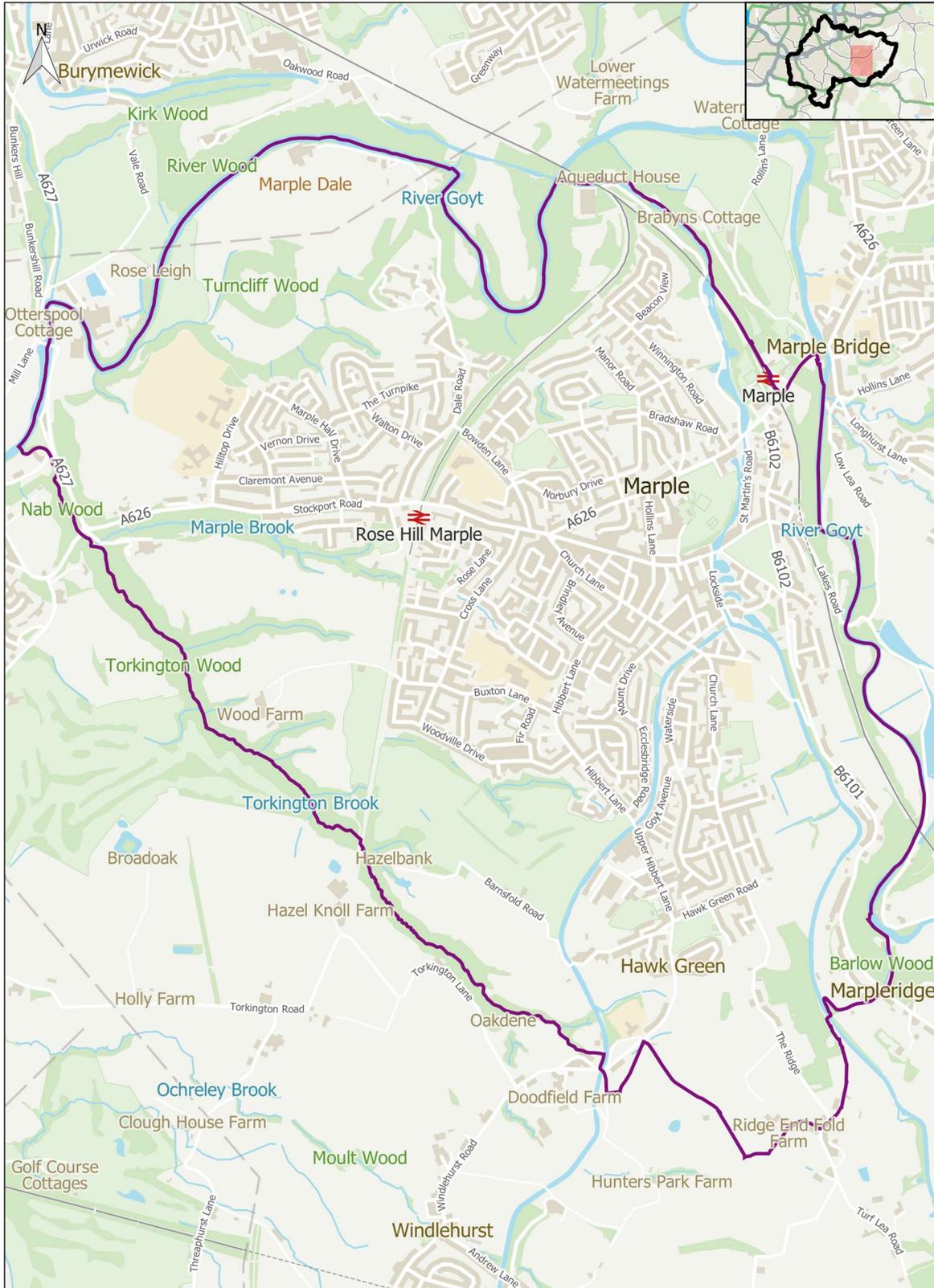
Not relevant:

- Habitat Regs
- Heritage

5 Conclusions

Our analysis suggests that all the policies in the draft MNP contribute to the principles of sustainable development NPPF and guidance, the approved SMBC Core Strategy, saved policies from the Stockport UDP and are compatible with human rights. Relevant draft policies are also compatible with the Habitat Regulations (as transposed into UK law) and heritage policy and law.

Appendix 6a: Marple Neighbourhood Plan Boundary



Marple Neighbourhood Plan Boundary

Task Ref: BID1-4019 Scale: 1:21000 Date: 07/11/2023



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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Marple Neighbourhood Plan Consultation Statement

This document outlines the extensive consultation carried out with our local community, businesses, Stockport Council and statutory consultees both before and during preparation of the Marple Neighbourhood Plan.

‘Our Marple Plan’ is our vision for the future for Marple. We are proud of Marple, and love living or working here. Marple is a dynamic community, and this document shows how we have included the priorities and concerns of consultees to make sure that the Marple of the future provides a good quality of life for everyone.



Version 1.0 issued April 2019, Author PB, Purpose – first draft for Management Committee

Version 2.0 issued August 2021, Author SI, Purpose – update for Management Committee

Version 3.0 issued April 2022, Author MA, Purpose – draft for submission

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1 Introduction and Background

This Consultation Statement has been prepared in accordance with The Neighbourhood Planning (General) Regulations 2012 (SI 637) Part 5 Paragraph 15 (2)1 which defines a consultation statement as a document which:

- contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- explains how they were consulted;
- summarises the main issues and concerns raised by the persons consulted; and
- describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

Our Neighbourhood Development Plan has been prepared in response to the Localism Act 2011, which gives relevant bodies powers to prepare statutory Neighbourhood Plans to help guide development in local areas. These powers give local people the opportunity to shape new development, as planning applications are determined.

The area was formally established on 30th June 2016 and the forum designated by Stockport Council on 1st December 2016, renewed on 18th November 2021 after a Stockport MBC consultation from 18th August 2021 to 1 October 2021. The mapped area and the council decision papers are shown in Appendix 6a. Both these processes include public consultation, although in the event, without comment other than supporting confirmation.

Consultations with Marple people, elected representatives and businesses over the production of this Neighbourhood Plan have been overwhelmingly positive and reflect a genuine desire to enhance the area, ensure a holistic view is taken and for the community to have a leading influence over planning decisions that affect our community.

2 Neighbourhood Forum and draft Plan

The Neighbourhood Development Plan was prepared by a Steering Group that included residents, businesses and elected Councillors. The draft Development Plan sought to establish specific and local planning policies for the development and use of land in the Neighbourhood Area and proposed the

main topic areas that the Policies would be developed from. The Neighbourhood Plan establishes a vision for the future taking into account the data gathered through community engagement and consultation alongside demographic and socio-economic data.

3 Initial consultation

A wide range of public consultation was carried out before the Neighbourhood Forum was set up. The following is a summary of the key consultations that have been carried out in Marple since 2010 on issues that are included in the plan.

2010-12 The Marple Vision Partnership (MVP): This was set up to take forward The Vision for Marple, a community project developed by Marple Civic Society to create a partnership between our community, Stockport Council and British Waterways (now Canal & River Trust). The process involved extensive consultation with individuals and community groups.

2010 - Street Clutter Workshop: The Civic Society ran a professional workshop to identify excessive street clutter that could be removed from the town centre. 98 items were identified and the report presented to, and accepted by the leader of the council, executive members, local councillors and senior officers. Five years later, only 3 minor items had been dealt with.

2012 - The Glass-House Community Led Design: The Civic Society ran two professional workshops to look at movement around Marple, accessibility to Marple Wharf and alternative schemes. It included a visit to Hollingworth Hub. Forty delegates attended. The group highlighted the barrier effect of Stockport Road which cuts Marple in two, and numerous other issues now addressed in the MNP.

2012 – Place Check: This assessed the quality of Marple as a place and developed strategies for change. A Government report concluded that this methodology could be used by local authorities throughout the planning process. The workshop, identified that to make the most of any new retail development in the town centre, there needed to be careful consideration of town centre design, public space and movement to avoid problems created by pedestrian barriers and traffic congestion.

2012 - Kirkland Developments: The Company carried out a comprehensive public consultation into a new food store at Chadwick Street including stakeholder meetings, website with a feedback form, a two-day public exhibition, 6,000 leaflets distributed to the Marple community, engagement with community websites and the local press. 1,784 contacts were made with the public and 908 written comment responses received, resulting in 91% in favour (online) and 85% in favour (exhibition).

2013 Marple Civic Society Public consultation: The society launched a public consultation and spoke to 257 members of the public about a traffic scheme proposed by the Council and the need for an independent study to address the issues identified by previous community workshops and consultations. There was almost unanimous support for an independent urban design study to look at a new approach to a long standing traffic problem in Marple town centre.

2015 - Urban Design Study (UDS) Phil Jones Associates: Major study to look at how Marple town centre functioned both from traffic circulation and as a place. Consultation at the Locks Heritage Festival in 2015 was overwhelmingly supportive of this positive new approach. Key findings were that the Neighbourhood Planning process should focus on the spaces and approaches surrounding Stockport Road and its junctions with Market Street, Hollins Lane and Trinity Street. Strengthening the links and overcoming the physical and psychological barriers are essential to increase the visibility of Market Street extend its presence and to enhance pedestrian and cycle access. It suggested that *'Bold*

changes are required and are increasingly possible'. In 2017 the study was presented to the Neighbourhood Plan AGM.

2016 - NP consultation and exhibition: A week of consultation including 5,000 leaflets delivered within the NP area, a presentation to area committee, a public meeting. An exhibition in the local library for two weeks included displays on major issues in the town and an explanation of the meaning of a Neighbourhood Plan within the Localities Act.

2016 – Stockport MBC consultation over designation of the Marple Neighbourhood Plan, including detailed papers available publicly and via the Council web site.

4 Consultation on draft plan policies

From an early stage, the NF has consulted widely across various groups, businesses and residents to inform policy development.

The MNF formed working groups from members of the wider community, gathered under the leadership of a management Committee member. Each group focussed on one topic and identified issues and policy areas. They also gathered views from their various contacts and related groups.

Throughout the Plan period, the MNF published a monthly newsletter (with an occasional exception) updating all MNF members and all affiliated groups and companies, along with those who had registered to be kept informed. The circulation reached 200 addresses, and was re-circulated more widely to their respective members by affiliated groups. This covered a wide range of topics and each time encouraged participation by a number of means

E.g. from a newsletter

CONTACT US

Here's the usual list of ways in which you can get in touch or comment on our work. Don't forget, members are welcome to attend our meetings or put a question to us in advance. Involvement remains a central part of what we do as it's "your" Plan. You can get involved by giving your views on our facebook page, which you should find under "Our Marple Plan" or our website which tells you other ways of contacting us and contributing to the debate about what should be in the Neighbourhood Plan. You can visit our website at [ourmarpleplan](http://ourmarpleplan.co.uk). You can also contact us by e-mail at info@ourmarpleplan.co.uk . For those not using electronic media, you can leave us written communications in the traditional way in Marple Library.

We welcome and need your views, opinions, comments and feedback and encourage everyone to get involved. Please mention the Forum and the Plan to others.

The Monthly Management Committee meetings were open to Forum members to listen or ask questions. An AGM was held each year during the lifetime of the plan (including one by "zoom" during the pandemics. These events covered formal business but were also used to encourage discussion and participation. In general they were attended by 30-50 people. Activities included topic groups leading 7 separate discussions about specific areas, a presentation by a "place " consultant, outline of the draft plan and policies etc. Each time, the Committee presented a report and invited questions and comments.

Open Meeting

A further open meeting was held in May 2017, where discussion groups gave views about what could be in the MNP and what was important to residents. These were recorded and fed into the topic groups.

Early Draft

An early draft plan was drawn up in September 2018, briefed and available at the AGM that month, copies put in the Marple Library and online via our website. Comments were received from local residents about various aspects and used to amend the draft.

Food and Drink Market stall September 2017, September 2018 and September 2019

MNF attended the popular F&D Market with an Exhibition stand. The stand attracted a lot of interest from residents and visitors. Many completed the questionnaire and took away information leaflets. Ultimately, around 200 residents registered with MNF to receive regular updates on the Plan.

Market stall May 2017, Easter 2018, August 2018, April 2019

MNF set up the exhibition stand in the busy Market Street area of town during a regular busy shopping Saturday. On each occasion, additional people registered to receive more information and completed the questionnaire. Many conversations were had about aspects of the plan.

Distribution to all homes within the NP area

A letter box drop was arranged for March 2017, with a simple card promoting the MNP. A more full leaflet was sent to every household within the MNP area during the first quarter of 2018. This was done using a paid distribution service. In addition leaflets were distributed to local shops and cafes etc and were available in the local library. The leaflet invited residents to have their say about Marple and its future. Many residents responded and visited the website to complete the survey.

Digital Surveys November 2018

2x Digital surveys were distributed directly to the MNF database via Survey Monkey. The link to the digital survey was also accessed via the Our Marple Plan website and via the Marple UK community website. Total number of responses 111.

Workshops and library exhibitions, events and drop-ins

A permanent exhibition was located in Marple Library for an extended period. A first focus group was held in summer 2017, using a professional facilitator. After this a further focus group was held by Management Committee members in January 2018. Topic group meetings also held workshops and allowed those interested to drop in.

Stockport MBC

Towards the end of the plan drafting, leading members of the Management Committee held a series of fortnightly meetings, to discuss each area of the plan section by section. This allowed detailed comment to be given and discussed with the expert council officers.

At various stages above, there were significant changes in the flavour or direction of the plan, including the deletion of some policies initially considered and the amendments of others to reflect a slightly different vision. These inputs came entirely from the local residents who participated in the Plan and as interpreted by those on the Forum drafting their various parts of the Plan. Groups were also consulted specifically about some aspects and consequently adjusted thinking; examples being on allotments where the local allotment society was consulted, and indoor space, where a major provider in a local Church was consulted.

The key identified issues were as follows:

Town centre

Controversy around a second supermarket for the town- lack of supermarket competition.

Lacks community meeting places.

There are some good small independent shops.

Getting around

Better transport links to Stockport needed.

Provision of cycling and walking routes – start and finish in Marple, bike lanes to and from schools.

Reconfiguration of traffic flow to support shops and café/bar culture.

Introduce charging points for electric bikes.

Pedestrianisation/shared space across Stockport Rd and Hollins Lane junction.

Housing

Affordable homes a high priority.

Block on allowing development of luxury houses.

More businesses and housing at Rose Hill would/could be good, but not at Marple station

Community Space

New swimming pool to be located around Marple Library to create a Gym, Community Hall, Library and a Leisure Centre

Great outdoor facilities

Need to capitalise on heritage and leisure opportunities.

Develop Marple Memorial Park into a tourist centre and community hub.

Business, Employment and Education

Regeneration and development of Goyt Mill for business and residential purposes.

Heritage and Tourism

Need for a Visitor's Centre as Marple is a superb starting point for long and short walks.

Need to capitalise on the nationally important heritage sites around Marple.

Promote tourism.

General Themes from the Written Comments

There were more than 60 well-considered comments from the Survey Monkeys surveys

Two themes stood out from the rest:

- 1) The general 'tiredness' of the town centre and its need for a facelift
- 2) The urgent need for an improved pool/gym/leisure facility.

There was general support for the following ideas contained in the plan:

- a Community Centre development in Memorial Park
- a better-quality small food store.
- a rail link to Stockport.
- Goyt Mill regeneration.

5 Formal pre-submission consultation

The formal Consultation was carried out between 20th November to 8th January 2022. in accordance with The Neighbourhood Planning (General) Regulations 2012 (SI No. 637) Part 5 Pre-submission consultation and publicity, paragraph 14. This states that before submitting a plan proposal to the local planning authority, a qualifying body must:

- (a) publicise, in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area
 - details of the proposals for a neighbourhood development plan;
 - details of where and when the proposals for a neighbourhood development plan may be inspected;
 - details of how to make representations; and (iv) the date by which those representations must be received, being not less than 6 weeks from the date on which the draft proposal is first publicised;
- (b) consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan;

- (c) send a copy of the proposals for a neighbourhood development plan to the local planning authority.

The detailed activities undertaken under Regulation 14 were:

Letters to Formal Consultees

32 consultees were circulated by letter on 21 November, replies logged and recorded.

MNF Website

A Regulation 14 explanation document fronting the Plan was written and placed as item 1 on the website on 30 November together with an online response form to be completed by consultees.

Plans in hard copy in Library

4 printed copies of the Plan were lodged in Marple Library fronted by a Regulation 14 explanation document and response forms to be posted in the Library post box allocated for the MNF. Library staff were engaged in the process and made aware of the process and held spare copies of the documents

Drop-in Sessions

3 drop-in sessions were organised in the Library, advertised on the flyer (Thursday 2 Dec 7-830pm, Tuesday 7 December 10-12noon and Saturday 11 December 10am-1pm) and staffed variously by Management Committee members. Each session had attendees.

Social Media

News of the online consultation was published on local Facebook Groups, as well as the MNF website and facebook page, in advance, directing them to the website to review the latest version of the plan and complete an online response form. This also promotes the drop in session and the availability of hard copies of the Plan in the library.

Flyer

A flyer was designed and placed on the website and on local community notice boards. A first batch of 100 A4 and 500 A5 were printed and, of these, about 80 A4s and 400 A5s were distributed to most pubs and bars, some churches, the majority of shops in Market Street, Hollins Lane and Stockport Road down to Rose Hill and some private dwellings and all Schools. After the Library sessions we printed a second set of 500 A5, without session dates, and on the weekend before Christmas distributed 450 of these to the remainder of the stations, pubs, churches, shops, distributing them at the Making Marple Craft Fair on 18th December and through letter boxes

Local Press

An article about the Plan appeared in the free distribution newspaper "Marple News"

The Screening Report for Strategic Environmental Assessment (SEA) of the Neighbourhood Plan was published alongside the Draft Plan.

6 Regulation 14 Consultation – Comments and Responses

Comments received via our web site. (9 in total)

(Note: in responses, “NP” = Neighbourhood Plan)

Comment 1

Comment (as submitted):

I have only just seen this plan today and noticed it asked for a response today!

I have just read the document and it all seems very good and thorough and apart from telling you what my priorities are, I am not sure what kind of response you want.

My priorities as a resident of Marple are clean water in the river for the wild life to flourish. Encourage responsible pet ownership so that dogs and cats don't disturb wild life. Woodland managed to encourage wildlife. Enlarged pedestrianised centre to encourage less car use and more local trade. Cycles ways to encourage more cycles. Help for the businesses that are there so that they are encouraged. More dog poo bins with free bags. Build a community hub with gym and swimming pool. This is now becoming a wish list. The community help is lots of organisations doing good work but to have one central hub would be good. Like a tourist information centre. or information centre where to go for help and advice about Marple and what it offers. All the organisations that are already doing a lot for Marple to be encouraged to continue and given whatever assistance they need. I have no idea if this is helpful or what you imagined a response would be like. It would have been good to have some kind of guidance and I notice that you give great emphasis on resident consultation but honestly I am not sure anyone in Marple knows about this plan. Do they?

Response:

Many items are not within the scope of a NP (dog poo bins, clean water, pets etc). Central Hub is supported in the Plan. On the general points, the plan covers environmental improvement and enhanced public realm in section 6, walking and cycling in section 7 and the retention of existing employment and the provisions of new employment in section 12 along with aspiration for supporting local businesses.

On the point about consultation, the Forum undertook public consultation in accordance with regulation 14 of the Neighbourhood Planning (General) Regulations and we would draw attention to the consultation statement which outlines in more detail the activities undertaken over an extended period.

Comment 2

Comment (as submitted):

You want to address traffic flow - how, public transport is totally inadequate for the area. It is too expensive, does not go to where people work (especially buses). Evening times the 375 stops so no access to Hawk Green or Mellor. The trains from Rose Hill are frequently cancelled. Item 5.13 of your plan is contradictory re car ownership and household use.

It is noticeable when SMBC traffic dept. alter the traffic light sequence at Hibbert Lane and also Hollins Lane, thus causing more congestion. Done on Purpose?

I very much hope the proposal to copy Poynton centre is not in the plan, it may look pretty, but visually impaired people are in grave danger as they cannot distinguish pavement end and road start, at least there is a Pelican crossing there now. It also didn't relieve traffic congestion, just made it worse.

The centre has always been divided by the main road, so where do you propose to send all the through traffic, now all the cross town routes are closed or one way. Would that be up Station Rd. onto Brabyns Brow (which

becomes impassable on bad days in winter) then onto Arkwright Rd (past a Primary school and Care Home)?

Whilst still in the centre - do we really need a TOWN SQUARE - for what purpose? there are always people sat outside the two cafes, seemingly quite content

Which town centres out compete Marple, (Romiley, Bredbury, Woodley, Hyde, Stockport? all of which are bisected by a main road by the way)

Pedestrians are well catered for crossing Stockport Rd. The same cannot be said for Hibbert Lane, the crossing should be at the junction with Stockport Rd. not half way up Hibbert lane.

The plan keeps mentioning CYCLING, as your plan states there are a large proportion of retired people living in Marple, it is not feasible to expect pensioners to go to the shops on a bicycle, pure fantasy in Marple (too many hills, especially if they live up Church lane, Hawk Green or on the Ridge).

You are proposing affordable housing, the last three developments covered these - Not - The Willows Secondary School grounds, Albert School, and the latest the Nat West Bank, none of which could be classed as affordable.

Building on Brownfield sites around the transport hubs, Rose Hill Station only allotments, Marple Station - Car parks, The Hollins - Car parks, where are you proposing these people go?

The plan for the redevelopment of an area of the Memorial Park, mentions the old town hall? you obviously mean the Old Marple Urban District Council Offices, we NEVER had a town hall, so I'm afraid if you cannot even get that right.

The Plan and Forum is not very well publicised, we received the latest flyer on the 20/12/21 when the last open meeting was on the 11/12/21, was this a planned or just an oversight?

Also the Forum and the mailing list are a very small proportion of the population of Marple, less than 300 out of a census population in 2011 of 12979, Hardly a very representative figure is it.

So let's be more open and publicise these events before they happen in future.

Response:

Many items are not in the scope of a NP (e.g. public transport). Division of the town centre is addressed in the Plan under Section 7. The reference in the plan to a Town Square was solely in the SWOT analysis and forms no part of the plan itself. Our encouragement of cycling in Section 7 is not in conflict with the encouragement of pedestrians and both are generally paired together in this section. Our reference to the vicinity of transport hubs under GA2 refers to density of development and not to any identification of specific sites. Nevertheless, there are areas, for example the Council recycling centre and the builders' merchants near Rose Hill, which could at some point be subject to development. Separate response given to the resident on the questions about address list and publicity (see general response on consultation below)

Comment 3

Comment (as submitted):

I have been watching the development of the Marple Neighbourhood Plan for some time since the process started. I live on Station Road, nearly opposite to the gateway to Memorial Park. Station Road is part of the Conservation Area and affected by traffic movement on and off Station Road, which in its turn has already been affected by changes to traffic access to Station Road from Hollins Lane, as well as access to Hollins Lane from B6101.

Traffic going down Station Road, towards Marple Bridge, easily backs up on Station Road, before crossing the bridge over the Goyt. This leads to stationary traffic all the way up to Hollins Lane and beyond towards the

light controlled junction at the B6101. When this congestion occurs there are very few vehicles who turn off their engines. This creates pollution which severely reduces the amenity and health benefits of the Conservation Area, as well as promoting exhaust pollution. I don't expect that was what was intended by the initial creation of the Conservation Area.

Proposal 1: The existing Conservation Area that affects the houses on Station Road, should be revoked or modified to compensate for the additional traffic flow, and compensation for associated pollution be mutually agreed with affected householders.

I will now turn to issues concerning Hollins Lane.

To protect the proposed traffic control to and from Station Road, partial 20 mph regions have been implemented at the Station Road end of Hollins Lane, emphasised with speed bumps. The 20 mph roundels I believe to be too small, and in any case traffic, though it does not ignore the restrictions completely, still speed and cause other forms of nuisance. There are also issues of conflict between vehicles entering/leaving the Asda car park, the Asda loading Bay, as well as appliances from the fire station.

Proposal 2: Hollins Lane should have a single coordinated scheme around a single speed limit for its whole length.

The new facilities in Memorial Park.

I have not been able to investigate the proposal for a pool, and other facilities in Memorial Park. However, any access to such a building or buildings could not be created from Station Road. It would have use the access next to the cinema. I can't see how this can be done, without impact on the green space of Memorial Park, which is a genuine green-lung for local people and others who come from further away for recreation.

I would suggest, prima facie, that a better area of land might be the triangle of land which lies on top of parts of the Victorian canal docks.

Response:

Traffic management including traffic flow, was highlighted in a study of the Winnington Road conservation area in 2013. At the time a co-ordinated strategy was to be developed but it has not been progressed. The issue was around the effect on the "quiet residential character" of the conservation area.

The 20mph cushions referred to are temporary measure for COVID due to be removed.

Details of the potential pool on the memorial park have been publicised widely including on the outside of the library itself. Comments on the details access should be directed there. The NP is involved and would expect to be as planning consultees. The alternative locations are yet to be finally excluded.

Comment 4

Comment (as submitted):

I think the proposals for the neighbourhood are to be commended especially the town centre. However I do think the current swimming pool has the ability to be further developed into a much improved leisure facility than the current one for the memorial park. It would be financially cheaper, a bigger pool, completed much sooner than the current proposal thus leading to the improved health of the population who at present are deprived.

Response:

See comment above on the Pool:

Details of the potential pool on the memorial park have been publicised widely including on the outside of the library itself. Comments on the details access should be directed there. The NP is involved and would expect to be as planning consultees. The alternative locations are yet to be finally excluded

Comment 5**Comment (as submitted):**

tHANK YOU FOR THE INFORMATION PLEASE KEEP US INFORMED OF DEVELOPMENTS

Response:

Comment noted

Comment 6**Comment (as submitted):**

So grateful to those who have put the work in to create this plan. So much to agree with. Two points. 1. Please don't turn the centre of Marple into a shared space like Poynton. It will create similar congestion. Happy to have 20mph limit but leave roads as they are with average speed detectors, number plate recognition and automatic fixed penalty fines. 2. Please get rid of all speed bumps. They are wrecking cars and increase pollution due to slowing down and speeding up. Please have average speed detectors. See point 1. Thank you.

Response:

There is no proposal to copy Poynton's scheme. Speed mitigation measures are not in the scope of the NP. The support is welcomed

Comment 7**Comment (as submitted):**

Firstly, thank you for all the work put into producing the neighbourhood plan. Marple has many attractive features, especially access to countryside. Areas that need improvement: focal point to give the town a community and commercial centre. The shops are good, mostly, but the shopping experience is no-frills rather than attractive. The Stockport road does nothing to enhance the town. Traffic reduction is near impossible to achieve but promoting walking and cycling makes so much sense in many ways. We need a community/leisure/library centre for the community and to broaden the area's appeal.

Response:

Confirms our plan details and policies. The support is welcomed

Comment 8**Comment (as submitted):**

In general I agree with the Plan. However, I would like to see the Getting Around section strengthened to recognise that the viability of the town centre will be increasingly adversely affected by traffic, to the detriment of children and the aging population. Specifically, (1) The Stockport Road/Hibbert Lane traffic

signals should include pedestrian facilities. (2) There should be a 20 mph zone around All Saints Primary School.

Response:

The principle of better access around the Town centre is in the Plan. The NP has no scope for traffic signals and speed limits. The support is welcomed.

Comment 9

Comment (as submitted):

Firstly, can I congratulate you on this wonderful piece of work. And the photos are magnificent, showing Marple in a wonderful light.

3 comments!

- A typo on page 25 'housegold' should read 'household'
- Although I've only quickly scanned the plan, I couldn't see any mention of charging points for electric cars. Andy Burnham might have one though!
- I downsized to a 2/3 bedroomed bungalow a couple of years ago from a 4 bedroomed (with en-suite) detached house but had to spend a considerable amount of my savings to buy it as bungalows are expensive and occupy more land.

Response:

The support is welcomed. Charging points are already subject to conditions in Stockport planning applications and will be covered more formally in the forthcoming Stockport Local Plan policies, policies that would apply to local planning applications. The shortage of bungalows and of housing for older people is mentioned throughout section 8 (Policy H2, 8.2, 8.3)

General response from Marple Neighbourhood Forum on consultation undertaken

We have been in existence for five years, have held a number of open meetings, as well as focus groups, we have a public web site which carries lots of information about the Neighbourhood Forum, and this also has copies of all the materials we have distributed to the mailing list including just short of 50 newsletters. Those organisations on the mailing list have, in some cases followed our request to re-circulate our newsletters etc to their members so a number of those in local voluntary groups have also seen the information without "signing up" to the mailing list. We have had publicity over the years many times in the local free press which is distributed to most of not all homes in Marple, and we have featured in the public Facebook pages in the Marple Area.

Our Annual meetings have been publicised widely and in a couple of cases with banners across the precinct. A few years ago, a leaflet and invitation to comment was distributed to every residence within the designated area. The local library has regularly publicised and displayed papers for the Neighbourhood Forum and has a postbox for the Forum in the area by the returns/bookings computer. The formal activities of the Forum have also been referenced on the Council web site and the Local Area Committee of the Council have always announced the major events of the forum, including all the AGMs and this consultation.

This specific consultation was subject to council publicity including on the Council web site and there was a wide distribution of flyers although you are correct some were distributed after the first consultation and others contained a misprint of a the first open event, giving September as the month rather than December. However, they were posted in a number of locations including the library and in local restaurants, shops and cafes. This was to recognise that many people do not use the internet and do not consult official publicity channels. We have carried out many other activities to publicise and explain the Forum, and this has included street stalls in Marple precinct and at public events.

There is more we have done but we give you the main things to hopefully demonstrate we've tried.

Appendix 7a: List of Consultation Bodies Contacted (Reg 14)

Note – a letter was sent to the consultation bodies on 17/11/2021, however due to a typo, it was resent for safety.

Stockport MBC

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Derbyshire County Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

High Peak Borough Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Manchester City Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Tameside Borough Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Cheshire East Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Disley Parish Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Mottram St Andrew Parish Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Prestbury Parish Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Adlington Parish Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Poynton Town Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Wilmslow Town Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Styal Parish Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Handforth Parish Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

New Mills Town Council

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Chisworth Parish Council

Sent 18/11/2021

Re-sent 21/11/2021

No response received

Peak District National Park

Sent 17/11/2021

Re-sent 21/11/2021

No response received

High Lane NF

Sent 17/11/2021

Re-sent 21/11/2021

Response received 02/12/2021

Action: Comment in due course

Woodford NF

Sent 17/11/2021

Re-sent 21/11/2021

Response received 06/12/2021

Action: Will comment before 7 Jan (No comment apology)

Coal Authority

Sent 17/11/2021

Re-sent 21/11/2021

Response received 22/12/2021

Action: notes provided

Homes & Communities Agency

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Natural England

Sent 17/11/2021

Re-sent 21/11/2021

Response received 29/11/2021

Action: No specific comments but advice provided

Environment Agency

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Historic England

Sent 17/11/2021

Re-sent 21/11/2021

Response received 07/01/2022

Action: comment and advice

Network Rail

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Highways England

Sent 17/11/2021

Response received 19/11/2021

Action: no specific comments but advice provided

The Marine Management Organisation

Sent 17/11/2021

Re-sent 21/11/2021

No response received

Mobile UK represent the UK's Mobile network operators

Sent 18/11/2021

Re-sent 21/11/2021

No response received

PCT

Sent 18/11/2021

Re-sent 21/11/2021

No response received

Electricity North West

Sent 18/11/2021

Re-sent 21/11/2021

No response received

Cadent Gas

Sent 18/11/2021

Re-sent 21/11/2021

No response received

United utilities

Sent 18/11/2021

Re-sent 21/11/2021

Response received 23/12/2021

Action: United Utilities requested shape file. Format not recognised. Sent clearer pdf file with request for alternative acceptable formats.

In considering these replies from formal consultees, the only response of substance was from United Utilities. We consulted the local Planning Authority on these comments and it was confirmed these conditions are already considered and, where appropriate, applied in local planning applications.