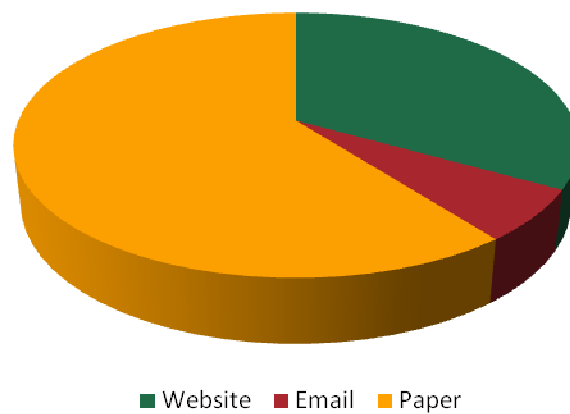


Draft Handforth Town Strategy: Summary Report of Consultation

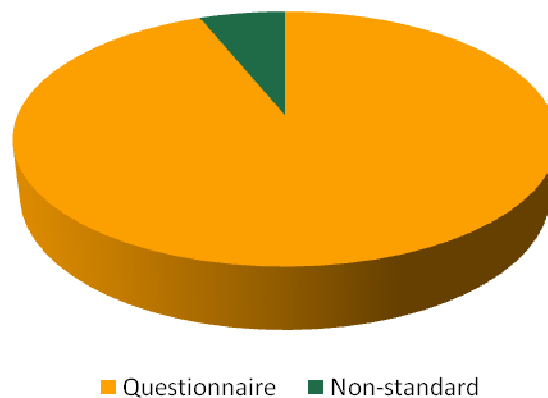
Overall Response

A total of **443** representations were received on the draft Handforth Town Strategy

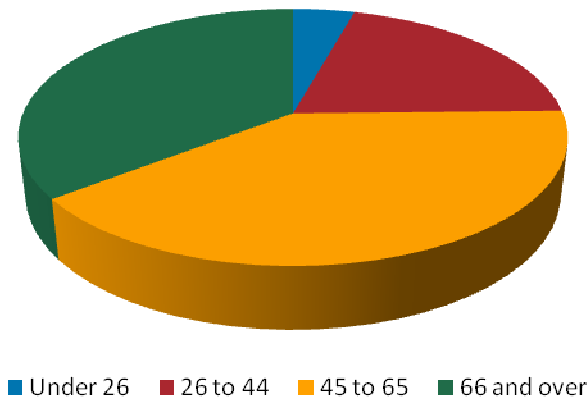
33% of these were submitted online via the consultation portal; 6% were emails and 60% were in paper form.



94% of responses were made on the official questionnaire and 6% were other responses.



4% of people who took part in the consultation were under the age of 26; 20% were aged 26 to 44; 40% were aged 45 to 65 and 36% were aged 66 and over



There were three petitions submitted to the draft Town Strategy consultation, although one was signed by only one person.

Handforth Station Petition (signed by 67 people)

"I support the proposals in the draft Handforth Plan in item 4.9 to:

- Provide car parking and drop-off facilities at Handforth station
- Provide disabled access to Handforth station

And

- To include Handforth station in the District Centre District"
-

Clay Lane Residents Petition (signed by 45 people from 30 separate addresses)

"Against the development of an estimated 500 dwellings on site 'H' and 40 dwellings on site 'G' as identified in the Draft Handforth Town Strategy Consultation. Any development on this site would increase traffic congestion onto Wilmslow Road; it would have a serious environmental effect and inevitably decrease the value of our properties.

If you feel this land should remain Green Belt / open countryside and hence be protected from development please sign this petition."

Hands off Handforth Green Belt Petition (signed by one person)

"As a result of reading the Draft Handforth Town Strategy Consultation document, I the undersigned am strongly opposed to Cheshire East Council's intention to build large numbers of houses and other developments in Handforth. The current developments and potential to build on brownfield sites are sufficient for our needs until 2030; there is no need to build on the green space surrounding and within the village."

Cheshire East Council is also aware of another e-petition related to a potential site identified in the draft Handforth Town Strategy but which has not been formally submitted as part of this consultation:

Save Handforth's Greenfield Sites (signed by 226 people on 24/10/2012)

"We the undersigned petition the council to return land in East Handforth to green belt status. The parcel of land to which this petition refers includes the plot (currently designated RT6) between Handforth Hall and footpath 91, the field between footpath 91 and the A34 bypass and the field between Wadsworth Close/Hill Drive and the A34 bypass.

The occupants of any residential development on this site would be very dependent on travel by car. This runs contrary to a principal aim of the NPPF, i.e. to reduce the need to travel by private car.

Community facilities (e.g. post office, medical centre, bank, library, church, railway station) are not located within easy walking distance of the site.

Any residential development on this site would require road access through the environmental barrier that exists between the site and the A34 bypass. Partial loss of the environmental barrier would increase the level of traffic noise and traffic fumes experienced by local residents.

Any residential development on this site would inevitably increase traffic congestion on the A34 bypass, particularly between the two roundabouts that bracket the Handforth Dean shopping complex.

The Handforth area possesses a number of brownfield sites and, according to the NPPF, such sites should be developed in preference to greenfield sites.

The planned building of 1,000 houses on the former Woodford airfield located nearby would represent gross over-development of the area.

Part of the site (designated RT6) forms an important part of the curtilage of Handforth Hall, a listed building. Development of this site for homes would have a deleterious effect on the Hall and its grounds.

During periods of heavy rain, a watercourse runs from the pond just east of footpath 91 across the footpath and the RT6 land. The result has been flooding within outbuildings of Handforth Hall. Development of the field to the east of footpath 91 and/or the RT6 land is likely to aggravate the problem.

Hall Road is badly affected by car parking on both sides of the carriageway. At times, therefore, it is impossible for emergency vehicles to access Handforth Hall and properties in Old Hall Crescent and Wadsworth Close. The car parking problem in Hall road stems not only from the St Benedict's "school run" but also from the fact that the eastern end of Hall Road is used as an extension to the car park for the Handforth Dean shopping complex. Any housing development on the site that is the subject of this petition would further aggravate the problem.

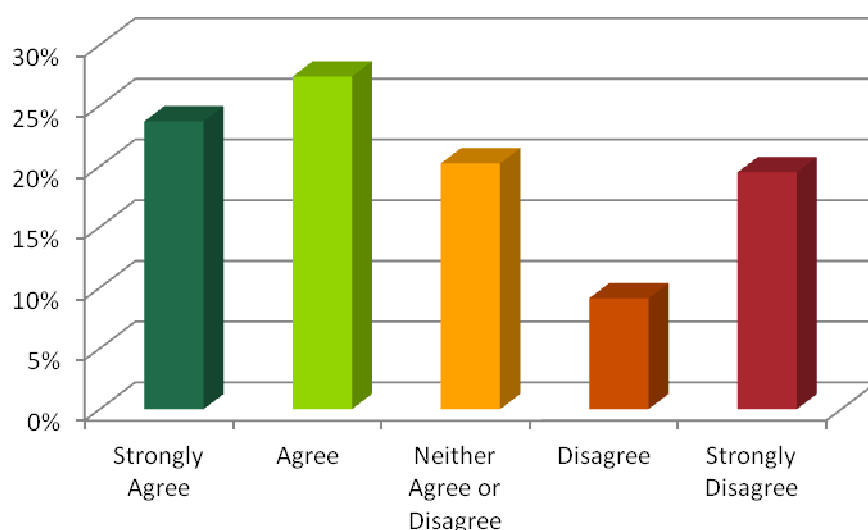
The land referred to in this petition contains ponds that are the habitat of the great crested newt. It also contains two ancient hedgerows that provide important nesting sites for wild birds. The larger of the two fields is situated close to what is arguably one of the most beautiful parts of Handforth, namely the bluebell woods that border the banks of the River Dean. Development of this field for housing would have a profound and deleterious effect on the environment and its wildlife.

A major part of the land involved has, for many years, been in agricultural use and is currently planted with a cereal crop. In these days of soaring food prices it is important that agriculturally-productive land is conserved.

Q1 Vision

Do you agree or disagree with the Vision as set out in the draft Handforth Town Strategy?

- 91.4% of respondents answered this question
- Strongly Agree (23.7%); Agree (27.4%); Neither Agree or Disagree (20.2%); Disagree (9.1%); Strongly Disagree (19.5%)



Key themes emerging from consultation:

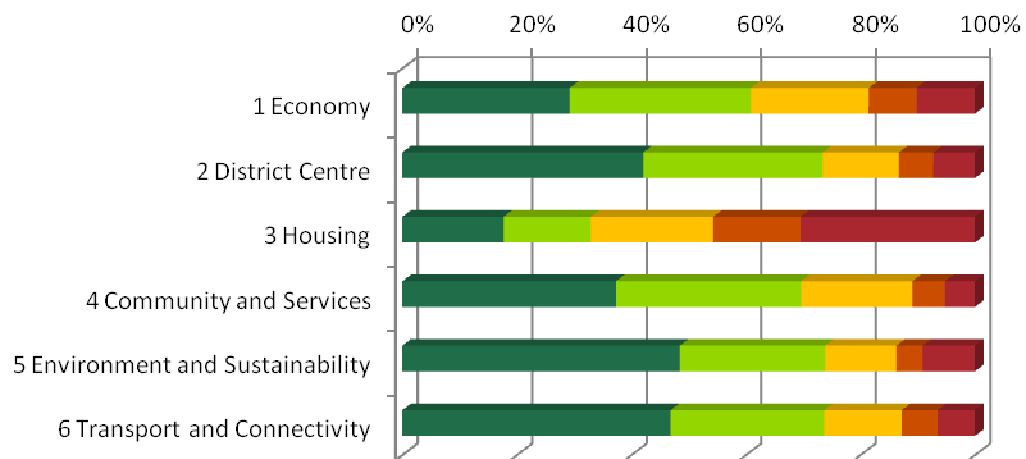
- General support for being a 'small and welcoming' town but some suggestions that too much development could have a negative impact on this
- Support for improvement of the district centre, and The Paddock in particular; support for more 'local' shops, e.g. greengrocers, butchers etc
- Strong support for Handforth retaining its own identity and prevention of further 'merging' with surrounding areas; concerns that Handforth could lose its village feel and become part of an urban sprawl
- Some general support for offering an excellent quality of life, high levels of employment, increased average incomes, healthy population and better provision of sustainable transport
- Strong support for good access to education and important services
- Strong support for high quality open spaces and improved access to the surrounding countryside, although some suggestions that too much new development could detract from these
- Protection of Green Belt considered important by many people; resistance to development in the Green Belt
- Preservation of existing urban green spaces is also considered important
- Walking and cycling routes important
- Some suggestions that population growth will be much lower than expected
- Some disagreement with the need to provide a significant number of new homes
- Views that monies raised from any sale of Council-owned land in Handforth should be invested in Handforth rather than elsewhere in the Borough

- Concerns over the ability of existing infrastructure to cope with additional residents (especially schools, roads and medical facilities)
- Some views that the vision is vague and not specific enough / motherhood and apple pie; other views that it is a clear articulation of Handforth's future
- Some views that the vision is overly-ambitious and too bold; other views that it lacks ambition and describes Handforth as it is already
- Much overall agreement with the vision (although there are concerns over deliverability); other views were expressed that completely disagree with the entire vision as set out (e.g. your vision is Handforth residents' nightmare), although these do not suggest alternatives for inclusion in the vision.
- Indication that there is a significant amount of empty commercial and industrial space which could be used for new development; some question the need for land for new employment development; there are lots of business units empty already
- Agriculture is very important
- Strong support for brownfield first principle; suggestions that only brownfield sites should be allocated
- Some resistance to any affordable housing in Handforth; there is currently a high proportion of social housing
- Suggestions that Wilmslow's 'quota' of housing is being pushed on to Handforth
- Concerns over sources of funding for improvements; doubts over ability to deliver
- Economic situation could seriously limit growth to 2030
- Emphasise the uniqueness of Handforth – its own 'unique' identity
- Some views that Handforth could be more 'thriving' but increased housing provision is not the answer

Q2 Objectives and Strategy

Do you agree or disagree with the Objectives and Strategy as set out in the draft Handforth Town Strategy?

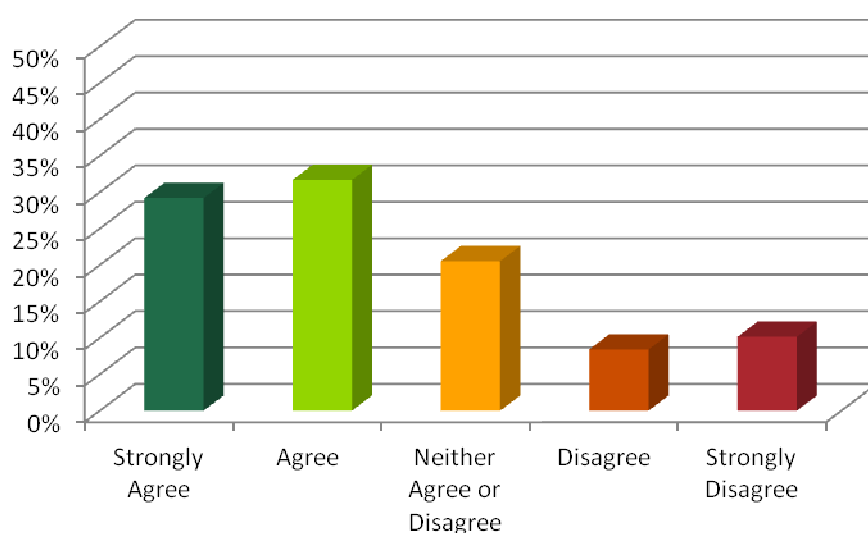
Strongly Agree Agree Neither Agree or Disagree Disagree Strongly Disagree



1 Economy

Do you agree or disagree with the Economy Objectives and Strategy as set out in the draft Handforth Town Strategy?

- 91.2% of respondents answered this question
- Strongly Agree (29.2%); Agree (31.7%); Neither Agree or Disagree (20.5%); Disagree (8.4%); Strongly Disagree (10.1%)



Key themes emerging from consultation:

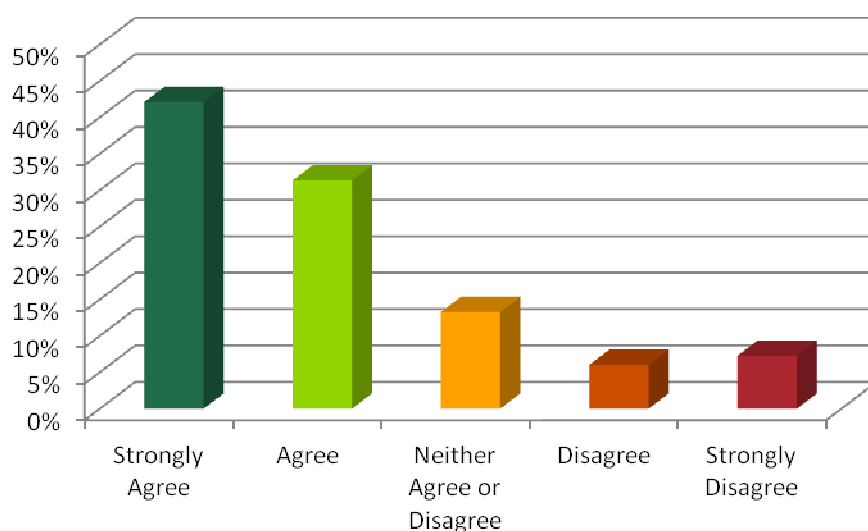
- Many suggestions that there are already large numbers of vacant office, industrial and retail premises in the local area which should be filled before more land is allocated or more premises are built
- Recognise attributes of Handforth's location – good transport links; good access to Manchester; pleasant environment; countryside; proximity to Peak District. The airport link road will increase accessibility
- Some views that employment development is not desirable; concerns over impact on current infrastructure; some preferences expressed for Handforth to serve a dormitory town function only
- Some suggestions that employment land should be used for housing
- Support for provision of employment opportunities for local people; need to encourage employers to employ local residents but also some views that new jobs should be offered only to local people rather than 'outsiders';
- Some support for new small industrial units to support local small businesses
- Some support for recognising the importance of agriculture to the local economy, although other people are of the opinion that it is not that important to the local economy; need recognition of agriculture's wider benefits e.g. protection of countryside; security of food supply; possible contribution to reduction of food miles
- Some support for high-speed broadband
- Concerns over ability to deliver

- Need to consider changing working patterns such as flexible / mobile working and hotdesking
- Potential to further exploit Manchester Airport supply chain?
- Business support for retail
- Need to consider skill sets of Handforth residents when planning for new employment opportunities
- Some suggestions that there are already good job opportunities
- Better public transport to Stanley Green is needed
- Suggestions that business rates and rents are too high

2 District Centre

Do you agree or disagree with the District Centre Objectives and Strategy as set out in the draft Handforth Town Strategy?

- 90.1% of respondents answered this question
- Strongly Agree (42.1%); Agree (31.3%); Neither Agree or Disagree (13.3%); Disagree (6.0%); Strongly Disagree (7.3%)



Key themes emerging from consultation:

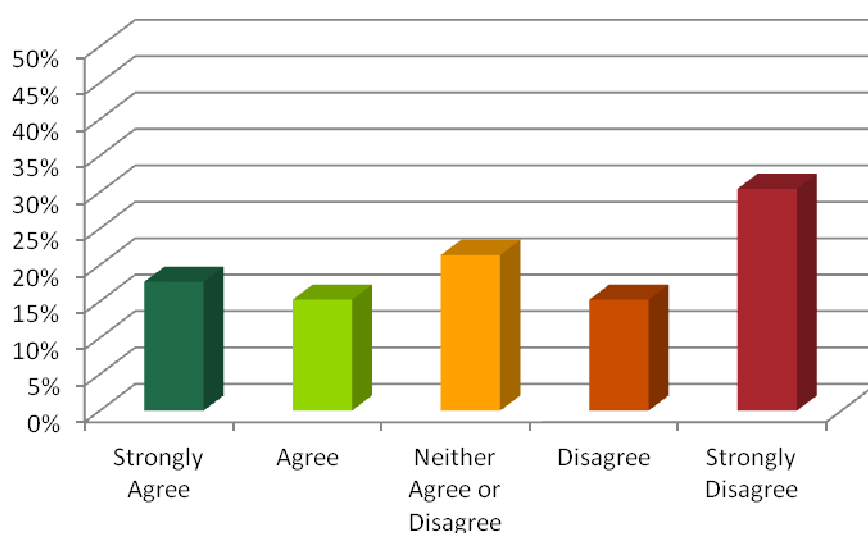
- Support for retention of free parking. Many comments suggesting there is a need for additional parking in the district centre; although some people are of the opinion that there is plentiful parking already available
- Support for programme of events, e.g. Artisan market; also need to better promote Handforth centre
- Very strong support for improving the public realm in the district centre (particularly improving the appearance of The Paddock); some comments that more trees in the centre would improve the appearance and environment
-
- Mixed views on the introduction of a shared street scheme. Some support for improvement to environment, traffic calming and increase pedestrian priority but also opposition (dangerous, don't like Poynton scheme, will make Handforth a ghost town,)
- Need for more 'local shops', e.g. greengrocers, butchers, bakers, fishmongers; strong support for new independent retailers
- General consensus that there is already a proliferation of cafés, restaurants, take-aways etc and more of these types of uses should be resisted
- General maintenance, cleaning, hanging baskets, seating, planters etc should be improved
- Comments that business rates and rents are too high and cause businesses to fail
- Some comments that it is a village centre and should be referred to as such
- Some support for improved links to Meriton Road park; views that the park is currently under-used

- Suggestions that out of town retail including Handforth Dean have damaged trade in the district centre and further out of town schemes should be resisted
- Some suggestions that vacant units should be filled before building more
- Very little comment on street-sign clutter
- Suggestion to increase usage of green area in The Paddock (e.g. childrens play areas) to create more vibrancy and encourage outside seating
- A few suggestions to consolidate the extent of the centre; other suggestions to provide new retail opportunities on the edge of centre (e.g. small supermarket)
- A few comments that anti-social behaviour discourages people to visit Handforth centre
- A few comments that The Paddock green area could be used for parking; other comments that it should be retained, enhanced and used more
- Some opposition to traffic calming as it is not an accident blackspot
- A few comments on the need for public toilets near to The Paddock
- Some suggestions that any efforts to increase trade will only make parking worse

3 Housing

Do you agree or disagree with the Housing Objectives and Strategy as set out in the draft Handforth Town Strategy?

- 91.9% of respondents answered this question
- Strongly Agree (17.7%); Agree (15.2%); Neither Agree or Disagree (21.4%); Disagree (15.2%); Strongly Disagree (30.5%)



Key themes emerging from consultation:

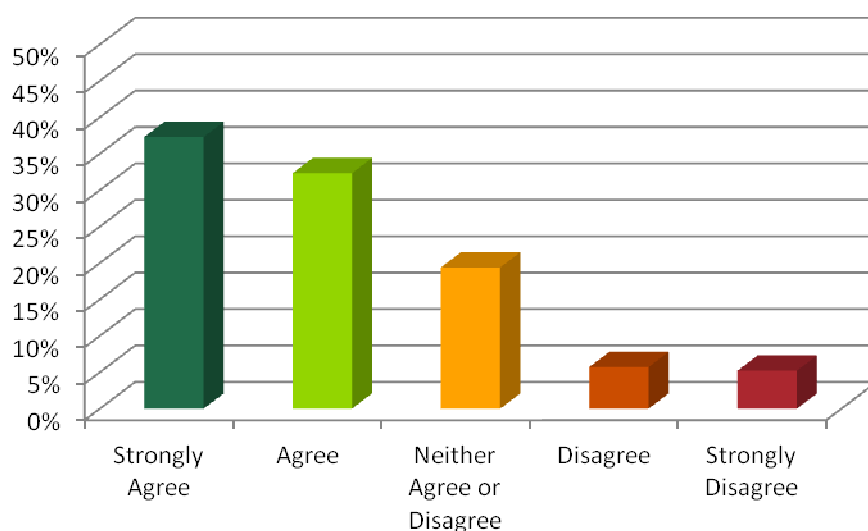
- View that the Green Belt should be protected
- General consensus that development on brownfield sites would be acceptable; some suggestions that there are plenty of brownfield sites
- Opposition to development on greenfield sites
- Numerous comments that new housing should be to meet the local needs of Handforth only rather than to accommodate need from other areas
- Suggestions that Handforth's population will not increase by as much as expected and the need for new housing in Handforth is low; too much new housing is proposed
- A number of comments that other communities across Cheshire East should also take their fair share of new housing
- Some suggestions that Wilmslow's housing requirement is being 'dumped' on Handforth
- Concerns over impacts of new housing on local infrastructure and services, particularly roads, schools and medical facilities
- Support for retaining separation between Handforth and both Wilmslow and the Greater Manchester conurbation
- Mixed views on affordable housing. Some support in this section for limited affordable housing for local needs; other comments that Handforth already has too much social and affordable housing.
- Comments that there are lots of houses for sale in Handforth

- Some suggestions that there is already enough accommodation for older people in Handforth and more is not required; other people think that more elderly persons accommodation would help to free-up larger homes
- Some comments that Council revenues and developer profits are the motivation behind allocating greenfield sites for new housing
- Need to consider what is happening in neighbouring areas and have some 'joined-up' planning
- Some suggestions that empty homes should be filled before building new

4 Community and Services

Do you agree or disagree with the Community and Services Objectives and Strategy as set out in the draft Handforth Town Strategy?

- 90.7% of respondents answered this question
- Strongly Agree (37.3%); Agree (32.3%); Neither Agree or Disagree (19.4%); Disagree (5.7%); Strongly Disagree (5.2%)



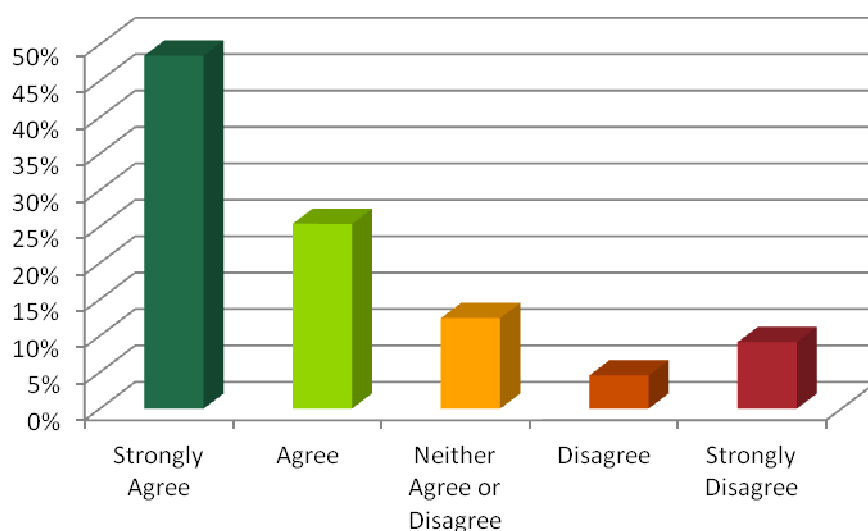
Key themes emerging from consultation:

- Some suggestions that Handforth does not have a good sense of community; others view that one of Handforth's strengths is its good community spirit
- Concerns over future provision of primary and secondary schools places
- Questions over why the Council has sold off primary schools instead of keeping them for the future
- General recognition of importance of youth facilities and support for improving them
- Overall recognition that current services are stretched but adequate; concerns that community facilities and services would be overloaded by new development
- Some support for provision of a new community hall
- Some concern that affordable housing would have a negative impact and increase in anti-social behaviour
- Some concern over the funding of improvements to facilities
- Recognition of the good quality of medical services but support for improvement

5 Environment and Sustainability

Do you agree or disagree with the Environment and Sustainability Objectives and Strategy as set out in the draft Handforth Town Strategy?

- 88.9% of respondents answered this question
- Strongly Agree (48.5%); Agree (25.4%); Neither Agree or Disagree (12.4%); Disagree (4.6%); Strongly Disagree (9.1%)



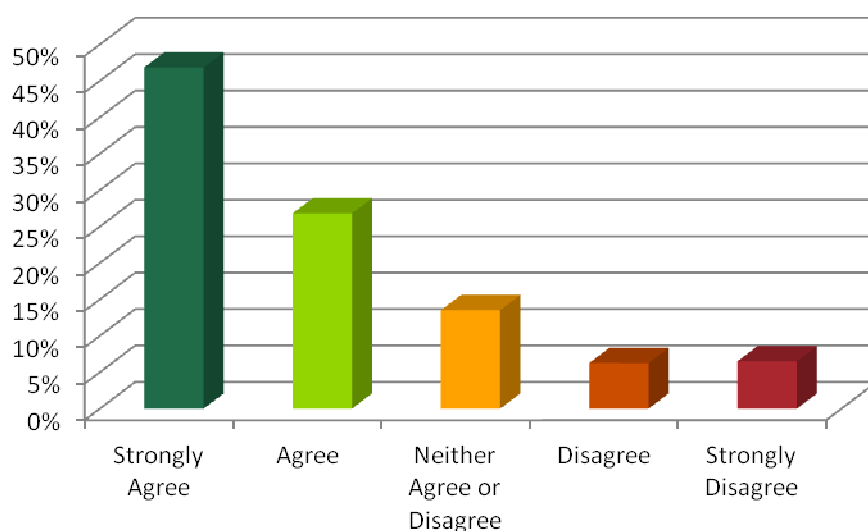
Key themes emerging from consultation:

- Overall support for the aims and objectives, but concerns over compatibility with other aims and objectives (particularly housing)
- Support for the preference for the use of brownfield sites for development
- Protection of green spaces and countryside is very important; strong support for this
- Some questions over the ability to protect open spaces and enhance access to the countryside at the same time as proposing new development on greenfield sites
- Support for protection of Green Belt
- Support for preserving the gap so that Handforth doesn't merge with surrounding settlements
- Support for protection of built environment, especially Handforth Hall; help owners improve listed buildings
- Some comments that small community green spaces are needed; community gardens, orchards, allotments
- Some suggestions that children's play equipment in parks should be improved
- General support for energy efficiency initiatives in new development, but also comments that we need to consider existing buildings too; other people view that energy efficiency can bring additional problems
- Trees are important
- Some concerns over potential future flood events

6 Transport and Connectivity

Do you agree or disagree with the Transport and Connectivity Objectives and Strategy as set out in the draft Handforth Town Strategy?

- 90.1% of respondents answered this question
- Strongly Agree (46.9%); Agree (26.8%); Neither Agree or Disagree (13.5%); Disagree (6.3%); Strongly Disagree (6.5%)



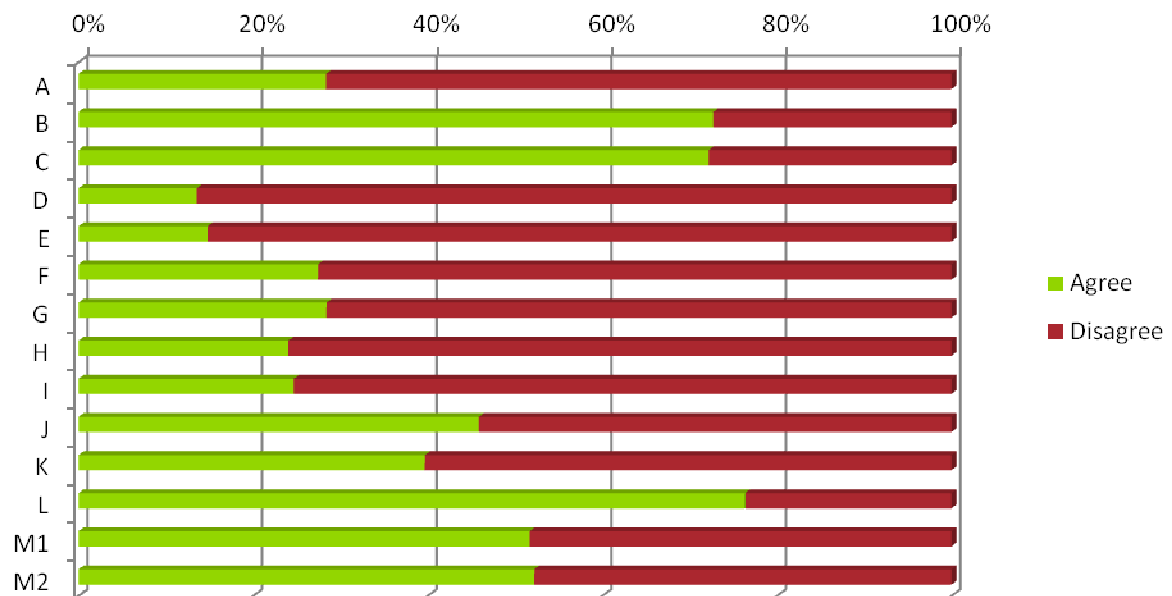
Key themes emerging from consultation:

- Overall support for the transport aims and objectives
- Very strong support for providing disabled access at Handforth station
- Strong support for providing parking and drop-off facilities at Handforth station; however there is also limited opposition to providing parking at the station on the grounds that local people should walk to the station and parking would encourage short car journeys
- Support for direct public transport to the airport
- Mixed views on reducing traffic speeds; some support on safety and environmental grounds, but other views that it is not necessary (and some opposition to speed humps)
- Suggestions that the station would benefit from an information display (i.e. next trains)
- Support for retaining free parking in the district centre
- Mixed views on the level of provision of parking in the district centre; some claim that more parking is needed; others think that improved public transport, walking and cycling options would reduce the need for parking
- Mixed views on completion of the A555 airport link road; some question the need - it would be in the Green Belt, destroy environment and cause more traffic / congestion / pollution. Other suggestions that it would improve accessibility and reduce journey times / congestion
- Suggestions that the bus service to Manchester is not adequate (particularly at weekends and evenings)
- Support for improvements to footpaths, cycleways and cycle parking stands
- A few suggestions that Manchester's Metrolink should be extended to Handforth

- Need better integration between bus and train links; also between local and express trains (e.g. to change at Wilmslow for a London train involves a long wait); increased frequency of trains and buses
- A few comments that encouraging cycling increases congestion as cyclists hold up other traffic.

Q3 Potential Development Options

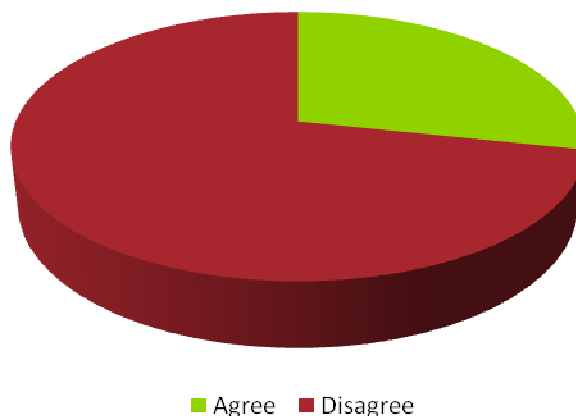
Do you agree or disagree with the potential areas for future development in the draft Handforth Town Strategy?



Site A

Do you agree or disagree with site A as a potential area for future development (suggested use: residential)

- 89.2% of respondents answered this question
- Agree (28.4%); Disagree (71.6%)



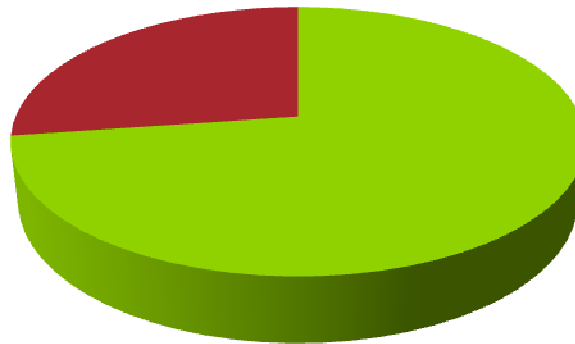
Key themes emerging from consultation:

- Development here would have less visual impact than some of the other options
- This site is outside of the Green Belt
- Infill between existing development and bypass
- Sustainable – close to station and district centre; conversely some view that it has poor access to facilities
- Limited support for a smaller number of new houses
- Opposition to any vehicular link between Hall Road and the site – it is narrow and congested
- Some opposition to proposals for care village (current application on northern end of site)
- Need to preserve buffer between retail park
- Development here would affect the setting of Handforth Hall
- Greenfield site
- Working agricultural land
- Woodland
- Local school is at full capacity
- Area popular with walkers
- Should be designated as Green Belt
- Important for wildlife
- Potential flooding issues
- Buffer zone between existing development and bypass
- One of the last open areas of Handforth
- Distance from district centre – sustainability issues?
- Potential adverse impacts on local services
- Claims that the site contains protected Great Crested Newts

Site B

Do you agree or disagree with site B as a potential area for future development (suggested use: employment)

- 86.9% of respondents answered this question
- Agree (72.7%); Disagree (27.3%)



■ Agree ■ Disagree

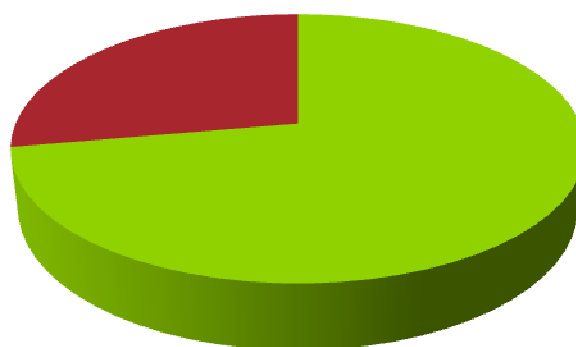
Key themes emerging from consultation:

- General support for some form of development
- Brownfield site; development would have little impact on surroundings; wasteland at present
- Very mixed views on the best use of the site:
- Suggestions that there are lots of empty commercial premises in Handforth and the site could instead be suitable for residential; would prevent Green Belt being developed for housing
- Other people view that it is important to develop employment generating uses on this site; it is in an industrial area with good links; lack of other suitable employment sites locally
- Other suggestions that Handforth lacks leisure uses and these could be accommodated here
- Also some suggestions that further retail units would be suitable; although other comments suggesting retail would not be appropriate given its potential impact on Handforth district centre

Site C

Do you agree or disagree with site C as a potential area for future development (suggested use: employment)

- 86.9% of respondents answered this question
- Agree (72.2%); Disagree (27.8%)



■ Agree ■ Disagree

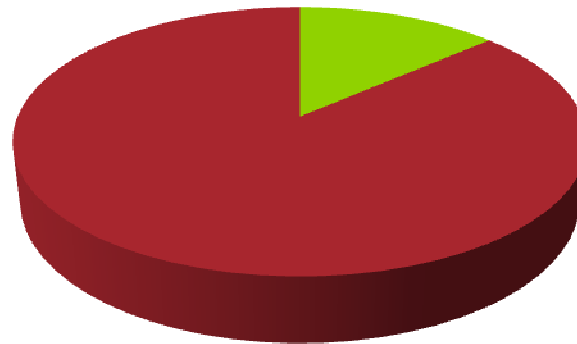
Key themes emerging from consultation:

- General support for some form of development; but also some views that the area should remain as open space
- Brownfield site; existing infrastructure in place; low impact on surroundings
- Proximity to watercourse needs to be considered
- Close to a school and Handforth Hall
- Loss of woodland area
- Concerns over potential to increase traffic congestion
- Mixed views on best use for the site:
- Suggestions that there are lots of empty commercial premises in Handforth and the site could instead be suitable for residential; would prevent Green Belt being developed for housing
- Other views that it should be developed for employment uses as it is in a commercial area;
- Some suggestions that a recycling centre would be the best use;
- Other views that retail could be appropriate
- A question whether the site will be available for development before 2030?

Site D

Do you agree or disagree with site D as a potential area for future development (suggested use: residential)

- 88.3% of respondents answered this question
- Agree (13.6%); Disagree (86.4%)



■ Agree ■ Disagree

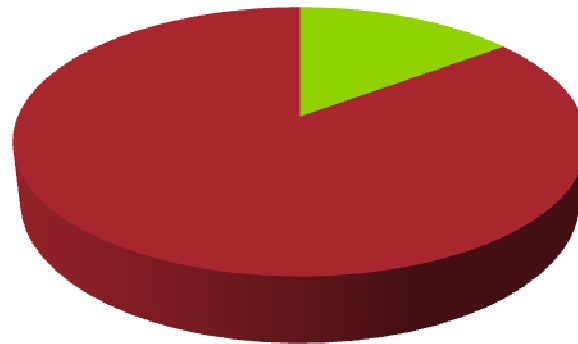
Key themes emerging from consultation:

- Green Belt should be protected
- Green fields
- Visually attractive area; landscape character
- Close to district centre; would support local shops
- In agricultural use
- Access would be difficult; would increase congestion
- Popular area for walking and recreation
- Important for wildlife
- Development would reduce access to the countryside; would break green link between Meriton Road park and open countryside
- Maintenance of gap between Handforth and Styal / Heald Green / Airport

Site E

Do you agree or disagree with site E as a potential area for future development (suggested use: residential)

- 88.5% of respondents answered this question
- Agree (14.8%); Disagree (85.2%)



■ Agree ■ Disagree

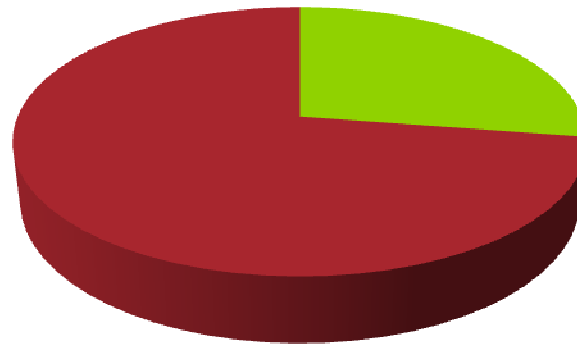
Key themes emerging from consultation:

- Green Belt should be protected
- Area prone to flooding
- Steeply sloping; not suitable for development
- Adjacent to Site of Biological Importance; important for wildlife
- Pleasant area for walks and recreation
- Keeps Handforth separate from Wilmslow
- Agricultural land
- Poor access
- Views

Site F

Do you agree or disagree with site F as a potential area for future development (suggested use: residential)

- 88.0% of respondents answered this question
- Agree (27.4%); Disagree (72.6%)



■ Agree ■ Disagree

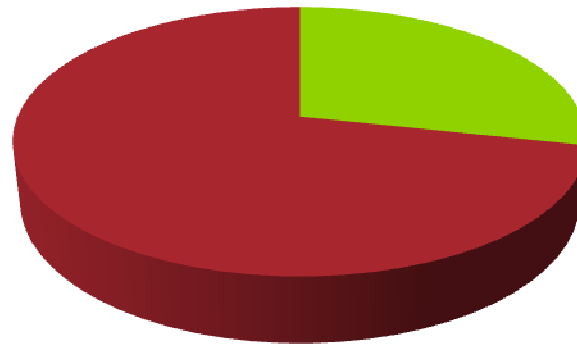
Key themes emerging from consultation:

- Green Belt should be protected
- Impact on adjacent ancient woodland
- Impact on adjacent Site of Biological Importance; importance for wildlife
- Increase in traffic on Hall Road
- Some limited support given that it is fairly self contained and small in size
- Area popular for walking and recreation
- Noise pollution from A34

Site G

Do you agree or disagree with site G as a potential area for future development (suggested use: residential)

- 87.4% of respondents answered this question
- Agree (28.4%); Disagree (71.6%)



■ Agree ■ Disagree

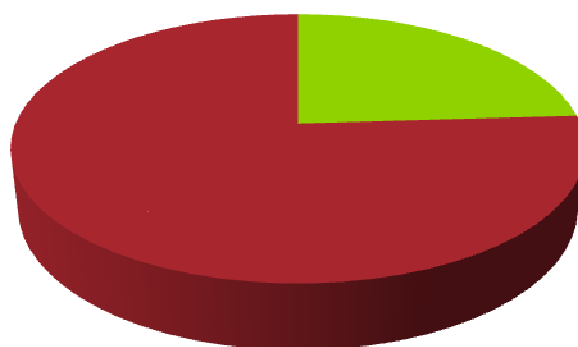
Key themes emerging from consultation:

- Green Belt should be protected
- Proximity of houses to new road – noise pollution
- Access would be difficult
- Important to maintain gap between Handforth and Heald Green
- Some limited support given the site's small size and location between existing development and the proposed A555 road; minimal impact on Green Belt
- Popular area for walking and recreation
- Agricultural land

Site H

Do you agree or disagree with site H as a potential area for future development (suggested use: residential)

- 88.3% of respondents answered this question
- Agree (24.0%); Disagree (76.0%)



■ Agree ■ Disagree

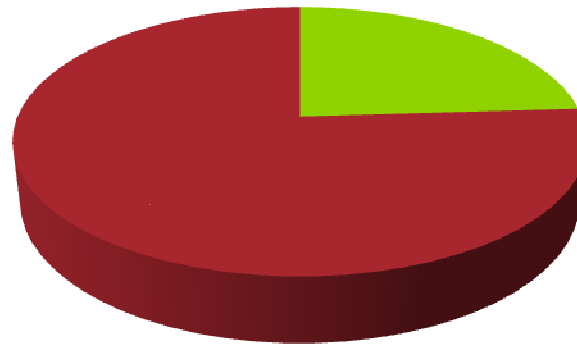
Key themes emerging from consultation:

- Protect Green Belt
- Difficult access; traffic congestion
- Suggestion that part of the land could be used by Styal Golf club to replace holes lost to the new road
- Some suggestions that development here would have less impact than the other sites identified
- Closing of gap between Handforth and Heald Green
- Provides good access to the countryside
- Distant from services and public transport
- Noise pollution from road
- Landscape importance
- Agricultural land
- Impact on 'The Grange'
- Limited support for a smaller area of development / lower number of houses
- Parts of site in Styal Parish

Site I

Do you agree or disagree with site I as a potential area for future development (suggested use: residential)

- 86.0% of respondents answered this question
- Agree (24.7%); Disagree (75.3%)



■ Agree ■ Disagree

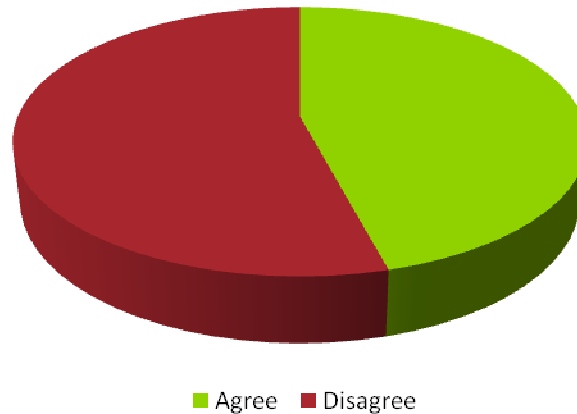
Key themes emerging from consultation:

- Green Belt should be protected
- Loss of playing fields; important recreation area for densely populated estate
- Difficult access
- Popular area for walking
- Gap between Handforth and Heald Green
- Some (limited) views that this would be a good place for a small affordable housing scheme

Site J

Do you agree or disagree with site J as a potential area for future development (suggested use: residential)

- 84.7% of respondents answered this question
- Agree (45.9%); Disagree (54.1%)



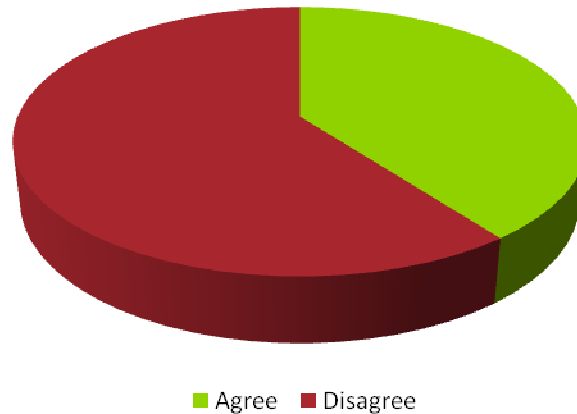
Key themes emerging from consultation:

- Some views that the site is Green Belt and should be protected
- Others accept that it could be developed as it is a brownfield site
- Need to protect adjacent woodland and site of biological importance from impacts
- Difficult access; narrow and congested
- Popular for walking and recreation
- Need to consider impacts on Dobbin Brook and River Dean
- Potential flooding issues
- Important for birds and wildlife
- Unlikely to be many impacts on existing dwellings
- Narrowing of gap between Handforth and Wilmslow

Site K

Do you agree or disagree with site K as a potential area for future development (suggested use: residential)

- 86.5% of respondents answered this question
- Agree (39.7%); Disagree (60.3%)



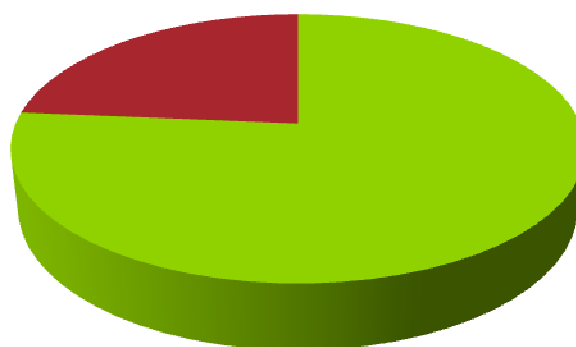
Key themes emerging from consultation:

- Green Belt should be protected
- Closing of the gap between Handforth and Heald Green; ribbon development
- Would not have too much effect on local residents
- Residents here would use the facilities in Heald Green and not benefit Handforth
- Traffic and congestion issues
- Some views that it is not as important to protect this area as others
- Detached from Handforth

Site L

Do you agree or disagree with site L as a potential area for future development (suggested uses: residential / car parking / allotments)

- 86.9% of respondents answered this question
- Agree (76.4%); Disagree (23.6%)



■ Agree ■ Disagree

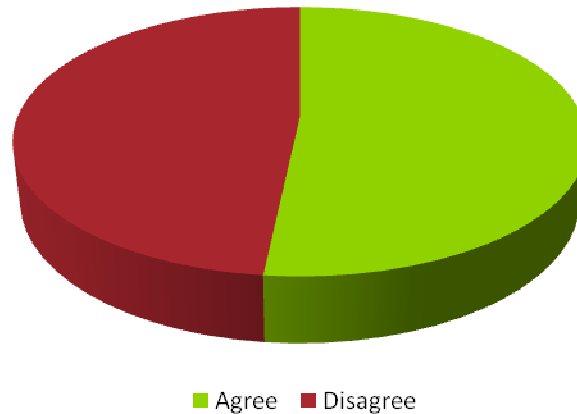
Key themes emerging from consultation:

- General consensus that the site could be used for something
- Many people agreed that it would be a good place for parking for Handforth Station; although some question the need for a car park
- Strong support for allotments
- Less agreement that it would be suitable for housing; although a number of people agreed that housing would be an acceptable part of the mix
- Access difficulties
- Some suggestions that the site could be used as a proper open space / park
- Suggestion that a small green housing scheme could combine with community / allotment use

Site M1

Do you agree or disagree with site M1 as a potential area for future development (suggested uses: mixed use)

- 86.9% of respondents answered this question
- Agree (51.7%); Disagree (48.3%)



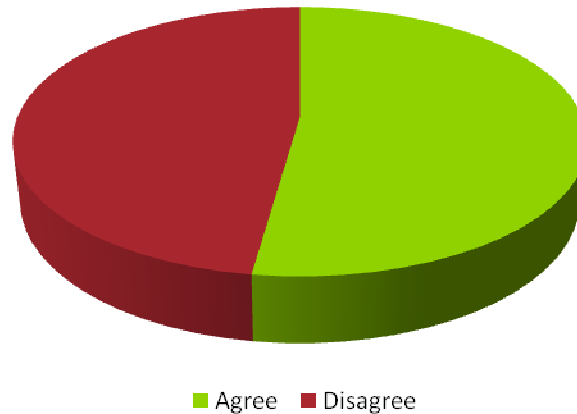
Key themes emerging from consultation:

- Mixed views on the suitability of this site for future development
- Recurring view that Green Belt should be protected
- However, there are also many people of the view that development here could be acceptable as it would have less impact on Handforth residents
- Part of M1 is brownfield land; used as MOD storage depot
- Sustainability issues – distance from public transport links
- Area is very important for wildlife; parts of the site contain mitigation measures from the bypass construction, e.g. wildlife ponds
- Traffic congestion on the A34
- Development here would not benefit Handforth and would not help sustain its services; distance and physical barriers mean it would be a separate settlement
- Development could be made sustainable by provision of services and facilities
- Concerns over impacts on infrastructure
- Some views that if development has to take place then this would be preferable to sites adjacent to Handforth
- Suggestions that development here would be a money raising exercise
- Area extensively used for walking and recreation
- Concerns that Handforth would be meeting the needs of other areas in addition to its own
- Views that any monies raised from development here should benefit Handforth
- Concerns over availability of school places
- Close to very large development at Woodford Aerodrome
- Separation of Handforth / Wilmslow / Cheadle Hulme / Bramhall / Woodford
- Provides access to the countryside
- If developed, other sites adjacent to Handforth should be protected

Site M2

Do you agree or disagree with site M2 as a potential area for future development (suggested use: safeguarded for future use beyond 2030)

- 86.0% of respondents answered this question
- Agree (52.2%); Disagree (47.8%)



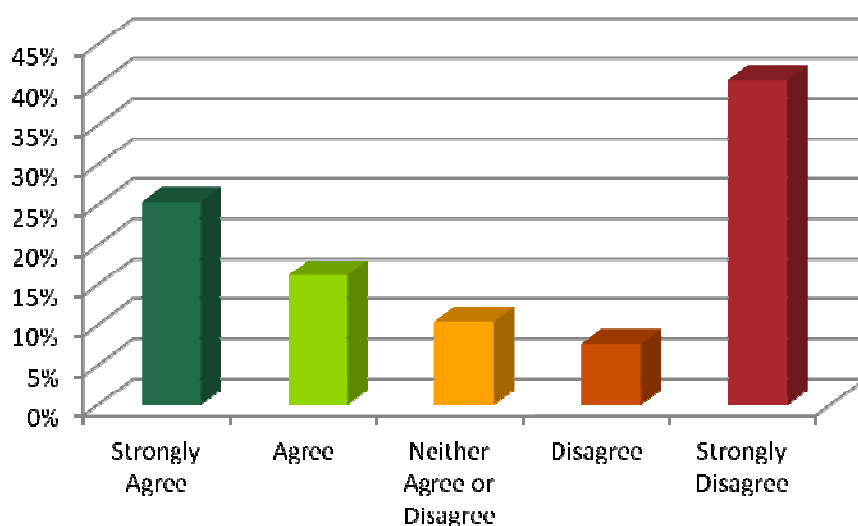
Key themes emerging from consultation:

- Mixed views on the suitability of this site for safeguarding for future development beyond 2030
- Recurring view that Green Belt should be protected
- Other views that development here could be acceptable as it would have less impact on Handforth residents
- Important site for wildlife
- Some views that if M1 was developed it would be important for M2 to remain as open space
- Sustainability issues – distance from public transport links
- Traffic congestion on the A34
- Development here would not benefit Handforth and would not help sustain its services; distance and physical barriers mean it would be a separate settlement
- Development could be made sustainable by provision of services and facilities
- Concerns over impacts on infrastructure
- Some views that if development has to take place then this would be preferable to sites adjacent to Handforth
- Suggestions that development here would be a money raising exercise
- Area extensively used for walking and recreation
- Concerns that Handforth would be meeting the needs of other areas in addition to its own
- Views that any monies raised from development here should benefit Handforth
- Concerns over availability of school places
- Close to very large development at Woodford Aerodrome
- Separation of Handforth / Wilmslow / Cheadle Hulme / Bramhall / Woodford
- Provides access to the countryside
- If developed, other sites adjacent to Handforth should be protected

Q4 Alternative Development Option

Do you agree or disagree with the alternative development option of creating a new sustainable community to the east of Handforth Bypass?

- 89.2% of respondents answered this question
- Strongly Agree (25.3%); Agree (16.2%); Neither Agree or Disagree (10.4%); Disagree (7.6%); Strongly Disagree (40.5%)



Key themes emerging from consultation:

- Mixed views
- Parts of the area are considered brownfield (MOD storage) and could be contaminated
- Sustainability issues – lack of public transport
- Extensively used for walking, leisure, recreation
- Important area for flora and fauna
- Green Belt land should be protected
- Concerns that Handforth would be meeting the needs of other areas in addition to its own; suggestions that other areas' 'quotas' are being dumped on Handforth
- Important to include a good mix of housing types and new facilities and services
- Concerns over increase congestion on the A34
- Views that any monies raised through capital receipts or CIL should only be spent in Handforth
- Views that development here would be separate and of no benefit to Handforth
- Other views that it would be acceptable if other areas around Handforth remained protected from development
- Very close to large new development at Woodford
- Would close gap between Handforth and Cheadle Hulme / Bramhall / Woodford / Stockport / Manchester
- Access issues

- Concerns over funding of new facilities required to support a new community – schools, doctors, dentist, libraries, community facilities etc
- Creation of urban sprawl
- Could undermine the desirability of Handforth
- New community would be separate and isolated
- Some comments that not enough information is provided on the proposals

Q5 Other Sites

Are there any other sites that you would like to consider for potential development?

Sites suggested (in addition to those already considered through the consultation):

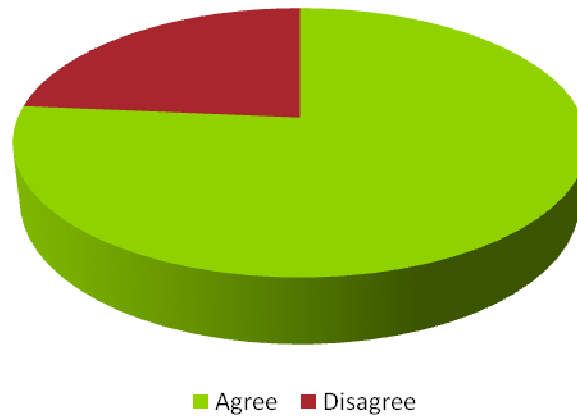
- Land between Coppice Way, St. Benedict's School and Handforth Hall (housing or employment)
- Cypress House, South Acre Drive (housing)
- Disused plots within Stanley Green Industrial Estate (housing)
- Land adjacent to Oakmere, Spath Lane (housing)
- Manchester Rugby Club, Grove Lane (housing)
- Vacant medical centre, Manchester Road (housing)
- Conversion of space above current district centre retail units (mixed use)
- Land north of proposed A555, east of Wilmslow Road and south of Bolshaw Road (housing)
- Park next to Porsche garage, Wilmslow Road (housing or employment)
- Total Fitness site (mixed use)
- Former council offices, Manchester Road (mixed use)
- Civic Centre (mixed use)
- Peacock Farm, Wilmslow Road (housing)
- Wilmslow Road frontage near Spath Lane (community centre)
- Sites elsewhere in Cheshire East
- No sites in Handforth

Q6 Handforth District Centre

District centre boundary extension along Station Road

Do you agree with the potential district centre boundary extension along Station Road?

- 87.1% of respondents answered this question
- Agree (76.4%); Disagree (23.6%)



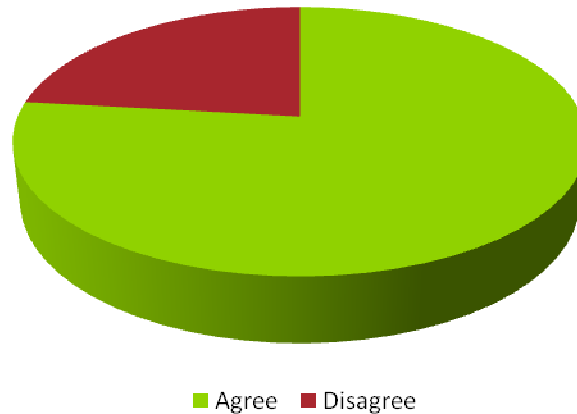
Key themes emerging from consultation:

- Some questions over the purpose of changing the district centre boundary
- Suggestion that centre has significant vacancies and should not be expended
- Other views that it would be logical to bring the station and parking into the centre

District centre boundary extension at Meriton Road Park entrance

Do you agree with the potential district centre boundary extension at Meriton Road Park entrance?

- 83.7% of respondents answered this question
- Agree (76.8%); Disagree (23.2%)



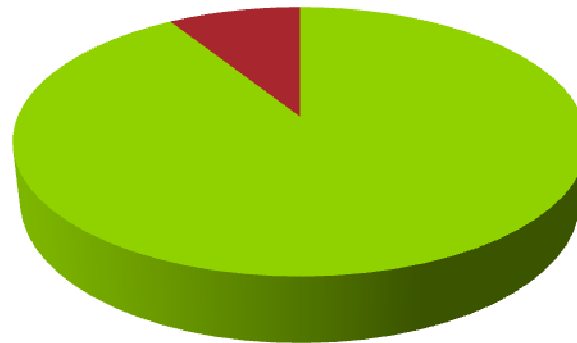
Key themes emerging from consultation:

- Some questions over the purpose of changing the district centre boundary
- Some support for improving access into the Paddock from Meriton Road
- Some support for improving links between centre and the park; others view that it is not an issue
- Concerns that it may lead to more parking and anti-social behaviour in Meriton Road

District centre shopping character area

Do you agree with the district centre shopping character area identified?

- 86.0% of respondents answered this question
- Agree (91.1%); Disagree (8.9%)



■ Agree ■ Disagree

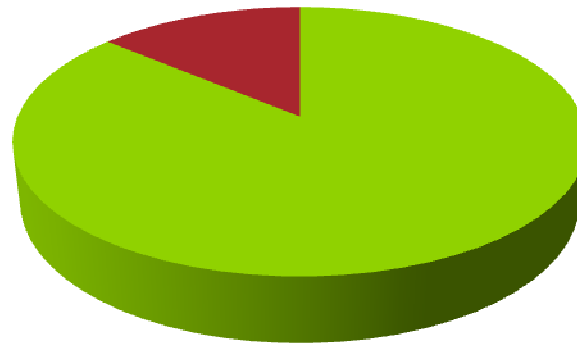
Key themes emerging from consultation:

- High rate of vacant shops at present
- Environmental improvements required
- Use of upper floors to be encouraged
- The real problem is out of town shopping centres
- Support for more independent retailers but not for more cafés, takeaways etc

District centre mixed use character area

Do you agree with the district centre mixed use character area identified?

- 83.3% of respondents answered this question
- Agree (86.2%); Disagree (13.8%)



■ Agree ■ Disagree

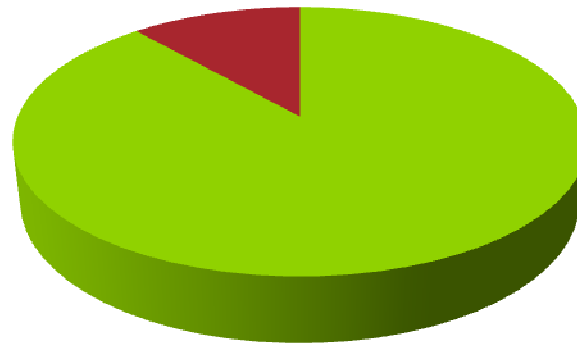
Key themes emerging from consultation:

- Some questions over the purpose of designating character areas
- Few comments overall

District centre community uses character area

Do you agree with the district centre community uses character area identified?

- 84.4% of respondents answered this question
- Agree (88.5%); Disagree (11.5%)



■ Agree ■ Disagree

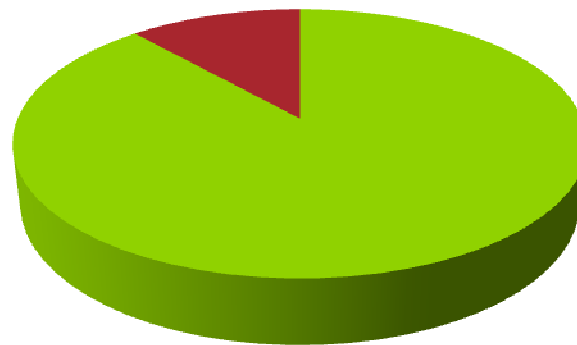
Key themes emerging from consultation:

- Some questions over the purpose of designating character areas
- Areas behind the health centre and library are car parks
- Community uses should be retained and protected

District centre open spaces character area

Do you agree with the district centre open spaces character area identified?

- 85.6% of respondents answered this question
- Agree (88.4%); Disagree (11.5%)



■ Agree ■ Disagree

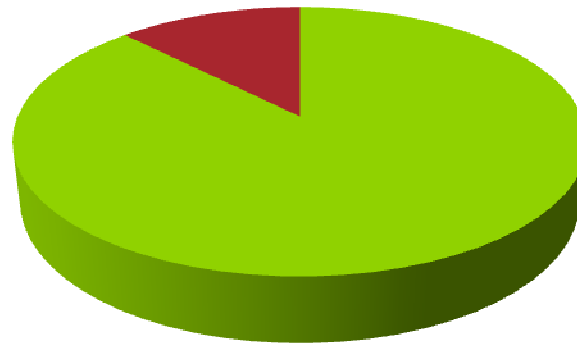
Key themes emerging from consultation:

- There is also green space around the library and health centre
- Open spaces should be retained and protected
- More open space is needed
- Questions over whether St. Chad's Church graveyard should be classed as open space
- Comments that the central green area of The Paddock is not well used; some comments that it would be better used for car parking; other comments that it should be improved so that it is used more; suggestion to use as a market square; additional of children's playground

District centre car parking character area

Do you agree with the district centre car parking character area identified?

- 85.6% of respondents answered this question
- Agree (87.6%); Disagree (12.4%)



■ Agree ■ Disagree

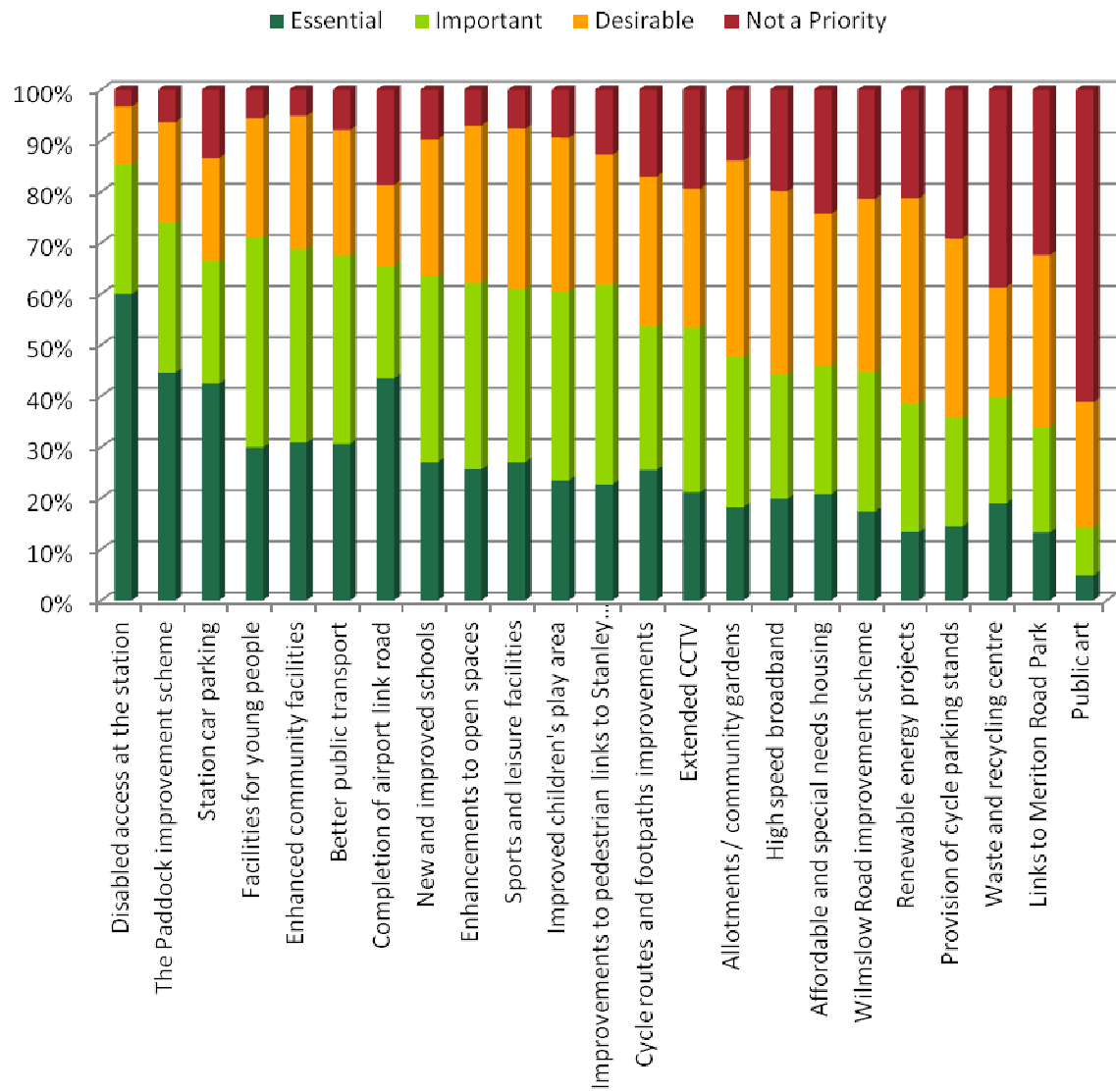
Key themes emerging from consultation:

- Support for maintaining free car parking
- Mixed views on amount of parking available – some comments that there is insufficient parking but other comments that there is plentiful parking available
- The areas behind the health centre and library are also car parks
- The Paddock rear parking area is unwelcoming

Q7 Infrastructure Priorities

What level of priority should be given to the infrastructure priorities identified in the draft Handforth Town Strategy?

	Essential	Important	Desirable	Not a Priority
Completion of airport link road	43.5%	22.0%	15.9%	18.7%
The Paddock improvement scheme	44.6%	29.4%	19.7%	6.3%
Station car parking	42.4%	24.0%	20.2%	13.4%
Disabled access at the station	59.9%	25.3%	11.5%	3.3%
Affordable and special needs housing	20.8%	25.1%	29.7%	24.4%
Better public transport	30.6%	37.0%	24.6%	7.8%
New and improved schools	27.0%	36.5%	26.8%	9.7%
Improvements to Stanley Green pedestrian links	22.7%	39.0%	25.5%	12.8%
Improved children's play area	23.5%	37.0%	30.1%	9.4%
Wilmslow Road improvement scheme	17.4%	27.3%	34.0%	21.4%
Facilities for young people	29.9%	41.1%	23.4%	5.6%
Enhanced community facilities	30.9%	37.8%	26.3%	5.1%
High speed broadband	19.9%	24.3%	35.9%	19.9%
Allotments / community gardens	18.3%	29.3%	38.6%	13.9%
Links to Meriton Road Park	13.3%	20.7%	33.7%	32.4%
Cycle routes and footpaths improvements	25.5%	28.1%	29.3%	17.1%
Provision of cycle parking stands	14.4%	21.4%	35.1%	29.1%
Enhancements to open spaces	25.6%	36.5%	30.8%	7.0%
Renewable energy projects	13.3%	25.1%	40.3%	21.3%
Sports and leisure facilities	27.0%	33.9%	31.4%	7.7%
Extended CCTV	21.2%	32.2%	27.2%	19.4%
Public art	4.8%	9.4%	24.5%	61.2%
Waste and recycling centre	19.0%	20.8%	21.5%	38.7%



Q8 Other Infrastructure Priorities

Do you consider there to be any other infrastructure priorities not listed here?

- 57.3% of respondents answered this question
- Yes (35.4%); No (64.4%)



Key themes emerging from consultation:

- Better cycling and pedestrian routes within Handforth and to other areas (Airport, Stockport, Wilmslow town centre, Styal)
- More district centre events; regular market
- Community facilities to serve increased number of residents
- More pedestrian crossings (e.g. Station Road / Wilmslow Road to make access between the centre / station easier)
- Shop frontages improvements
- More litter bins / dog bins
- Repair potholes; road and pavement maintenance
- Taxi stand at station
- Cinema / leisure complex
- More seating areas
- Country park
- Road safety scheme outside the station
- Green Infrastructure
- Electric vehicle charging points
- Public Hall / community centre
- Improved bus services
- General maintenance / upkeep / planting / cleaning

Q9 Additional Comments

Are there any additional comments that you wish to make on the draft Handforth Town Strategy?

Key themes emerging from consultation (not made elsewhere):

- Map showing development areas not clear
- Need a robust and up to date Needs Assessment for open space, sport and recreation facilities
- The document is well written and clearly presented
- Development of brownfield sites is supported but concern over development of greenfield sites or Green Belt areas
- Ease planning rules to allow extensions to existing properties allowing people to remain in their own home
- Increased police presence
- Questionnaire is complicated
- Document and questionnaire should have been delivered to every Handforth resident
- There was not enough time given to respond to the consultation
- Perceptions that other areas' 'quotas' are being forced onto Handforth
- More recognition to the importance of river corridors
- Need to properly assess traffic impacts
- Need a strategic review of Green Belt before proposing sites
- Dairy House Farm (listed building) is in disrepair and needs addressing
- Suggestion for new tower block to meet housing needs
- Return to weekly rubbish collection
- Handforth is a village not a town
- Some disagreement with the need for up to 600 new houses by 2030
- Significant growth already accommodated over past 50 years
- Development at Woodford needs to be taken into account
- Consultation not publicised well-enough
- Need to make more effort to find brownfield sites
- Document is too complicated
- Need more recognition of Handforth's history and culture
- Drainage is an issue
- Need to consider climate change, flood risk, capacity of water supply and wastewater systems
- Sites need to be assessed for impact on heritage assets
- Need a brownfield land target
- More development will cause traffic congestion on B5358
- District centre needs more co-ordinated feel: shop frontages, street furniture
- Economic growth is not compatible with a low carbon future