

# Strategic Planning Board

## Agenda

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<b>Date:</b>	<b>Thursday, 26th September, 2013</b>
<b>Time:</b>	<b>10.30 am</b>
<b>Venue:</b>	<b>Crewe Alexandra Football Club, Gresty Road, Crewe, CW2 6EB</b>

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The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

**Please note that members of the public are requested to check the Council's website the week the Planning/Board meeting is due to take place as Officers produce updates for some or all of the applications prior to the commencement of the meeting and after the agenda has been published.**

### **PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT**

1. **Apologies for Absence**

To receive any apologies for absence.

2. **Declarations of Interest/Pre Determination**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests and for Members to declare if they have a pre-determination in respect of any item on the agenda.

3. **Public Speaking**

A minimum period of 1 hour will be allocated for public speaking and this period may be extended, at the discretion of the Chairman of the Board. Each public speaker will be allowed to speak for a maximum period of 2 minutes.

4. **Cheshire East Local Plan - Report of Consultation and Core Strategy Provisional Sites** (Pages 1 - 506)

To consider the above report.

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**Please Contact:** Sarah Baxter on 01270 686462  
**E-Mail:** [sarah.baxter@cheshireeast.gov.uk](mailto:sarah.baxter@cheshireeast.gov.uk) with any apologies or request for further information  
[Speakingatplanning@cheshireeast.gov.uk](mailto:Speakingatplanning@cheshireeast.gov.uk) to arrange to speak at the meeting

**THERE ARE NO PART 2 ITEMS**

## CHESHIRE EAST COUNCIL

### REPORT TO: STRATEGIC PLANNING BOARD

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<b>Date of Meeting:</b>	26 <sup>th</sup> September, 2013
<b>Report of:</b>	Head of Strategic & Economic Planning
<b>Subject/Title:</b>	Cheshire East Local Plan- Report of Consultation and Core Strategy Provisional Sites
<b>Portfolio Holder:</b>	Councillor David Brown

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#### PREFACE

##### Context for the Local Plan

- I The emerging *Core Strategy* will set out how the Council will deliver **sustainable, jobs-led growth** by making the **most effective use of land** and development across the Borough.
- II The emerging *Core Strategy* will also provide a **platform for continued growth in our economy** by supporting investment in infrastructure, housing, employment sites and the environment. It will focus on the **use of brownfield sites** and **protecting town centres** which we know is a key priority for our residents.
- III Our economy is already the most successful in the North of England. Our emerging *Core Strategy* will ensure the right foundations are in place to sustain this success over the next twenty years. The scale of R&D activity across the whole of Cheshire East area is particularly high by UK standards. In 2011, Cheshire East Borough as a whole accounted for **36.9% of the region's R&D jobs** and **3.3% of the country's R&D jobs**.
- IV Northeast Cheshire is a location of national **and international renown for advanced scientific analysis and research**, particularly pharmaceuticals R&D, pharmaceuticals manufacturing, astrophysics and astronomy. The emerging *Core Strategy* will support the future growth of this science base by investment in infrastructure, maintaining the right quantity and quality of employment sites, and providing new housing and investment in schools and communities to maintain the quality of life required to sustain economic growth.
- V The emerging *Core Strategy* will also reflect the Council's vision for **Crewe: High Growth City**. As the largest town in South Cheshire, Crewe is already the area's primary population centre and its major economic hub. Its 5000 businesses include concentrations of professional services, distribution, logistics and advanced engineering built on its rich rail and automotive heritage. It is located in not only one of the most prosperous parts of the region but the best connected creating the perfect location for job creation, growth and development.
- VI Crewe is the only place within the North West that will truly create the opportunity for decentralisation of the economy outside of London and the South East,

creating a 'hub' of investment in automotive and rail engineering. The recent £1bn investment announced by Bentley secures Crewe's place as a **premier location for excellence in manufacturing and engineering**.

- VII Linked by the M6 Corridor, expansion of employment land in Congleton will lead to future investment in the bedrock of manufacturing and engineering which is key to the town's heritage and future prosperity. **Major investment in infrastructure in Congleton** via a new link road is also proposed alongside the expansion of employment space and new housing development.
- VIII It is three years since the consultation began on developing a blue print for Cheshire East to 2030, covering jobs, new homes, schools, roads, leisure facilities etc. Since then, **27,000 responses have been received, and over 100 strategic sites evaluated**. There are presently **29 proposed strategic sites and 10 strategic locations with potential to go forward** in the emerging *Core Strategy*. This is set within the demographic context that Cheshire East will have a 26% increase in over 65's and a 35% increase in over 85's by 2021.
- IX Focus remains on protecting Green Belt, open spaces and our best agricultural land to ensure that growth is sustainable. Over 700 sites have been investigated in a Brownfield study to ensure that we are making the most effective use of suitable brownfield land. As a consequence, there is potential for **200 hectares of brownfield land to be earmarked for development in the Core Strategy, equivalent to about 6000 homes**.
- X Subject to the outcome of a soon-to-be-finalised Green Belt Study, we are planning to **review the extent and effectiveness of protection in and around Crewe and Nantwich, and we are proposing new settlements to mitigate some of the impact on existing Green Belt**.
- XI The emerging *Core Strategy* will also be underpinned by a need to improve transport connections across the Borough. New projects are planned in all towns as part of the Local Plan, to address congestion issues. These include the Congleton Link Road, South Macclesfield Link Road, and improvements on the A51, A530 and A500 Barthomley Link.

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## 1.0 Report Summary

- 1.1 Following the Board's approval of a Draft Development Strategy at its meeting of the 6<sup>th</sup> December, 2012 and the subsequent second phase of consultations on possible additional site allocations agreed at its meeting on 1<sup>st</sup> May, 2013, this report considers the next stage in the production of a Local Plan Core Strategy for Cheshire East.
- 1.2 The Report involves giving full consideration to the consultation responses to the "Preferred Option" Draft Development Strategy publications and the following Additional Sites Consultation. It also seeks comments on the currently proposed 'Core Strategy Sites', 'Strategic Locations' and 'Safeguarded Land' for potential inclusion in the emerging *Core Strategy*.

- 1.3 The Strategic Planning Board is not requested to make any decision on the Local Plan or the provisional sites at this stage. Comment and debate at this meeting (both individual and collective) will be noted and taken into account in the finalisation of the Local Plan Core Strategy, which will then be submitted to a further approval process, culminating in a full meeting of the Council.
- 1.4 This report further requests consideration of the adequacy of consultation carried out so far. Officers' view, with external legal advice, is that there has been full and thorough consultation carried out and it is not necessary in the circumstances to initiate a further round. Members will be aware that the submission draft will be published for representations to be made before the draft is submitted to the Secretary of State.

## **2.0 Recommendations**

- To consider a Report of Consultation on *Shaping our Future: Policy Principles*
- To consider a Report of Consultation on *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities*;
- To consider a Report of Consultation on *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities - Possible Additional Sites Proposed by Developer and Land Interests Consultation*;
- To consider the consultation responses to the *Development Strategy and Policy Principles Sustainability Appraisal Report (2013)*.
- To consider the consultation responses to the *Habitats Regulations Assessment for the Development Strategy and Emerging Policy Principles*;
- To consider and comment on the adequacy of consultation undertaken to date.
- To receive and comment on the currently proposed 'Core Strategy Sites', 'Strategic Locations' and 'Safeguarded Land' for possible inclusion in the emerging *Core Strategy* .

## **3.0 Reasons for Recommendations**

- 3.1 To ensure that progress is made with the preparation of the Cheshire East Local Plan, it is important to progress the plan-making process to submission of a *Core Strategy*, which should be examined by an independent Inspector appointed by the Secretary of State in the Spring of 2014.
- 3.2 The Council has made considerable progress in the production of a Local Plan, having prepared a significant amount of background evidence and research, but in the absence of a plan-led approach, the planning authority is becoming increasingly vulnerable to speculative planning applications for major housing and employment sites. The finalisation of an adopted *Core Strategy* is therefore of the utmost priority in determining a sustainable development strategy framework for the Borough, following which more detailed work can commence

on the *Site Allocations and Development Policies* and *Waste Development Plan Documents*.

- 3.3 Members have indicated that they would wish to be updated as to Officers' current thinking on proposed sites. All sites included in this report have already been subject to public consultation. It is therefore not considered essential to initiate a further round of consultation before finalising the *Core Strategy*, as this will in any event be subject to a formal consultation period once approved by Council. Officers have given full consideration to the responses received to the two phases of consultations and, subject to the completion and finalisation of some outstanding evidence-based work and finalisation of Sustainability Appraisal and Habitat Regulation Assessment reports, the sites represent those which Officers are currently minded to recommend for inclusion in the emerging *Core Strategy*. Full Council will of course consider all of the evidence base and representations prior to finalisation of the submission draft of the Local Plan.

#### **4.0 Wards Affected**

- 4.1 All Wards

#### **5.0 Local Ward Members**

- 5.1 All Ward Members

#### **6.0 Policy Implications including - Carbon reduction & Health**

- 6.1 **Health:** The Local Plan can make an important contribution to the health and well being of the Borough. The spatial planning framework will consider the new infrastructure requirements of the area, both existing and arising from new developments. This will ultimately enable health provision to be made in the right places to serve future generations.
- 6.2 In addition, the plan can help build healthier communities through the design of new villages and neighbourhoods. Provision of green infrastructure in particular can assist in promoting more active lifestyles – as well as contributing towards better mental health.
- 6.3 **Carbon reduction:** The Local Plan is a means of promoting more sustainable patterns of development, which in turn can reduce the Borough's carbon footprint. Moreover, the emerging *Core Strategy* will contain policies dealing with renewable energy, of which Cheshire East has a variety of opportunities (eg, geothermal heating).

#### **7.0 Financial Implications**

- 7.1 The preparation of the Local Plan is a time consuming and costly process; accordingly additional resources have been identified in the 2013/14 budget to support its preparation. Should a further round of consultation be necessary, the costs can be met within existing budget funds (depending on its precise scope and format). Otherwise this report does not raise any additional direct finance issues.

## 8.0 Legal Implications

- 8.1 The *Planning and Compulsory Purchase Act 2004* requires local planning authorities to prepare Local Development Frameworks, now known as Local Plans. The *Town and Country Planning (Local Planning) (England) Regulations 2012* set out the procedures to be followed in the preparation of such plans.
- 8.2 The extensive work undertaken on preparing a Draft Development Strategy was to meet the statutory requirements of Regulation 18 which in effect requires Local Planning Authorities to engage with the community and businesses regarding the preparation of the Local Plan. It is therefore an important part of the Local Plan process and the results of the various consultation exercises have informed and added value to the preparation of the emerging *Core Strategy*. The submission draft will be published to allow representations to be made (Regulation 19) prior to it being submitted to the Secretary of State for examination.
- 8.3 The Council should be able to demonstrate to the Inspector who conducts the public examination into the *Core Strategy* that extensive consultation has been undertaken and that all reasonable alternative strategies have been considered; these considerations will form part of the 'tests of soundness' that the Inspector will apply.
- 8.4 The preparation of the plan is guided by the *National Planning Policy Framework (NPPF)* and other related advice. The implications of this have been fully assessed both in responding to consultations and preparing the draft strategy.
- 8.5 Section 110 of the *Localism Act 2011* imposes a duty on local planning authorities to co-operate with neighbouring authorities and other parties on strategic issues of common interest in preparing local plans. This is becoming an increasingly important issue in the examination process and a separate report is being prepared setting out how this requirement has been met. If the Inspector is not satisfied that the duty to co-operate has been fulfilled, the plan will fall, irrespective of its 'soundness' (see paragraph 9.1).

## 9.0 Risk Management

- 9.1 **Local Plan Examination-** Following its publication, the emerging *Core Strategy* will be submitted for formal examination. The key test at examination is one of 'soundness'. For a plan to be considered sound, it must be:
- Positively prepared
  - Justified
  - Effective
  - Consistent with National Policy
- 9.2 Failure at examination has serious negative consequences for any Local Planning Authority and the proper planning of its area. However, by preparing and consulting on a Draft Development Strategy and by undertaking a significant degree of evidence-based studies and background research, including sustainability appraisals at each key stage, it is considered that the Council has significantly reduced the risk of this outcome.

- 9.3 **Planning Applications and Appeals-** Whilst Cheshire East is currently able to demonstrate the availability of a five-year supply of housing land, which is a key requirement of the *National Planning Policy Framework (NPPF)*, the Council is experiencing a large number of planning applications for housing on sites that are not allocated in the development plan; some of these are currently subject to appeal and/or legal challenge.
- 9.4 Members will be aware that some strategic sites, which meet clearly defined parameters, are being granted planning permission and are making important contributions to 5-year housing land supply. An up-to-date local plan will not only provide new policies that are fully compliant with the *National Planning Policy Framework (NPPF)*, but will also identify, through a housing trajectory, a continuing five-year supply of deliverable housing sites. Consequently, completion of the local plan will greatly assist the processing and determination of planning applications in the Borough.

## 10.0 National Guidance

- 10.1 In the absence of a *Regional Spatial Strategy for the North West*, which together with the 'saved' policies of the *Cheshire Structure Plan*, was revoked on 20<sup>th</sup> May, 2013, the statutory framework for preparing a local plan for Cheshire East is contained in the *National Planning Policy Framework (2012)*, the *Planning and Compulsory Purchase Act 2004 (as amended)*, the *Planning Act 2008*, the *Localism Act 2011* and associated Regulations.
- 10.2 At the present time, there is no adopted planning policy framework in Cheshire East with the only point of reference being 'saved' policies from previously adopted local plans for the former Boroughs of Crewe and Nantwich, Congleton and Macclesfield and the Minerals and Waste Local Plans adopted by the former Cheshire County Council.

## 11.0 Plan Making in Cheshire East

- 11.1 During the initial consultative stage of the plan-making process in the autumn of 2010, the Council published a *Core Strategy: Issues and Options* paper which considered different potential approaches to growth and development at a Borough-wide level. One of the consequences of this work was the realisation that an understanding of Cheshire East as a unified 'place' was still evolving. As a large County Borough, created via local government re-organisation in 2009, the area neither represented the historic County of Cheshire nor the individual Boroughs which had been in existence since the last major re-organisation in 1974.
- 11.2 Accordingly, the Council invested considerable effort into a *Place Shaping* consultation exercise in the summer of 2011 at a level which was more meaningful to the Borough's residents. This provided a valuable platform for the subsequent production of *Town Strategies* for each of the larger settlements in Cheshire East in 2012. These were prepared according to neighbourhood planning principles and followed the award of government funding as a neighbourhood planning 'front runner'. The *Shaping our Future: Development Strategy and Policy Principles* documents prepared for consultation in early 2013 brought together the findings of these strategies, as well as the findings of the

earlier *Issues and Options* paper and research and evidence base and consultation responses, to create a coherent plan for the future of the Borough.

11.3 The emerging *Core Strategy* will therefore set out the Council's approach to shaping the sustainable growth of Cheshire East and seek to encapsulate the findings of all of this background work to provide a clear steer to guide future development in the Borough up to 2030. The strategy will focus on growth to create prosperous communities with the provision of new housing, employment areas and transport infrastructure being fundamental to its approach.

## **12.0 Delivering Wider Economic Growth**

12.1 It is recognised that there are three strands of sustainability, namely economic, environmental and social and these are all equally important and mutually dependent and delivering economic growth in Cheshire East remains a central tenet to the future prosperity of the Borough and is increasingly important to the future sustainability of the Council. The Local Plan is an essential building block necessary to deliver an overall vision for economic growth.

12.2 The economy is at the heart of the Council's Corporate Plan, its principal objectives being to:

- Build stronger relationships with existing businesses and investors to stimulate growth, build new enterprises and deliver jobs;
- Build stronger relationships with local communities to support the local economy and create entrepreneurial towns and villages;
- Directly promote employment and housing growth through development of Council assets and land to deliver jobs and new homes;
- Focus education and skills investment to deliver a skilled workforce for the future and create opportunities for young people to build links with local businesses to encourage them to stay in Cheshire East;
- Build new partnerships with developers and funding bodies to create new models of investment to stimulate growth;
- Build a strong partnership with Government and the Local Enterprise Partnership (LEP) to bring investment in sites, infrastructure and influence a national economic growth strategy to recognise the significance of Cheshire East and the wider sub-region; and
- Maximise the impact that the Council can have on the local economy through directing our spending power locally, developing a local supply chain; generating employment opportunities for local people and ensuring the economic impact of major policy decisions is understood.

12.3 The Local Plan should set out the land uses required to deliver growth, as the spatial interpretation of the vision. The key principles set out in the emerging *Core Strategy* will reflect this wider vision for economic growth, whilst achieving the key objective of building sustainable communities.

### 13.0 Sustainable Community Strategy

13.1 The Local Plan should also deliver the place-shaping aspects and objectives of *Ambition for All - A Sustainable Community Strategy (SCS)* approved by the Council in July, 2010.

13.2 The community strategy sets out how, over the next 15 years, the *Partnership for Action for Cheshire East (PACE)* will ensure that Cheshire East continues to prosper. The activities outlined in the strategy are intended to improve the quality of life of all the people of Cheshire East and contribute to the achievement of sustainable development through action to improve economic, social and environmental well-being across the area. The strategy provides a high-level vision for Cheshire East centred around seven priorities for action, which are:

- Nurturing strong communities, including the delivery of services as locally as possible and ensuring that communities feel safe;
- Creating conditions for business growth, including making the most of our tourism, heritage and natural assets and ensuring there is a range of available high quality employment sites and premises in all parts of Cheshire East with good transport links, to attract new and expanding businesses;
- Unlocking the potential of our towns; this focuses firstly on the regeneration of Crewe including the redevelopment of the town centre and the provision of new homes and jobs. Secondly, on the revitalisation of Macclesfield, including improving the quality and choice of shops and services in the town centre and progressing the development of South Macclesfield; and thirdly, on retaining the vitality and viability of our market towns to ensure that they continue to deliver essential services, retail, leisure and employment opportunities;
- Supporting our children and young people;
- Ensuring a sustainable future by providing affordable and appropriate housing to meet future needs, by promoting energy efficiency and the use of renewable energy, by ensuring that all major developments are located with good access to local amenities, cycle and walking routes, by developing a green infrastructure plan to safeguard, manage and enhance our green assets, giving priority to the redevelopment of our vacant brownfield sites and by recognising the importance of mineral extraction to the local economy;
- Preparing for an increasingly older population including the provision of an adequate supply of suitable extra care housing; and
- Driving out the causes of poor health including investment in green infrastructure to encourage active and healthy lifestyle choices.

### 14.0 The Evidence Base

14.1 The emerging *Core Strategy* is required to be supported by a strong, yet proportionate, evidence base. The key studies and areas of work that inform the strategy include:

#### **POPULATION AND HOUSING**

- **South Cheshire Sub-Regional Study (July, 2010)**
- **Determining the Settlement Hierarchy (November 2010)**
- **Strategic Housing Land Availability Assessment (SHLAA) (2012 Update) - Published March, 2013**
- **Strategic Housing Market Assessment (SHMA) (2010/2013)**
- **Population Projections and Forecasts (2013)**
- **Cheshire Partnership Area Gypsy and Traveller Accommodation Assessment (2007)**

#### **EMPLOYMENT AND COMMERCE**

- **Crewe Vision – All Change for Crewe (December, 2010)**
- **Macclesfield Economic Masterplan (December, 2010)**
- **Cheshire Retail Study Update (April, 2011)**
- **Employment Land Review (November, 2012)**
- **High Growth City (2013)**

#### **GREEN BELT & GREEN INFRASTRUCTURE**

- **Green Infrastructure Framework for North East Wales, Cheshire and Wirral (2010)**
- **Green Infrastructure Action Plan for Crewe (2012)**
- **Open Spaces Assessment (March, 2012)**
- **Green Space Strategy (January, 2013)**
- **Local Landscape Designations Study (May, 2013)**
- **Green Belt Assessment (2013)**
- **New Green Belt and Strategic Open Gap Review (2013)**

#### **ENERGY**

- **Renewable Energy Policy Study (2010)**
- **Climate Change and Sustainability Energy Study (September 2011)**
- **Landscape Sensitivity to Wind Energy Developments (2013)**

## **INFRASTRUCTURE**

- **Strategic Flood Risk Assessment (June, 2013)**
- **Local Transport Plan (2011-2026)**
- **Viability Study (2013)**
- **Infrastructure Study and Delivery Plan (2013)**

14.2 In addition, the *Core Strategy* will also be accompanied by an updated Sustainability Appraisal and Habitats Regulations Assessment together with the results of highway modelling work for Crewe, Macclesfield and Congleton.

## **15.0 Consultation Responses**

15.1 **Annex 1** contains a 'Report of Consultation' on the *Policy Principles and Development Strategy*, upon which comments were invited during the 6 week period between the 15<sup>th</sup> January and the 26<sup>th</sup> February, 2013. This demonstrates the considerable level of public and stakeholder engagement in the plan-making process and includes details on the following:

- Consultation Documents
- Notification Via Cheshire East's Consultation Portal or Letter
- Events/Meetings
- Web Site and Cheshire East's Consultation Portal
- Publicity and Media Coverage
- Young People
- Consultation Responses
- Petitions and Standard Letters Received

15.2 In respect of the *Shaping our Future: Policy Principles* document, almost 1500 responses were received to the consultation with about 50% registering support for the 'Policy Principles' and 20% raising objections; the remainder submitted general comments for consideration by the Council (see **Annex 1B**).

15.3 The following provides a brief summary of the responses received:-

- Concerns over definition of 'local service centre';
- Strong concern over definition of 'sustainable village' and identified settlements;
- General support for encouraging economic prosperity, including the rural economy;
- Overwhelming support for promoting a 'town centre first' approach;

- General support for 'sustainable communities' policies;
- Concerns over policies on housing to meet local needs;
- General support for policies on 'protecting and enhancing environmental quality';
- General support for 'sustainable environment' policies, particularly the historic environment and promoting high quality design; and
- General support for reducing the need to travel and promoting more sustainable travel modes.

15.4 In respect of the *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities* document, almost 10,000 responses were received to the consultation with just over 50% of the representations involving objections to the Development Strategy (see **Annex 1A**). A further 25% of responses highlight broad support with the remainder submitting comments for consideration by the Council.

15.5 The following provides a brief summary of the responses received:-

- Overall support for Vision for Cheshire East in 2030;
- A majority of respondents objected to the levels of proposed new housebuilding;
- Concern over status and findings of *Town Strategies*;
- Concern at Growth Strategy, but general acceptance of growth to promote regeneration and jobs;
- Concern at findings of settlement hierarchy and spatial distribution of development;
- General support for Crewe and Macclesfield vision;
- Concern over visions for Key Service Centres, Local Service Centres and other Villages;
- Concern over adjustments to the Green Belt;
- Support for new Green Belt, Strategic Open Gap and Open Countryside policies;
- Concern over 'safeguarded land';
- Support for sustainable development;
- Concern over supporting infrastructure, particularly roads;
- Concern over focus on greenfield rather than brownfield land;
- Strong objections to Leighton West, The Triangle and East Shavington sites in Crewe;
- Support for Crewe Railway Exchange;
- Strong objections to land between Chelford Road/Congleton Road in Macclesfield;
- Broad support for strategic sites around Congleton;
- Objection to site in North West Knutsford;
- Broad support for sites in Alsager and Middlewich;
- Broad support for sites in Nantwich;
- Strong objections to Capricorn site in Sandbach, as well as alternative sites;
- Strong objections to sites in Wilmslow;
- Strong objections to new settlement at Handforth East;
- Objections to new settlement at South East Crewe;

- Concern over evidence base; and
- Some support for alternative sites.

15.6 In addition to the responses received on the Development Strategy and Policy Principles, 9 petitions were also received, details of which are set out in the 'Report of Consultation' document. Several standard letters were also received with an estimated 500 copies of a questionnaire submitted by the pressure group 'Hands Off Handforth Green Belt'.

15.7 It should be noted that some of the representations received relate to support for alternative sites put forward in the Development Strategy. However, as these were not in the Council's list of preferred sites, it is not possible to gauge the level of objection they may have elicited at the consultation stage.

15.8 **Annex 2** contains a 'Report of Consultation' in respect of the *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities - Possible Additional Sites Proposed by Developer and Land Interests Consultation* document. This consultation, run during the period between the 3<sup>rd</sup> and 30<sup>th</sup> May, 2013, focused on 27 possible additional sites and elicited nearly 5,000 responses (see **Annex 2A**). Of these, over 80% were objections with less than 10% expressing support for the possible alternative sites; the remainder submitted general comments for consideration by the Council.

15.9 With the exception of White Moss Quarry, none of the possible additional sites received any majority support in favour of allocation in the emerging *Core Strategy*. Indeed, several sites, notably Site H (Wistaston Green Road, Wistaston) and Site J (Gorsty Hill Golf Course, Weston) received considerable objection. It should also be noted that Stoke & Newcastle Councils do not consider White Moss Quarry offers a reasonable alternative to their original objection to sites in the South East Crewe growth corridor.

15.10 In addition to the consultation responses, 7 petitions were also received in respect of the possible additional sites, details of which are included in the 'Report of Consultation' document.

15.11 **Annex 1C** sets out the responses to the *Development Strategy and Policy Principles Sustainability Appraisal Report (2013)*. A total of 221 representations were submitted and the following provides a brief summary of the responses received:-

- Objection to the length of the Sustainability Appraisal (SA) and how the sections have been split up;
- Concern that the proposals are unsustainable;
- Suggestions that the SA is superficial and repetitive;
- Doubts about the worth of the SA;
- Support for the principles of the SA;
- Suggestions that it is unclear as to how the SA has been used for inform the Development Strategy and Policy Principles documents;
- Concern that development can negatively affect an area's character;
- Suggestion that the SA has not been objective for Handforth East;
- Suggestion that the SA is not compliant with legislation;

- Suggestion that there is a lack of detail on community infrastructure and health;
- Suggestions on additional sustainability considerations for canals;
- Queries on the scoring of some proposals and request for further clarity on how/why options have been selected or rejected;
- Suggestion that there is a lack of evidence to support statements in the SA;
- Queries as to the significance of some of the option's effects;
- Objection to some of the terminology used;
- Concern regarding how the SA has been carried out; and
- Amendments suggested to some of the site commentaries.

15.12 It should be noted that there was a considerable amount of objection to Goostrey being a Local Service Centre, however this is primarily a matter for the plan-making process and not for the Sustainability Appraisal. Similarly, there were many other responses on different themes that are also primarily matters for the plan-making process.

15.13 **Annex 1D** sets out the responses received to the *Habitats Regulations Assessment for the Development Strategy and Policy Principles* consultation. 26 representations were received with an even split between support/comment and objections. The principal areas of concern relate to the potential impact of development proposals on sensitive ecological areas, particularly the 'Shavington Triangle', Wybunbury, Goostrey and North West Knutsford.

15.14 Officers have given due consideration to all of the responses received and these have informed the currently proposed site selection, as set out later in this report. Further full Habitats Regulation Assessment will accompany the final Core Strategy.

## **16.0 Emerging Strategy and Policy**

### **Overall Spatial Strategy**

16.1 Cheshire East is a high quality place to live and work, but it will only remain that way if changes evolve to meet the needs of future generations. That change needs to be managed so that it reinforces the advantages the area already possesses, rather than work against them.

16.2 The development strategy contained in the emerging *Core Strategy* should clearly establish the employment land, housing land, infrastructure and community facilities that the area will need in the future. It should demonstrate that the Council is committed to a jobs-led growth strategy that places the prosperity of its citizens at the heart of everything it is seeking to achieve.

16.3 The emerging *Core Strategy* must also recognise the distinctive character of different parts of the Borough, acknowledging that there is no single county town that dominates the area. The key principles should be as follows:

- Concentrating development in the two Principal Towns of Crewe and Macclesfield by encouraging development that is necessary to support their regeneration and revitalisation;
- Development of the Key Service Centres linked to their distinctive needs and characteristics. Those in the central belt of the Borough should accommodate a greater proportion of development whilst those in the north of the Borough should accommodate correspondingly less development, recognising Green Belt constraints;
- New settlement(s) which can provide jobs and homes in a planned environment with good infrastructure, rather than loading onto the periphery of existing constrained settlements; and
- Significant new employment areas to underpin the growth strategy whilst allowing existing key employers to grow and develop.

16.4 The strategy should acknowledge that connectivity is the key to achieving growth, maximising the benefits of Crewe as a national rail hub and exploiting the potential of Wilmslow and Macclesfield Stations. Substantial new road infrastructure will therefore be required to open up the east of Cheshire and connect the M6 with main settlements and surrounding major roads.

16.5 The emerging *Core Strategy* should adopt a 'Town Centre First' approach to retailing and commercial development, supporting but changing the way existing Town Centres perform and function. In particular, and this is also supported by consultation responses on the development strategy document, there is support for the revitalisation of the principal Town Centres of Crewe and Macclesfield, which are identified as major growth points and the vision for them. In Crewe, this should be complemented by urban regeneration based on the railway station as a further potential growth 'hub'.

16.6 Apart from areas allocated for necessary development, the unique character and distinctiveness of the Cheshire countryside should be protected and enhanced within the overall spatial strategy. This approach is generally consistent with some of the changes made to the original 'preferred strategy' published for consultation in early 2013.

## **Jobs and Employment**

16.7 Jobs and prosperity are at the heart of the *Core Strategy*. Accordingly, the emerging *Core Strategy* must seek to promote the right conditions for job growth by boosting the delivery of existing major employment sites, improving connectivity and identifying new areas for future investment and expansion. The starting point for this has been an assessment of current employment land and assets.

16.8 The *Employment Land Review 2012* considered the demand for and supply of employment land in Cheshire East between 2009 and 2030. The review considered all employment land uses that fall within Use Classes B1 (offices, research and development and light industrial), B2 (general industrial) and B8 (storage and distribution). It showed that Cheshire East is a key economic driver

for the North West region with the local economy providing 6.4% of the North West's economic output and containing 7.5% of its businesses.

16.9 The *Employment Land Review 2012* therefore provides a key part of the evidence base upon which to plan for future economic growth. In order to ensure the future prosperity of the area and to assist in the national growth agenda, new employment land will be identified in key locations to provide further economic opportunities. Some of these will be phased to later in the plan period to allow existing sites to fully develop.

16.10 There are a number of key employment/technological locations in Cheshire East, of which seven have been identified as being of particular significance to the economy in Cheshire East (see **Annex 5**). These are:

- Alderley Park, Nether Alderley
- Hurdsfield Industrial Estate, Macclesfield
- Bentley Motors, Crewe
- Radbroke Hall, Knutsford
- Jodrell Bank, Holmes Chapel
- Booths Hall , Knutsford
- Midpoint 18, Middlewich

16.11 As these are existing developments, 'saved' planning policies apply to any planned development. However, it is recognised that the sites are significant for the Cheshire East economy. This is demonstrated by the fact that these key employment locations represent the major sectors of the Cheshire East economy, notably chemicals and pharmaceuticals, advanced automotive engineering, logistics, and finance.

### **Transport, Accessibility and Connectivity**

16.12 Improved connectivity forms a vital part of the development strategy and provides the necessary links between land use and transport. Better transport is also a driver for economic growth with new development providing opportunities to secure new infrastructure. The emerging *Core Strategy* will highlight the role that Crewe Station can play in leading the regeneration of the whole town; this position could also be greatly enhanced by the advent of HS2, which is fully supported by Cheshire East, subject to environmental considerations. Fast rail links to Manchester, Birmingham and London are also key advantages of Macclesfield and Wilmslow Town Centres.

16.13 New road infrastructure will also be promoted and protected via the emerging *Core Strategy*. For example, the dualling of the A500 will support future growth in Crewe as will improvements to junctions 16 and 17 of the M6. A new northern link road is proposed around Congleton to both relieve existing congestion and also open up new land, especially for employment development. This in turn will facilitate links into Macclesfield, where a new link road is also planned, again

connected to new development. Similarly, a new Eastern By-Pass is planned for Middlewich; this will be instrumental in opening up additional employment land at Midpoint 18.

- 16.14 To maintain linkages with Greater Manchester, the *South East Manchester Multi Modal Study (SEMMMS)* route proposes a new highway link between the A6 and Manchester Airport; a Woodford-Poynton Relief Road is also planned.
- 16.15 Accessibility is another key feature of the development strategy and this was a fundamental principle in determining the settlement hierarchy, where proximity to local services by all modes of transport is important, particularly in a predominantly rural Borough. Promoting more sustainable travel modes was supported in the consultation responses to the *Policy Principles* document.

### Housing Growth

- 16.16 In Cheshire East, there are a number of factors that influence the scale and location of future housing. The *National Planning Policy Framework (NPPF)* advises that Local Plans need to meet the full, objectively assessed housing needs for their area, as far as is consistent with the policies set out in the *NPPF*. In addition there is the ongoing requirement to identify a five year supply of 'deliverable' housing sites and to identify a supply of specific, developable sites or broad locations for housing growth.
- 16.17 In terms of evidence, the starting point is demographic information. The Council commissioned a range of forecasts to be produced using POPGROUP software based on *Office for National Statistics (ONS)* data. This led to ten demographic scenarios being considered in total. It produced a wide range of outputs for growth from the narrow view of providing for the likely needs of the existing population only (i.e. natural change) to a wider view based on providing for continued economic prosperity.
- 16.18 Whilst a natural change option could be desirable in terms of minimising impacts on local services, evidence from the *Census 2011* suggests a highly mobile population with a considerable movement of people in and out of the Borough.
- 16.19 Demographic information is however only part of the equation. The updated *Strategic Housing Market Assessment (SHMA)* will indicate the imbalance that exists between the need for affordable housing relative to supply in Cheshire East. On the supply side of the equation, the *Strategic Housing Land Availability Assessment (SHLAA)* considers all potential housing sites and the results of this assessment suggest that over 30,000 dwellings could be delivered over the next 15 years, of which about 7,000 homes would be on brownfield sites with a further 3,700 on sites that are a mix of brownfield and greenfield.
- 16.20 Therefore, the demographic and housing market evidence currently available suggests that there is an ongoing need to provide additional housing in Cheshire East. This reflects population growth, changes in household size and composition, family breakdown and other societal changes in addition to patterns of UK migration. Set against these 'elevating' factors are matters which

serve to constrain supply; these include Green Belt, infrastructure limitations, highway capacity and environmental designations.

- 16.21 Advice in the *NPPF* is to ‘*boost significantly*’ the supply of housing land by meeting the full objectively assessed need for market and affordable housing. It requires a realistic assessment of future housebuilding and the likely timescales involved in delivering new housing land allocations. Local planning authorities must use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the *NPPF*, including identifying key sites which are critical to the delivery of the housing strategy over the plan period.
- 16.22 The *NPPF* also requires that Councils identify a five-year supply of ‘deliverable’ housing land in their development plans, plus at least a 5% ‘buffer’ to allow for choice and competition. The supply targets necessarily include existing commitments, which are those sites already having the benefit of residential planning consent and those currently under construction.
- 16.23 The currently proposed sites identified in this report have been selected on the basis that they could make a significant contribution to meeting the housing needs of the area over the whole plan period and, subject to the outcome of detailed viability testing, in some cases, deliverable. Moreover, they have the potential to significantly improve the supply of affordable, intermediate and market housing once the *Core Strategy* has been formally adopted following examination. There will also be a greater range of housing sites available with further sites to be identified in the *Site Allocations and Policies Development Plan Document (DPD)* in due course.
- 16.24 Based on the range of sites selected, the Council will need to be able to demonstrate, in line with advice in the *NPPF* that a five year supply of ‘deliverable’ housing land is available. This will be evidenced through a ‘housing trajectory’ outlining the timing of housing completions over the plan period.

## 17.0 Development Sites

17.1 The emerging *Core Strategy* will be supported by the identification of land for development, which falls into the following categories:

- **Core Strategy Sites** – where the boundaries of the site are clearly defined;
- **Strategic Locations** – where the broad locality is known, but where further work may be necessary to specifically identify the appropriate site boundaries;
- **Areas of Search** - where there is a need to identify proposals that will take effect well into the future. Detailed policies will be brought forward through the *Site Allocations and Policies Development Plan Document (DPD)* or possibly an *Area Action Plan*; and

- **Corridors of Interest** - where new road proposals are under consideration, but a protected line has not yet been agreed, the strategy will identify 'Corridors of Interest' to describe the swathe of land where the road is likely to be located.

17.2 The proposed 'Core Strategy Sites' and 'Strategic Locations' will be located for the most part within the Principal Towns and Key Service Centres. These towns have the infrastructure and facilities best able to support new jobs, homes and other development. The Towns and Centres have also been the subject of *Town Strategies*, each prepared according to neighbourhood planning principles, with the majority of Core Strategy Sites being the subject of preliminary consultation.

17.3 Where a *Town Strategy* has already been approved by the relevant Town Council, the emerging *Core Strategy* will (wherever possible) reflect the preferred sites or options set out in those strategies. However, it should be noted that a number of sites have been proposed following more recent consultations which post-date the work undertaken on the *Town Strategies*.

### Currently Proposed 'Core Strategy Sites'

17.4 The currently proposed 'Core Strategy Sites' reflect the overall spatial distribution of both jobs and homes and would be supported in many cases by community benefits such as affordable housing, schools, open space and improvements to pedestrian and cycle networks. These sites have the capacity to accommodate about 11,000 new homes and about 185 hectares of new employment land. The delivery of these sites, many of which are mixed use, would be phased over the plan period to accord with programmed infrastructure improvements. This should ensure that sustainable development is delivered in a timely manner with necessary improvements to local and strategic services. The emerging *Core Strategy* will clearly highlight the necessary delivery mechanisms, often involving developer contributions to essential infrastructure, without which many of the proposals would be deemed unsustainable.

### Currently Proposed Core Strategy Sites in Crewe

Site	Proposed Uses	Commentary
Basford East	24ha of employment land, about 1000 homes, local centre (including a doctor's surgery, primary school, new retail and community venue).	A longstanding allocation for employment now proposed for business, mixed use and housing development; this is a high priority in the draft <i>Crewe Town Strategy</i> and the <i>All Change for Crewe</i> prospectus. A mix of uses is necessary to produce a viable development, but the fundamental objective remains the creation of a high quality employment area.
Basford West	22 ha of employment land, about 350 new homes, a new local centre, hotel and significant	A longstanding allocation for employment now proposed for business, mixed use and housing

		green open space/woodland and ecological mitigation areas.	development; this is a high priority in the Draft <i>Crewe Town Strategy</i> and the <i>All Change for Crewe</i> prospectus. A mix of uses is necessary to produce a viable development, but the mix is subordinate to creating a business environment suitable for manufacturing and distribution. The site is now subject to a resolution to grant planning permission, subject to the signing of a S106 agreement.
	Leighton West	5 ha of employment land, space for extension of Leighton Hospital, about 1000 new homes and key worker housing for employees at Leighton Hospital, new local centre (including a community centre), green corridor and other open space, new bus interchange and road improvements. Potential for geothermal district heating scheme and the creation of a science/energy park.	A greenfield site which provides an opportunity for a mix of uses and provides land for the expansion of Leighton Hospital. A sustainable location on the edge of town close to the Bentley works, one of Crewe's largest employers. Development will need to support key improvements at Leighton Hospital, key highway improvements and the opportunity to create an automotive hub linked to Bentley.
	The Triangle, Shavington	About 350 new homes, small scale retail, community facility, open space and new pedestrian and cycle links.	A greenfield site, outside the green gap and close to the villages of Shavington and Wybunbury. It is largely surrounded by existing residential properties. The site now has a resolution to grant planning permission, subject to the signing of a S106 agreement.
	East Shavington	About 300 new homes, small scale retail, community facility, open space, village green, green infrastructure and new pedestrian and cycle links.	A greenfield site on the eastern edge of Shavington village comprising approximately 11 hectares of agricultural land. Recent highway issues in the transport corridors serving the site suggest that development will need to be phased until after 2020.
	Sydney Road	The delivery of about 250 new homes and contributions towards highway improvements at Crewe Green Roundabout, Maw Green junction and Sydney Road	An opportunity for a high quality, sustainable residential development on a site which is located about 1.5 km from Crewe Town Centre. Surrounding uses

		bridge. Incorporation of Green Infrastructure including: allotments, equipped children's play area, community woodland. Improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.	include residential, the railway line and open countryside. The site is designated as "green gap" in the 2005 Crewe & Nantwich Local Plan. The site was originally put forward as an 'Alternative Site' in the Development Strategy.
	Crewe Green	About 150 new homes, highway improvements at Crewe Green Roundabout; incorporation of Green Infrastructure; improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities; inclusion of appropriate planting and buffering along the northern boundary.	An opportunity to deliver improvements to the transport network, in particular the Crewe Green roundabout and to provide a high quality residential development at a key gateway into Crewe. Surrounding uses include residential uses situated to the west, mixed uses including employment and Crewe Green roundabout to the south. This site is currently located in the Green Gap and has been added following the 'Possible Additional Sites' consultation.

### Currently Proposed Core Strategy Sites in Macclesfield

Site	Proposed Uses	Commentary
South Macclesfield Development Area	5ha of employment land, about 5,000 sq m retail development (convenience goods), new link road, about 1100 new homes, green infrastructure and open space, improved pedestrian and cycle links.	A longstanding allocation for employment that has not come forward. The area is the only significant parcel of undeveloped land in Macclesfield outside of the green belt. The introduction of higher value uses will produce a viable scheme that will deliver the necessary infrastructure.
Land between Congleton Road and Chelford Road	Mixed use proposal includes 5ha of employment land and about 150 new dwellings located adjacent to Congleton Road. Additional land in the Green Belt adjoining the site is safeguarded for potential development beyond 2030.	A greenfield allocation which involves an alteration to the Green Belt boundary. The site benefits from direct access onto the main Congleton Road and therefore considered suitable for both new business and housing. The site could be extended after 2030 onto adjoining land, should a need for more growth be

			identified.
	Fence Avenue	About 250 new homes, open space, local facilities, new pedestrian and cycle links.	A sustainable site close to Macclesfield Town Centre and Rail Station, which involves an alteration to the Green Belt boundary. The full site extends to around 14ha; however all of the land would only become available if there was a future consolidation or relocation of the King's School facilities. Encouragement should be given to the re-use of key buildings where possible.
	Gaw End Lane	About 100 new homes, 5 hectares of employment land, open space and new pedestrian and cycle links.	This area lies to the south of Macclesfield beyond the Lyme Green Business Park. The site is mainly agricultural land with the Council Depot at the northern end. Surrounding uses include industry, business, residential uses and agricultural land. This site was originally identified as an 'Alternative Site' in the Development Strategy.

### Currently Proposed Core Strategy Sites in Alsager

Site	Proposed Uses	Commentary
Twyfords and Cardway	About 550 new homes, retention of existing offices, new open spaces and improved pedestrian and cycle links to the Town Centre, railway station, Excalibur Industrial Estate and Talke Road. Potential for specialist older person's accommodation, additional employment development, local retail facilities and community facilities.	A substantial brownfield site to the east of Alsager with opportunities to provide a wide range of uses, including residential and employment. Much of the site is subject to a resolution to grant planning permission for housing.
Former Manchester Metropolitan University (MMU) Campus	About 350 new homes, together with sports and leisure hub, open space and improved pedestrian and cycle links. Potential for older person's accommodation, local retail facilities and community facilities.	A partly brownfield site on the west of the town which is available for redevelopment following the consolidation of the MMU South Cheshire Campus at Crewe. The site was allocated in the 2005 Congleton Local Plan with a recognition that

			some development would take place after 2011.
	Radway Green	10 ha of employment land, open space and improvements to pedestrian and cycle links.	An extension and redevelopment of an established employment site to the west of Alsager.
	Radway Green Extension	A 25 ha site for new employment and business. In single ownership it is suitable for large scale end-users.	The allocation allows the southwards extension of Radway Green and is intended to support the role of the site as a significant strategic employment location. The land is currently designated as Green Belt.

### Currently Proposed Core Strategy Sites in Congleton

Site		Proposed Uses	Commentary
	Giantswood Lane	About 150 new homes, open space, new pedestrian/cycle links.	New residential development associated with the proposed Congleton Northern Link Road.
	Manchester Road	About 550 new homes, new primary school, local retail facilities, new pedestrian and cycle links and open space.	New residential community associated with the proposed Congleton Northern Link Road.

### Currently Proposed Core Strategy Sites in Knutsford

Site		Proposed Uses	Commentary
	Parkgate Extension	6 ha of employment land and about 250 new dwellings, subject to site access improvements. Improved pedestrian and cycle links.	This predominantly greenfield site is located to the north and east of Parkgate Trading Estate. The land is outside of the greenbelt, but has been allocated for employment in the previous Local Plan.
	North West Knutsford	5 ha of employment land, about 300 new homes, new primary school, open space, local retail facility and community facilities. Additional land to be safeguarded for housing and employment development beyond 2030.	A sustainable urban extension to the town which requires an alteration to the Green Belt boundary. There is an area of Protected Open Space to the south of this site and reserved for open space and sports uses.

### Currently Proposed Core Strategy Sites in Middlewich

Site	Proposed Uses	Commentary
Glebe Farm	About 450 new homes, together with open space and improved pedestrian and cycle links. The development will be expected to provide funding towards the completion of the Middlewich Eastern Link Road.	A greenfield site to the south of the town where development is associated with the completion of the Middlewich Eastern Link Road.

### Currently Proposed Core Strategy Sites in Nantwich

Site	Proposed Uses	Commentary
Kingsley Fields	2 ha of employment land, about 1100 new homes, local centre including local retail and community facilities. A new primary school or a financial contribution for education provision will be required. Substantial open space to be provided including an extension of the Riverside Park between Reaseheath College and the Town Centre. Improved pedestrian and cycleways including links to the Connect 2 Greenway route. The development will include a new road link to Waterlode, the realignment of the A51 through the site and assist in funding improvements at the Burford Cross Roads.	A greenfield site which provides the opportunity for a sustainable extension to the town delivering community infrastructure, including open space, road improvements and pedestrian and cycle links.
Snow Hill	Regeneration for a mix of uses including offices, leisure/hotel, housing, retail, community facilities and parking. Existing swimming pool to be retained. The design of the scheme will provide for strong pedestrian and cycle linkages between the site and the Town Centre. Open space to be provided including an extension of the Riverside Park.	A brownfield site close to the Town Centre which offers the potential for regeneration.
Stapeley Water Gardens	About 150 new homes, open space and improved pedestrian/cycle links.	A mix of greenfield and brownfield land. Land adjacent already has planning permission for a mix of housing

			development.
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### Currently Proposed Core Strategy Sites in Sandbach

Site	Proposed Uses	Commentary
Land adjacent to Junction 17 of M6, south east of Congleton Road (Capricorn)	20ha of employment land, hotel, at least 200 new homes, retention and strengthening of wildlife corridor, allotments, new local centre (including primary school), open space, improved pedestrian and cycle links. Initial phases will necessitate improved access whilst development of the entire site will be dependent on the prior delivery of improvements to Junction 17 of the M6.	A greenfield site adjacent to J17 of the M6 motorway which provides the opportunity for a high quality business park together with residential development. Final housing figures are dependent on further viability work and may consequently increase.

### Currently Proposed Core Strategy Sites in Wilmslow

Site	Proposed Uses	Commentary
Adlington Road	About 200 new homes, open space, community facilities, new pedestrian and cycle links.	A largely greenfield site outside the Green Belt and previously safeguarded for future development in the Macclesfield Local Plan. Provides a sustainable location for new residential development.
Land at Royal London	2 ha of employment land, hotel, about 75 new homes, open space, new pedestrian/ cycle links. Land to the west of Alderley Road will be protected for future open space.	A greenfield site, with a current developable area of around 12.5ha to the east of Royal London's office campus. It represents an extension of the existing Royal London office complex for employment and housing and involves an alteration to the Green Belt boundary.
Wilmslow Business Park	The delivery of a business use development of about 25,000sq m in line with the principles of sustainable development, across a site of about 6ha.	The site is located to the south east of Wilmslow town centre, bordered on the west side by the West Coast Main Line, and to the east by the A34 Wilmslow bypass. The site is relatively flat and lies adjacent to the west coast main line.

### Currently Proposed Core Strategy Site at Wardle

Site	Proposed Uses	Commentary
Wardle Employment Improvement Area	An existing employment site in the countryside focused around the Wardle Industrial Estate, where there is scope for intensification of employment and ancillary uses within the area. Two phases of development have the potential to deliver about 31ha of new employment land adjacent to the A51.	An existing employment area in open countryside which will benefit from intensification and environmental improvements.

### Currently Proposed New Settlement in Cheshire East

Site	Proposed Uses	Commentary
North Cheshire Growth Village – Handforth East	A sustainable new settlement comprising 12ha of new employment land, about 1800 homes, local centre with retail, community facilities, new secondary and primary schools, leisure facilities, country park, open space and sports pitches, new pedestrian and cycle links, particularly to Handforth Railway Station, and protection and enhancement of the setting of Handforth Hall. Additional land will be safeguarded for further development (about 600 homes) beyond 2030.	An area of largely unused land in the Green Belt to the east of the A34 Handforth By-Pass which is proposed for a new sustainable settlement with self contained facilities and properly planned infrastructure. It will accommodate a significant proportion of development needs in the north of the Borough without any adverse impact upon the existing settlement of Handforth.

### Currently Proposed ‘Strategic Locations’

17.5 In several cases, where either only the broad locality of the proposed development is known or additional technical assessment is considered necessary, the emerging *Core Strategy* will identify ‘Strategic Locations’. Further work will be required to determine precise site boundaries, as some are affected by proposed highway improvement lines, which are yet to be finalised through public consultation and any necessary Compulsory Purchase Order procedures. Other locations, such as Central Crewe and Macclesfield could accommodate development on a range of sites, which it would not be appropriate to separately identify in a strategic policy document. It is envisaged that the currently proposed ‘Strategic Locations’ could be capable of delivering over 5,000 new dwellings and a further 90 hectares of employment land.

## Currently Proposed Strategic Locations in Cheshire East

Strategic Location	Proposed Uses	Commentary
Central Crewe	About 250 new homes (including student accommodation) with retail, leisure and commercial uses including offices, restaurants, cafés and bars. Improvements to Crewe Railway Station and its surroundings and 5,000 sq m retail development in Mill Street, expansion of existing sports and leisure hub at Crewe Alexandra Football Club and new office/commercial development in Macon Way.	The Town Centre is an important focus for regeneration in line with the 'All Change for Crewe' initiative to improve the range of retail units and to introduce leisure, cultural and residential development to improve its vitality, in accordance with the 'Town Centre First' objective. The railway station area, formerly identified as the 'Crewe Rail Exchange Zone' has been added as part of the 'strategic location' providing the opportunity to create a high quality gateway into Crewe, including a new entrance to the station, new bus interchange and redevelopment of surrounding areas. Improvements in the linkages between the station and the town centre are a key objective.
Leighton, Crewe	About 400 new homes, local centre including retail, community facilities, open space, new pedestrian and cycle links and highway improvements.	The opportunity to deliver a new sustainable urban extension that will support and complement the nearby mixed use allocation, the adjacent Leighton Hospital and other major employers including Bentley. The site lies to the north west of Crewe and borders existing residential development to the east and Leighton Hospital to the north. Development will provide the opportunity for further highway improvements, notably the A530.
South Cheshire Growth Village , South West Crewe	A sustainable new settlement providing an opportunity for the phased delivery of about 900 new homes, education provision, retail centre, community facilities, sports/leisure facilities, open space and green infrastructure.	An area of land adjacent to Crewe Hall to the south east of Crewe. It will accommodate a new sustainable settlement with self contained facilities and properly planned infrastructure within a high quality environment. The settlement will complement the nearby

			allocation at Basford East. The proposed strategic location will accommodate a significant proportion of housing development needs and will be expected to contribute towards related road infrastructure improvements.
	Central Macclesfield	Primarily retail, commercial and leisure development, about 850 new homes within the wider urban area and improved pedestrian and cycle links with the rest of the town.	There are redevelopment opportunities within the Town Centre and the wider urban area for a variety of uses including retail and residential development in accordance with the 'Town Centre First' objective.
	White Moss Quarry (Alsager)	A sustainable new settlement comprising about 900 new dwellings, local centre with retail, community facilities, education provision, open space and new pedestrian and cycle links.	The site is centred on the peat and sand workings at White Moss. Although classed as greenfield (and subject to restoration conditions) the land has been extensively disturbed by mineral extraction. Remainder of the site is in agricultural use and contains a variety of wooded landscape, existing hedgerows and field systems, much of which will be retained and incorporated into the proposed scheme. This site has been added following the 'Additional Sites' consultation.
	Back Lane and Radnor Park, Congleton	10 ha of employment land and about 500 new homes, new primary school, open space and recreation facilities dependent on and to be served by a new Congleton Northern Link Road. New pedestrian and cycle links.	An extension of the existing Radnor Park Industrial Estate to allow for the expansion and relocation of existing businesses together with residential development and recreation facilities associated with a new Northern Link Road.
	Congleton Business Park Extension	10 ha of employment land and about 450 new homes, new school, local centre, open space and recreation facilities to be served by a new Congleton Northern Link Road. New pedestrian and cycle links.	Location to the north of the town presents a significant strategic location in scale. It presents an opportunity to establish a high quality extension to Congleton Business Park alongside other uses. Residential development will support the creation of this new community set in ample greenspace which supports existing wildlife areas and the

			River Dane which is a key asset to the town. Key to this development will be the provision of the Congleton
	Giantswood Lane to Manchester Road, Congleton	About 550 new homes, new primary school, local retail facilities, open space, new pedestrian/cycle links. Site release dependent upon and to be served by proposed Congleton Northern Link Road.	New residential community associated with the proposed Congleton Northern Link Road.
	Midpoint 18 Extension	Up to 70 ha of employment land. The release of this site will be expected to occur only after the completion of Midpoint 18 Phase 3 for which outline planning consent has already been granted. The development of Midpoint 18 Phase 3 is itself dependent upon the completion of the Middlewich Eastern Link Road. The allocation of this site should also provide an additional financial contribution towards the Link Road.	An extension to the Midpoint 18 employment area, to be developed towards and beyond the end of the plan period.
	Brooks Lane, Middlewich	About 400 new homes, local retail facility; improvements to canal-side environment and improved accessibility to Town Centre for pedestrians and cyclists.	An existing industrial area close to the Town Centre which is proposed for comprehensive redevelopment.

17.6 All sites proposed in the emerging *Core Strategy* will be expected to be developed in accordance with the relevant policy principles, unless otherwise specified. One of the key challenges will be to connect sites into the existing urban and rural fabric. It is acknowledged that many communities are already established and new development, where appropriate, should take advantage of existing facilities and services. However, where new services are provided to support proposed developments, they will need to be accessible and integrated into existing communities.

17.7 In 2014, the Council will prepare a *Site Allocations and Development Policies* Development Plan Document (DPD) in accordance with its revised *Local Development Scheme 2014 - 2017*. This document will identify further smaller sites for different types of development, including housing and employment, which are not considered to be strategic in nature; these will be illustrated on a *Policies Map* to accompany the DPD.

## 18.0 Currently Proposed 'Safeguarded Land'

- 18.1 In order to avoid the need for future reviews of the Green Belt, it is necessary, in accordance with advice in the *National Planning Policy Framework (NPPF)*, to identify 'safeguarded land' between urban areas and the Green Belt boundaries as proposed in the emerging *Core Strategy*. *Such land is intended to meet longer-term development needs stretching well beyond the plan period - in other words during the 2030's at the earliest. It should be stressed that safeguarded land is not allocated for development at the present time and should not be viewed as being potentially available for building in the near future. It is also not appropriate to propose any eventual use of the land at this time. Planning permission for the permanent development of 'safeguarded land' should only be granted following a Local Plan review which proposes the development. Any such review will need to take account of the development needs arising at that time and the availability of other sources of land available at that point.*
- 18.2 Accordingly, the currently proposed 'Safeguarded Land', which has been identified in Macclesfield, Knutsford, Poynton, Wilmslow and Handforth may be required to meet longer term development needs beyond the end of the plan period and equates to some 276 hectares. Some parcels of safeguarded land adjoin existing proposals in the plan; whilst others are discrete and stand alone in nature. In all cases, any development of this type of land will be subject to a further Local Plan review dealing with needs after 2030. In the meantime, the land will be subject to protective policies similar to those applying to the countryside. This will ensure that for the duration of the plan period that existing uses of the land will continue and that the area will be fully protected for the duration of the plan period.
- 18.3 In the case of Poynton, more detailed investigations to determine the boundaries of safeguarded land will be carried out during the preparation of the *Site Allocations and Development Policies Development Plan Document (DPD)*.

### Currently Proposed Safeguarded Land in Cheshire East

Site	Approximate Site Area
Lyme Green, Macclesfield	18 hectares
South West Macclesfield, Congleton Road	137 hectares
North West Knutsford	23 hectares
Northwich Road, Knutsford	20 hectares
Poynton	10 hectares
Prestbury Road, Wilmslow	26 hectares
Upcast Lane, Wilmslow	14 hectares
North Cheshire Growth Village	28 hectares
<b>TOTAL</b>	<b>276 hectares</b>

### 19.0 Next Steps

- 19.1 It is anticipated that a Draft *Core Strategy* document will be prepared and presented to a future meeting of the Cabinet before being submitted to Council for formal approval. The range of sites outlined in this report (see **Annex 6**) reflect further plan-making undertaken since the two consultations were carried out in the first half of 2013. The *Core Strategy* itself will bring all the strands of evidence, technical assessment, co-operation and public engagement together in a single document. It will represent the Council's best and final plan before the formal steps of the Local Plan process commence.
- 19.2 Once approved by Council, the *Core Strategy* will be published for a six week period to invite representations on the 'soundness' of the plan. All comments received will be fully considered to assess whether any further modifications are required to the plan before formal submission; this is anticipated by the end of the year/beginning of 2014.
- 19.3 The *Core Strategy* will then be formally submitted to the Secretary of State who will appoint an independent Planning Inspector to hold a public examination to test the legal compliance and soundness of the plan document. Prior to formal submission, a Programme Officer will be appointed to assist the Inspector in the efficient running of the Examination. This has already been budgeted for in terms of the management of resources together with the Inspector's costs, which will be principally determined by the number of sitting days and the hiring or use of a suitable venue.
- 19.4 Those persons or organisations that submit comments requesting changes to the *Core Strategy* within the prescribed six week period will have the right to appear before and be heard by an Inspector. As soon as is practically possible, the Inspector will arrange a Pre-Examination Hearing to outline the procedure for those intending to appear and establish the deadlines for the submission of evidence. It is anticipated that the Examination will commence in Spring/Summer, 2014 with the Inspector's Report not expected until the Autumn of next year.
- 19.5 The responsibility for adopting the *Core Strategy* will ultimately rest with the Council and it is hoped that this can be achieved before the end of 2014. The document will then provide the necessary strategic planning framework for determining planning applications and provide a sound basis for preparing other Development Plan Documents, such as the *Site Allocations and Development Policies* DPD, *Waste* DPD and Supplementary Planning Documents (SPD's).

## **20.0 Access to Information**

- 20.1 The background papers relating to this report can be inspected by contacting the report writer:-

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Cheshire East Council, Westfields, Sandbach, Cheshire*

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**Annexes:**

- Annex 1** Report of Consultation- *Shaping our Future: Policy Principles and A Development Strategy for Jobs and Sustainable Communities (2013)*
- Annex 1A** Summary of Consultation Responses- *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities (2013)*
- Annex 1B** Summary of Consultation Responses - *Shaping our Future: Policy Principles*
- Annex 1C** Summary of Consultation Responses - *Development Strategy and Policy Principles Sustainability Appraisal Report (2013)*
- Annex 1D** Summary of Consultation Responses - *Habitats Regulations Assessment for the Development Strategy and Emerging Policy Principles (2013)*
- Annex 2** Report of Consultation- *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities- Possible Additional Sites proposed by Developer and Land Interests (2013)*
- Annex 2A** Consultation Responses - *Shaping our Future: A Development Strategy for Jobs and Sustainable Communities - Possible Additional Sites proposed by Developer and Land Interests (2013)*
- Annex 3** Key Employment Sites in Cheshire East
- Annex 4** Currently Proposed Sites - Location Plans

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## **Annex 1**

### **Report of Consultation: Local Plan Consultation – Development Strategy and Policy Principles Documents**

The Local Plan consultation on the Development Strategy and Policy Principles documents took place between 15 January and 26 February 2013. It represents further preparatory work under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

#### **Consultation Documents**

The consultation documents comprised the Development Strategy and Policy Principles documents, which together comprised the preferred options version of the Core Strategy, along with a Summary document of the Development Strategy. Comments forms were produced, that could be completed for any of the consultation documents and were provided as stand alone documents. Hundreds of the comments forms were distributed, with some community groups requesting multiple copies to hand out to their members and local residents.

A Sustainability Appraisal and a Habitats Regulations Assessment were produced and they were also subject to public consultation, for the same period of time and could be accessed in the same way as the other consultation documents.

All of the consultation documents were accessible via Cheshire East Council's Consultation Portal and can still be viewed on Cheshire East's web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)

Copies of the consultation documents were made available for inspection at all of the libraries in the Borough. They were also made available at the Council's Customer Service Centres, in Crewe and Macclesfield and Cheshire East Council's offices in Sandbach. Copies of the Summary document were also available for people to take away. All of the libraries were also given an explanatory letter. The comments forms could be completed at the libraries and Customer Service Centres and put in the boxes provided.

An e-mail was sent out to all Cheshire East Council Members and all of the Parish and Town Councils, within the Borough, to inform them that the consultation was taking place and that they could collect copies of documents from the locations listed in the paragraph above. (Those Parish Councils situated in adjoining Local Authority areas were also sent an e-mail, along with other Consultees, as set out in the next section.)

Copies of the documents and a covering letter were sent out to the 3 Statutory Consultees, for the Sustainability Appraisal, of Natural England, English Heritage and the Environment Agency. Copies of the letter are included at **Appendix 1**.

Copies of the documents and a covering letter were sent out to the MPs that cover the Cheshire East area concerned. Copies of the letters are included at **Appendix 2**.

### **Notification Via Cheshire East's Consultation Portal or Letter**

On 20 December 2012 (copied to all Councillors) and 3 January 2013, e-mails were sent to all Town and Parish Councils, announcing that the consultation on the Development Strategy and Policy Principles documents would take place between 15 January and 26 February 2013. The first e-mail also stated that the documents were available on the web site, ahead of the formal start of the consultation period.

On 3 January 2013 e-mails were sent to all Councillors, announcing that the consultation on the Development Strategy and Policy Principles documents would take place from 15 January until 26 February 2013.

On 11 January 2013, a letter was sent, to all consultees who had registered on Cheshire East's Consultation Portal but did not have an e-mail address, to inform them that the Local Plan consultation on the Development Strategy and Policy Principles documents had commenced. A total of 3,747 letters were sent out.

On 14 January 2013, an e-mail was sent to all consultees, who had registered on Cheshire East's Consultation Portal, with an e-mail address. This was sent to a total of 6,134 e-mail addresses.

The consultees included local residents, landowners and developers, along with the 'specific consultation bodies'; 'general consultation bodies' and 'residents and other persons carrying out a business in the Local Planning Authority's area', as required by Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Copies of the e-mails and letter are included at **Appendix 3**.

Following the end of the consultation period, all of the consultation responses were logged. At this stage, a total of 14,558 consultees had registered on the consultation database, of which 5,109 did not have an e-mail address.

### **Events/Meetings**

Numerous meetings were held with Town and Parish Councils and local residents groups, involving Cheshire East Council's Leader and/or Deputy Leader and Officers, regarding the Local Plan consultation.

Officers also attended other events/meetings, including the following – Make it Macclesfield Forum; Macclesfield Business Breakfast; Alsager Town Council; Poynton Local Area Partnership; Wilmslow Trust; Cheshire Association of Local Councils (CHALC); Protect Congleton – Civic Society; Barthomley Action Group; Alsager Partnership; Alsager Residents Action Group.

### **Web Site and Cheshire East's Consultation Portal**

The Cheshire East Council's web site home page featured the consultation in the 'In focus', 'Have Your Say' and the 'Consultations' sections. An advert was also placed on the web pages for the consultation. All of the consultation documents could be accessed via the Local Plan pages and the Cheshire East Consultation Portal, all of which are linked. Screen shots are included at **Appendix 4**.

Although the consultation started on 15 January 2013, the consultation documents were made available on the web site before Christmas 2012, to give people as much time as possible to read them.

The Cheshire East Consultation Portal can be accessed via the web site; it enabled stakeholders to inspect and download the consultation documents. It also enabled them to respond to the consultation electronically and to register their details, so that they can be informed of future Local Plan consultations. The comments forms could also be put in boxes left at the libraries, the Customer Service Centres and Cheshire East Council's offices in Sandbach and submitted by e-mail or post.

The Local Plan consultation pages, on the web site, had around 5,000 unique page views and 7,200 page views during the consultation period. This indicates that, on average, there were up to 2,200 users who viewed the page twice.

Links were also provided to Spatial Planning pages on Facebook, twitter and LinkedIn. The Facebook and twitter pages were regularly updated.

The number of Facebook 'likes' increased from 86 in November 2012 to 108 in April 2013.

The number of twitter 'followers' has increased from 375 in November 2012 to 443 in April 2013.

Screen shots of the twitter and Facebook pages are included at **Appendix 5**.

## **Publicity and Media Coverage**

The consultation included press releases on 21 December 2012; 13 February 2013; 18 February 2013 and 19 February 2013. Letters were sent out to the Press, from Councillor Brown, urging people to comment on the forthcoming consultation, regarding the town of Crewe, dated 11 December 2012 and the towns of Alsager, Congleton, Knutsford, Macclesfield, Nantwich and Poynton, dated 12 December 2012. These letters resulted in a number of articles being published in the press.

There was also local radio coverage of the consultation and the Local Plan process, along with interviews on BBC television. Details of the consultation were also included in the Radio Stoke 'What's On' listing that is read out on air each day.

An article was published in the January/February 2013 edition of the Cheshire East 'Partnerships' newsletter which is circulated to a wide range of Partners, including the LAPs, Community and Voluntary Services (CVS) and Town Partnerships; it is also available on Cheshire East Council's web site.

An article was included on the 'Good Migration' web site which is aimed at migrant workers in Cheshire East.

Articles were placed on various web sites including Haslington Online, Nantwich News and Knutsford.com.

Three articles were included in the internal Cheshire East Council weekly staff newsletter 'Team Talk'.

Two articles were included in the internal Cheshire East Council Schools Bulletin.

An article on the consultation was included on the Mid Cheshire Hospitals Foundation Trust staff intranet.

A list of the media coverage, press releases and the letters, from Councillor Brown, are included at **Appendix 6**.

Details of the consultation were also included on the customer information screens, at Cheshire East Council's Customer Service Centres, throughout the whole of the consultation period. A copy of the information displayed is included at **Appendix 7**.

Local Plan posts were visible on 308 people's Facebook newsfeed, during week commencing 4 February 2013.

LinkedIn – an e-mail was received to say that Spatial Planning is one of the top 5% most viewed LinkedIn profiles for 2012. This e-mail is included at **Appendix 8**.

## **Young People**

**'Schools Bulletin'** - articles about the consultation were included in the Cheshire East Council 'Schools Bulletin' which is sent to schools electronically once a week. The articles aimed to encourage schools, pupils, teachers, governors and parents to respond to the consultation. It also included the availability of a lesson plan for schools that could be used either during or after the consultation.

**You Tube film** – A You Tube film was made to encourage people to respond to the consultation. A link to the film was put on the Cheshire East Council Local Plan web page; the Town and Parish Council SharePoint site and their discussion forum. A link was included in the Cheshire East Council internal newsletter Team Talk on 8 February 2013; the Schools Bulletin on 11 February 2013 and on Facebook and Twitter. The film has had 346 viewings.

## **Consultation Responses**

A total of 11,489 comments were made by 4,127 different parties to the consultation on the Development Strategy; Policy Principles; Sustainability Appraisal and Habitats Regulations Assessment documents. A breakdown of those comments is as follows –

- Development Strategy: 9,771 comments from 4,051 different parties
- Policy Principles: 1,426 comments from 500 different parties
- Sustainability Appraisal: 266 comments from 78 different parties
- Habitats Regulations Assessment: 26 comments from 22 different parties

The methods by which comments were submitted are as follows –

- 4,302 (37%) were submitted online via the consultation portal
- 4,325 (38%) were submitted in paper form (either via the official consultation form or a letter)
- 2,862 (25%) were submitted by email.

## **Petitions and Standard Letters Received**

A number of petitions and standard letters/responses were received to the consultation which are included in the figures set out above; they are set out below –

### **Petitions**

1. Site Nantwich 4 (alternative) Land to the South of Nantwich – petition with 1,529 signatures, from Edward Timpson MP, opposing development on the aforementioned site.
2. Site New Settlement 2 – South East Crewe – petition with 1,261 signatures and e-petition with 373 names, from Barthomley Action Group opposing development on the aforementioned site.
3. Save Macclesfield Green Belt – petition submitted, with 2,390 signatures opposing development on the Green Belt.
4. North Knutsford Community Group – petition with 512 signatures stating ‘We the undersigned require the proposed new development for North Knutsford to consider the needs of Knutsfordians and to be right for Knutsford.’
5. Chelford Tenants and Residents Association – petition with 34 signatures, re the opposition to development on the Green Belt, agricultural land east of the railway line.

Following the closure of the consultation period, four further petitions were also received, as follows –

6. Petition with 24 signatures, from ‘Keep it Green Cheshire Campaign’, stating – ‘We the undersigned call on Cheshire East Borough Council not to allow building in the Green Gap that surrounds the towns of Crewe and Nantwich and the villages of Shavington, Haslington, Hough, Stapeley, Willaston, Wistaston, Wybunbury, Weston and to protect the countryside surrounding the Leighton and Maw Green Wards by declaring it Green Gap’.
7. Petition with 1,914 signatures, from the ‘Hands off Wistaston Action Group’, stating ‘We the undersigned petition Cheshire East Council to protect existing Green Gap land in the Crewe and Nantwich area from development.’
8. E-petition with 365 signatures – ‘Protecting Green Space in Wistaston’ – ‘We the undersigned petition the council to refuse planning applications that would encroach on, and designate Green Belt status to, existing Green Gap/Strategic Open Gap land in the Wistaston parish area. We call on Cheshire East Council to refuse planning applications that would encroach on existing Green Gap or Strategic Open Gap land in the Wistaston area as defined in the Crewe and Nantwich Replacement Local Plan and the draft Cheshire East Local Plan. Furthermore, we ask Cheshire East Council to designate full Green Belt status to the existing Green Gap/Strategic Open Gap land in the Wistaston area. The National Planning Policy Framework states that Green Belt land serves five purposes: Checking the unrestricted sprawl of large built-up areas. Preventing neighbouring towns merging into one another. Assisting in safeguarding the countryside from encroachment. Preserving the setting and special character

of historic towns. Assisting in urban regeneration by encouraging the recycling of derelict and other urban land. We believe that affording Green Belt status to this land would fulfill these purposes, contribute to the local landscape and recreation amenities and also benefit the health and wellbeing of local residents.'

9. E-petition, with 548 signatures – 'Green Belt and Open Countryside Protection' – 'We the undersigned petition the council to Extend the Green Belt from Stapeley to Chorlton to fulfil the NPPF and CEC aim in relation to open countryside protection from urban sprawl. The NPPF clearly states the fundamental aim of Green Belt is to prevent Urban sprawl. Nantwich is being afforded 2 Green Belt areas as well as the existing Green Belt area around Wychwood Park Chorlton. By not joining these Green belt zones the open countryside parishes of Wybunbury and Hough are totally unprotected from further urban sprawl. The Green Belt from Stapeley should be extended (and is compliant with policy CS3 and 6) along the corridor South of Newcastle Road to meet the adjoining Green belt zone in Chorlton.'

### **Standard Letters**

10. Site Macclesfield 3 - Land between Congleton Road and Chelford Road – approximately 500 copies of a standard letter have been received opposing development on the aforementioned site.
11. Site Crewe 5 – Leighton West, Crewe - approximately 160 copies of a standard comments form, with a standard comment sheet have been received opposing development on the aforementioned site.
12. Congleton Link Road - Approximately 950 copies of a standard comments form have been received, supporting the Congleton Link Road.
13. Proposed development in Nantwich - Approximately 25 copies of a standard letter, objecting to proposed development in Nantwich, have been received by e-mail.
14. Handforth East New Settlement - Approximately 50 standard letters have been received, objecting to the Handforth East New Settlement
15. Approximately 300 standard letters have been received from Goostrey residents, supporting the Cheshire East Council Vision for 2030 and the Town Centre First Policy but objecting to the designation of Goostrey as a Local Service Centre and requesting that it be classified as a Sustainable Village.

In addition, an estimated 500 copies of a questionnaire, produced by the pressure group 'Hands Off Handforth Green Belt', have been submitted.

The full consultation responses and summaries of those responses are available as separate documents.

### **Future Stages**

The next stage of public consultation relates to those sites that the Council has been asked to consider as possible Strategic Sites that have not previously been the subject of public consultation. The consultation on 'Possible Additional Sites Proposed by Developer and Land Interests' took place between 3rd and 30<sup>th</sup> May 2013.

Following this, the next preparatory stage will be publication of the Submission version of the Core Strategy for Cheshire East, when formal representations can be made.

13/09/13

## **Annex 1**

### **Report of Consultation – Local Plan Consultation – Development Strategy and Policy Principles Documents**

#### **List of Appendices**

Appendix 1 – Letters to Natural England, English Heritage and the Environment Agency

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Appendix 1A – Letter to Natural England, dated 14 January 2013

Appendix 1B – Letter to English Heritage, dated 14 January 2013

Appendix 1C – Letter to the Environment Agency, dated 14 January 2013

Appendix 2 – Letters to MPs -

Appendix 2 A – Letter to Fiona Bruce, dated 14 January 2013

Appendix 2 B – Letter to David Rutley, dated 14 January 2013

Appendix 2 C – Letter to Edward Timpson, dated 14 January 2013

Appendix 2 D – Letter to George Osborne, dated 14 January 2013

Appendix 2 E – Letter to Stephen O'Brien, dated 14 January 2013

Appendix 3 – Copies of consultation e-mails and letters sent during December 2012 and January 2013 –

Appendix 3A - E-mail sent to all Town and Parish Councils (and copied to all Members), dated 20 December 2012

Appendix 3B - E-mail sent to Cheshire East Council Members, dated 3 January 2013

Appendix 3C – Letter sent to all consultees without an e-mail address, dated 11 January 2013

Appendix 3D – E-mail sent to consultees, dated 14 January 2013

Appendix 4 – ‘Screen shots’ of Cheshire East Council web pages

Appendix 5 – ‘Screen shots’ of twitter and Facebook pages

Appendix 6 – List of media coverage and press releases and letters sent, from Councillor Brown to the Press -

Appendix 6A – List of media coverage and press releases for the consultation on the Development Strategy and Policy Principles Documents

Appendix 6B – Letters sent, from Councillor Brown to the Press, re the consultation and the town of Crewe, dated 11 December 2012 and the towns of Alsager, Congleton, Knutsford, Macclesfield, Nantwich and Poynton, dated 12 December 2012

Appendix 7 – Information displayed on customer service screens in Cheshire East Council's Customer Service Centres

Appendix 8 – E-mail from LinkedIn, dated 12 February 2013



Mrs Janet Belfield  
Natural England  
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Crewe  
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Westfields, Middlewich Road  
Sandbach, Cheshire  
CW11 1HZ  
Tel: 01270 685893

Email: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Date: 14<sup>th</sup> January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Belfield,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

As part of the Local Plan, Cheshire East Council has now produced a Development Strategy and an Emerging Policy Principles document. **Public consultation will take place on these documents between 15th January and 26th February 2013.**

The documents are supported by a **draft Sustainability Appraisal and Habitats Regulations Assessment** which will also be available for public consultation.

All of the consultation documents can also be viewed on the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be made electronically, using the Council's Consultation Portal.

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money. You have been supplied with a "Guide to Making Comments Online" leaflet which should assist in this process.

Please find enclosed the following documents –

1. Development Strategy document;
2. Emerging Policy Principles document;
3. Development Strategy summary document;

4. CD ROM, with all consultation documents on it;
5. 'Guide to Making Comments Online' leaflet (this is the Council's preferred method for receiving responses);
6. Comments forms.

Further information can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Mrs Judith Nelson  
English Heritage  
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Date: 14<sup>th</sup> January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Nelson,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

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3. Development Strategy summary document;

4. Sustainability Appraisal;
5. CD ROM, with Habitats Regulation Assessment on it;
6. 'Guide to Making Comments Online' leaflet (this is the Council's preferred method for receiving responses);
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Further information can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Ms Catherine Hunt  
Environment Agency  
Richard Fairclough House  
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WA4 1HT

**Spatial Planning**  
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Tel: 01270 685893

Email: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Date: 14<sup>th</sup> January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Ms Hunt,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

As part of the Local Plan, Cheshire East Council has now produced a Development Strategy and an Emerging Policy Principles document. **Public consultation will take place on these documents between 15th January and 26th February 2013.**

The documents are supported by a **draft Sustainability Appraisal and Habitats Regulations Assessment** which will also be available for public consultation.

All of the consultation documents can also be viewed on the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be made electronically, using the Council's Consultation Portal.

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money. You have been supplied with a "Guide to Making Comments Online" leaflet which should assist in this process.

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Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Fiona Bruce MP  
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14 January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Bruce,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

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The documents are supported by a **draft Sustainability Appraisal and Habitats Regulations Assessment** which will also be available for public consultation.

Copies of the consultation documents are available, to inspect, in all of the Cheshire East libraries and the Customer Service Points at Delamere House, Crewe and the Town Hall, Macclesfield, along with the Council's offices at Westfields, Sandbach **from 15<sup>th</sup> January until 26th February 2013**. Comments forms will also be made available at these locations, where boxes will also be available for completed comment forms to be returned.

Printed copies of the **draft Sustainability Appraisal and Habitats Regulations Assessment** can be inspected at the Customer Service Points at Delamere House, Crewe and the Town Hall, Macclesfield, along with the Council's offices at Westfields, Sandbach.

All of the consultation documents can also be viewed on the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be made electronically, using the Council's Consultation Portal. Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money.

Please find enclosed the following documents, for your reference –

1. Development Strategy document;
2. Emerging Policy Principles document;
3. Development Strategy summary document;
4. Frequently Asked Questions sheet;
5. Comments forms.

Further information can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



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localplan@cheshireeast.gov.uk

14 January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Rutley,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

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Yours faithfully

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14 January 2013

Please Contact: Spatial Planning Team 01270 685893

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The documents are supported by a **draft Sustainability Appraisal and Habitats Regulations Assessment** which will also be available for public consultation.

Copies of the consultation documents are available, to inspect, in all of the Cheshire East libraries and the Customer Service Points at Delamere House, Crewe and the Town Hall, Macclesfield, along with the Council's offices at Westfields, Sandbach **from 15<sup>th</sup> January until 26th February 2013**. Comments forms will also be made available at these locations, where boxes will also be available for completed comment forms to be returned.

Printed copies of the **draft Sustainability Appraisal and Habitats Regulations Assessment** can be inspected at the Customer Service Points at Delamere House, Crewe and the Town Hall, Macclesfield, along with the Council's offices at Westfields, Sandbach.

All of the consultation documents can also be viewed on the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be made electronically, using the Council's Consultation Portal. Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money.

Please find enclosed the following documents, for your reference –

1. Development Strategy document;
2. Emerging Policy Principles document;
3. Development Strategy summary document;
4. Frequently Asked Questions sheet;
5. Comments forms.

Further information can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



George Osborne MP  
Tatton Conservative Office  
Manchester Road  
Knutsford  
WA16 OLT

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

14 January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Osborne,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

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Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Stephen O'Brien MP  
Constituency Office  
4 Church Walk  
Tarporley  
CW6 OAJ

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

14 January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr O'Brien,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

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Copies of the consultation documents are available, to inspect, in all of the Cheshire East libraries and the Customer Service Points at Delamere House, Crewe and the Town Hall, Macclesfield, along with the Council's offices at Westfields, Sandbach **from 15<sup>th</sup> January until 26th February 2013.** Comments forms will also be made available at these locations, where boxes will also be available for completed comment forms to be returned.

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Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager

**CLARKE, Allan**

---

**From:** LOCAL PLAN  
**Sent:** 20 December 2012 13:07  
**To:** Cheshire East Members  
**Cc:** CLARKE, Allan; CUNIO, Pam; DUTTON, Joanne; EVANS, Thomas; FISHER, Adrian G (Planning & Housing); GIBBS, Kevin; HOUSE, Richard; HOUSE, Stewart; KEMP, Stella; LONGMIRE, Jamie; PARRY, Ruth; PENNY, Stuart; SOAMES, Victoria  
**Subject:** Cheshire East Council draft Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013.

Dear Councillor,

The e-mail below has been circulated to Town and Parish Councils this afternoon.

Thanks

Kind Regards,

Allan

Allan Clarke  
Senior Planning Officer  
Spatial Planning and Housing  
Cheshire East Council  
E-mail: [Allan.Clarke@cheshireeast.gov.uk](mailto:Allan.Clarke@cheshireeast.gov.uk)  
Telephone: 01270 685679



**New Cheshire East Local Plan:**

Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



**From:** LOCAL PLAN  
**Sent:** 20 December 2012 13:05  
**Subject:** Cheshire East Council draft Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013.

The following e-mail is sent on behalf of Councillor David Brown (Cheshire East Council Strategic Communities Portfolio Holder and Deputy Leader of the Council)

Dear Clerk,

**Cheshire East Council draft Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013.**

I am writing to update you on the latest round of Local Plan consultations. As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan.

Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. Consultation on these Draft Town Strategies took place from 31st August to 1st October 2012 and a report of consultation was recently considered by Strategic Planning Board and Cabinet. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

As part of the Local Plan, Cheshire East Council has now produced draft Development Strategy and Emerging Policy Principles documents. Public consultation will take place on these documents between 15th January and 26th February 2013.

The consultation documents will be made available on Cheshire East Council's web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) in time for the Christmas break next week. This will enable you to have a preview of those documents, in advance of the formal start of the consultation, on 15 January 2013. I am sure that many of you will appreciate having advance notice of this consultation, so that you can start considering your formal consultation responses.

A further e-mail will be circulated in the New Year to ask you about your preference in terms of receiving copies of the documents, either via e-mail, provided to you on a CD, hard copy collected at specified locations or hard copy posted out to you.

I would like to wish you all a very Merry Christmas and a Happy New Year.

Yours faithfully

**Cllr David Brown** – Strategic Communities Portfolio Holder and Deputy Leader of the Council

Allan Clarke  
Senior Planning Officer  
Spatial Planning and Housing  
Cheshire East Council



**New Cheshire East Local Plan:**

Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



**CLARKE, Allan**

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**From:** CLARKE, Allan  
**Sent:** 03 January 2013 15:03  
**To:** ROUS, Charlotte; BAKER, Deborah; PATERSON, Ross; DRUMMOND, Victoria; CLARKE, Allan; CUNIO, Pam; DUTTON, Joanne; EVANS, Thomas; FISHER, Adrian G (Planning & Housing); GIBBS, Kevin; HOUSE, Richard; HOUSE, Stewart; KEMP, Stella; LONGMIRE, Jamie; PARRY, Ruth; PENNY, Stuart; SOAMES, Victoria  
**Subject:** FW: Cheshire East Council Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013.

Dear All,

FYI - The e-mail below has been circulated to Cheshire East Members this afternoon.

Regards,

Allan

Allan Clarke  
Senior Planning Officer  
Spatial Planning and Housing  
Cheshire East Council  
E-mail: [Allan.Clarke@cheshireeast.gov.uk](mailto:Allan.Clarke@cheshireeast.gov.uk)  
Telephone: 01270 685679



**New Cheshire East Local Plan:**

Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



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**From:** LOCAL PLAN  
**Sent:** 03 January 2013 15:02  
**Subject:** Cheshire East Council Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013.

The following e-mail is sent on behalf of Councillor David Brown (Cheshire East Council Strategic Communities Portfolio Holder and Deputy Leader of the Council)

Dear Councillor,

**Cheshire East Council Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013.**

I would like to wish you all a very Happy New Year.

I am writing to update you on the latest round of Local Plan consultations. As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan.

As part of the Local Plan, Cheshire East Council has now produced a Development Strategy and an Emerging Policy Principles document. Public consultation will take place on these documents between 15th January and 26th February 2013.

The consultation documents can now be viewed on Cheshire East Council's web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)

One copy of each of the documents will be provided to you. I am sure that you will want to ensure that the Council's postage costs are kept to a minimum; I am therefore asking if you can please collect your copies of the documents from Westfields, Sandbach or the Customer Contact Centres in Delamere House, Crewe or the Town Hall, Macclesfield. In addition, I would be very grateful if you could also volunteer to deliver copies to the Town and Parish Councils ; Town and Parish Councils will also be asked if they can collect copies of the documents from the above locations or to receive their copies by e-mail or on a CD ROM.

**Can you please let the Spatial Planning Team know where you would like to collect your documents from and if you are also able to collect copies of the documents for Town/Parish Councils, by responding to this e-mail, by Wednesday 9th January 2013. A further e-mail will be sent to you, when the documents are available (they are currently being printed.)**

Please note that ChALC will also receive a copy of the e-mail sent out to the Parish and Town Councils.

Thank you.

Yours faithfully

**Cllr David Brown** – Strategic Communities Portfolio Holder and Deputy Leader of the Council

Allan Clarke  
Spatial Planning and Housing  
Cheshire East Council  
E-mail: [Allan.Clarke@cheshireeast.gov.uk](mailto:Allan.Clarke@cheshireeast.gov.uk)  
Telephone: 01270 685893



**New Cheshire East Local Plan:**

Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

11 January 2013

Please Contact: Spatial Planning Team 01270 685893

Dear ,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013 & Local Plan Consultation Database**

As you will be aware, Cheshire East Council has already undertaken a major programme of preparing Town Strategies, to inform the Cheshire East Local Plan. Town Strategy documents have been finalised for Alsager, Congleton, Middlewich, Sandbach and Wilmslow. Draft Town Strategy documents have been prepared and consulted on for the towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton. The Town Strategies are being used as part of the evidence base for preparing the Local Plan.

As part of the Local Plan, Cheshire East Council has now produced a Development Strategy and an Emerging Policy Principles document. **Public consultation will take place on these documents between 15th January and 26th February 2013.**

The consultation documents can be viewed on Cheshire East Council's web site and using the Council's Consultation Portal [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be submitted electronically on the consultation documents.

Copies of the consultation documents will be made available for inspection in the libraries, Customer Service Points in Crewe and Macclesfield and the Council's offices at Westfields, Sandbach **from 15<sup>th</sup> January until 26th February 2013**. Comments forms will also be made available at the above locations, where boxes will also be available for completed comment forms to be returned.

The documents are supported by a **draft Sustainability Appraisal and Habitats Regulations Assessment** which will also be available for public consultation.

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money. As you are registered on our database,

you have already been assigned a username and password to enable you to comment online. If you have the ability to comment online, please contact us by phone or email and we will be able to provide your username and password, along with our "Guide to Making Comments Online" leaflet.

### **Review of Local Plan Consultation Database**

You have received this letter, as you have responded to a previous Local Plan consultation or you have asked to be kept informed of future Local Plan consultations. The Local Plan consultation database has grown significantly in size and the Council is aware that some people would prefer not to receive letters regarding the Local Plan. As a result, the Council proposes **not** to automatically write letters to people on the database in the future. However, you can continue to receive letters regarding the Local Plan if you wish to do so. To let the Council know that you wish to keep receiving letters about the Local Plan, please:

- a) Email us at [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk); or
- b) Write to us at Spatial Planning, Cheshire East Council, Westfields, Middlewich Road, Sandbach CW11 1HZ; or
- c) Complete a comments form on the current consultation

In all cases please **quote your reference number (677582)**.

**Please ensure that you do one of the above by 26<sup>th</sup> February 2013 if you would like to continue receiving letters regarding the Local Plan. If you have not responded by that date it will be assumed that you do not want to receive such letters in future.**

Further information on the consultation can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager

**CLARKE, Allan**

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**From:** LOCAL PLAN  
**Sent:** 14 January 2013 17:24  
**To:** LOCAL PLAN  
**Subject:** Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations

Dear Sir or Madam,

**Cheshire East Council Local Plan: Development Strategy and Policy Principles Consultations: 15th January to 26th February 2013**

As part of the Local Plan, Cheshire East Council has now produced a Development Strategy and an Emerging Policy Principles document. Public consultation will take place on these documents between 15th January and 26th February 2013.

The consultation documents can be viewed on Cheshire East Council's website and using the Council's Consultation Portal ([www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)) where comments can be submitted electronically on the consultation documents.

Copies of the consultation documents will also be made available for inspection in Cheshire East Council libraries, Customer Service Points in Crewe and Macclesfield and the Council's offices at Westfields, Sandbach. Comments forms will also be made available at the above locations, with secure comment boxes for your completed comment forms to be returned.

The documents are supported by a draft Sustainability Appraisal and Habitats Regulations Assessment which will also be available for public consultation and can be viewed on the Cheshire East website ([www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)).

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time, paper and money. As you are registered on our database, you have already been assigned a username and password to enable you to comment online. If you have the ability to comment online but cannot remember your username and password, please contact us by phone or email and we will be able to provide these for you. A "[Guide to Making Comments Online](#)" leaflet has also been prepared to assist you in using the consultation documents online.

Further information can be obtained from the Cheshire East website [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk). Alternatively, you can telephone us on 01270 685893.

Kind Regards,  
Stewart House

**Spatial Planning Team**

Cheshire East Council  
01270 685893

 **New Cheshire East Local Plan:**  
Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



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[Home Page for Cheshire East Council](#) > [Environment and Planning in Cheshire East](#) > [Planning](#) > [Spatial Planning](#) > Cheshire East Local Plan - Local Development Framework

## Cheshire East Local Plan

### Current Consultation: Development Strategy and Policy Principles



Cheshire East Council is preparing its new Local Plan which will guide the future planning and development of the area. The latest stage of consultation on the new Cheshire East Local Plan runs from 15<sup>th</sup> January to 26<sup>th</sup> February 2013. We are consulting on two main documents (Overall Development Strategy for Cheshire East and Emerging Policy Principles) and two supporting documents (Sustainability Appraisal and Habitats Regulations Assessment).

Click on one of the documents below to go straight to the consultation portal to make comments. Alternatively, please see the [Development Strategy and Policy Principles](#) page where you will find further details of the consultation including downloadable copies of all the documents, a summary of the Development Strategy and a guide to making comments online.

- [Make Comments on the Development Strategy for Cheshire East](#)
- [Make Comments on the Emerging Policy Principles](#)
- [Make Comments on the Sustainability Appraisal](#)
- [Make Comments on the Habitats Regulations Assessment](#)

### New Local Plan for Cheshire East

The Council is currently developing a new Local Plan which will be the Development Plan for Cheshire East and form the basis of planning decisions until 2030. It will contain planning strategy, policies and site allocations. It will be accompanied by an infrastructure plan that will set out transport, social and other infrastructure required to support development.

The Local Plan will look at the social, economic and environmental needs of each town. It will help to deliver economic growth by identifying and unlocking development opportunities and help us to co-ordinate the delivery of new and improved roads, public transport and utilities. It will help improve our environment by setting improved design standards for new development, protecting nature conservation areas, promoting parks and open spaces, safeguarding heritage assets (such as listed buildings), encouraging the generation of renewable energy, and safeguarding the countryside by focusing development to the towns and larger villages.

It will consider how much housing is needed, including the mix of types and sizes of new homes. It will look at possible sites and consider associated needs for new and improved schools and community facilities. It will also consider the needs for other types of land-use such as employment, retail and leisure uses.

The National Planning Policy Framework is clear that there is now a 'presumption in favour of sustainable development' at the heart of the planning system. The Local Plan will enable the Council to guide this sustainable

development to the most appropriate locations in Cheshire East, and to make sure that all new development contributes to future infrastructure needs. However, there will be tough choices to be made about where development should go.

Community engagement is very important in developing the new Local Plan. The [Local Plan Consultations](#) page shows details of the consultations that have been carried out so far, and those that are coming up soon. If you would like to be kept informed please register your details using our consultation portal or send us an email using the address below.



## Existing Local Plans

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Prior to adoption of documents in the new Local Plan, the [Saved Policies](#) from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Structure Plan, Cheshire Waste Plan and Cheshire Minerals Plan will continue to be used.

## Latest News

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- You can write to us at Cheshire East Council Spatial Planning, Westfields, Middlewich Road, Sandbach CW11 1HZ or email to [planningpolicy@cheshireeast.gov.uk](mailto:planningpolicy@cheshireeast.gov.uk). Please note; our freepost address is no longer in use.
- Wilmslow Town Council has approved the [Wilmslow Town Strategy](#)
- The [Employment Land Review](#) has been published. This now forms part of the Local Plan evidence base.
- Following consultation in May, revisions to the [Interim Planning Policy on the Release of Housing Land](#) will not be taken forwards and the original policy remains unaltered.
- Consultation on draft [Town Strategies](#) for Crewe, Handforth, Knutsford, Macclesfield, Nantwich and Poynton took place between 31st August and 1st October 2012. Reports of consultation are now available.
- The [Minerals Issues Discussion Paper](#) report of consultation is now available.
- The final versions of the [Middlewich Town Strategy](#), [Alsager Town Strategy](#), [Congleton Town Strategy](#) and [Sandbach Town Strategy](#) have been approved by their respective Town Councils.

## Local Plan Documents for Cheshire East

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Document	Purpose
<a href="#">Core Strategy</a>	The central part of the Local Plan - it will set out the strategic framework with which all the other Local Plan documents have to conform. The Core Strategy will identify the overarching objectives for spatial planning in Cheshire East and set out strategic policies and strategic site allocations.
<a href="#">Site Allocations</a>	The Site Allocations Document will set out detailed policies and proposals to deliver and guide development on land allocated for specific purposes.
<a href="#">Supplementary Planning Documents</a>	These give more detailed guidance on the implementation of policies, for example, on affordable housing and planning contributions. A number of Supplementary Planning Documents are already adopted.
<a href="#">Local Development Scheme</a>	Sets out the timetable for the preparation of Local Plan documents. The current scheme covers the period 2012 - 2014.
<a href="#">Statement of Community Involvement</a>	Describes how the Council will involve the community and other interested parties in the preparation of new Local Plan documents and in the consideration of planning applications
<a href="#">Annual Monitoring Report</a>	Published each year setting out progress made on producing Local Plan documents and implementing planning policies. Data is reported on a number of targets and indicators that enables the Council to monitor the effectiveness of its planning policies and documents.

## Related Pages

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- [Planning Policy Homepage](#)
- [Local Plan Evidence and Research including the Strategic Housing Land Availability Assessment](#)
- [Planning Policy Document Index](#)
- [Saved Policies](#)
- [Useful Links](#)
- [National Planning Policies](#)

## Social Media

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You can follow us and join the debate on Twitter (@PlaceShaping), Facebook (Spatial Planning - Cheshire East Council) and LinkedIn (Spatial Planning - Cheshire

East Council). Encourage your friends to join too!



## Contacts

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Spatial Planning Team

01270 685893

0300 123 5014

[planningpolicy@cheshireeast.gov.uk](mailto:planningpolicy@cheshireeast.gov.uk)

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email

Cheshire East Council Telephone: 0300 123 55 00  
Westfields, Middlewich Road, Sandbach, CW11 1HZ

[Home Page for Cheshire East Council](#) > [Environment and Planning in Cheshire East](#) > [Planning](#) > [Spatial Planning](#) > [Cheshire East Local Plan - Local Development Framework](#) > [Local Plan Consultations](#) > Development Strategy - Local Plan Consultation

## Cheshire East Local Plan: Shaping Our Future



### Consultation on the Development Strategy and Policy Principles Documents

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Cheshire East Council is preparing its new Local Plan which will guide the future planning and development of the area. The latest stage of consultation on the new Cheshire East Local Plan runs from 15<sup>th</sup> January to 26<sup>th</sup> February 2013. We are consulting on two main documents (Overall Development Strategy for Cheshire East and Emerging Policy Principles) and two supporting documents (Sustainability Appraisal and Habitats Regulations Assessment).

The Development Strategy sets out the proposed overall number of new homes and employment land that will be needed; it suggests levels of development for the main towns and identifies proposed strategic development sites. The Policy Principles document sets out proposed policy principles to make sure that new development helps deliver objectives for enterprise and growth, stronger communities, better connectivity and a sustainable environment. Due to the importance of the issues tackled and the size and complexity of Cheshire East, the documents are fairly lengthy but a summary of the Development Strategy is also available to download below.

The Development Strategy and Policy Principles documents are not the final version of the Local Plan but the results of the consultation will be instrumental in drafting the final submission draft of the Local Plan.

The sustainability appraisal is required under Government guidance and legislation and its purpose is to identify how the Development Strategy and Policy Principles will contribute towards meeting environmental, social and economic objectives in the Borough. The Habitats Regulations Assessment seeks to identify the potential of strategies and policies to impact upon Special Protection Areas, Special Areas of Conservation and Ramsar sites.

### Document Downloads

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- [A Development Strategy for Jobs and Sustainable Communities \(PDF, 5.2MB\)](#)
- [Cheshire East Policy Principles Document \(PDF, 2.3MB\)](#)

- [Development Strategy Summary Document \(PDF, 3.0MB\)](#)
- [Sustainability Appraisal of the Development Strategy and Policy Principles \(PDF, 8.8MB\)](#)
- [Habitats Regulations Assessment for the Development Strategy and Policy Principles \(PDF, 4.0MB\)](#)
- [Habitats Regulations Assessment Summary Document \(PDF, 2.0MB\)](#)
- [Guide to making comments online \(PDF, 138KB\)](#)
- [Frequently Asked Questions \(PDF, 1.3MB\)](#)
- [Background Paper - Population Projections and Forecasts \(PDF, 713KB\)](#)

## How to Make Comments

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In order to save time, paper and money, the Council asks that you submit your comments online wherever possible. You can read and comment on the documents online via our consultation portal by clicking on the appropriate link below. Alternatively you can download the documents from the list above and then follow the links to comment online. To assist with making comments we have also produced a [Guide to making comments online \(PDF, 138KB\)](#).

- [Read and comment on the Development Strategy for Cheshire East \(link to consultation portal\)](#)
- [Read and Comment on the Emerging Policy Principles \(link to consultation portal\)](#)
- [Read and Comment on the Sustainability Appraisal \(link to consultation portal\)](#)
- [Read and Comment on the Habitats Regulations Assessment \(link to consultation portal\)](#)

Copies of documents are also available to view in all Cheshire East libraries, Delamere House in Crewe, the Town Hall in Macclesfield and Westfields in Sandbach. For those who are unable to comment online, there are also printed copies of the comments forms available at these locations and boxes for completed comments forms to be returned. Alternatively, completed comments forms can be posted to Spatial Planning, Cheshire East Council, Westfields, Middlewich Road, Sandbach CW11 1HZ.

Please ensure that we receive your consultation responses by **26<sup>th</sup> February 2013**.

## Next Steps

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Following consultation, we will consider all comments received together with other [research and evidence](#) to draft the final version of the Local Plan. This will be the submission draft Core Strategy of the Local Plan; we aim to publish this for consultation in late spring/early summer of 2013, which will be followed by an independent public examination by a Government-appointed inspector.

## Social Media and Publicity

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We have compiled a selection of news articles about the consultation and Cheshire East Local Plan in general.

You can follow us and join the debate on Twitter (@PlaceShaping), Facebook (Spatial Planning - Cheshire East Council) and LinkedIn (Spatial Planning - Cheshire East Council). Encourage your friends to join too!



## Contacts

---

Spatial Planning Team

01270 685893

0300 123 5014

[planningpolicy@cheshireeast.gov.uk](mailto:planningpolicy@cheshireeast.gov.uk)

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Cheshire East Council

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**Have your say**

**Planning Applications**

- Comment on a current planning application
- Regeneration of the Macclesfield Town Centre (Planning application 12/1 212M) - revised plans now published.
- Cheshire East Development Strategy (closing date 26/02/2013)

**Other Consultations**

- A6 and Manchester Airport relief road (closing date 25/01/2013)
- E-safety Parents Questionnaire (closing date 15/02/2013)
- Emergency AssistanCE Survey (closing date 17/02/2013)

More consultations >>

**Links for...**

- Carers
- Older People
- Parents
- Residents
- Visitors
- Event Organisers

**Meet the Mayor**

The Mayor and Mayoral team work hard to publicise the valuable community events in Cheshire East.

**What's on**

Whats On 2013

Find events this week and beyond with our [what's on guide](#).

**Concerned about children?**

ChildLine  
0800 1111

**Concerned about an adult?**

there can be secrets  
Report it.

Start | Inboxes - Microsoft Outlook | Press & Publicity | FW: Development Strat... | Cheshire East Council... | 10:47

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## Shaping Our Future: A Development Strategy for Jobs and Sustainable Communities

### Cheshire East Local Plan: Development Strategy

Cheshire East Council is preparing its new Local Plan which will guide the future planning and development of the area.

This overall Development Strategy sets out the proposed overall number of new homes and employment land that will be needed; it suggests levels of development for each town and identifies proposed strategic development sites. The Development Strategy is not a draft version of the Local Plan but the results of this consultation, along with the consultation on the Emerging Policy Principles will be instrumental in drafting the first part of the Local Plan for further consultation and submission to the Secretary of State this summer.

**Consultation on the Development Strategy runs until 26th February 2013.**

As there is a statutory process involved in producing a Local Plan, we are unable to accept anonymous comments. Therefore, you will need to register (if not done so already) and log-in using the 'Register / Login' button above. If you need further advice on registering or making comments online, please download our [Guide to Making Comments Online \(PDF Document\)](#) or send us an email to [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Once you've logged-in click on the 'Read and Comment on document' button below to start making comments.



[Event Information](#)   [Supporting Documents](#)   [All Comments](#)

**Access:** Login required

**Status:** **open** (From 14/01/13 16:30 to 26/02/13 23:59)

**Privacy:** If you take part: your name will not be shown, your answers may be displayed, your town/city will not be shown

**Description:** Sets out the proposed overall number of new homes and employment land that will be needed; it suggests levels of development for each town and identifies proposed strategic development sites.

**Organisation:** Cheshire East Council

**Contact Name:** Spatial Planning Team

**Contact Email:** [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

**Contact Telephone:** 01270 685893

**Other Contact Information:** Westfields Middlewich Road Sandbach Cheshire CW11 1HZ

**Subject:** Local development plans, Planning (town and country), Local development, Local Development Framework

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---	--

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In focus



[Local Plan Consultation](#)

[Crewe Community Governance Review](#)

[Revised Macclesfield Regeneration](#)

[Energise the New Year](#)

News



- [25/01/2013 - Crewe Green Traffic Light Upgrade](#)
- [25/01/2013 - Waste and Recycling Collection Update](#)
- [23/01/2013 - Autism-Specific Free School One Step Closer](#)

[Media Hub >>](#)**Have your say**

## Planning Applications

- Comment on a current planning application
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- Cheshire East Development Strategy (closing date 26/02/2013)



## Other Consultations

- A6 and Manchester Airport relief road (closing date 25/01/2013)
- E-safety Parents Questionnaire (closing date 15/02/2013)
- Emergency AssistanCE Survey (closing date 17/02/2013)

[More consultations >>](#)**Links for...**

- Carers
- Older People
- Parents
- Residents
- Visitors
- Event Organisers

**Meet the Mayor**

The Mayor  
and Mayoral  
team work  
hard to  
publicise the  
valuable  
community  
events in  
Cheshire  
East.

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## Local Plan Consultations

### Your Place, Your Future, Your Say



Cheshire East is facing many challenges over the next twenty years or so, including climate change, moving to a low carbon and globalised economy and increased housing need. The Local Plan will be a key part of the planning system in Cheshire East and will form the basis of planning decisions in the Borough until 2030.

Details of previous and current consultations are shown on this page. You might also like to look at the [press and publicity page](#) for links to news articles on Local Plan consultations.

### Current Consultations

- Consultation on the overall [Development Strategy and Policy Principles](#) documents is taking place between 15<sup>th</sup> January and 26<sup>th</sup> February 2013.

### Future Consultations

- Consultation on the draft Local Plan Core Strategy will take place during Spring / Summer 2013.



### Previous Consultations

#### Town Strategy Phase 3 Consultations (September 2012)

Following on from the Place Shaping Consultation in 2011, Advisory Panels were formed in Crewe, Macclesfield, Nantwich, Knustford, Poynton, and Handforth. Their members were drawn from the Town Councils (where applicable), community partnerships, local businesses and community groups and they produced draft [Town Strategies](#) for each of these towns. Consultation took place between 31st August and 1st October 2012. All comments have now been considered and reports of consultation are available.

## Wilmslow Vision Consultation (Town Strategy Phase 2 Consultation) (April / May 2012)

Consultation on the draft Wilmslow Vision ran from 1<sup>st</sup> April 2012 until 31<sup>st</sup> May 2012. Wilmslow Town Council has considered all comments received and re-written the document accordingly as the [Wilmslow Town Strategy](#).

## Revised Local Plan Sustainability Appraisal Scoping Report (March / April 2012)

An updated [Sustainability Appraisal Scoping Report](#) has been produced to update the Scoping Report produced in 2009. This updated Scoping Report takes account of changes that have occurred to the planning system since 2009 and to ensure that the social, environmental and economic issues identified are up to date, and will be considered when assessing policy documents. Consultation took place between 2<sup>nd</sup> March and 10<sup>th</sup> April 2012. Following a review of comments made, the revised document and report of consultation are now available.

## Town Strategy Phase 1 Consultations (March 2012)

Following on from the Place Shaping Consultation in 2011, Advisory Panels were formed in Alsager, Congleton, Middlewich and Sandbach. Their members were drawn from the Town Councils, community partnerships, local businesses and community groups and they produced draft Town Strategies for each of these towns. Consultation took place between 2<sup>nd</sup> March and 2<sup>nd</sup> April 2012. All comments have been considered and revised [Town Strategies](#) approved by each respective Town Council.

## Minerals Issues Discussion Paper (March 2012)

The [Minerals Issues Discussion Paper](#) follows on from the Core Strategy Issues and Options consultation and Rural Issues Consultation which identified the importance of mineral extraction in the Borough. Consultation on the paper took place between 2<sup>nd</sup> March and 2<sup>nd</sup> April 2012 and gave the opportunity for those with an interest in minerals planning in Cheshire East to offer their views on how the Local Plan should approach key strategic minerals planning issues. There was also an opportunity to provide additional information on possible sites and areas for future mineral working and safeguarding. Following a review of comments made, a report of consultation is now available.

## Rural Issues Consultation (October / November 2011)

The survey accompanying the [Cheshire East Rural Issues Summary Document \(PDF, 1.2MB\)](#) has now ended. We have produced a [Summary Report of Rural Issues Consultation \(PDF, 289KB\)](#).

## Place Shaping Consultation (Summer / Autumn 2011)

The second major stage of the consultation on the Local Plan was the Place Shaping Consultation which took place between July and September 2011. During this time, we worked with local communities, businesses and stakeholders to understand the challenges facing each town or village.

Further details and a full report of consultation is available on the [Place Shaping](#)

[Consultation](#) page.

## Core Strategy Issues and Options Paper (November / December 2010)

The Issues and Options Paper looks at the overall strategy for the future of Cheshire East, and asks some fundamental questions about what we want Cheshire East to be like in 2030, how much growth we should plan for and where new development should be located.

Consultation on the Issues and Options Report took place between 8<sup>th</sup> November and 20<sup>th</sup> December 2010. The consultation documents and full report of consultation are available on the [Core Strategy Issues and Options Consultation](#) page.

## Social Media

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## Contacts

---

Spatial Planning Team  
01270 685893  
0300 123 5014  
[planningpolicy@cheshireeast.gov.uk](mailto:planningpolicy@cheshireeast.gov.uk)

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## Planning



### Planning applications and decisions

- [View and comment on planning applications](#)
- [Planning committees](#)
- [Weekly Lists of planning applications and decisions](#)



### Before you apply

- [Do you need planning permission?](#)
- [Pre-application advice](#)
- [Permitted development enquiry service](#)



### Applying for planning permission

- [Planning application forms](#)
- [Planning application fees](#)
- [Planning application advice](#)
- [Making a planning application](#)



### Planning Policy

- [Current planning policies](#)
- [Cheshire East Local Plan and town plans](#)
- [Housing land availability assessment](#)
- [Planning policy documents index](#)



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- [Making a building control application](#)
- [Building control charges](#)
- [Building control](#)



### More Planning

- [Contact Planning](#)
- [Planning enforcement - breaches of planning control](#)
- [Conservation, trees and listed buildings](#)
- [Property address management](#)

## Planning Portal

The Planning Portal is the UK government online resource for planning and building control. It is a great source of planning related information. You can submit your planning application online through the Planning Portal cutting out the need for paper copies and postage. [Visit the](#)



[Planning Portal](#)

## Peak District

---

The Peak District National Park is the planning authority for all applications for the easternmost part of Cheshire East. This includes the parishes of Wincle, Macclesfield Forest and Wildboardclough, part of the village of Rainow and parts of the parishes of Bosley, Lyme Handley and Kettleshulme. Check the [map of the Peak District National Park](#) to see if your property is in that area.



Visit the [Peak District National Park](#) website.

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## Habitats Regulations Assessment for the Development Strategy and Emerging Policy Principles

### Cheshire East Local Plan: Habitats Regulations Assessment

Cheshire East Council is preparing its new Local Plan which will guide the future planning and development of the area.

We are currently consulting on an overall Development Strategy for Cheshire East and an associated Emerging Policy Principles document. These are accompanied by a Sustainability Appraisal and this Habitats Regulations Assessment.

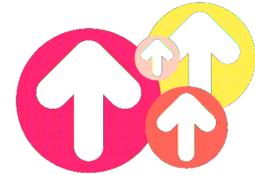
The Habitats Regulations assessment is required under European Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna (Habitats Directive), and seeks to identify the potential of strategies and policies to impact upon Natura 2000 sites (Special Protection Areas, Special Areas of Conservation and Ramsar Sites).

**Consultation on the Habitats Regulations Assessment runs until 26th February 2013.**

As there is a statutory process involved in producing a Local Plan, we are unable to accept anonymous comments. Therefore, you will need to register (if not done so already) and log-in using the 'Register / Login' button above. If you need further advice on registering or making comments online, please download our [Guide to Making Comments Online \(PDF Document\)](#) or send us an email to [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Once you've logged-in click on the 'View and Comment on document' button below to start making comments on the Habitats Regulations Assessment. If you wish to comment on the Development Strategy itself, the Policy Principles document or the Sustainability Appraisal please use the links below:

- [Shaping Our Future: Development Strategy](#)
- [Shaping Our Future: Emerging Policy Principles](#)
- [Sustainability Appraisal](#)



[Event Information](#)   [Supporting Documents](#)   [All Comments](#)

**Access:** Login required  
**Status:** open (From 14/01/13 16:30 to 26/02/13 23:59)  
**Privacy:** If you take part: your name will not be shown, your answers may be displayed, your town/city will not be shown  
**Description:** Seeks to identify the potential of strategies and policies to impact upon Special Protection Areas, Special Areas of Conservation and Ramsar Sites  
**Organisation:** Cheshire East Council  
**Contact Name:** Spatial Planning Team  
**Contact Email:** [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)  
**Contact Telephone:** 01270 685893  
**Other Contact Information:** Westfields Middlewich Road Sandbach Cheshire CW11 1HZ  
**Subject:** Local development plans, Planning (town and country), Local development, Local Development Framework

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## Shaping Our Future: Emerging Policy Principles

### Cheshire East Local Plan: Policy Principles

Cheshire East Council is preparing its new Local Plan which will guide the future planning and development of the area.

This Policy Principles document sets out proposed policy principles to make sure that new development helps deliver objectives for enterprise and growth, stronger communities, better connectivity and a sustainable environment. The Emerging Policy Principles document is not a draft version of the Local Plan but the results of this consultation, along with the consultation on the Overall Development Strategy will be instrumental in drafting the first part of the Local Plan for further consultation and submission to the Secretary of State this summer.

**Consultation on the Emerging Policy Principles runs until 26th February 2013.**

As there is a statutory process involved in producing a Local Plan, we are unable to accept anonymous comments. Therefore, you will need to register (if not done so already) and log-in using the 'Register / Login' button above. If you need further advice on registering or making comments online, please download our [Guide to Making Comments Online \(PDF Document\)](#) or send us an email to [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

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**Privacy:** If you take part: your name will not be shown, your answers may be displayed, your town/city will not be shown  
**Description:** Sets out proposed policy principles to make sure that new development helps deliver objectives for enterprise and growth, stronger communities, better connectivity and a sustainable environment.  
**Organisation:** Cheshire East Council  
**Contact Name:** Spatial Planning Team  
**Contact Email:** [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)  
**Contact Telephone:** 01270 685893  
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## Sustainability Appraisal for the Development Strategy and Emerging Policy Principles

### Cheshire East Local Plan: Sustainability Appraisal

Cheshire East Council is preparing its new Local Plan which will guide the future planning and development of the area.

We are currently consulting on an overall Development Strategy for Cheshire East and an associated Emerging Policy Principles document. These are accompanied by a Habitats Regulations Assessment and this Sustainability Appraisal.

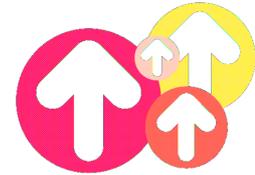
A sustainability appraisal is required under Government guidance and legislation and its purpose is to identify how the Development Strategy and Policy Principles will contribute towards meeting environmental, social and economic objectives in the Borough.

#### Consultation on the Sustainability Appraisal runs until 26th February 2013

As there is a statutory process involved in producing a Local Plan, we are unable to accept anonymous comments. Therefore, you will need to register (if not done so already) and log-in using the 'Register / Login' button above. If you need further advice on registering or making comments online, please download our [Guide to Making Comments Online \(PDF Document\)](#) or send us an email to [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

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- [Shaping Our Future: Emerging Policy Principles](#)
- [Habitats Regulations Assessment](#)



[Event Information](#)   [Supporting Documents](#)   [All Comments](#)

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**Contact Telephone:** 01270 685893

**Other Contact Information:** Westfields Middlewich Road Sandbach Cheshire CW11 1HZ

**Subject:** Local development plans, Sustainable development, Planning (town and country), Local development, Local Development Framework

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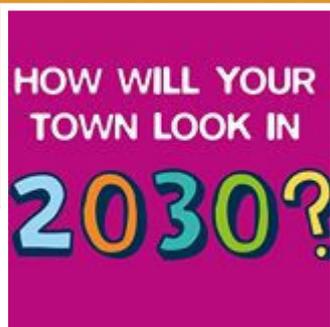
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[Log in](#)

# Cheshire East Local Plan Shaping Our Future

## A Development Strategy for Jobs and Sustainable Communities



### Spatial Planning - Cheshire East Council

108 likes · 1 talking about this · 2 were here

#### Government Organisation

We are responsible for producing the New Cheshire East Local Plan. This will guide development in Cheshire East to 2030.

[About](#)

[Photos](#)

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10

#### Highlights



**Spatial Planning - Cheshire East Council** shared a link.  
26 February

Consultation on the Development Strategy and Policy Principles closes today. Comments can be made via the portal until 23.59 tonight.

**Cheshire East Local Plan - Local Development Framework**  
[www.cheshireeast.gov.uk](http://www.cheshireeast.gov.uk)

31

Events  
Recently

#### Joined 32 events



**Handforth Place Shapin**



**Sandbach Place Shaping**

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CEC Spatial Planning (PlaceShaping) on Twitter - Microsoft Internet Explorer

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**@PlaceShaping**  
Producing a new Cheshire East Local Plan to set planning policies, allocate sites and guide planning decisions in Cheshire East to 2030.  
Cheshire East Council · <http://www.cheshireeast.gov.uk/localplan>

440 TWEETS

260 FOLLOWING

443 FOLLOWERS

Done Local intranet

Start CEC Spatial Planning (Appendix 5 12:42

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**Annex 1**

**Report of Consultation – Draft Development Strategy & Emerging Policy Principles documents**

**Appendix 6A - List of media coverage**

Alderley Edge.com – 21/12/12, 6/02/13, 21/02/13, 04/03/13

Alsager Chronicle – 10/01/13

Audlem Online – 7/02/13, 19/02/13, 25/02/13

Bear Necessities Newsletter – Winter 2013

Cheshire East Council – Council Tax booklet March 2013

Cheshire East Council ‘Round-up of Business and Development News in Cheshire East’ (internal newsletter) 8/02/13

Congleton Chronicle – 13/12/12 (2 articles), 20/12/13, 3/01/13, 10/01/13, 17/01/13, 24/01/13 (3 articles), 7/02/13 (4 articles), 14/02/13 (6 articles), 21/02/13 (3 articles), 28/02/13 (3 articles), 7/03/13 (4 articles), 14/03/13 (2 articles),

Crewe Chronicle – 28/11/12 (3 articles), 2/01/13, 9/01/13, 23/01/13, 30/01/13, 6/02/13 (2 articles), 13/02/13 (2 articles), 20/02/13 (2 articles), 27/02/13 (5 articles), 6/03/13 (3 articles)

Crewe & Nantwich Guardian – 12/12/12, 21/02/13.

Good Migration Web site – January 2013

Haslington Online – 25/02/13

Kirkwells web page – 7/02/13

Knutsford.Com – 5/12/12, 21/12/12

Knutsford Guardian – 21/12/12, 2/01/13, 20/02/13

Macclesfield Express – 2/01/13, 9/01/13, 16/01/13, 23/01/13 (2 articles), 30/01/13, 6/02/13, 13/02/13, 20/02/13

Manchester Evening News – 12/03/13

Mid Cheshire Hospitals Foundation Trust Intranet –30/01/13

Middlewich Guardian – 22/12/12, 13/01/13

Nantwich Chronicle – 6/02/13

Nantwich News – 24/12/12

Nantwich Town Council Newsletter – February 2013

Partnerships Newsletter –November 2012 & January 2013 editions

Place North West – 6/02/13

Planning Magazine – 11/01/13

Planning Resource website – 11/01/13

Prestbury.com – 21/12/12

Sandbach Chronicle – 10/01/13 (2 articles), 17/01/13, 31/01/13

Schools Bulletin – 03/09/12, 17/09/12

The Sentinel –10/01/13, 21/01/13, 11/02/13, 20/02/13, 23/02/13

The Thread – web article – 8/02/13

Team Talk (Cheshire East internal staff weekly newsletter) – 18/01/13, 8/02/13, 22/02/13

Wilmslow.co.uk – 4/12/12, 21/12/12, 23/01/13, 24/01/13, 6/02/13, 7/02/13, 21/02/13 (2 articles),

Wilmslow Express – 3/01/13, 10/01/13 (2 articles), 17/01/13 (2 articles), 7/02/13 (2 articles), 14/02/13 (2 articles), 21/02/13

Wilmslow Town Council leaflet re the consultation January 2013

Wulvern wifi web article – January 2013

**Radio coverage –**

25/12/12 – Councillor Jones featured on the news, talking about the forthcoming Local Plan consultation.

31/1/13 - Councillor Jones featured on the Radio Stoke evening 'drive time' slot, talking about the Local Plan consultation.

04/2/13 – Article on Radio Stoke, regarding the Barthomley Action Group, opposing the new settlement, at Barthomley, identified in the Development Strategy; article included Edward Timpson MP.

05/2/13 – BBC Radio Manchester – Councillor Michael Jones did a live interview at about 5.15pm talking about a 'brownfield first' policy, when it comes to development.

12/02/13 – Pre-recorded interview with Councillor Michael Jones, talking about the Council's approval of the five year housing land supply (SHLAA) and broadcast on 'drive time' slot.

13/2/13 - Councillor Brown was interviewed on Radio Stoke.

21/2/13 Radio Interview on Radio Stoke with Cllr Jones during the drive time show. Reference made to the Local Plan.

22/2/13 - Audio Recording with Cllr Brown regarding the Local Plan sent to local radio stations.

26/2/13 - Radio Stoke interview with Cllr David Brown, reporting the end of the consultation

26/2/13 – Signal One – the radio station used pre-recorded clips of an interview with Councillor David Brown, urging residents to respond on the final day of the local Plan consultation.

8/3/13 - BBC Radio Stoke - Councillor Michael Jones did a live interview on the breakfast show explaining why he did not attend a meeting in the village of Oakhanger last night to discuss residents' concerns about housing proposals.

18/3/13 – Councillor David Brown was interviewed by Tim Wedgwood at BBC Radio Stoke about the Local Plan and its impact on unwanted development

21/03/13 - BBC Radio Stoke - Councillor Michael Jones did a live interview on the drive time programme talking about proposals by the Duchy of Lancaster for a number of homes near Barthomley.

### **Television coverage –**

8/3/13 – BBC Northwest News (television) - Councillor Michael Jones did a live interview on the lunchtime news about the plans for houses in the Barthomley area and the widening of the A500.

17/03/13 - BBC Politics Show (television) - Councillor Michael Jones was interviewed, about planning matters, including the Local Plan.

**Press Releases**

21 December 2012 – Council extends Local Plan consultation

13 February 2013 – Leader seeks legal advice over Abbey Fields (included information about the Local Plan)

18 February 2013 – Five year housing plan signals victory over speculative developers (included information about the Local Plan)

19 February 2013 – Local Plan consultation is coming to an end – get involved today

# News Release



PR 1345

12 December 2012

Release Sent

## David Brown letter on Local Plan for Alsager

Cabinet Office  
Westfields  
Middlewich Road  
SANDBACH  
Cheshire  
CW11 1HZ  
Tel: 01270 686014  
david.browncouncillor@cheshireeast.gov.uk

Date: 11/12/2012

OUR REF:

YOUR REF:

Dear Editor,

RE: Alsager

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy which offers a holistic view for the planning of the area whilst taking on board many residents thoughts and comments.

This is a consultation document which delivers our much vaunted five year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

For Alsager, we want to make the best use of brownfield sites so that we can protect the countryside around the town. We must plan for new development, and in Alsager we believe that we can meet this need for new development at the MMU, Twyfords and Radway Green sites so that the development of greenfield sites is not necessary.

At Twyfords, around 450 new homes are proposed along with the retention of the existing offices. 400 new homes are envisaged at MMU, along with a new sports and leisure hub for the whole community. It is also important to retain local jobs, which is why 10 hectares of surplus brownfield land at Radway Green has been identified to provide for business and industry. All of these developments will include better pedestrian and cycle links to the town centre and they will also make financial contributions to improvements to the town centre street scene.

Finally a key purpose of the Development strategy is to identify a five year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the new year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues. Where there are difficult decisions to be made I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages whilst also providing for a successful and prosperous future for us all.

I therefore urge you to let us know your views when the consultation starts in mid January.

Yours sincerely,

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities

# News Release



PR 1346

12 December 2012

Release Sent

## David Brown Letter on Local Plan for Congleton

Cabinet Office  
Westfields  
Middlewich Road  
SANDBACH  
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CW11 1HZ  
Tel: 01270 686014  
david.browncouncillor@cheshireeast.gov.uk

Date: 11/12/2012

OUR REF:

YOUR REF:

Dear Editor,

RE: Congleton

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy which offers a holistic view for the planning of the area whilst taking on board many residents thoughts and comments.

This is a consultation document which delivers our much vaunted five year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

The Council began its consultation on the Local Plan two years ago and has since received a lot of feedback about what is required in the town. This has included consultations with local people and businesses, the Congleton Town Partnership and Congleton Town Council. The feedback has shown strong aspirations from many for growth and business development, whilst acknowledging that others have had an anti-growth stance. As part of this process £20,000 was provided by Central Government to facilitate a number of workshops with a cross section of residents and businesses to

produce a neighbourhood plan.

This plan was then used by the town council to produce the town strategy. The conclusions from which, highlight the need for a link road to the north of the town in order to retain businesses and enable business growth. Along this corridor will be developments including recreation and open space. The detailed plan has taken all these considerations into account including transport links, job growth and environmental / pollution issues from road congestion and this plan will deliver on average 175 houses per annum and will generate between 12,500 and 15,000 jobs over the 20 year period.

The development strategy for Cheshire East has to take a view of the whole of the Borough and hence you will see significant investment in road infrastructure from east to west and north to south. Jobs growth has been the significant driver for the production of the document and ensures the relevant infrastructure and housing needs will be met.

We want to tackle a number of planning issues in Congleton. Firstly, the insufficient amount and quality of employment land within the town, making it difficult for existing businesses to expand and for the town to attract new employers. Secondly, to provide more employment opportunities to help reduce the high levels of out commuting by residents. Thirdly, the provision of more housing to meet the needs and finally, the traffic congestion on the A34 through the town. To do this we are proposing a new road link for the A34 around the north of the town from which a number of sites for employment and housing can be accessed. These will provide some 20 hectares of employment land and around 3,000 new homes by 2030. This development will be supported by appropriate additional infrastructure including education, open space and community facilities. The route shown so far is purely indicative - but we will be working hard to produce a detailed alignment as soon as possible

By developing to the north of the town we are able to accommodate the future needs of Congleton, helping to retain its vibrancy, while retaining unaltered the existing green belt boundaries to the south and west of the town.

Finally a key purpose of the Development Strategy is to identify a five year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the New Year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues. Where there are difficult decisions to be made I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages whilst also providing for a successful and prosperous future for us all.

Yours sincerely,

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities

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# News Release



PR 1343

11 December 2012

Release Sent

## LETTER RE CREWE LOCAL PLAN

Dear Editor,

RE: Crewe

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy, which offers a holistic view for the planning of the area whilst taking on board many residents' thoughts and comments.

This is a consultation document which delivers our much-vaunted five-year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

For Crewe, our overriding priority is the future prosperity of the town - formalising much that is already under way in the 'All Change for Crewe' programme. We want Crewe to be an economic beacon at the entrance to the North West, fuelled by its strong local businesses and excellent national rail connections.

In the strategy we plan to ensure the delivery of the major Basford sites for employment uses. To do this - and to pay for the supporting infrastructure - we propose that new housing is also developed. This will not only ensure that these sites get off the ground at long last - but they will also provide good quality housing on land already earmarked for development.

Within the town we are adopting a clear 'town centre first' approach, which aims to improve the scale and range of retail and commerce within the heart of Crewe. Around the station, we have identified land for development which will take advantage of the role of Crewe as a national rail hub.

Elsewhere we aim to improve access and facilities around Leighton Hospital - including a new public transport exchange and new shops and facilities. We therefore intend allocating land for 750 homes around the hospital to ensure these improvements can be delivered.

Crewe will only succeed in the coming years if its infrastructure is upgraded to match current and future needs. We recognise the single carriageway of the A500 as a potential constraint on our ambition. To help address this and to secure the future development envisaged by the Crewe town strategy, we now propose a south east Crewe growth corridor. This involves the creation of two new sustainable settlements at Crewe Hall and north of Barthomley, together with the creation of fresh employment land around Junction 16 of the M6.

Whilst we are determined to ensure a prosperous and dynamic future for Crewe, we also recognise that many value the open setting of the town. We therefore plan to reinforce this through a new and expanded Strategic Open Gap policy as a replacement for the current 'green gap' Finally and importantly we aim to make the strongest possible case to Government for a greenbelt between Crewe and Nantwich - to ensure that these towns develop as neighbours - but never merge as one.

We have been dismayed and disappointed by the recent appeal decision to allow 80 homes on a green gap site on Rope Lane, Shavington, against the wishes of ourselves and local people. We are taking urgent legal advice on this issue and are continuing our meetings with government to highlight our concerns.

A key purpose of the Development Strategy is to identify a five-year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the new year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues.

Where there are difficult decisions to be made I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages, whilst also providing for a successful and prosperous future for us all.

I therefore urge you to let us know your views when the consultation starts in mid-January.

Yours sincerely

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities



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# News Release



PR 1347

12 December 2012

Release Sent

## David Brown Letter on Local Plan to Knutsford

Cabinet Office  
Westfields  
Middlewich Road  
SANDBACH  
Cheshire  
CW11 1HZ  
Tel: 01270 686014  
david.browncouncillor@cheshireeast.gov.uk

Date: 11/12/2012

OUR REF:

YOUR REF:

Dear Editor,

RE: Knutsford

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy which offers a holistic view for the planning of the area whilst taking on board many residents thoughts and comments.

This is a consultation document which delivers our much vaunted five year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

Knutsford is acknowledged to be a fine historic town of exceptional character. The area is tightly bordered by green belt, which we know is highly valued by many. Consequently our overriding priority will be to preserve and maintain Knutsford as a distinctive small town, with easy access to open countryside.

At the same time we think that a small amount of new development, carefully designed and phased over the coming decades will help Knutsford maintain that delicate balance

as a thriving community. Overall therefore around 400 homes are planned up to 2030 - some 20 new homes each year. Given that brownfield opportunities are limited, some adjustment of the green belt is unavoidable.

We therefore propose that land be allocated on the North Western side of Knutsford for a mix of business, housing and community uses. Particular attention will be paid to the housing mix - to ensure it meets local needs (to include bungalows, for example) and to the design of all buildings, so they respect the character of the town.

Finally, a key purpose of the Development strategy is to identify a five year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the New Year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues. Where there are difficult decisions to be made I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages whilst also providing for a successful and prosperous future for us all.

I therefore urge you to let us know your views when the consultation starts in mid January.

Yours sincerely

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities

# News Release



PR 1348

12 December 2012

Release Sent

## David Brown letter on Local Plan to Macclesfield

Cabinet Office  
Westfields  
Middlewich Road  
SANDBACH  
Cheshire  
CW11 1HZ  
Tel: 01270 686014  
david.browncouncillor@cheshireeast.gov.uk

Date: 11/12/2012

OUR REF:

YOUR REF:

Dear Editor

RE: Macclesfield

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy which offers a holistic view for the planning of the area whilst taking on board many residents thoughts and comments.

This is a consultation document which delivers our much vaunted five year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

For Macclesfield our overriding priority is to ensure the future prosperity of the town. In recent years Macclesfield town centre has experienced a steady decline, there has been limited growth in employment and few new houses have been built. Macclesfield is a town with so much going for it - its silk heritage, its distinctive buildings, its landscape setting next to the Peak District, its excellent rail connections and strong local

businesses. We therefore want to see that potential fulfilled - by providing a strategy that maintains the best of what we have whilst providing for future needs.

We will adopt a strong town centre first approach to retail and commerce - recognising the town centre as the focal point of community and business life. This means supporting new developments and promoting other complimentary uses such as town centre housing.

To redress the historic imbalance in infrastructure in the east of Cheshire we want to improve connectivity between Macclesfield and the M6 and M60 - and thus provide the right environment for businesses to grow. We will improving the A532 route to the north and the A536 / A534 to Congleton and beyond. Closer to the town we propose a new southern and south western link road. To support this infrastructure we propose new development in South Macclesfield and between the Congleton & Chelford Roads. This will also provide the space in which the town can grow and meet the needs of future generations

This necessitates selective alteration to the green belt. This is not a step to be taken lightly - but it is right and appropriate to review such boundaries once every 30 years or so as part of a statutory development plan process in which everyone can participate.

Finally a key purpose of the Development strategy is to identify a five year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the New Year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues. Where there are difficult decisions to be made I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages whilst also providing for a successful and prosperous future for us all.

I therefore urge you to let us know your views when the consultation starts in mid January.

Yours sincerely,

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities



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# News Release



PR 1349

12 December 2012

Release Sent

## David Brown Letter on Local Plan to Nantwich

Cabinet Office  
Westfields  
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Cheshire  
CW11 1HZ  
Tel: 01270 686014  
david.browncouncillor@cheshireeast.gov.uk

Date: 11/12/2012

OUR REF:

YOUR REF:

Dear Editor,

RE: Nantwich

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy which offers a holistic view for the planning of the area whilst taking on board many residents thoughts and comments.

This is a consultation document which delivers our much vaunted five year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

For Nantwich we are proposing a new green belt for the town - to maintain its distinct and historic identity. For the past century and a half, Nantwich has lived alongside its larger neighbour Crewe. That relationship is vital for both towns - but we believe Crewe and Nantwich should develop in parallel as separate but complimentary communities. We will therefore be making the strongest possible case to Government for a new green gap around the town.

Within Nantwich itself we are adopting a clear 'town centre first' approach to boost trade; allied to this we are proposing two major development sites which are both within walking distance of town centre facilities. The Site at Snow Hill is largely brownfield and has previously been identified for development - whilst a new mixed use development of up to 1,000 homes, employment and community facilities is proposed north west of the town centre at Kingsley Fields. This development will assist with infrastructure improvements as well as securing new open space and recreational land adjacent to the River Weaver. In the south of the town development will be confined to the site of the former Stapeley Water Gardens.

Finally a key purpose of the Development Strategy is to identify a five year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the New Year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues. Where there are difficult decisions to be made, I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages whilst also providing for a successful and prosperous future for us all.

I therefore urge you to let us know your views when the consultation starts in mid January.

Yours sincerely,

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities



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# News Release



PR 1350

12 December 2012

Release Sent

## David Brown Letter on Local Plan to Poynton

Cabinet Office  
Westfields  
Middlewich Road  
SANDBACH  
Cheshire  
CW11 1HZ  
Tel: 01270 686014  
david.browncouncillor@cheshireeast.gov.uk

Date: 11/12/2012

OUR REF:

YOUR REF:

Dear Editor,

RE: Poynton

Cheshire East has been in constant dialogue with its residents over the past two years and it's clear that across the Borough people are against development for development's sake.

Accordingly, what we have endeavoured to do is prepare a Development Strategy which offers a holistic view for the planning of the area whilst taking on board many residents thoughts and comments.

This is a consultation document which delivers our much vaunted five year supply and at last offers a shield against unwanted, unplanned and unsustainable development.

For Poynton we recognise that the village is tightly constrained by green belt and the major conurbation of Greater Manchester lies but a short distance away. Indeed, just over the border a major new community is planned on the former woodford aircraft factory. We ourselves are planning another new settlement near Handforth which aims to meet much of the 'footloose' demand for housing in the north of the Borough. As a consequence we feel that Poynton itself should accommodate only modest growth - only

200 homes over the next 20 years and 5ha of new business space.

Some of the new homes can be accommodated on sites within the existing settlement - but to accommodate the remainder - and to meet business needs we anticipate that some very limited re-alignment of the green belt may be required. This is not sufficiently large or significant so as to be considered a 'strategic site' and therefore any such small scale areas will be identified in the later, more detailed stages of the Local Plan.

The strategy also signals that we are committed to securing the Poynton Relief Road to provide a strategic link between Macclesfield and Greater Manchester. This will improve the quality of life in the centre of Poynton whilst also enhancing accessibility in the north of the Borough

Finally, a key purpose of the Development Strategy is to identify a five year supply of housing land so we can meet our housing obligations - and we will be doing the necessary technical work over the next few weeks to provide a robust case to underpin future decision making.

This strategy will be published for consultation early in the New Year. We feel we have listened already to many people's views - but we still want to learn and understand more and obtain different perspectives on these issues. Where there are difficult decisions to be made I will be meeting residents and others personally to fully understand the concerns. Overall I believe this to be a plan which keeps the best of what we all cherish about our towns and villages whilst also providing for a successful and prosperous future for us all.

I therefore urge you to let us know your views when the consultation starts in early January.

Yours sincerely,

Councillor David Brown  
Deputy Leader of the Council  
Portfolio Holder for Strategic Communities



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# Cheshire East Local Plan Development Strategy and Policy Principles Consultation



## This is your chance to make a difference!

The Development Strategy and Policy Principles consultation for Cheshire East will look at how our towns and villages should grow and change over the next 20 years.

The consultation runs  
15<sup>th</sup> January to 26<sup>th</sup> February 2013.

To find out more and give us your views visit:  
[www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)

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## Annex 1A

## Development Strategy Document: Summaries of Representations Received

9,771 comments received: 2,514 in support; 5,298 objections; and 1,959 comments.

CONSULTATION POINT	SUMMARY OF ISSUE
<p><b>Development Strategy</b> 354 representations by 307 people 96 support 145 object 113 comment</p>	Brownfield and previously developed land should be developed first to enable retention of Green Belt and Green Gaps and retain character of towns and settlements
	More evidence should be produced to demonstrate the availability of brownfield land in CEC – set up a community website to monitor availability of brownfield land
	No evidence to suggest brownfield sites cannot accommodate the demand or that Green Belt should be released
	Exceptional circumstances have not been demonstrated to allow alterations to the Green Belt
	Focus development in principal towns to protect the Green Belt
	Sustainable Environment Policies – Make specific reference to the role of landscape character assessment, key features and 'opportunities' that will be a part of the revised National Character Area profiles and the more detailed Cheshire Landscape Character Assessment. Development should be required to 'protect and/ or enhance' landscape character through location and siting as well as design and landscaping.
	Consultation has been made difficult to understand, access and participate in. Documents are complicated, too long and hard to understand, discouraging participation. Poor consultation, should be subject to challenge.
	Participation online is difficult and online focus discourages participation
	Consultation was not publicised enough
	It's unclear if and how people's comments are taken into consideration to shape the plan
	The members of stakeholder panels were not representative
	The plan is too focused on economic growth
	We must attract investment or lose it to other authorities
	Make reference to the Water Framework Directive including the requirement for improvements to the physical state of watercourses and in-channel habitat
	Development will harm ecological environment – not enough focus on green spaces and ecological impact
	Development will harm existing service provision
	The plan does not promote sustainable transport
	Impact means semi-rural nature of some areas will be lost. Suggesting that development should 'safeguard' best and most versatile land does not give a strong enough direction.
	Unclear how the strategy deals with the impact of climate change
	The impact of destroying habitats is not clear
Evidence is inconsistent between documents	
The case that housing growth will create jobs has not been made	
The evidence presented is generally unclear and does not support the conclusions reached	

Housing numbers are flawed. Demand has not been demonstrated
Employment numbers are flawed. Demand has not been demonstrated
Building rates are not clear
No evidence to support transport and road proposals
Landscape and environment evidence is not robust
The plan does not demonstrate environmental, economic and social sustainability
On energy there is no evidence to demonstrate how the plan will result in a reduction in CO2 emissions
No evidence to suggest how HS2 will impact on the Borough
Proposals do not meet the objectively assessed housing needs. Target is too low – should be 1,800 dpa rather than 1,350 dpa.
No evidence to support need for new settlements
No evidence to support the overreliance on service centres to accommodate growth
Evidence needed on impact of development on Jodrell Bank Radio Telescope
No evidence on convenience or comparison goods retail need and location, including leakage of expenditure from primary catchment areas of town centres.
Three housing areas are identified in the evidence base but are not followed through in the strategy
Further engagement is required under the duty to cooperate. The links between Cheshire East and neighbouring authorities are not demonstrated or given regard to, including linkages between South Cheshire and North Staffordshire, and the impact on Staffordshire County Council.
Duty to co-operate has not been evidenced
A regional impact of development in CEC has not been articulated – how will the strategy contribute to the growth of the wider region? Refer to specific sites or infrastructure schemes which join up with neighbouring area's plans, eg those of Greater Manchester.
Given the lower growth path chosen by the Borough, there must be discussion on how housing pressures identified in the evidence base may be accommodated in neighbouring boroughs.
Minerals have not been dealt with
Evidence of impact of development on heritage and archaeological interests has not been demonstrated
It is unclear how 20,000 jobs will be achieved
The argument for growth is not supported or made clear
Evidence to support that sites are deliverable and viable is not provided
Gaps between villages should be protected
Impact of development on capacity of existing infrastructure and services, particularly in rural areas, has not been demonstrated
Not clear how flooding will be dealt with
Development is too focused in the south of the Borough
Cumulative development in the north of the Borough will be harmful
There is a risk to surrounding smaller towns and villages – plan must ensure their rural character is retained
More growth should go to towns and Key Service Centres
Focus development on Crewe and around the motorways
Level and location of development has cross-border implications for

	education, infrastructure, economy, transport and waste management
	The plan gives power to developers – not clear how the plan limits this
	Town centre first approach should be taken to retail
	Fails to recognise the importance of AstraZeneca as a stakeholder and the single largest employer in the Macclesfield area, nor the importance of its operations at Alderley Park and the potential for land which is surplus to requirements to come forward for alternative use as requirements change. Planning policies should support the need to implement a programme of upgrades/facility replacements.
	Follow Sport England's new guidance in preparing a Playing Pitch Strategy, including the use of locally-derived standards rather than FiT standards or Green Flag Standards. The Existing Open Space Assessment and Green Space Strategy is an audit rather than the required demand supply analysis. Carry out an assessment of indoor sports facilities. Consistency and clarity are needed regarding differences between 'open space' and 'sports facilities'
	There is no base date or plan period
	Need a more flexible approach to assess sites which are not in existing plans, based on social, economic and environmental grounds.
<b>1 Vision</b> 65 representations by 56 people 23 support 23 object 19 comment	Sufficient housing of 'the right type' – needs clear definition
	Growth is not necessarily good, not necessarily achieved through job creation, and does not necessarily generate wealth
	Include more on the uniqueness of Cheshire East
	Reword to 'this sets out the overall number of homes and employment land that we estimate will be needed if we are able to attract the investment, industry and jobs to the area'
	Focus jobs and housing on main centres (Crewe and Macclesfield) and maintain uniqueness of countryside/villages
	These commendable aims should be better reflected in the draft policies/plan
	Traditional industries (car production, rail, silk) are in decline. Promote alternative growth industries eg tourism and footloose industries with little impact on countryside
	I support jobs-led growth
	Not detailed enough to be able to support it
	Include education; ICT, high speed broadband and wireless networks in rural areas and for home working; changing high street; clearance of expired old housing estates
	Lacks discussion on cost, value and measurables on issues such as regeneration, quality of life, support for local businesses to ensure vision becomes reality. Include cost/benefit analysis.
	Small-scale developments in towns and villages (including in gardens and on brownfield sites) are preferable to large-scale housing estates
	Unnecessary adjectives – vibrant, outstanding etc
	Define affordable housing
	Justify 'sensible pace'
	Justify the Medium Growth option
	Stated focus on Crewe and Macclesfield is misleading – highest new homes pro rata to population is in Congleton
	Support use of 'all' in relation to housing ie including provision for those

	excluded from market housing
	Define green infrastructure
	Level of development on Green Belt will make borough less attractive to investors
	HS2 is mistakenly viewed as a saviour to Crewe, without evidence or consideration of impact to Green Belt and countryside
	Has no regard to environment
	Has no regard to demographics
	Jobs and infrastructure must come before house-building
	No mention of delivering a sustainable transport system, only road-building
	Unnecessarily expansionist: true local need is 495 homes a year
	Strategy is not employment-led, as there are far more homes than jobs proposed
	This is not a creative vision, but a wish list to achieve targets
	Welcome inclusion of improved access to sporting facilities
	There should be greater focus on Crewe for development
	Object to Green Belt swap and provision of new Green Belt, without sound evidence base
	Too much focus on development in larger towns – evidence indicates significant need in all settlements and rural areas
	Very ambitious plan given that only 17 years of the plan period remain. Its success or failure must be monitored and publicised
	Support housing development to meet this vision. It will not undermine sustainability, particularly when meeting local need and enabling young people to stay in the Borough.
	Rural issues must be detailed
<b>Statement Our Vision for Cheshire East in 2030</b> 299 representations by 294 people 248 support 27 object 24 comment	New jobs and homes will not 'meet local needs'. Rather, they will draw in new residents from outside the Borough
	'New sustainable settlement' – it will not be sustainable in the long term, particularly when brownfield sites are available
	'High quality of life' – this is unlikely in view of the proposed scale and greenfield location of development
	Little mention of agriculture. Include the objective of preserving good quality agricultural land
	Should give more prominence to objective of prioritising brownfield sites over greenfield, regardless of cost
	Support balance between housing, employment and retention of greenfield land and open spaces
	This will produce a north/south divide in housing density and employment type
	It does not flow from the RSS, the Issues and Options Paper or the Town Strategy consultations
	Too large a scale of development, beyond local needs, which will damage the landscape, urbanise our small towns, overload services, and impact negatively on Crewe
	Sports and leisure plan needed
	Should be backed by masterplans and detailed community infrastructure projects
	Work with Manchester and Stockport to use their brownfield sites before CEC's greenfield sites

	No mention of demographics and ageing population
	Include synergy with Airport and Woodford BAe redevelopment
	A new school is needed
	I object to Green Belt swap
	Include aim to encourage housing for first-time buyers to diversify towns such as Wilmslow
	Include traffic calming for villages to make walking, cycling and horse riding pursuits safe
	Focus population where it will grow, not decline ie Crewe and Handforth
	Should detail CE's context ie broader relationships with regional and national economic and employment trends; and links between towns and villages
	Smart growth to reduce the need to travel and modal shift – CEC must improve on reducing carbon emissions
	Not a sustainable pattern of development
	Reward to 'will continue to reduce carbon emissions'
	Naïve to assume housebuilding will continue at the rates seen in the boom years
	Should seek to enhance and expand environmental assets – they are dynamic and require more than just protection. Designation is not enough.
	Define 'most valued' with regard to built and natural features
	Seek to improve health and biodiversity of countryside
	Refer to the water environment ie good quality rivers and canals
	Development does not guarantee economic growth and prosperity
	The Vision should recognise the importance of Alderley Park as a major employment site.
	Greater emphasis on tourism is needed – include ' <i>building on the existing and growing value of tourism and the visitor economy</i> the importance of the area as a visitor and tourism destination will have increased'
<b>What is the Local Plan?</b>	Clarify purpose of Site Allocations Document and implications for the Strategy
12 representations by 12 people 0 support 6 object 6 comment	I cannot find the Site Allocations Document, Proposals Map, Waste Development Plan or Infrastructure Plan in order to comment on these
	Confusing to call this document a Development Strategy, even though it will become the Local Plan
<b>3 The story so far and what happens next</b>	Minimal engagement with the public prior to production of Town Strategies
10 representations by 10 people 0 support 6 object 4 comment	Consultation on Town Strategies has been ignored
	Extra copies of documents have not been forthcoming
	Residents feel that they have not been adequately informed and consulted – not enough advertising of consultations
	Congleton Town Strategy was not prepared as a Neighbourhood Plan - no referendum on the make-up of the Stakeholder Panel, lack of representation of small parishes
<b>4 The Town Strategies</b>	Town Strategy approach doesn't meet NPPF requirement for strategic district-wide planning. Town Strategies should grow from strategic needs of the district, not vice versa
38 representations by 38 people 7 support	Town Strategies have not been formally approved by the Borough. They serve to gather community views and have little weight in influencing the Local Plan – not robust evidence.

<p>25 object 6 comment</p>	<p>The Town Strategies were not Neighbourhood Plans. Government Neighbourhood Planning Frontrunner funding was therefore misappropriated and democratic rights disregarded.</p> <p>Alsager Town Plan proposes 1,000 homes and their locations. Ignored by the Local Plan which raises it to 1,100 homes</p> <p>Handforth Town Plan seeks limited future growth, improved town centre and employment opportunities, maintenance of Green Belt. How has this turned into a new settlement of 2,300 homes on the Green Belt?</p> <p>I support the Macclesfield Town Strategy, pending provision of more jobs and holistic traffic management plan (not a link road).</p> <p>Support the Draft Crewe Town Strategy's aim for wider housing choice and retention of Green Gaps</p> <p>Congleton Town Strategy has no right to allocate land in adjoining parishes (mostly Hulme Walfield, Eaton) for housing. This land is outside their sphere of influence</p> <p>Sandbach Town Council should agree its potential development sites to avoid speculative development</p> <p>Include in Knutsford Town Strategy, and the Local Plan: design templates, planning briefs for significant vacant sites; protection of significant views (eg to Tatton Park)</p> <p>Nantwich favoured development option derives from a small, exclusive consultation which did not represent the LAP or environmental matters.</p>
<p><b>Table 4.1</b> <b>Summaries of the</b> <b>Town Strategies</b> 78 representations by 73 people 16 support 43 object 19 comment</p>	<p>Several Town Strategies are only draft with unresolved objections. Undue emphasis is placed on the draft Town Strategies - make it clear where matters remain disputed.</p> <p>Strategies used a pre-planned template and did not take account of history and identity of each town</p> <p>Issues which were consulted and agreed on through the Town Strategy process have been altered without negotiation or consultation.</p> <p>Elevate Town Strategies to Planning Guidance integral to the emerging Local Plan with consultation, audit and Planning Inspectorate involvement</p> <p>Promote cycle tourism in Cheshire</p> <p>Wybunbury is part of Nantwich, not Crewe hinterland – the parish identified a need for 30 houses, not 300</p> <p>More emphasis on retail business development in Wilmslow</p> <p>Development in Wilmslow, including affordable housing, will make it vibrant.</p> <p>Wilmslow Plan should recognise that it is a dormitory town of Manchester – exploit that and benefit from it</p> <p>Macclesfield needs new shops opening and cinema, particularly to retain the young</p> <p>Include Silk Quarter and National Silk Centre visitor destinations</p> <p>Use the Alsager Town Strategy as the template for the area</p> <p>Consider cumulative effects of development in settlements close to key towns eg development in Church Lawton, Barthomley and Haslington will put pressure on services in Alsager</p> <p>Scale of development in the Congleton Town Strategy is far too high</p> <p>Where is Holmes Chapel considered in the plan?</p> <p>What is the evidence for singling out the eastern side of Poynton?</p>
<p><b>5 Planning For</b> <b>Growth</b></p>	<p>We must fight to ensure HS2 comes to Crewe as it will drive longterm economic growth</p>

<p>86 representations by 80 people 13 support 35 object 38 comment</p>	<p>Shortsighted, unsustainable and will deteriorate the environment. There will be less open space and more social problems.</p> <p>Concern at a lack of impact modelling and investigation with regard to cumulative impacts of development in adjacent boroughs on community, heritage, Green Belt and quality of life</p> <p>Housing development and building will not solve problems of unemployment, low education achievement etc. We need a sustainable vision for the future eg eco building</p> <p>Will result in congestion - increased travel will be by car. Public transport is unlikely given dispersed pattern of settlement.</p> <p>CEC must commit to developing all existing sites with planning permission and all brownfield sites before any Green Belt is developed or safeguarded. Don't build on Green Belt.</p> <p>Dispute the evidence which suggests this level of local need</p> <p>Agriculture and related diversification must be seen as a generator of jobs, not something to be erased.</p> <p>The NPPF requires housing needs to be met unless there would be significant adverse impacts – loss of agricultural land and Green Belt are such impacts</p> <p>Carry out a survey of CEC secondary schools' and FE colleges' specialisms and produce an education/training strategy</p> <p>Improve what we already have, find tenants for empty retail/offices or convert them to residential use</p> <p>Housebuilding creates jobs and helps build a successful economy. Large-scale urban/village extensions can sometimes be the best approach</p> <p>Deterioration of Crewe's urban fabric and town centre is not addressed</p> <p>Dormitory towns such as Congleton need proportionately more new jobs than new housing. This has not been taken into account</p> <p>Concentrate on attracting higher value employment, not the low-paid workers who will require services but not be able to support them</p> <p>Houses are empty because there are no local jobs. Hence we need more jobs, not housing</p> <p>In light of the national economic downturn and depressed housing market, there is no sense in an aggressive growth strategy</p> <p>Explain the term 'environmental limits' (para 5.4) – this is not in accord with the NPPF's approach to sustainable development and environmental enhancement</p> <p>Strategy fails to meet the NPPF requirement to meet full, objectively assessed need for market and affordable housing, as it falls below affordable housing requirements identified by the SHMA. Require a target of 1,600dpa to at least 1,800dpa to meet evidence based need (particularly affordable requirements), ONS demographic projections and to support economic aspirations. Currently falls short by 50,000 dwellings over the plan period and will lead to a decline in the working age population – this is not a jobs-led growth agenda.</p> <p>How can permission have been granted for a strategic site, the Shavington Triangle, during the consultation period?</p> <p>Must maintain working age population by providing the right type of housing, or economic prosperity will suffer.</p> <p>Must follow the High Growth option, or the Borough will not achieve the growth it desires</p> <p>How will the Plan ensure that the aspiration for growth etc will be achieved</p>
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	sustainably?
	Discrepancy between Table 5.1 and Appendix F in terms of number of dwellings completed, further complicated by Table 8.6. Why?
	The NPPF states that Local Plans should identify broad locations and allocate sites. Why is the Council leaving some sites to the Allocations document but not others?
	We support the proposed level of development as it reflects current and future housing and employment growth trends
	Selection criteria used to identify preferred locations for New Settlements are unclear and unjustified
	Waiting list is actually 12,000+, an increase of over 2,000 in 6 months
	Rural villages (including Bunbury and Peckforton) should at least meet their growth needs, removing the need for isolated new settlements
	Object to phasing, over 1,150 dwellings per year are required now. Phasing perpetuates the problems of past undersupply of new housing, and will not allow swift addressing of backlog
	How will phasing work in practice?
	Include reference to importance of research and development sector to local economy including essential sites such as Alderley Park
	We agree that Key Service Centres can accommodate a significant share of future employment and housing growth
	Welcome a section which makes the case for growth and outlines negative consequences of constraining growth.
	Local need is from 32,000 to 79,920
	We support the settlement hierarchy at paragraph 5.3
	Population projections are based on out of date data and should be reduced by 25%.
	Adopt a medium/high growth strategy in Crewe, rather than the whole Borough. Increase its housing share to 10,000-10,500 dwellings to support regeneration and jobs growth.
	Convert existing empty properties to housing eg Cheshire Building Society Headquarters, Craven House in Macclesfield
<p><b>The Case for Growth</b> 40 representations by 37 people 17 support 9 object 14 comment</p>	Every point is essential
	Required in every area, not just the two main towns
	People choose to live in small towns with easy access to the countryside – growth will destroy this
	Employment should be directed to the town centre and brownfield sites, not greenfield sites on the outskirts
	Provide houses which balance the housing stock for locals including single people, young couples, the elderly, the disabled
	GDP doesn't measure the overall standard of wellbeing, cost of environmental damage, distribution of GDP. See the UN's Human Development Index.
	Where are the housing needs of the ageing population addressed in this document? Extra care or another facility?
	Housing need is adequately catered for by the natural life cycle – newly-built homes will therefore remain empty.
	Building will decrease the attractiveness of the area
	Macclesfield town centre needs new life, which means more housing
Case for growth is based on extrapolation of data and the outdated trends of	

	the previous decade. Base the strategy on more recent projections of slow economic growth, at best.
	Neighbouring authorities with better transport links will prove more attractive to employers
	Firmly support the case for growth and associated allocation of land - beneficial for the Borough. Insufficient growth will mean a lack of housing, constrained economic growth and increasing house prices.
	Visitor economy has the potential to bring growth
	Unrealistic. Simplistic to imagine that building will solve the problem of this severe recession. We cannot grow forever.
	Build homes allied to employment opportunities – do not build homes for commuters
	No objective, in-depth sustainability assessment to test economic assumptions. Proposals are not supported by the evidence base
	What of the extra infrastructure and services that will be required?
	New homes and jobs are required to stop the young being priced out of their local housing markets
	Without growth, towns like Congleton will become dormitory settlements
	Do not support investment leading to substantial growth in population
<b>Policy CS1 Overall Development Strategy</b>	No exceptional circumstances identified for development of Green Belt. A Green Belt Review must be carried out.
241	Use brownfield land and blighted Green Belt
representations by 217 people	Release of Green Belt around Principal Towns and Key Service Centres is justified: the need to accommodate significant market and affordable housing constitutes exceptional circumstances
10 support	Restrict growth on greenfield sites. Cheshire East has enough brownfield sites to accommodate 8,000 houses. These should be identified and considered, including those likely to become vacant in the plan period.
115 object	Obtain Central Government grants to clean up brownfield sites
116 comment	Where is evidence of joint working with other local authorities? Greater Manchester and Stoke/Newcastle should use their brownfield sites to fill some of Cheshire East's housing quota
	Population estimates are too high, not justified, based on out of data ONS data and should be reduced by 25%
	No correct assessment of the ageing population
	Are growth aspirations realistic at this time? Building houses and offices does not in itself create economic growth.
	Impacts have not been fully understood and analysed. Development must be of high quality, respecting its locality.
	Too many homes are proposed.
	Not enough homes are proposed to meet objectively assessed housing needs including ONS population projections; SHMA evidence; quantum of employment land required by ELR and CEC's economic aspirations. True requirement is 31,400 – a minimum of 36,000 over the plan period, plus allowance for past shortfall against RSS targets
	There should be 350ha of employment land
	The majority of respondents to previous consultation (59%) favoured the high growth option.
	Clarify approach to phasing.
	Alter phasing – i) higher rates in later phases are not environmentally

<p>sustainable – delivery should be even throughout the plan</p> <p>ii) the starting phase should be slower to see if housing demand really exists</p> <p>iii) the starting phase should be higher to address the shortfall of recent years (updated SHLAA does not address these concerns) and to enable jobs growth</p> <p>iv) deviation from RSS requirements including a higher level of delivery in later years</p>
<p>Development is not required as office/retail/industrial units lie empty – encourage their use, and change of use</p>
<p>Housing figures are based on an outdated SHMA hence this consultation is invalid.</p>
<p>The Local Plan suggestion of 1,350 dwellings per year will give rise to 2,900 jobs, not the proposed 20,000 jobs. Others believe it will result in an annual loss of 400 jobs.</p>
<p>No explanation on the relationship between the job growth aspirations, the quantum of employment land proposed and the proposed housing target</p>
<p>Agreement with the level of development chosen</p>
<p>Support the proposals to concentrate growth in the two principal towns, but they sit in two distinct housing markets</p>
<p>Little thought for the people who live here</p>
<p>Bring forward the Site Allocations process in order to carry it out alongside the strategic sites, as one Local Plan. Additional or alternative Strategic Sites are required to meet true housing need – do this now.</p>
<p>Illustrate the expected rate of housing delivery through a trajectory for the plan period.</p>
<p>Include an appropriate buffer to provide a supply of deliverable sites to ensure competition in the market for land</p>
<p>The ‘one size fits all’ approach to growth ignores the complexity of CEC’s towns, villages and rural areas</p>
<p>Growth is not necessary: it produces waste, consumption. Consider alternative approaches such as de-growth.</p>
<p>The number of jobs proposed is contained only in the Foreword and not in the policy or Reasoned Justification</p>
<p>What about empty homes?</p>
<p>The Plan fails to provide a sufficient quantum of affordable housing to meet the identified affordable housing requirements of the SHMA. As the majority will be secured by planning obligations, the overall housing target should be increased.</p>
<p>When the housing figures were last discussed, the Environment Agency expressed doubts about being able to supply so many homes with water and waste services</p>
<p>Figures which are now described as ‘low growth’ were previously described as ‘high growth’</p>
<p>Keep housing figures at 1,050 per annum until 2021, and increase only if there is a sound case based on demographic and other trends</p>
<p>Account has not been taken of the 2011 census data</p>
<p>Disregards town strategy consultations. What influence have they had on the Local Plan strategy?</p>
<p>The use of minimum targets for employment and housing land enable flexibility in the Plan</p>
<p>Population projections are lower than those in the Sub Regional Strategy of 2010. To maintain the role within the subregion that CEC then sought,</p>

	<p>dwellings per annum must increase to 1,570 – 1,600 dwellings</p> <p>Via the emerging Playing Pitch Strategy and an Indoor Sports Facility Strategy, plan strategically to increase the capacity of existing sports facilities and provide new ones.</p> <p>Completion rate on certain sites are unrealistic, including the new settlements.</p> <p>The Medium Growth Strategy is based on past housing completions including 2006 and 2008, when there were severe restrictions on new housebuilding. It is not a true reflection of housing need</p> <p>Where will the money come from to finance the development?</p> <p>How much is it costing the Council to produce the plan?</p> <p>The Population Background Paper does not provide a jobs-led scenario</p> <p>There are sufficient sites with planning permission for housing to meet immediate needs</p> <p>There is no robust analysis and nothing to constitute significant adverse impacts to justify a housing target below the true need. The NPPF does not allow for the recession to justify lower build rates or targets. Explore alternative approaches to avoid impacts on settlement character.</p> <p>Housing targets should be consistent, transparent ‘maximum’ figures. Which figure is correct?</p> <p>Reduce housing target to take into account smaller sites in the Site Allocations document; and re-use of empty homes.</p> <p>Recognise contribution of non-traditional employment such as leisure and tourism</p> <p>Need for a new local landscape designation to replace Areas of Special County Value which has been dropped.</p> <p>Infrastructure has not been taken into account, particularly road improvements and requirements of jobs growth/industry. Consider these before housing. A Community Infrastructure Levy is required.</p> <p>A 20 year view is far too long. The Plan period should cover 5 years.</p> <p>Implications for Cheshire’s agriculture industry</p> <p>Good quality, well-paid jobs must be attracted</p>
<p><b>Table 5.1 Housing Completions and Permissions</b></p> <p>11 representations by 11 people</p> <p>2 support</p> <p>6 object</p> <p>3 comment</p>	<p>House building is at a historically low level. There is an oversupply of houses, including affordable houses: there is not a shortfall.</p>
<p><b>Figure 5.1 Balancing the Competing Factors For and Against Development</b></p> <p>16 representations by 16 people</p> <p>3 support</p>	<p>Building on the countryside will destroy local character.</p> <p>Protection of Green Belt cannot be used to prevent meeting the needs of newly-forming households</p> <p>The Plan strikes the right balance, with minimum greenfield incursions and the least harm to important assets</p> <p>Preservation of agricultural land should take precedence over other requirements</p> <p>There is no recognition of the need for the listed constraints.</p> <p>All the constraints can be overcome</p> <p>Where is the balance in the Plan?</p>

11 object 2 comment	Takes no account of community assets and views
<b>Settlement Hierarchy and Spatial Distribution</b> 44 representations by 41 people 8 support 21 object 15 comment	New houses should be focused on our Principal towns
	'Sustainable Villages' needs further definition
	Support controlled development approach to KSC – they must maintain their character
	Hough is not a sustainable village
	No consideration of interrelationships within Cheshire East e.g. travel to work areas
	No account taken of development within or beyond Cheshire East
	New housing around new settlements may not be sustainable – long distances to the centre encourage car-dependency
	Use proximity to rail stations as a strategic locational criteria for new employment / housing
	Object to the designation of Goostrey (including the 3 neighbouring parishes Cranage, Twemlow and Swettenham) as a Local Service Centre. Goostrey should be a sustainable village due to population size and proximity to Holmes Chapel
	Give appropriate focus to smaller settlements that can accommodate sensible and sustainable growth
	The settlement hierarchy is flawed until the distribution of growth is based on objectively assessed needs as per the NPPF
	Hotchpotch distribution due to piecemeal Town Strategy approach, based on the capacity of each settlement's chosen Preferred Strategic Sites.
	No explanation as to how the scale of growth has been calculated for each layer of the hierarchy
	Modest growth in LSCs is welcomed but must be sensitively located & designed to respect character
	Welcome supporting the retention and improvement of services & facilities in small/medium villages but must be sensitively located and respectfully designed
	Policy must go further to ensure all Local Service Centres contribute towards housing supply and reflect the SHMA. Brownfield sites are limited in their ability to provide development of an appropriate scale - assess LSC settlement boundaries where surrounded by open countryside
	The policy is not consistent for all LSCs
	Develop on brownfield sites to regenerate older estates in Principal Towns – do not build outside the settlement
	Housing supply evidence indicates that there is no capacity within Crewe to accommodate the residual housing requirement of 1,732 homes which must be delivered through the site allocations plan. Hence land currently designated as Green Gap will have to be brought forward for development. A thorough review of Green Gaps/Strategic Open Gaps must be undertaken, and sufficient land made available to meet the growth needs of Crewe.
	Include support for the expansion of facilities at large scale employment developments eg Alderley Park
Do not support the creation of new settlements	
There should not be a restrictive upper limit to development. LSC figures should say 'at least'. Policy wording should allow for each settlement's individual housing needs to be delivered at the very least.	
Elevate Congleton to become a third Principal Town.	

	Crewe should be a 'super town' with Congleton and Macclesfield as 'main towns'
	Elevate Holmes Chapel to a Key Service Centre.
<b>Statement Vision for Crewe</b>	Vision based on a dash for growth is totally unrealistic. Little evidence to show it is achievable given expected growth levels
21	Little evidence that road schemes are needed
representations	Little evidence that HS2 is required and / or deliverable
by 19 people	Traffic congestion in Crewe means roads are already at capacity
9 support	Implementation of these schemes need to be demonstrated
3 object	HS2 is essential – Crewe's unique selling point is its location at the heart of the rail and motorway network
9 comment	M6 Junctions 16 and 17 need significant improvement beyond current proposals
	Object to focus on geothermal plant. Totally unrealistic on plan timescale.
	Practical renewable(s) (such as wind turbines) are virtually ignored
	Impact of development is too great on green gaps
	Further strategic growth should be directed to sustainable locations in and around this, the District's largest town.
	Cannot say whether scale of development is appropriate for Crewe until the overall level of growth is properly formulated.
	New settlements in the Crewe Growth Corridor are wholly unsustainable in the intended scale and form. May also be counter to the regeneration strategy of the Potteries.
	Crewe town centre is dying. Regeneration requires large growth in businesses, industry and population to generate prosperity and thereby encourage developers to rebuild the town centre.
	Use South Cheshire's connectivity (rail, road, airports) to realise its economic potential
	The borough needs hotels and conference facilities - Crewe has the potential to benefit from this.
	Create a Theatre Quarter (cafes, wine bars, restaurants) around the new Lyceum Theatre which attracts household names
	Protect the green spaces in Warmingham – designate them as Green Belt or Green Gap.
	The Council acknowledges the need to dual the A500 by providing a new settlement. Make reference (eg in paragraph 5.40) to this exceptional circumstance supporting removal of the land from the Green Belt, for consistency and robustness.
	Change paragraph 5.39 to reference 124 ha of employment land and 4,250 new homes
<b>Statement Vision for Macclesfield</b>	Jobs and economic growth are essential
12	Empty premises on increase – encourage landlords to accept lower rents.
representations	No substance, only an image of an attractive town "set in a visible landscape".
by 11people	To achieve this, CEC must reverse town centre dereliction through a commitment to its 'town centre first' statements
2 support	New housing must have sufficient onsite parking
3 object	Redevelop the town centre for residential and leisure use (multiplex cinema, bowling for evening entertainment) to generate economic growth.
7 comment	Why increase CE housing figures above Regional Plan requirements when

	other authorities are reducing theirs?
	Housing numbers are based on out of date ONS statistics, and should be reduced by 24%.
	Macclesfield needs hotels to take advantage of the 'Peak District' tourism brand that attracts visitors.
	Rectify disadvantages of poor accessibility from the M6
	Lack of in-depth, objective assessment of town centre need and impact of development – 2009/10 retail assessment is flawed and superficial
	Include specific reference to delivery of affordable and aspirational housing and those for the elderly – impacts on achieving economic growth.
<b>Statement Vision for Key Service Centres</b> 47 representations by 44 people 12 support 27 object 8 comment	Development in Key Service Centres may not be deliverable or sustainable.
	Disagree with scattered, bolted-on approach to development. Spread so thin at low density, will result in car dependency and does not relate to settlements' size and objective housing need.
	Strong infrastructure plan is needed to support proposals
	Listen to local Town / Parish Councils
	Overreliance on town strategies in the preferred option
	Vision is outdated regarding town centre and infrastructure
	Limited vision, dealing only with nine centres and failing to recognise significance of the others.
	Market towns attract visitors – potential for festivals, events, food and drink to grow the Cheshire rural tourism offer
	Alderley Edge and Holmes Chapel should become KSCs
	We support the ambition for growth in Alsager and the objective of new development at Radway Green employment area.
	Disproportionate to propose that one third of the 10,500 new KSC homes be built in Congleton. It is half the size of Macclesfield.
	The Congleton link road is vital for the future of Congleton
	Don't concrete over prime agricultural land in Congleton
	Handforth should have a strategy as a Key Service Centre.
	Para 5.53 should propose 350 new dwellings in Knutsford in line with proposals on p.83.
	Need evidenced consideration of need in order to minimise intrusion into Green Belt around Knutsford
	Para 5.53 suggestion for development to the north west of the town conflicts with the proposed Tatton Park 'activities park'
	Middlewich has more to do to achieve Key Service Centre status
	The 1,500 new homes proposed in Nantwich plus new development of 240/270 provides enough new housing for 32 years
	Support the Nantwich vision, particularly new Green Belt separating the town from Crewe. No need for Green Belt to the west – already protected as a historic battlefield.
	Nantwich should engage its population to develop a cultural vision. Build on existing festivals and events.
	We support limited development and a bypass for Poynton. Development Strategy should emphasise a "brownfield first" policy for housing and employment.
	Junction 17 improvements are vital for achievement of Sandbach's growth potential
	Support the requirement for 'strategic gaps' to separate Sandbach

	particularly from Crewe.
	Large number of brownfield sites in Wilmslow
	Take proper account of the Wilmslow Town consultation
	Allocations for Wilmslow are too low – it is not justified to respond to local objection in this way
<b>Statement Vision of Local Service Centres</b> 69 representations by 68 people 6 support 54 object 9 comment	No need to alter Green Belt to meet this ‘modest growth’ – sufficient land with planning permissions and brownfield sites
	Define ‘modest’ growth. Amend the Vision to confirm growth is led by local needs, delivered sustainably in line with the NPPF
	Re-examine the settlement hierarchy - development in the designated LSCs cannot meet all objectives of Policy CS9.
	Partial vision without ambition for social/environmental needs.
	Work to date does not provide an in-depth objective assessment of the current situation and future needs.
	Modest growth is welcomed but must be sensitively located and designed to respect the character of each settlement.
	Confirm the status of and adopt all village design statements
	Green Energy Policies should be adopted
	Some of the larger LSC's, eg Prestbury, have little available / suitable housing land to support growth over the Plan period
	Prestbury is too small to be classified as a LSC
	Villages such as Goostrey should not be included as LSCs
	Haslington cannot accommodate the levels of employment or residential development envisaged for LSCs – its residents currently look to Crewe and beyond for jobs.
	<b>Statement Vision for Sustainable Villages</b> 17 representations by 17 people 5 support 8 object 4 comment
There should be no further development at the expense of Green Belt.	
Partial vision with no ambition for social/environmental needs.	
Provision of more services will spoil character and have questionable impact on sustainability.	
No new villages should be allowed in the area south of Crewe – they would not be sustainable development.	
Hough is not a sustainable village.	
Object to the designation of Winterley as a sustainable village	
Acton does not fully meet the definition of a sustainable village	
<b>Statement Vision for Rural Areas Vision for</b> 12 representations by 11 people 1 support 6 object 5 comment	Allocate more Green Belt in rural areas
	Refer to the importance of cycle paths
	Make more mention of ICT connectivity
	Partial vision without ambition for social/environmental needs.
	Promote the importance of rural areas to tourism. Reword the paragraph – “The rural economy will have grown stronger and diversified, based primarily on to Include agriculture, but supplemented by appropriate small scale tourism tourist and visitor facilities in appropriate locations, food related businesses, recreation and other knowledge-based rural businesses, making use of ICT connectivity”
	Approach to heritage assets is too protectionist. Redraft para 5. 77 to recognise the need for listed buildings and their settings to be maintained and enhanced, not simply protected.

<b>Policy CS 2 Settlement Hierarchy and Spatial Distribution</b> 508 representations by 476 people 31 support 394 object 83 comment	There should be a balance of development between the north and the south
	Classification/settlement strategy is agreed and consistent with the NPPF.
	Definition of 'sustainable' and 'small scale' and 'modest' are open to interpretation
	Total housing number is too low.
	The Council is using overestimated figures for demand
	The approach to the distribution of development is wrong, unsound, lacks robust justification/evidence and is not consistent with national policy.
	Some market towns require more development in light of affordable housing need.
	Policy should note the presence of heritage assets including conservation areas and the need to pay regard to them.
	To meet development requirements, the Plan must make provision for more than 'small scale' development and facilitate the review of Green Belt boundaries.
	Too urban centric and will not realise the potential of the rural economy. Additional allocations/policies are required to ensure positive approach to appropriate rural development, including use of former mineral workings. Only 2.3% (10ha) of targeted employment land has been allocated to the rural area, although it is home to 39% of CE's population (363,800).
	Neglects rural exception housing and would rule out several such sites which CEC and PINS have recently judged sustainable.
	Allow rural settlements to 'at least' achieve their housing needs ie include flexibility to permit small scale sustainable development in villages. Currently, the over-restrictive limitations to infill and building conversion will not achieve the sustainable village growth targets.
	Scale of growth may place a significant burden on Royal Mail requiring allocation of a new Delivery Office site or contributions through S106/CIL.
	Consolidate town centres and re-assign peripheral areas of the town centre to housing.
	Small-scale infill should only be on a local need basis, with the agreement of the local Parish Council.
	No evidence of compliance with the duty to co-operate with neighbouring authorities.
	Criteria are too stringent. CS2 should be amended to ensure it is positively prepared to achieve sustainable development.
	Shaped too heavily by the Town Strategy process which should only be given limited weight - panels were unrepresentative and there was a lack of environmental input, housing assessment, town capacity assessment and sound site assessment criteria. Town Strategies are generally prescriptive and constraining. Manage community expectations.
	Evidence does not demonstrate that Principal Towns' growth levels can be achieved.
	Towns have been presented with pre-determined housing numbers and no inkling of the spatial development framework within which they are set
No explanation of how the scale of growth across the KSCs was determined	
Increase housing for all KSCs and LSCs	
Upgrade Haslington to a town with an allocation of 17 homes per year for 20 years. It is highly accessible with good infrastructure.	
Alderley Edge performs as a KSC and should be identified as such. It can support a higher level of development.	

Holmes Chapel should be elevated to a Key Service Centre
Increase development in LSCs to address demographic changes in those areas e.g. increased elderly population
Shavington should not be constrained by being an LSC – it is needed to meet some of Crewe’s strategic housing requirement
Reclassify Wybunbury as a Local Service Centre, either in its own right or combined with Shavington
Provision is not made for the impacts of development on LSC
All Local Service Centres should contribute to future sustainable housing supply. The 2,000 homes identified to be delivered across LSCs is insufficient to meet local needs.
Spatial distribution of growth between LSCs should be detailed in policy.
Support policy that includes a mechanism to make small amendments to the settlement and Green Belt boundaries of LSCs / KSCs
The policy for LSCs should not necessitate any change to Green Belt boundaries
LSCs should not include villages
Prestbury should not be an LSC - too small and has poor public transport
Housing growth in Local Service Centres should meet the needs of the local area
Winterley is not a sustainable village
Arclid, Brereton Green, Brereton Heath and Hassall Green are too small and too close to LSCs to be sustainable villages.
Mobberley has accommodated considerable affordable housing, changing from small to moderately large village.
Is Brereton Heath in Somerford Parish?
Brereton Heath is not a sustainable village - it is not sustainable
Somerford's character will be lost by new housing. The centre will be damaged by the link road.
Two new villages should be introduced at Bunbury and Audlem
Sustainable Villages policy is confused, inconsistent between identification of the settlements as places that can and should sustain growth, and restraint on new growth
High Legh should be identified as a ‘sustainable village’
Recategorise Goostrey as a sustainable village
Winterley to be removed from the list of sustainable villages.
Hough should be categorised as a rural village.
Tabley should be recognised as a rural community
Great Warford appears to be defined as a Rural Village.
We question the deliverability of the new settlements
New settlements are inappropriate, unsuitable, unnecessary and inconsistent; contrary to the NPPF
New settlements must provide employment to meet Garden City principles as required in NPPF.
New settlements are not of sufficient scale to create new sustainable communities
The Duchy suggest that for clarity, proposals should be referred to as a New Settlement comprising three villages; one for employment and two for residential development.
The New Settlements will not have a direct impact on Cheshire West and

	Chester.
	Evidence base for new settlements is questionable in terms of its validity and robustness. SHLAA proves that they are not needed.
	Prefer extensions to existing settlements rather than new settlements.
	Test the proposed Handforth settlement against district-wide alternatives with regard to suitability and deliverability.
	How do the new settlements around Crewe accord with its status as a principal town?
	Maintain Strategic Open Gap to prevent merging of communities and preserve the character of our villages.
	Crewe should be apportioned the highest amount of new housing and employment land
	Be realistic in assessment of locations and sites on which to deliver Crewe's new housing supply
	Crewe should be designated as a Principal Growth Town in order to be distinguished from Macclesfield
	For a sustainable pattern of development, Crewe should have at least 35% of all dwellings over the Plan period. Requirement is 32,000 homes, i.e. 11,200 homes in Crewe.
	The allocation of 3,500 dwellings (13%) to Congleton is overly high, and not justified by the evidence base.
	The ELR suggested that Congleton become a Sustainable Town. This should be reflected in the Development Strategy.
	Increase Congleton allocation to 5,000 homes.
	Congleton should be a Principal Town
	Handforth East has enough homes. It should not lose its green spaces to cater for the housing needs of other parts of the Borough, notably Wilmslow.
	Too much development in Holmes Chapel
	Disproportionately low housing numbers for Knutsford compared to other Key Service Centres. Needs more housing.
	As CE's second largest town, constraint on Macclesfield's development will affect its economy. It needs more housing (5,500 units).
	What is the evidence for Macclesfield needing 3,500 new houses?
	Of all Key Service Centres, future development in Middlewich will have the greatest impact on Cheshire West and Chester.
	More housing should go to Poynton.
	400 homes are not required in Wilmslow
	Wilmslow is second largest KSC yet has fewer houses proposed. Proposed level of growth is insufficient to meet needs and cannot accommodate natural population growth. Needs more housing.
<b>Figure 5.2 Key Diagram</b> 35 representations by 33 people 6 support 23 object 6 comment	Goostrey should be a sustainable village rather than a KSC
	The excessive distribution of houses in the south of the borough almost joins the village's together – urban creep and loss of village individuality.
	More reference should be made to the Peak District Fringe
	Lack of Green Belt status on the east side of Sandbach is a dangerous omission.
	Strategic site diagram does NOT show the Green Belt/gap between Crewe and Nantwich - it should be clearly shown
	The identity of strategic open gaps around the KSCs and their rural areas is crucial, linking with tourism development.

	The release of Green Belt land in North Cheshire will encourage developers to focus on expensive rural housing rather than the much need affordable housing and urban regeneration
	Include the inland waterway network on the Key Diagram
	This map is insufficient, too broad. It should demonstrate the spatial strategy; include locations of housing/employment growth; and detailed 'zoomed in' local area plans. A full Proposals Map is required now.
	Most of the proposals on the plan are sensibly grouped around existing centres: Crewe/Alsager, Middlewich/Sandbach, Congleton, Wilmslow/Handforth, Macclesfield/Poynton, Knutsford [these last three linking to Manchester] and motorways. The single westernmost blue spot - the strategic site of Wardle - does not.
	Include on the diagram the proposed highway improvement scheme for the A556 between junction 8 of the M56 and junction 19 of the M6.
	Revisit a potential new settlement and new railway station at Wardle.
	Update to include proposed HS2 route
	Key diagram is incorrect. There is no gap between Handforth north boundary and Stockport.
	Stapeley and Batherton have a strong agricultural history. Extend the proposed Green Belt to maintain area character and protect the agriculturally-based gateway into the town.
<b>Table 5.2</b> <b>Distribution of Development across Cheshire East</b> 118 representations by 95 people 7 support 79 object 32 comment	Approach to delivery
	Distribution of development is not sustainable. Sustainable development should be delivered by extensions to existing towns
	Impact on neighbouring authorities has not been considered, particularly in the south of Crewe (RSS required constraint on borders)
	Evidence not provided to support spatial distribution in the plan; Green Belt development; or Macclesfield town centre development
	Evidence on housing numbers is inconsistent across documents
	What is the justification for the global housing figures, and those for each town/area? Why are they not higher or lower?
	Amount of employment land proposed requires higher levels of housing provision
	Some policy terms are not clearly defined eg 'small scale' and 'meet local needs'
	Clarify the role of Site Allocations in relation to Strategic Sites
	Promote a range of sites rather than new settlements
	Evidence should underpin the approach to new settlements
	What is the evidence to suggest new settlement is misplaced?
	LSC and SV should not be developed at the same rate
	Impact of increased housing on existing villages is not demonstrated
	Allocations for SVs and LSCs should not be restricted to infill and small scale development
	Evidence of Duty to Co-operate should be set out in the plan
	Clarify contributions to Community infrastructure
	What is the impact of increased development on provision of sports pitches?
	What is the impact of development on infrastructure from development across the borough and in each area? Infrastructure must be provided alongside housing.
	What is justification for settlement hierarchy

	Why are proposals contrary to RSS?
	Preserve Green Belt and pursue smaller developments
	Re-use empty homes first
	J17 should remain an employment allocation
	High quality design and develop contributions should be delivered
	Green belt buffer around south Manchester should be preserved
	No evidence to suggest growth should be focused in the south
	More sites should be released annually around Congleton
	In Crewe, connectivity and infrastructure will be overwhelmed by proposed development
	Why is Knutsford the only place to have 'low density housing'? How is this affordable and what is the justification?
	Housing requirement for Middlewich should rise to meet the allocated employment land
	Nantwich should deliver higher levels of employment land (20-25ha)
	Sandbach should deliver more employment sites
	Wilmslow should take more development
	Goostrey should not be allocated as a LSC
	Chelford's housing need can be delivered by existing permissions
<b>Green Belt and Safeguarded Land</b> 67 representations by 56 people 8 support 42 object 17 comment	"Green belt swap" is not evidenced and pays no regard to Green Belt purpose – to preserve a particular area which cannot be traded. CEC must identify the exceptional circumstances needed to alter greenbelt boundaries. This has not yet been done.
	There should not be constant 'nibbling away' of Green Belt every time a new plan is formulated and land is redesignated. Eg the Plan proposes a new settlement (Village B) in the Green Belt. Current Green Belt must be protected.
	New Green Belt must be sufficient and comparable to the land lost, in terms of displaced habitats and species
	Contrary to the NPPF regarding Green Belt – dual carriageway will reduce the narrowest part of Greater Manchester's Green Belt at Poynton and there will be 3,300 homes near Woodford.
	Agriculture and farming is not mentioned
	Restrain development in the Green Belt to encourage redevelopment in Greater Manchester.
	Green Belt should be a last resort, and should not be developed where brownfield land is available
	There are 400 brownfield sites in and around Wilmslow
	No evidence of CEC working jointly with Greater Manchester or Stockport to produce a joined up strategy.
	Provide safeguarded land to prevent villages merging together and to protect the countryside and the Peak Park's amenity and visual character.
	Proposed new greenbelt designations are insufficient to prevent merging, particularly Sandbach East between Sandbach and Alsager.
	New offices and hotels are being built at Manchester Airport (very near Wilmslow). Where is the evidence that homes, offices and hotels are needed on Green Belt?
	Policy CS 3 (Green Belt) and Policy CS 6 (Open Countryside) should both make provision for sustainable infill development.
	There is no material difference between Open Countryside and Green Belt

	provided the purposes of the Green Belt (CS 3 paragraph 1) are not prejudiced.
	Good attempt to provide necessary housing whilst protecting the environment
	Boundary alteration must maximise delivery of new edge-of-settlement homes and new permanent settlement boundaries
	Not possible to seek to protect/enhance the countryside and release Green Belt for development
	Use reassessment to remove anomalous sites from the Green Belt eg Land at Legh Road, Disley
	Alter the south side of Newcastle Road as per submitted map
	Extend Green Belt around Nantwich southwards to Stapeley to include Reaseheath College and retain market town character
	Insufficient justification for focusing housing growth in southern KSCs in order to avoid releasing so much northern Green Belt.
	Extend North Staffordshire Green Belt around Weston Village and Stowford due to development pressures, the amount of existing development and the SHLAA. Justified under the NPPF.
<b>Figure 5.3 New Green Gap and Strategic Open Gap Policy</b> 27 representations by 25 people 11 Support 10 object 6 comment	Extend the Strategic Open Gap between Crewe and Sandbach to include green areas between Sandbach, Elworth and Alsager
	Is the Albion Chemical Works included in the Sandbach Strategic Open Gap?
	Retention of Green Gap/introduction of Green Belt between Nantwich and Crewe is essential to maintain separate town identities AND provision of natural environment for the benefit of the population.
	The inclusion of New Settlements to relieve pressure on precious Green Gap land is a remarkable progression from previous request for development land
	I support the preservation of green belt and agricultural land.
	The new green belt along the A500/Nantwich corridor should include the south side of Shavington, Hough, Chorlton and Wybunbury, and should completely surround Nantwich.
	Cheshire East should adhere to national policy and only allow greenbelt development in the most exceptional circumstances
	The release of Green Belt land in North Cheshire will encourage developers to focus on expensive rural housing rather than the much needed affordable housing and urban regeneration
	The Strategic Open Gap protecting open space between Crewe, Sandbach and Middlewich should include Green Belt and it is poorly defined.
	The Green Belt “swap” idea is not described in or supported by the NPPF. Why should new Green Belt designation be any less vulnerable than current Green Belt in the future?
<b>Policy CS3 Green Belt Overall Development Strategy</b> 136 representations by 129 people	Proposed greenbelt boundaries are not robust and do not define boundaries clearly using recognisable, permanent physical features as required by the NPPF.
	Principle of greenbelt swap is not justified. New Green Belt in south is not adequate compensatory measure for loss in north
	Proposed boundaries of changed Green Belt are not clear enough - Proposals Map is needed to clarify sites and release
	No evidence of exceptional circumstances justifying Green Belt release – CEC must demonstrate need within the plan period.
	Boundaries of Green Belt and Strategic Open Gap must not constrain future

8 support 63 object 65 comment	development needs
	Extend Green Belt to allow wildlife corridors and movement
	Consider brownfield capacity in neighbouring authorities, and evidence this joint working
	Brownfield sites and empty properties should be used before Green Belt and greenfield sites
	The policy should reference how a sequential test will be applied to greenbelt development proposals
	Green Belt has value for food production purposes
	Alderley Park should be considered as a brownfield site
	Numbers are wrong
	Rationale for new settlements is not clear, including Handforth site
	Show justification and evidence for new areas of Green Belt
	Green Belt review should have been undertaken prior to drafting the Strategy, for soundness. It appears decision have already been made.
	Development is necessary – increase the overall housing requirement with implications for Green Belt review
	Green Belt helps separate settlements and Strategic Open Gap will prevent sprawl
	Upgrade Green Gap / Strategic Open Gap to Green Belt
	Allocate new Green Belt to compensate for loss incurred by building new settlements
	Will encroach on buffer of south Manchester
	Clarification on the decision making process for these proposals, what are 'exceptions'?
	Cumulative impact of the Woodford development on Green Belt in the north of borough and how this relates to proposals
	It is undemocratic to remove Green Belt against the wishes of local people
	Potential release of sites around Macclesfield to accommodate growth and need should be shown on Proposals Map
	Green Belt status should be given to land in the existing Green Gap/Strategic Open Gap in the Wistaston Parish area
	The Green Belt should be extended from Stapeley to Chorlton
	Consider providing Green Belt around Nantwich
<b>Policy CS 4 Safeguarded Land</b> 55 representations by 54 people 6 support 18 object 31 comment	The boundaries of the proposed Strategic Open Gap are not clearly defined. Clarity is required.
	It is inappropriate to consult on these policies without a Proposals Map to identify where Green Belt status will be lost as a result of proposals or safeguarding.
	The Strategic Open Gap is welcomed but any exception must safeguard openness and be sensitive to local character.
	No evidence has been presented to overturn the existing policy of restraining development.
	Provide a map of the Green Belt land in the north of the Borough, similar to that in the South.
	The Strategy must state that Green Belt should not be used when there are alternative brownfield sites.
	Support retention of the Green Gap.
	Measures in this policy will have no direct implication for Cheshire West and Chester.

	Safeguarded land is necessary if the greenbelt dwellings requirement is increased within or beyond the plan period.
	Too much land has been designated as 'safeguarded' without evidence or justification. It was not the Government's intention for safeguarding to downgrade Green Belt in this way.
	Any designation of Green Belt as "safeguarded land" should be very strongly resisted. The Council will be pressured to release the land early, even though the NPPF discourages this.
	Plan should state that safeguarded land will be reviewed when the Local Plan is reviewed.
	Safeguarded land should be capable of review at any time without the need to wait for a Plan review
	Manchester Airport's Masterplan (2007) and related Land Use Action Plan - safeguard for future airport use the land alongside Runway 05R/23L for potential parallel taxiway.
	A Green Belt review is required and should also identify potential areas of safeguarded land
	Unacceptable not to indicate where areas of Safeguarded Land will be, and what the constraints on developing them could be, given the possibility of permanent development on these sites and their potential impacts on biodiversity.
	Safeguarded land should be identified now as part of Green Belt review and designation, rather than waiting until Site Allocations stage.
	Former Green Belt land around towns should be de-allocated and encouraged for development. Only appropriate sites will be seriously considered.
	Ensure boundaries do not unduly constrain the future delivery of housing and employment land.
	Create new SOGs between Sandbach & Astbury; Crewe, Haslington & Crewe Green; Crewe & Nantwich; Middlewich & Winsford; Betchton & Holmes Chapel; Alsager, Hassall, Wheelock, Winterley & Haslington
	NPPF states that 'inappropriate development is by definition harmful to the Green Belt and should not be approved'. Handforth Green Belt proposal does not meet the requirement.
	Support Green Belt and Strategic Open Gap round Nantwich. Eastern boundary needs further consideration. Any exception must safeguard openness and be sensitive to local character.
	Support retention of Green Gaps between the town and surrounding settlements such as Haslington.
	SHLAA site 2620 at Sandbach should not be subject to the 'Strategic Open Gaps' policy as it is north of the town and its development would not merge Sandbach and Middlewich.
	Support development at Crewe Road Shavington, rather than preserving the openness.
	If site Aa (Wilmslow Vision document) is not allocated it should taken out of the Green Belt and allocated as safeguarded land. The plan must look beyond 2030 in respect of GB boundaries
<b>Policy CS5</b>	Upgrade whole area to Green Belt
<b>Strategic Open Gaps</b>	No justification has been made to demonstrate the objectively assessed need for SOG over and above Open Countryside or Green Belt designations, or the boundaries chosen - unsound
118	

representations by 113 people 42 support 26 object 50 comment  N.B – Two petitions received in support of this Policy	No justification for New Settlements – fails test of soundness
	Should be designated as part of Green Belt review
	Proposals must not constrain ability of settlements to expand sustainably
	Consultation is inappropriate without a Local Plan Proposals Map which clearly identifies the affected land
	Re-introduce Areas of Special County Value or prepare a replacement local landscape designation
	Why are SOGs only in south and central part of the Borough?
	Spread of housing at Elworth contradicts the policy
	SOG is vital to stop merging of towns, preserve character and safeguard openness. Required for all local centres
	No definition of where the gap is required to maintain the separation of communities
	Clarity needed over inner boundaries of proposals
	Allowing exceptions to the policy will undermine its intent
	SOG insufficient on their own to protect rural identity – infrastructure is needed and traffic issues must be addressed
	Brownfield, sustainably located sites in open countryside, Green Gaps and edges of key service centres should be considered before Green Belt development
	SOG, GG and GB should not constrain future growth
	Should exclude sites on edge of settlement which are sustainable
	Reserve an area within Sandbach as formal open space
	Change the proposed SOG between Crewe, Shavington, Weston, Willaston and Rope
	Extend SOG to cover Sandbach and Alsager
	Include South West Crewe in SOG
	SOG for Handforth
	SOG to be used at Congleton and Astbury
	SOG to be exercised around Haslington, Winterley, Sandbach
	SOG for Congleton and Somerford
	SOG for Oakhanger and Bartomley
	SOG between Middlewich and Sandbach insufficient
	Development near Wilmslow will make Wilmslow part of urban sprawl
	SOG between Tabley and Knutsford
SOG between Mobberley and Knutsford	
SOG between Macclesfield, Congleton, Alderley Edge; Alsager, Holes Chapel and Knutsford	
SOG at Wistaston	
SOG should allow for rationalisation of the settlement boundary to the north of Shavington	
GB taken for Handforth settlement should be replaced near Handforth , not Crewe	
Remove land to the rear of the Lamb, Willaston from GG/SOG	
<b>Policy CS6 Open Countryside</b> 107 representations by 86 people 33 support	Support blanket definition of open countryside – villages need this support to preserve Cheshire’s unique countryside
	Policy and Para 5.99 are contradictory – the Policy does not state that Open Countryside excludes the Green Belt
	This policy removes the need for a separate Strategic Gap designation/policy
	This policy cannot operate without a map/list of open countryside areas and

<p>19 object 55 comment</p>	<p>settlement boundaries. Use of existing settlement boundaries is not appropriate.</p> <p>Do not allow extension of settlement boundaries – it erodes open countryside.</p> <p>Settlement boundaries should be in the hands of town/village authorities</p> <p>If development of greenbelt sites adjoining villages/towns is permitted, so should similar sites in the open countryside which are suitable and sustainable eg Shavington site SHLAA Ref 2957.</p> <p>The Strategy does not adhere to this policy, particularly on new settlements.</p> <p>Restrictive policy – the Plan’s growth objectives cannot be delivered in existing settlements. Undertake a strategic review of the open countryside to ensure development needs can be met. Identify areas of limited potential settlement expansion.</p> <p>Policy has not been ‘positively prepared’ in line with the NPPF. It is possible for applications to mitigate impact of development in open countryside through community park provision etc.</p> <p>This policy takes a predetermined view that open countryside boundaries will remain the same. They should be considered through the Local Plan process</p> <p>Such areas are usually ill-served by public transport, so it is hard to achieve sustainable development</p> <p>Numerical limits on infill are too restrictive – increase them significantly and judge each case contextually and individually</p> <p>Infill development in the countryside should be carefully designed and landscaped to uphold local character</p> <p>Define ‘other uses appropriate to a rural area’</p> <p>Policy must support rural diversification, particularly for farmers</p> <p>Policy should support provision of community facilities</p> <p>Policy should include allowance for tourism uses</p> <p>Policy should clarify that infrastructure is an ‘exception’ ie flood relief and high speed broadband</p> <p>Do not erode open countryside in Goostrey</p> <p>Do not erode open countryside in Somerford</p> <p>Restore open countryside designation to land around Congleton</p>
<p><b>6 Planning for Sustainable Development</b> 27 representations by 25 people 2 support 18 object 7 comment</p>	<p>Development does not have to mean growth as per the NPPF. It can mean creating value, regeneration, improvement, or zero growth.</p> <p>Support for the prioritisation of brownfield sites</p> <p>The document does not have a true town centre first approach.</p> <p>Support providing employment close to homes</p> <p>Bear in mind the cumulative impact of HS2</p> <p>Development on this scale involving such loss of agricultural land, cannot be sustainable.</p> <p>Sustainability means combining environmental responsibility, social integration and commercial viability.</p> <p>No mention of renewable energy; carbon-neutral buildings; reforestation and tree planting; retrofitting existing buildings</p> <p>Economic models used are dated.</p> <p>Engage with what people want – tidy up current messes first.</p> <p>Include plots for self-builders to attract highly skilled white-collar workers</p> <p>Use the UNESCO definition of ‘sustainable development’ ie socially desirable, economically viable, culturally appropriate and ecologically sustainable.</p>

	Not enough rented accommodation
	How will you ensure development is sustainable? Requirements should be specific, not general. Use the approach of the former Congleton Borough's SPD4 on Sustainable Development.
	Provision of infrastructure should precede development
	Ease transport across the borough by introducing trams
	Freight should be taken off the roads
<b>Policy CS7 Presumption in Favour of Sustainable Development</b> 48 representations by 48 people 25 support 10 object 13 comment	Why repeat policy which is clearly stated in the NPPF?
	Support use of PINS model wording
	Strengthen 'sustainable' through precise criteria at borough and location levels – at present this is a presumption in favour of development, not sustainable development
	Put onus on developer to prove sustainability
	A Neighbourhood Plan approach would have enabled preservation of CEC's varied character and heritage
	There shouldn't be a situation where there are 'no policies relevant'. If this happens, put new policies in place rather than simply allowing development.
	Put this policy earlier in the document so that it is seen as a golden thread through all CEC decisions
	The Plan does not reflect the NPPF
	Include focus on town centre development
	The Plan is not sustainable and compromises future generations
	Distances to services are not appropriate criteria by which to define sustainability.
	Define an 'out of date policy', or this opportunity will be abused
	<b>Policy CS8 Sustainable Development in Cheshire East</b> 84 representations by 83 people 33 support 25 object 26 comment
The Plan contravenes this policy by suggesting sites outside Principal Towns and KSCs; encouraging inappropriate development; negatively impacting town centres and local character; building on agricultural land etc	
Agricultural land should not be developed unless all other options have been eliminated, and then only sites on peripheries of main towns, and not 'best and most favourable'	
NPPF does not require protection of the best and most versatile agricultural land – policy should recognise the need for a balance between retaining such land and ensuring development occurs on the most sustainable sites.	
These criteria must be adhered to in decision-making	
Lacks hard-edged, measurable criteria by which adherence and sustainability can be judged	
Neighbourhood Plans are needed	
Agree with prioritising growth of Principal Towns and Key Service Centres rather than creating new settlements	
Policy does not include the 12 core principles of the NPPF	
Define accessibility ie by public transport, linked to footpaths and cycleways	
Infrastructure should include planting	
Equality and social inclusion – what of those with severe/moderate learning difficulties who are not elderly?	
Comply with para 69 of the NPPF – planning should facilitate social interaction and create healthy, inclusive communities	
Policies CS8 and CS9 could be combined	

	Highlight role of Local Service Centres, Sustainable Villages and New Settlements, and contribute to their vitality and viability
	Are the items numbered in order to show their relative importance?
	Agree with use of brownfield sites over greenfield ones – should be given a higher priority
	Add – housing should be close to employment areas, easily accessible by regular public transport, on foot and by bicycle.
	Strengthen point x – all new and modified buildings should exceed government guidelines on energy/resource efficiency, be carbon-neutral or 100% energy efficient
	Points (i) & (ii) should be subject to (say) all of (iii), (iv), (vi), ...(x), (xi) having been satisfied first.
	Include a commitment to protect important landscapes; landscape character; and the intrinsic beauty of the countryside
	Include a commitment to recognise local planning designations
	Include a commitment to take into account environmental capacity
	Refer to delivery of high quality new homes and new homes which meet identified local needs
	Include: significant developments require consultation of local residents and consideration of alternatives.
	Include a requirement to plan positively for the provision and integration of community facilities and local services including places of worship
	Policy is too weak – CEC must ‘ensure’ these are achieved, not ‘contribute to’ or ‘expected to’
	Include guidelines/details on reduced carbon emissions. Strengthen it to require Passivhaus standards; BREEAM Good; wherever possible, south-facing and use of solar panels.
	Point ii should be more flexible in acknowledging the contribution of edge-of-centre sites close to Principal Towns and Key Service Centres
	Point ix should direct new gypsy and traveller sites to the north of the Borough in order to meet CEC’s obligation to apply policies consistently
	Incorporate NPPF stance on rural economy ie include ‘support the creation of a prosperous rural economy through taking a positive approach to sustainable development’
	Incorporate NPPF encouragement for farm diversification: ‘Development upon greenfield sites should not occur on areas of agricultural land quality of 1, 2 or 3a, unless the land is unsuitable for modern agricultural uses and/or the strategic need overrides these issues.’
	Include sports facilities in part iv
	Include a point prohibiting building on floodplain
	Include use of sustainable drainage systems
	Make reference to climate change
	Should include criteria on property types and affordable housing
	Public transport must run at all hours of the working day
<b>Policy CS9 Sustainable Development Principles 90 representations</b>	Policy must be supported by detailed definitions and evidence requirements to avoid ‘get-out options’ eg strategic needs overriding the issues
	Consult the local community on development – they know what is acceptable
	Define ‘locally’
	Part 2ii lacks justification, is outdated (people travel further for shopping, small shops are unviable) and is too prescriptive, especially in rural areas.

<p>by 85 people 22 support 34 object 34 comment</p>	<p>Could preclude suitable sites coming forward. Many strategic Plan sites fail the tests.</p>
	<p>Regarding distance to the nearest railway station: 1,000m is the maximum distance; 800m is more realistic</p>
	<p>Instead of specific distances, the policy should deem a site sustainable if it is within a mile of local amenities/services.</p>
	<p>Infrastructure must precede development, especially in Crewe</p>
	<p>The requirement to provide/contribute to infrastructure prior to development could impact on viability and deliverability</p>
	<p>Flexibility and/or prioritisation of requirements are needed, as there will be few developments that can comply with all the requirements</p>
	<p>Policy does not mention environmental capacity restraints</p>
	<p>Sustainability means development which contributes positively to area character</p>
	<p>Policy does not commit to only building on greenfield sites as a last resort, nor does it set targets for brownfield use. Making best use of land should be the priority, as it cannot be undone.</p>
	<p>Not possible to avoid 'permanent loss' of agricultural land once it has been developed.</p>
	<p>Development must support the green agenda</p>
	<p>Require developments to minimise trip generation and move focus from car to walking, cycling and public transport.</p>
	<p>Include cycle parking to the standards in DfT's Local Transport Note 02/08 – Cycle Infrastructure Design</p>
	<p>Adopt the Hierarchy of Green Transportation.</p>
	<p>Policy conflicts with several Strategic Sites</p>
	<p>Page 38, footnote 3 - alter 'Convenience Store' to 'Shop selling food and fresh groceries'; clarify 'multi-functional open space'</p>
	<p>All new development must respect and enhance heritage assets, their wider settings and nature conservation.</p>
	<p>Incorporate principles of compactness, appropriate density and sufficient level of development to support facilities and infrastructure. Design review should be required.</p>
	<p>Requiring all new development outside core town areas to be well-designed, sustainable and energy efficient will not improve economic performance</p>
	<p>Language is too vague and must be strengthened. Define 'sustainable community'; 'appropriate'</p>
	<p>Disaggregate this policy</p>
	<p>This policy conflicts with growth projections for LSCs, which cannot both deliver growth and comply with the sustainability objectives</p>
	<p>Criteria should not be applied equally to all locations eg inner urban, suburban, edge of settlements, rural settlements etc.</p>
	<p>Goes beyond reasonable infrastructure requirements related to the proposed development, hence does not comply with the NPPF</p>
	<p>The word 'particularly' suggests that contributions are expected where need does not arise as a result of the development proposal. This is contrary to policy and Regulations.</p>
	<p>The policy should refer to viability</p>
<p>Clear advice is needed on open space requirements. The policy should note that accessibility standards for outdoor sports will change as a result of the</p>	

	emerging Playing Pitch Strategy
	Part 1 iii duplicates Policy SE4: Landscape of the Policy Principles document and should be deleted.
	Include a presumption in favour of renewable energy
	Section 1, add: 'minimise change in water absorbency of land'
	Section 1, add: 'minimise future requirements for ongoing maintenance'
	Section 2: 'bus stops should be served by regularly timetabled buses that operate with a reliable frequency before, during and after the normal working day'
	Section 2: add 'be nearby appropriate amounts and types of housing; provide for a balanced economy including manufacturing'
<b>7 Infrastructure</b> 21 representations by 21 people 3 support 12 object 6 comment	Until the quantum of development is identified, infrastructure requirements cannot be assessed.
	No consideration of secondary school provision or expansion or connectivity (public transport, walking, cycling).
	Please make more direct reference to open space, play, health facilities and schools. Emphasis seems to be on roads which is unfortunate and presumably unintentional.
	No mention of Middlewich Eastern By-Pass completion, which is vital for Middlewich.
	Please add in requirements for cycleways / footpaths throughout the region
	The Policy appears to be road centred
	It is also considered that Part (6) of Policy CS10 should make reference to the proposed HS2 link as this will be key to improving the connectivity of the Borough with the Region and the wider area beyond.
	Caution is expressed in respect of Part 4 of this Policy that notes that the provision of infrastructure should precede the delivery of development wherever possible. This is not always possible, particularly whereby large pieces of infrastructure are concerned, that can have significant up front costs on a scheme. Part 4 should be revised to refer to the timely and phased provision of infrastructure, associated specifically with the needs arising from the development proposed.
	I welcome inclusion of green infrastructure in the justification but consider it should be explicitly stated in the policy, not covered under other
	Policy CS10 includes all community facilities with an explanation at para.7.4.3. For consistency please use the same terminology in the policy and in the Justification "Social and Community Facilities" or Community Facilities. For clarity, the last bullet point at para.7.4.3 should list "libraries, museums and theatres"
	It is vitally important that 7.13 include Place of Worship/Community facilities - including community centres, support for community groups and projects.
	Allocate council funds in proportion to population growth, not current population
	How much CIL will go to town/parish councils? What is the impact on infrastructure? How will their choice of projects be determined and/or ratified?
	Naïve to expect developer funding to provide road construction
	Who decides what constitutes acceptable contributions from developers?
	Who determines whether new development 'overburdens' existing infrastructure?
	Current infrastructure will not cope with proposed developments. No

	evaluation of infrastructure required for such large scale development.
	Will cause traffic chaos on roads which are already gridlocked
	More parking spaces will be required for rail commuters
	Consider secondary school provision and expansion
	Consider connectivity – public transport, walking, cycling
	Financially viable expansion of Leighton Hospital is necessary
	Compulsory purchase, demolition, railway bridge are needed but are not financially or practically possible.
	Environmental capacity implications of the high growth strategy? E.g. availability of minerals and aggregates
	Need direct references to open space, play, health facilities and schools
	Focus on road expansion is outdated. It will increase pollution; have a negative impact on health; and are not needed as traffic volumes are set to decrease.
	Instead of new roads, create an integrated transport system including free park and ride.
	Development of Junction 16 and A500 dualling will increase HGV traffic and vehicular speed with accident and health impacts.
	Dualling of Junction 16 link road will require mitigation of traffic at Reaseheath on the A51
	Too much emphasis on Junction 17 improvements – growth in Sandbach will result in need for additional traffic management
	Support Congleton Relief Road to facilitate larger-scale residential developments in the town.
	Why are there 2 junctions from Congleton Relief Road to Manchester Road?
	Include Middlewich Eastern Bypass, vital for Middlewich
	Object to relief road south of Macclesfield - will destroy Green Belt and terminate on narrow London Road bottleneck
	Macclesfield relief road must not be followed by relief road on greenfield land between Macclesfield and Sutton.
	Macclesfield relief road does not relieve traffic problems, but serves new housing. It will increase congestion by slowing the traffic flow and introducing extra traffic from new residents.
<b>Policy CS10 Infrastructure</b> 127 representations by 114 people 25 support 49 object 53 comment	These proposals have been aspirations for a long time – will they really be realised this time around?
	Where is the Infrastructure Plan with evidence of need, cost, timescales, funding sources, delivery agents?
	Include reference to the tests in Regulation 122 of the CIL Regulations which avoid double-charging
	There must be a policy of ‘infrastructure first’ i.e. before development
	Costs will make it prohibitive to deliver infrastructure prior to development.
	The policy should recognise that limited housing/employment development can be used to enable infrastructure improvements where there is established local need
	Phasing of development must not slow delivery of infrastructure
	Developers must fund impact-based improvements required due to development near railway infrastructure
	There are no transport problems in the borough
	Involve the Peak District National Park Authority on impacts of major infrastructure improvements

Proper delivery of infrastructure to support KSCs and LSCs will remove the need to provide New Settlements
Have alternatives to the Congleton Link Road route been assessed for efficiency and value for money?
Reduce car-based travel by reallocating space on the link road to sustainable travel modes – include this in the plan.
Update this section based on impact of HS2
Contrary to RSS policy which seeks to reduce car use and commuting, especially on the motorway network
Support links made between the economy and connectivity
Very few of these expectations/principles will be realised through the proposed developments e.g. Green Belt development cannot protect environmental quality
Despite the improvements proposed, extreme congestion will remain on the rest of the road network. Address the implications of growth, including additional employment
I object to any new roads. Current roads are not maintained. New roads will create a dormitory borough. Instead, seek integrated transport with alternative public transport modes
I agree with new road proposals
Relief roads must have good quality foot and cycle paths
Congleton Link Road should continue to Newcastle Road
Congleton bypass will blight a beautiful part of the Dane Valley and lead to further loss through building along the route
Congleton Link Road is unnecessary – all towns suffer rush hour congestion
Congleton Link Road should join Macclesfield Road north or east of Eaton to avoid the village and dangerous road sections
Congleton Link Road must not run through the centre of Somerford resulting in loss of green land, wildlife, farmland and further loss through ribbon development. Where is the supporting evidence, environmental impact assessment etc?
Congleton Link Road does not help traffic travelling north/south or south/north – there will still be major problems on the A34.
Northern part of the Congleton Link Road passes through the Tarmac sand quarry in Eaton parish
No justification for the Macclesfield relief road, which will increase congestion on nearby roads.
Provide relief road to the south of Nantwich
No case has yet been made for the Woodford-Poynton Relief Road, hence it is premature to list it.
Withdraw outdated protected status of the land formerly earmarked for the Woodford-Poynton Relief Road. It affects development of Adlington Industrial Estate.
The Woodford-Poynton relief road is essential. Funding depends on identifying strategic land to the west of Poynton
Add the Crewe Green Link Road to the projects list
Link University Way under the railway to the A500 in order to make Nantwich Road less congested
Airport link road is essential
We support dualling of the A500

	Object to dualling the A500 /developing Junction 16 –unsustainable, damages environment, encourages car use
	Include improvement of A51 at Burford, west of Nantwich
	Improvements to M6 Junction 16 &17 are desperately needed
	How will you address traffic problems through diversions from the M6 in case of accidents?
	Town centre developments that do not provide their own parking should pay a levy to support free local car parks
	Impose 20mph default speed limit in retail and residential areas
	Make pavements safer and more attractive
	Expand and improve network of cycle routes/tracks
	Improve transport in rural areas
	Crewe Railway Exchange does not need alteration. Just improve maintenance and cycling conditions
	Provide 'park and share' / 'park and ride' facilities at transport interchanges ie service stations, dual carriageway intersections
	Extend Metrolink to Knutsford, including a spur near Ashley to Manchester Airport to connect with Wythenshaw Branch
	Support reopening of the Sandbach to Middlewich line
	Public transport to the east of Wilmslow is non-existent. Interchange required at Wilmslow station, not Green Lane
	Macclesfield/Wilmslow to London train service must continue beyond the introduction of HS2
	Include Metrolink tram station at Parkgate/Longridge
	Improving strategic transport network between Manchester Airport and CE will benefit passengers and open up opportunities at the Airport to borough residents
	Crewe should have a designated HS2 hub at tunnel level and an escalator up to the West Coast Mainline to remove the need for intrusive, expensive viaduct and new road infrastructure
	Growth of Crewe will be haphazard –need a new station and town centre improvements
	Development ambitions of Macclesfield and Congleton, which contribute significantly to GVA, are restricted by the plan
	Infrastructure proposals do not recognise the importance of Holmes Chapel as a Local Service Centre
	Improve infrastructure in rural villages eg sewage system and broadband in Great Warford
	What of broadband and high speed mobile connectivity?
	Para 7.13 should include a range of facilities: primary and secondary schools; medical and leisure facilities; allotments; places of worship; community facilities; rail and bus stations and tram on the list of infrastructure projects, for all areas, not just the large urban centres
	It is not realistic to expect the NHS to fund an expansion of Leighton Hospital, which also requires extra parking
	CIL threatens viability – how will it be kept fair across the borough's different types of areas?
	How will CIL spending be monitored?
	How will you balance use of CIL between strategic and local infrastructure?
	CIL funding must be able to provide infrastructure prior to development.

	Potentially a serious problem.
	How will affordable housing be encouraged if CIL cannot be used to subsidise it?
	Devise a CIL formula to encourage industry rather than housing (given the dormitory nature of the town), but do not price industrial developers out of the market
	Support CIL – Section 106 is not transparent and is unevenly applied
	Consult the Canal and River Trust regarding the CIL and infrastructure requirements including canal towpaths
	Listing infrastructure projects for CIL funds use does not allow for flexibility
	Refer to the CIL Regulations’ three tests for the use of Section 106 agreements to ensure there is no ‘double charging’
	Sites reliant on CIL infrastructure should not be within the 5-year supply as timely delivery is questionable
	It is not realistic to require completion of infrastructure prior to development – it will be delivered as the development proceeds through trigger points in the Section 106 Agreement. Alter policy to refer to timely and phased provision of infrastructure
	Developer’s responsibility is to pay CIL contributions, and it is the Council’s responsibility to ensure the infrastructure is delivered. Hence if the infrastructure is not delivered, this is not a reason to block the development.
	Although proposed growth is outside the Nantwich town boundary, the impacts will be felt inside. How will CIL be apportioned?
	New Green Belt is needed to retain identities of Nantwich, Congleton, Eaton, Macclesfield, Gawsorth etc
	Green infrastructure should be referred to in the policy
<b>8 Strategic Sites</b> 95 representations by 83 people 7 support 29 object 59 comment	No to all Green Belt sites – exhaust all brownfield sites first then use small greenbelt sites selected via a survey.
	Public preference for brownfield sites has been ignored.
	CEC must persuade developers to use brownfield, even though they prefer cheaper greenfield sites
	Publish details of the brownfield sites identified so that the public can identify additional sites. There are far more than CEC claim including 400 in Wilmslow – use these
	Take into account empty offices which can be converted to residential use; sites with poor quality, inefficient old buildings
	Brownfield sites must be available, deliverable, developable, achievable, suitable and viable for housing use. It is impossible to meet the housing target through brownfield sites alone
	Use sites which should no longer be in the Green Belt and do not contribute to Green Belt objectives eg Legh Road, Disley
	We support inclusion of strategic sites
	A policy is required to introduce the Strategic Sites collectively and individually, identifying them as suitable for the identified, preferred uses, and specifying what CEC aims to achieve
	Sites cannot be considered as the overall Strategy is flawed
	What constitutes a strategic site? Size, number of dwellings?
	Why are some of the strategic sites absent from the SHLAA? The SHLAA should inform the Development Strategy.
	No continuity from Town Strategies – sites are identified for different uses

	and different scale of development
	No site assessment or criteria – how were the sites assessed for their suitability?
	How can sites without full planning permission be included in the first phase of development? Plan needs more sites which are immediately deliverable.
	Lack of justification for development of Green Belt over more sustainable Alternative Sites
	Several of the listed constraints are not a barrier to development
	Only a few of the proposed strategic allocations meet CEC's own accessibility standards
	Inconsistencies and lack of evidence on the housing figures given in the document eg number of permissions, brownfield homes etc
	Why so much new employment land? Evidence suggests only an additional 5.4ha to 51.3ha is required
	Focus development in locations with the best connectivity ie Crewe, Middlewich and Sandbach
	Make it clearer that the Site Allocations Document will identify further smaller sites
	Strategic and non-strategic sites should be identified and considered together
	Non-strategic sites should not be considered now. Only those which are central to achieving the strategy are appropriate.
	Over a quarter of Crewe's requirement is left for later allocation, whilst the entire housing requirement for Macclesfield, Middlewich and Nantwich is identified.
	Reliance on few strategic sites – consider delivering the requirement on a series of smaller sites. They result in greater housing choice, and will add flexibility - should development of even a few sites be delayed, there will be a substantial shortfall in housing delivery.
	Sites have been included in this Preferred Options stage without any previous consultation eg New Settlements. Last minute changes to sites' capacity and timings and lack of transparent justification indicates a lack of evidence, and evidence being prepared to justify decisions – this is unsound.
	Reduce allowance for slippage to avoid overprovision of homes
	Mention design of development including design review attendance and Building for Life
	Assistance in bringing empty homes into use
	Estimate contributions from the Allocations Plan
	Demand high quality, sustainable buildings
	Para 8.8-8.9 – will all applications require this information and Air Quality Management Plans? Will affect viability.
	I support para 8.11. At para 8.8, amend wording to include residents' exposure to vibrations from construction activities
	Why are public houses 'standard issue' on all development sites? Impact of alcohol-related illness of NHS and police services. CEC have committed to the Cheshire and Warrington Health Commission (Health and Wellbeing)
	Generally in favour of these sites
	Locate a new settlement around Wheelock to make it a less linear settlement
	Locate a new settlement at Arclid – good connectivity and existing services
	Use site near Ford House in Prestbury (ref 3183)
	Correct decision to remove other sites around Prestbury

	Use site at the junction of Town Lane/Smith Lane in Mobberley
	Object to further residential and retail development in Moston and on its fringes. Already congested.
	Redevelop Radnor Park for housing and relocate its few businesses to a business park closer to the M6 eg at Sandbach
	Brownfield site at Cotton Equestrian Centre, Middlewich Road
	Redraw Crewe/Shavington Strategic Open Gap to allow further development. Relocate Gap to south of Shavington
	Use site at Crewe Road, Shavington(2911/2905/3381/2909)
	Use site next to Adlington Station
	Address shortage of affordable housing in Alderley Edge
	Use the former Arclid Hospital site
	Use site off Lymewood Drive, Disley
	Use site at Clough Bank, Bollington
	Use site opposite Rose Cottages, Holmes Chapel Road, Somerford
	Use site at the Willows Retirement Village, Warford Park, Faulkners Lane, Mobberley
	Use land to the north of Beech Road, Alderley Edge
	Identify strategic sites for Poynton to enable the Poynton bypass including land at Lostock Hall Farm; Lower Park Road (for immediate start); and Clay Lane, Handforth. Without these, the provision of the Bypass is not possible
	Allocate Alderley Park and its potential new bioscience park facility. Site is essential for growth and investment in the Borough
	Use site at The Meadows, Heyes Lane, Alderley Edge
	Use site at Bridgemere Garden World
	Use land at Ollerton Nursery
	Use Poole Meadows site in Haslington
	Use SHLAA Sites 2911 and 2905
<b>Crewe</b>	The numbers don't add up.
51	No evidence that greenfield/open countryside / land of agricultural value is required for allocation. There are plenty of brownfield sites in Crewe.
representations	Strategy for Crewe is piecemeal and confused. Need to adopt a comprehensive approach to its future growth
by 42 people	Imbalance of housing allocation through the borough.
6 support	Traffic congestion issues already exist in Crewe: Sydney Road; retail park; 14 bridges and 6 roundabouts. Infrastructure must be improved. Clearly demonstrate mitigation measures. Cannot accommodate significant and sustained increase in traffic.
20 object	A500 dualling is vital for any development in Crewe, Nantwich and Wardle plus widening the M6
25 comment	A500 dualling will not solve existing congestion on roads near J16 of M6
	Redevelopment of railway and bus stations are important – support hub station
	Support the Strategic Open Gap; do not build on Green Gap.
	Redefine Strategic Open Gap boundaries. Review its purpose.
	Support retail-led development in the town centre.
	Clarification sought on how improvements to the physical environment of the town centre will be funded and delivered.
	Need a free bus from Crewe Station to Leighton Hospital.
	Undertake a proper risk assessment for Wybunbury Moss.

Strongly object to any further development in Crewe.
The housing target for Crewe should be increased to a minimum of 650 dwellings per annum / between 9,500 and 11,840 dwellings over the plan period.
Crewe must be considered in context. Larger scale development (extensions to towns/villages) can be the best way to supply new homes
Improve connectivity between town centre and rail station
Assumptions are made without market testing or understanding of technical compliance or delivery. Must balance employment and housing development with the ability of the market to accommodate the growth. A flexible approach with more, smaller sites should be taken.
Land to south east of Crewe will become a suburb & lose its identity and history
Support improvement of education, town centre, broadband, additional housing/employment sites.
Concern re lack of affordable housing including single-bed units
Housing Associations should be able to develop CE land.
Concern at high number of empty homes in Crewe
Developers of sites adjacent to the railway line must contact Network Rail Asset Protection Team to ensure mitigation.
Scale, type and location of sports and leisure facilities must be informed by Playing Pitch Strategy and Indoor Sports Facilities Strategy.
Support the vision and the ability to bring future employment and housing growth reinforcing the role of Crewe.
Provide a retail park and park-and-ride facilities on the outskirts of Crewe, on the A534 road between Crewe and Wheelock
Undertake future development sensitively, preserving biodiversity/habitats and retaining rural feel.
To reduce the potential disparities between north and south & reduce impacts of development on existing infrastructure in Crewe, one of the New Settlements (Village A or Village B) or one or a combination of the Strategic Sites identified should not be developed.
Object to new villages at Barthomley – not sustainable.
The Parish of Weston and Basford are not part of Crewe - it should remain separate. Lots of development already. Concern regarding HS2 and its impact on the Parish.
Object to the sites proposed for Shavington area.
Why is Shavington included as part of Crewe? It is a Local Service Centre. Development should accord with size of village.
Land at Pool Meadows Road, Haslington should be allocated for housing
Land Off Wistaston Green Road, Wistaston, Crewe should be allocated for housing.
Land at Cheerbrook Road, Willaston should be excluded from the strategic open gap
Land at Broughton Road, Crewe should be allocated for housing
Land off Clay Lane, Haslington should be allocated for housing
The area most suited for development is land on Crewe Road, along A500 linking to Park Estate (2911,2905,3381,2909).
Expand B&Q where MFI was
Site at Land off University Way is unviable for its employment allocation due

	to £2m substation requirement. Use for housing.
	Additional sites in the Duchy ownership should be identified for housing: Crewe SHLAA Site 3029 – junction A534 & Sydney Road; junction B5077 Crewe Road & A5020 University Way; Weston SHLAA Sites 3765 & 2999.
	Land off Newcastle Road, Willaston, Crewe should be developed for employment/commercial purposes, including a roadside service station; travel hotel and an emergency services sub depot. The site is approximately 4ha.
	Land rear of The Lamb, Willaston should be removed from the Strategic Open Gap and developed for housing.
	Underestimated housing need. Crewe requires 10-10,500 new homes to deliver the economic, regeneration and employment benefits the Council seeks.
<b>Fig 8.1 Preferred Strategic Sites around Crewe</b> 9 representations by 8 people 3 support 5 object 1 comment	Support
	The plan does not reflect local people's wishes
	Regenerate town centre and provide new bus station
	Too much development proposed to the south and east of Crewe without considering the impact on transport links.
	Delete employment areas 2 and 3.
	Query use of parts of Basford East and West as residential
	New cultural developments must be of high quality
	Schools are full
	Doubts about deliverability. Is an anchor retail store really going to be attracted to what is becoming an increasingly run down town centre.
HS2 must be made to stop at Crewe.	
<b>Site Crewe 1 Crewe Town Centre</b> 22 representations by 21 people 7 support 4 object 11 comment	Lacks VISION.
	Unlikely to be deliverable, especially housing, and certainly not within the initial stages of the plan.
	Merge with rail exchange site. Create integrated transport hub with major transformative development based on connectivity.
	The current traffic issues do not encourage visits. Provide free parking; park and ride from train station.
	Need to solve problems of congestion eg build new road link(s) over railway; link from University Way/Barthomley Road roundabout to A500 under railway.
	Problem of traffic congestion on the eastern approach to Crewe town centre needs attention eg another access point to the retail park. Sydney Road will become a permanent ring road with 20,000 additional cars on the roads.
	Encourage cycling in Crewe town centre including pedestrian/cycle/bus only link to station.
	Need new bus station
	Relocate car parking to within the town's footfall eg the bus station
	What is a 'major leisure use'? Suggest anchor store and leisure use, not one at the expense of the other.
	Encourage market. Consider whether it should relocate.
	Railway station should be within town centre boundary. How will links be improved between the town centre and the railway station?
	Strongly object to Grand Junction being part of the town centre – Council must confirm this will not be considered.
Ignores Crewe Station.	

	Need a HS2 station in Crewe
	Make Crewe a more desirable place to live.
	Encourage businesses into town centre, not out of town retail parks.
	Increase town centre population with a mixture of properties and a direct reference to affordable housing. Make use of brownfield sites. Sites include next to Christ Church/MFI / Dunelm Stores sites and Oak Street.
	Need a new shopping centre
	Regenerate the area around High St, possibly by locating the new bus station here
	Consider the viability of the current town centre. Think of future 20+ yrs hence when trends in shopping, leisure, internet use have developed and changed from now.
	Infrastructure improvements are important.
	Development central to the regeneration of the town and in line with the aspirations for All Change for Crewe.
<b>Site Crewe 2 West Street/Dunwoody Way</b>	No evidence of deliverability and highly unlikely to yield any housing in the initial Plan period hence should not be a strategic site to be relied upon to meet housing requirement.
11 representations by 11 people 2 support 8 object 1 comment	Houses should be developed in the town centre.
	Keep this an industrial site. Need more employment here.
	Brownfield sites should be developed
	All or part of the site has potential to become high quality open space/GI linking to Tipkinder and Queens Park. Adjacent SBI (Crewe swift colony) should be a consideration.
	CEC's Heritage & Design Team are in the process of finalising a Briefing Note on this site which considers its heritage value.
<b>Site Crewe 3 Basford East</b>	Should stay as a regionally significant employment site, as intended, with employment site only. Object to residential use.
26 representations by 24 people 10 support 12 object 4 comment	If residential use is necessary to enable employment development, the policy should evidence that.
	Scale is too large – will result in huge warehouse sheds which provide few, low-skilled jobs. Encourage manufacturing and hi-tech businesses.
	Support mixed development here including some housing.
	Support delivery of Crewe Green Link Road
	Restrict development to small units to encourage manufacturing start-ups for Crewe residents.
	Unsuitable site for housing due to proximity to railway line.
	Need high quality restaurant/hotel for business travellers.
	Provide opportunity for farms to diversify into tourism
	Infrastructure will not cope. New road infrastructure, schools, travel-to-school system, doctors, hospital capacity etc needed now.
	Removal of viable agricultural land which is required to feed the increasing population
	Destruction of green space /recreation/ wildlife habitat / corridors. Needs protection/conservation for benefit of all.
	Links required between employment and housing on site to limit car use and need to travel.
	Are job numbers feasible? Are jobs well paid enough to merit this level of housing development?
	Specify the amount of office space (B1a) proposed. Must evidence the need

	for such large-scale, out of centre offices through sequential assessment of alternative sites. Could harm regeneration of Newcastle and Stoke.
	If 1,000 homes are provided, a local centre is essential.
	Crime will rise.
	Weston and other villages will lose their rural character, becoming joined up with Crewe
	Address discrepancy between retail proposed for Basford East, Stowford and Barthomley new settlements, all of which will support 1,000 homes.
	There are other sites that do not suffer from the same level of constraints or sensitiveness or landscape value.
	Query timescales for delivery.
	Object to the proposed railway access road which will wreck rich habitat alongside Basford Brook.
	There is a good physical boundary to the site in the form of the A500 Shavington bypass.
	The Crewe Green Link Road leading to the A500 needs to be coupled with positive plans for traffic attenuation measures to protect the indigenous road network within the Parish.
	We need to welcome new industry and have a 'can do' approach, not a 'not in my backyard' attitude.
<b>Site Crewe 4 Basford West</b>	Object to housing on this strategically-significant employment site. There are other sites that are more suitable for housing.
30	Support mixed use on the site with housing and hi-tech business.
representations	Employment area fine alongside railway. Object to extending housing/industrial building further south towards A500.
by 24 people	Extend site to the north to include two sites at Crewe Road, Gresty which have capacity for 40 dwellings
11 support	Local centre will definitely be required.
11 object	Far too large in scale. Looks like a new settlement with new infrastructure. Expansion will merge villages, destroying communities and rural industry
8 comment	Provide sustainable employment, not short-term, low-density warehouse work
	Concerned about ecological and aesthetic impact on greenfield sites. Develop brownfield sites first. Attractive, unspoilt area with mix of fields, meres, marshes, woodland and some special scientific interest. Require updated ecological information and possibly new mitigation strategies
	No evidence of deliverability
	Infrastructure requirements would put pressure on the Alsager/Crewe road. Has the new infrastructure been realistically costed to ensure it is deliverable? Where is this evidence for local people to examine?
	High quality restaurants/hotels to attract business travellers
	Lacking justification and evidence explaining why the site has been selected. The Plan is therefore unsound.
	Support but mixed-use scheme including residential uses is required the wider Basford West site to be brought forward and to confirm contribution towards the Crewe Green Link Road.
	The policy should reflect the recent 'viability led' outline planning application and the site capacity of 'up to 370 residential units'. Should read 'Where scheme viability may be affected, developers will be expected to provide viability assessments to demonstrate an alternative mix of uses on the site'. Request that the requirement for 'a community facility / place of worship' be

	removed from the Policy – this would have to form part of a viability study.
	There is a good physical boundary to both sites in the form of the A500 Shavington bypass.
<b>Site Crewe 5 Leighton West</b> 537 representations by 185 people 8 support 523 object 6 comment	Support increase in population and housing.
	Prioritise site after the delivery of Basford West and East sites. It can deliver at least 750 homes, and with appropriate mitigation, the highway network can accommodate it.
	Leave the site alone to prevent the area from losing its identity and merging into Bradfield Green. No new houses or employment land needed given recent permissions.
	Doubt need for commercial activities eg pubs, restaurants. Retail is disproportionate and would compete with other centres.
	Road network is already inadequate. Link road will be required across to the A534 between Winterley and Wheelock; address slow funeral traffic from new cemetery on Minshull New Road; new crossing for hospital and better access via improvements to Smithy Lane.
	Traffic-impact assessments are required in the area of Minshull New Road, Bradfield Road, Parkers Road, Smithy Lane, Flowers Lane, Sydney Road and the A530 (Minshull Vernon).
	Require supporting infrastructure - new roads, buses, trams, school places, hospital parking, another hospital, medical centre. Has deliverability been assessed?
	Carefully consider the type of affordable housing provided.
	Support exciting geothermal plant concept.
	Poor drainage and regular flooding due to clay soil. Provide drainage infrastructure, de-culverting and river restoration. Leave land between Flowers Lane and Moss Lane as open countryside, as it floods.
	Loss of the only green fields in the area. Use brownfield.
	Need for an attractive environment, gardens, relaxation spaces to reduce stress and encourage health and wellbeing
	Site should be designated Green Gap/Strategic Open Gap to prevent merging from Nantwich to Crewe .
	Do not create a countryside park on a former landfill, foot and mouth graves, underneath/around pylons. Guidance states build at least 60m from pylons: proposal states 30m.
	Undemocratic. The Council ignored the public petition against this development during the Crewe Town Strategy consultation
	Accommodate future expansion of hospital in the plan.
	CEC Asset Management Service Masterplanning document for part of the site that is in CEC ownership proposes 400 dwellings; country park & open space; green energy park with geothermal energy generation & office park.
<b>Site Crewe 6 The Triangle</b> 93 representations by 69 people 1 support 87 object 5 comment	Support for the proposal and the open space facilities.
	Extensive opposition - over 90% of respondents across the 3 parishes have opposed this plan. Development of the site has been refused at least twice in the last 20 years. It is contrary to the NPPF.
	Enough houses. Do not need this quantity which would increase village housing by 50% - disproportionate and would ruin village character. Based on creating jobs which will not occur.
	Why consult? Development here was approved on 21.02.13.
	The site is a natural soakaway. Local flooding is already an issue, plus climate change impacts. Many hectares of flood plains in the area. Development will

	cause flooding of existing houses.
	Adverse impact on the local wildlife. At least 57 species of bird have been recorded on site, including 9 on the Birds of Conservation Concern Red List and 8 on the Cheshire Local Biodiversity Action Plan. Additional protected species.
	Various habitats. Significant risk to the West Midlands SAC, RAMSAR 1 area, SSSI Wybunbury Moss. No formal scientific assessment has been undertaken by Natural England or others of the risk to the Moss and significant bowl area. Protected mature hedgerows, ponds and lowland grassland.
	Shortsighted to build on greenfield sites and agricultural land. Will create urban sprawl between Wybunbury and Crewe. Use brownfield sites elsewhere.
	75% of this proposal is within Wybunbury parish, a sustainable village where there should be small-scale infill, not large developments. Use more suitable, viable, sustainable sites closer to Crewe.
	Wybunbury Parish will not benefit from improvements to public transport; highways; affordable housing provision; or schools
	Site is Nantwich, not Crewe.
	Infrastructure impacts – narrow lanes; antiquated drainage; oversubscribed doctors and schools; local shops and public transport.
	Transport assessment for the village is required. Highways (mainly B roads) are already congested and dangerous. Would impact Shavington congestion; be impact on pedestrians, cyclists and public transport users.
	The site capacity has been assessed as up to 400 dwellings. 300 is inefficient and too low.
	The archaeology assessment was not completed as the land was too wet.
	The proposed development does not contain the specified minimum % of "affordable houses"
	Unsustainable development increasing car use and pollution
	Development will take the focus away from the main urban area and put pressure on existing services and facilities. Retail premises here would take trade away from village shops.
	Would undermine the viability of strategic sites such as Basford West and Basford East and the vision for All Change for Crewe and the Crewe Town Strategy.
	Shavington would accommodate a third of the Local Service Centres' development allocation – excessive and unsound. Apportion development equitably between villages. Shavington should not accommodate the housing needs of the principal town of Crewe. Settlements such as Wilmslow should take more housing.
<b>Site Crewe 7 East Shavington</b> 22 representations by 19 people 3 support 19 object 0 comment	Development will not prejudice delivery of Basford East and West: they serve different housing markets in a different location and have longer lead-in times.
	Support phased release, after development of the Basford sites has got underway.
	Support development on the site, will meet all Development Strategy aspirations. Shavington needs new homes now, particularly affordable. Village hasn't seen major development for 40 years. Development can be delivered at an early stage. It is not Green Gap; close to employment sites and village centre; good access by public transport to Crewe.
	Amend constraints section – no sandpits on the site, they are further north.

	Other constraints mentioned can be resolved.
	Mass of local opinion against development. Use numerous empty homes and acres of brownfield instead of agricultural land. We need a holistic, not piecemeal, approach.
	Development too large. Phasing will cause prolonged disruption in the village.
	Create new villages rather than destroying current ones.
	Development of the site will not benefit Shavington residents. Wybunbury and Shavington Parish Plans oppose massive developments which will totally change their character and join up the two villages, creating urban sprawl.
	More suitable housing sites are to be found north of Shavington with instant access to the A500.
	Site will flood due to proximity to Swill Brook.
	Hydrological risks to Wybunbury Moss.
	Infrastructure cannot cope – schools are full; congested, dangerous roads; existing weight of traffic. Proposed facilities are inappropriate. We need schools, hospitals, doctors, assisted housing for the elderly.
	Protected species, valuable mixed habitats including hedgerows, trees will be disturbed by development.
	The green space is needed for community health and wellbeing
	Where are the jobs locally?
	Unsustainable - CO2 emissions, lack of viable public transport.
	Inadequate access - only vehicular entrance/exit to and from the site is poorly sited on a bend of the busy Crewe Road.
	Inappropriate ground conditions - soft soils, flooding conditions.
	Too close to the Triangle, too many houses only 200m apart!
	Shavington is a Local Service Centre/village which should accommodate only local needs. It will become a small town, amorphous, losing historic identity, lacking in facilities and infrastructure. Permissions at Rope Lane and the Triangle are already out of proportion with the settlement size. It does not form part of Crewe – it is not a suburb. Crewe can accommodate its growth without reliance on lower-order peripheral settlements.
	Suitable, available and achievable development opportunities exist within and particularly on the edge of the principal urban area, and are better related to the town of Crewe.
	No rationale or justification for the allocation of either the Triangle or East Shavington for housing presented in the Plan.
	Would undermine the viability of strategic sites such as Basford West and Basford East and the vision for All Change for Crewe and the Crewe Town Strategy.
<b>Site Crewe 8 Crewe Rail Exchange Zone</b> 12 representations by 11 people 7 support 0 object 5 comment	Proposal is 25 years overdue. The sooner it happens, the better.
	Development of the site is central to regeneration of the town, in line with All Change for Crewe aspirations.
	Great potential for business tourism.
	Support identification of Macon Way as unsuitable location for retail development.
	Lack of vision – link Crewe station and the town centre to create attractive place to establish businesses. Extend west along Nantwich Rd to the Edleston Road junction, taking in the South Street/Gresty Road triangle.
	Clarify exact location and type of retail envisaged in the context of the 5,000sqm proposed for Mill Street. It must only meet local needs; cap the size of individual retail units so retail here is not at the expense of town

	centre retail development.
	Factor in HS2 Phase 2 route
	Redesign road layout at Crewe Arms Hotel roundabout to deal with congestion.
	Need pedestrian/cycle link through Mill St / Nantwich Road triangle to link proposed retail and other new developments.
	Investigate the possibility of a shuttle bus route along redundant railway land from Mill St bridge, under Nantwich Road into the station at rail level. Must cross little-used freight line.
<b>Macclesfield</b> 124 representations by 114 people 19 support 55 object 50 comment	Support the Plan and the strategic sites. Macclesfield should have growth as it is the second largest town and there has been a lack of growth.
	More growth is required - Macclesfield is a Principal Town and has witnessed no growth for the last decade.
	Development should focus on the town centre
	Strategy states no units to be allocated in the site allocation process however change in capacity figures mean a further 375 dwellings need to be identified in Macclesfield
	Need contingency allowance/allocations in case identified sites do not happen
	Too much development. Constraints include capacity, Green Belt, landscape quality and road system.
	Think beyond the plan period ie safeguarded land
	Central, south and south west sites are most logical
	Retain Green Belt – don't develop Fallibroome/ Rugby Club
	Do not use greenbelt, greenfield and agricultural sites – they provide the area's charm and value. Re-development is contrary to the NPPF. Once gone, they are lost forever. Develop brownfield sites first.
	Do not allow construction of link road.
	Insufficient, flawed evidence – need Green Belt review, better evaluation of population statistics
	Conflict with RSS in terms of the amount of development and the brownfield target
	Capacity figures for sites vary between the Strategy and other documents
	Object to housing development at Tytherington business park – it contradicts the strategy
	Support housing development at Tytherington business park
	Siddington should be developed
	The brownfield sites are not specifically allocated – should be shown.
	AZ's site at Hulley Road should be a Strategic Site
	Macclesfield Golf Club alongside Hollins Road should be a Strategic Site for housing
	Where in the town centre would the strategic development be?
	Some of the alternative sites should be allocated as Strategic sites (details in the relevant section)
	Macclesfield needs to be developed in a manner which enhances the history and attractiveness of Macclesfield
Town centre – provide adequate bus services, car parking, park and ride linked with town centre and hospital	
<b>Figure 8.2</b> <b>Preferred</b>	Support all sites including the alternative sites
	No evidence to show thorough search of brownfield sites

<b>Strategic Sites around Macclesfield</b> 38 representations by 36 people 6 support 25 object 7 comment	Increase brownfield town-centre housing proposals in order to reduce use of greenfield sites
	Utilities and infrastructure already near/at/exceed current needs – Macclesfield cannot take further development
	South Macclesfield Relief Road is essential
	No evidence to show need for link road – unnecessary, inadequate consultation, effect on biodiversity, ancient woodland, SBI, protected wildlife, will not ease congestion
	Cost of relief road will make housing development unviable
	Object to use of greenbelt/greenfield sites. No justification for its use. Nothing has changed since south-west Macclesfield Green Belt boundary change was rejected at Local Plan inquiry
	Need to consult other authorities
	No justification for site selection
	Reallocate employment land
	Allocate site at Blakelow Road
<b>Site Macclesfield 1 Macclesfield Town Centre</b> 58 representations by 58 people 11 support 19 object 28 comment	Support for town centre housing – investment in public realm, restaurant/bars, hotel are required. Build more than 300 homes.
	Where will the dwellings be? Will there be demolitions?
	Clarify the discrepancy in number of homes that can be built in the town centre
	Development likely to comprise high density apartments, for which there is limited demand.
	Concerns over deliverability
	Need more emphasis on refurbishing/redeveloping empty town centre properties and sites, both commercial and residential
	Designated town centre is too large for the shopping habits of the future.
	New development should create and enhance views to the Peak District hills.
	New buildings must be in keeping with architectural heritage
	Object to town centre retail proposal - based on an out-of-date retail model
	Proposals based on an out-of-date model for retailing
	No evidence to support the 'Relief Road'
	Improve pedestrian and cycle links to railway and bus stations
Consider traffic congestion – development may make it worse	
<b>Site Macclesfield 2 South Macclesfield Development Area</b> 61 representations by 60 people 16 support 28 object 17 comment	Most appropriate area, logical extension. Low grade farmland, wasteland, brownfield. Preserves Green Belt elsewhere. Opportunity for public open space, pedestrian routes.
	900 dwellings is a reasonable number for this site
	No evidence why this site is preferred. Are 900 houses needed in this area? Jobs are located to the north. First develop the many vacant brownfield sites in the town.
	Site is unsustainable – will exacerbate traffic, too far from facilities
	Are more retail units needed? Development should not include any retail due to town centre impact. Would conflict with town centre retail focus.
	Development should include social housing and mentoring/ support to enable locals to take advantage of new employment
	Support the inclusion of community/place of worship
	Will require mitigation measures due to proximity to railway.
Site has been a longstanding proposal without progress – previous allocation undeliverable due to funding. Site is dependent on delivery of southern link	

	road. No evidence of deliverability. Undeliverable sites should not be allocated.
	Link road would solve congestion and reduce pollution on Park Lane and Moss Lane. Without it, pressure will build on congested alternatives eg use of Moss Lane as a heavy traffic through route
	Object to relief road – will not alleviate traffic congestion, will have unacceptable impact on congestion into Macclesfield town. Relief roads are outdated, short-term thinking
	What are the exceptional circumstances which demand that an SBI site should be developed? Insufficient evidence to justify the allocation. Development would have unacceptably high levels if impact on biodiversity: permanent loss of 2 UK BAP Priority Habitats including impact on protected species; loss of buffer zone between urban edge and Danes Moss SSSI and CWT Reserve; impact on SSSI and NR including from hydrological changes; peat bog. Also TPOs; public rights of way; loss of football pitches.
	Cost of remediation of potential contamination from former waste transfer station and cost of road/infrastructure will render development unviable
	Does not support economic growth. Contrary to NPPF
	New hotel/restaurant must be high quality to attract visitors
	Biomass power supply and energy from waste should be pursued to bring about sustainable development
	Welcome inclusion of sport/leisure facilities but type, scale and location must be informed by Pitch Strategy. SE would object to this site if relocation of Macclesfield Town FC is not addressed.
<b>Site Macclesfield 3 Land between Congleton Road and Chelford Road</b> 548 representations by 515 people 18 support 520 object 10 comment	Has least harm to urban regeneration; no environmental designations; not best quality farmland; previously favoured by former authorities. Deliverable, sustainable. Will support economic recovery and protect vital services.
	Development should include education and leisure amenities
	Object due to vast, excessive scale of proposal which will impact on property values and existing residential amenity. Housing requirements have been overestimated.
	No evidence of need for houses or road – conflicting numbers, evidence that additional housing can be met without touching Southwest Macclesfield Green Belt eg reallocate industrial/employment land not needed for that purpose
	What type of employment uses? Currently an oversupply of employment land hence not needed. Astra Zeneca is contracting and other companies do not wish to locate here
	Use brownfield land first eg empty town-centre retail spaces and derelict/vacant sites.
	Use of greenbelt land without exceptional circumstances is contrary to the NPPF; will create urban sprawl; and is unjustified
	Will generate a huge amount of traffic and pollution – does not address congestion issues including at Broken Cross
	Design must be appropriate
	Destruction of vast greenbelt farmland/open countryside. Loss of protected wildlife species, ancient trees, Cockwood SBI, grade 2 and 3a agricultural land, ancient hedgerows
	Support relief road - will relieve town centre traffic and form a new clearly-defined greenbelt boundary
	Strong objection to relief road - relief road relieves nothing, environmental

	<p>impact, impact on wildlife, Macclesfield town centre and adjacent roads, contrary to NPPF</p> <p>No assessment of impact on declining town centre. Inclusion of leisure and shopping uses will hasten this.</p> <p>Will encroach on the local parishes including Gawsforth and destroy communities, merging them into Macclesfield</p> <p>Defeated in the Macclesfield Local Plan because of its unsustainable nature</p> <p>Will result in a heavy influx of people from outside the area</p> <p>Proposal not in the economic, social or environment interest of Macclesfield</p> <p>Land liable to flooding – development would increase flood risk</p> <p>Presence of silica deposits</p>
<p><b>Site Macclesfield 4 Land east of Fence Avenue</b> 148 representations by 135 people 58 support 83 object 7 comment only</p>	<p>Confine development to land adjoining Fence Avenue on site of existing buildings only</p> <p>This site is less objectionable than the alternatives and would support town centre regeneration. Site benefits include proximity to public transport and town centre facilities. Inclusion of highly desirable homes would bring encourage investment.</p> <p>Site suitable for good quality, low density, family housing in garden suburb, sympathetic to surroundings.</p> <p>Green Belt swap may be beneficial - this site does not contribute to separating towns.</p> <p>Where would King's School relocate to?</p> <p>Any development should be sympathetic to Canal Conservation Area.</p> <p>Developer must contribute to towpath and bridge improvement</p> <p>Will result in loss of Green Belt, accessible countryside, a green lung for Macclesfield. Adverse impact on Area of Special County value with high landscape value.</p> <p>Nature conservation value - nature conservation priority area in the Local Plan; local wildlife including rich, extensive bird life and amphibians and protected species; tree preservation orders; area highly valued for recreation – local residents, walkers and other canal users; loss of playing fields; urbanisation/urban sprawl – effect on Peak Park fringe.</p> <p>Impact on charm/heritage of two adjacent conservation areas</p> <p>Exceptional amenity value of the site confirmed by planners over last 35 years</p> <p>Loss of links and views between town, hills, canal, walking paths, Victoria Park and conservation area</p> <p>Unsustainable – too far to walk from the town centre with shopping</p> <p>Impact on the already overcrowded local road system; limited access.</p> <p>Flood risk</p> <p>Unsuitable land with a restrictive covenant</p> <p>There is sufficient housing already.</p> <p>More sustainable, brownfield sites should be used first.</p> <p>Site is not available as it depends on King's School's plans. Site was not in the SHLAA 2012 or the Town Strategy.</p> <p>Objection to loss of playing fields – site and impacts must be examined in the Playing Pitch Strategy.</p>
<p><b>Alsager</b> 50 representations</p>	<p>Support use of brownfield sites at Twyfords and MMU</p> <p>Lacks justification. Large housing figures compared to Wilmslow. Do not increase Alsager housing numbers as demand is elsewhere due to loss of</p>

made by 40 people 2 support 20 object 28 comment	employment locally.
	Alsager needs jobs – deliver 10 ha of employment land before housing. Deliver employment on the MMU site.
	Need for affordable housing.
	Plan is flawed due to congestion impact; loss of agricultural land and countryside; creation of urban sprawl; impact on decaying town centres. We need well-planned, attractive, thriving community with green space and access to countryside.
	Focus on services/facilities – Alsager is a KSC hence infrastructure must serve catchment including Haslington and Barthomley developments. Need supermarket and petrol station (Twyfords site), playing fields (MMU).
	MMU – build on existing footprint; maintain sports fields to create first class, strategically managed sports facility.
	Add MMU extension site
	Add deliverable, developable, achievable SHLAA sites
	Alsager is a KSC so should deliver new housing. There is capacity for more housing in the west of the town.
	Alsager has travel to work links to the North Staffs conurbation. The relevant local authorities consider that the proposals are appropriate but reserve the right to make further comments.
	Concerns regarding White Moss Quarry and Barthomley new settlement
	Include the Cardway Cartons site, Linley Lane for mixed use
	Include land south of Hall Drive, Alsager
<b>Figure 8.3 Preferred Strategic Sites around Alsager</b> 8 representations made by 8 people 2 support 0 object 6 comment	Develop brownfield sites before green
	Retain sporting facilities at MMU
	Increasing housing numbers would undermine regeneration in the Potteries
	Why is the site south of Radway Green not shown?
	Support Cardway Cartons site
	Request for traffic calming through neighbouring villages
<b>Site Alsager 1 Twyfords</b> 15 representations made by 15 people 4 support 2 object 9 comment	Support for cycle links to town, station and Talke Road. Include links to Linley Lane (A34); the canal; the road to Kidsgrove; and employment area at Butt Lane.
	We need a supermarket and petrol station
	New supermarket etc must not affect town centre
	Need for better footpaths
	Opportunities for de-culverting and river restoration
	Railway infrastructure must be protected from development impacts. Development must mitigate railway noise and vibration, considering future potential intensification of routes.
	Welcome the inclusion of provision of sports and leisure facilities but scale, type and location must be informed by the Playing Pitch Strategy and an Indoor Sports Facilities Strategy.
	Negotiations re affordable housing provision and Extra Care provision are ongoing
	Do not develop old railway line – it may be needed for HS2
<b>Site Alsager 2 Former Manchester</b>	Support the site: sustainable location; opportunity for mix of dwellings; results in less demand for greenfield sites.
	Need mixed use site with housing and employment

<b>Metropolitan University Campus</b> 31 representations made by 28 people 4 support 16 object 11 comment	No justification for increase in numbers on site
	Support campus redevelopment for sports facilities, housing, green infrastructure etc
	Site requires highway/junction improvements
	Development should accord with the site development brief
	Support retention/protection/sustainable management of playing fields; evidence shows shortage of outdoor sport in all towns and no justification that this site is surplus at present. Address the site in the Playing Pitch Strategy.
	Fields to the north should be excluded from development
	Need for leisure facilities in Alsager – sport and leisure hub, children’s play space, green space/park
	Services required – medical facilities, burial provision
	Is a new pub and restaurant needed?
<b>Site Alsager 3 Radway Green</b> 7 representations made by 7 people 2 support 2 object 3 comments	Retain site for employment
	Need more detail on enterprise, growth and infrastructure requirements
	Support sports/leisure facilities
	Site needs highway/footpath improvements
	Protect railway infrastructure from development impacts. Developers must mitigate railway noise and vibration, considering potential future intensification of routes.
<b>Congleton</b> 337 representations by 301 people 201 support 99 object 37 comment	Growth is too fast and housing target too high (30% bigger) without justification. Would destroy identity. Why so much in Congleton and not elsewhere? Disproportionate and not based on local need.
	Unsound to focus all new housing in north of Congleton rather than the south – NPPF para 50 urges Councils to deliver homes ‘in different locations to offer choice ... and create sustainable ... communities’
	Flawed assumptions and lack of evidence
	Difficult to justify sites other than for enabling the road.
	No mention of brownfield sites which could deliver 780 houses. Agricultural land will be lost forever. Need more positive statements to protect the green spaces around the town.
	All sites suggesting the same facilities. A secondary school should be proposed.
	Look at the alternatives in more detail as they have fewer constraints.
<b>Fig 8.4 Preferred Strategic Sites around Congleton</b> 808 representations by 793 people 720 support 70 object 18 comment	Object to the use of pre-filled comments forms from the Town Council to show support for the link road.
	No mandate for the link road - it only appeared in the final Town Strategy and was not debated, consulted on or made public, but decided at a Special Town Council meeting.
	No evidence base for the link road
	Build a bypass, if required, not this link road and houses, whose residents’ cars will undo any improvements brought about by the new road
	Strategic sites have been chosen to fund the Northern Link Road and do not relate to the needs of the town.
	Congleton Link Road - we will not sell our farm in Hulme Walfield as it will damage wildlife and landscape.
	Development in Macclesfield should contribute to the cost of the link road
	Link road needs to join up Macc Road and Manchester Roads and A34 to the south

	Not enough detail to comment on the link road
	60% of monies needed for the road haven't been secured; Regional Growth Fund monies may not materialise; there is no CIL in place to fund the road. It is therefore premature to consider it.
	Problem of quarry along route
	We need town centre traffic improvements
	Need improvements to offpeak rail links
	Dane Valley environmental damage, second fastest rising river in the UK
	Development is not in Congleton, residents of Somerford can't vote for a Town Councillor
	Not enough infrastructure at present
	The mix of housing and employment is at odds with enhancing this area of the town.
	My land at Somerford is classed as being available for development. This is <b>not</b> correct
<b>Site Congleton 1 Back Lane and Radnor Park</b> 66 representations by 64 people 10 support 49 object 7 comment	Development on a Village Green would be unlawful.
	Some land here is publicly owned. This is a conflict of interest for CEC as planning authority and site promoter. Government guidance forbids council officers using their positions to create private advantage for themselves or the Council.
	Level of growth will destroy: character and uniqueness of surrounding countryside; prime agricultural land; and recreational land – environmental vandalism.
	My land in Somerford is not available
	Potential covenant against development on RSPB land
	This site is not accessible from the town centre (3 miles away) or station (4 miles). It will be quicker to get to Holmes Chapel station, so will not address local need, but provide for Manchester commuters.
	Congleton doesn't need two business parks; there are empty premises in the existing parks; hence no need to extend into countryside.
	Redevelop Radnor for housing and relocate employment to the Arclid Hospital site.
	Relocate all business areas to town outskirts to minimise congestion and pollution
	Abandon the link road in favour of redevelopment in Congleton town to ease the through-flow of traffic.
	Even with a moderate increase in employment opportunities, the overall employment figures for Congleton will be <b>reduced</b> if the housing is built and increases the size of the town by 30%.
	Maintain a distinct Green Belt between Congleton and Somerford to prevent a featureless sprawl of overdevelopment
	River Dane is a site of Special County Value; ancient woodlands are at risk; Link road passes through a designated "wildlife corridor"
	Flood zone 2&3
Congleton Business Park access to the motorway is very good. To make the link even better widen the A34.	
<b>Site 2 Congleton Business Park Extension</b> 30	The EPP document promotes 'town centre first' for retail and commerce. CEC is going against this although acknowledging that vacancy rates are over 20%.
	The site is close to an Air Quality Management Area, which is a material planning consideration.

representations by 27 people 6 support 20 object 4 comment	Site is in the Jodrell Bank Radio Telescope Consultation Zone
	A wider transport study, Travel Plan and cultural heritage assessment are needed. When will they be done?
	In the SHLAA 2011, the site (2534) was considered not suitable, achievable, developable or sustainable. What has changed?
<b>Site 3</b> <b>Giantswood Lane</b> 39 representations by 36 people 7 support 23 object 9 comment	Sensible site, if expansion is required.
	Jodrell Bank issues prevented incorporation of parts of this site in the previous Local Plan. What has changed?
	A major incursion into the Dane Valley landscape, flood zone restrictions, wildlife corridor, destruction of versatile grade 2 and 3a agricultural land. What mitigation is planned?
	Create Strategic Open Gap or Green Belt between Eaton and Congleton due to the ecological importance
	Support alternative shorter link road route through site 3
	Hulme Walfield Parish is not within the town plan/boundary?
	Don't build a bypass: in Biddulph it made the town into a ghost town. Instead, widen the A34 through Congleton and improve junctions to facilitate local/through traffic.
	SHMA 2010 identified high need (50% of annual need) for older persons' housing in Congleton, especially 1/2 beds in Congleton.
<b>Site 4 Manchester Rd &amp; Macclesfield Rd</b> 34 representations by 33 people 4 support 24 object 6 comment	Additional constraints include: ponds; possibly Great Crested Newts; TPOs, localised contamination; Jodrell Bank Consultation Zone.
	Development and link road will have a significant detrimental impact on the distinctive character and remoteness of Eaton. It will be encompassed by Congleton urban sprawl. Contravenes proposed policy of minimising impact on Green Belt and village individuality.
	Explore alternatives of improving existing infrastructure
	Site is only allocated due to the potential bypass
<b>Handforth</b> 38 representations by 31 people 2 support 25 object 11 comment	Is Handforth a Key Service Centre? Why does it not have a supporting statement of intent?
	Sustainable site
	Improve connectivity with an improved Airport Express rail service
	Refer to the need for convenience goods floorspace in Handforth
	More social housing would undermine the social balance
	Big shortage of social housing
	Handforth needs more homes than are proposed
	Population predictions for Handforth to 2030 indicate a decrease of 100 – why is this plan introducing 2,500 people rather than building only for what we need?
	Local need figure will reduce by 25% if up-to-date software is used and the ageing population is taken into account
	Cumulative impact with Woodford proposals – there will be up to 6,000 additional vehicles on gridlocked roads
	Plan encourages the merging of separate areas together – Handforth/Cheadle, Wilmslow/Woodford
	Site is not suitable for development
	Refurbish old and vacant business properties for commercial or residential uses
Protect Handforth's few green and open spaces. Object to development of	

	valued community space. Retain and improve it with an arboretum and an area for ground-nesting birds.
	Local character will change
	Infrastructure cannot support more development
	New settlement would harm Handforth's economy and shops
	Why was the Clay Lane site rejected?
	Consider other alternative sites
	New settlement, 200 homes and 10ha of employment land is far too much for Handforth – disproportionate. Handforth should not accommodate Wilmslow's housing need
	Development should be restricted to sites in the settlement boundary due to the size of the settlement
	I would support small development on non-strategic sites in Handforth instead of the new settlement
	Where did the 10 dwellings per annum figure originate from?
	Can sites within the settlement boundary accommodate this?
	Protect green space between Handforth and Handforth East
	There are not enough jobs to cater for the new residents
	Do not object to limited development west of the A34
	Do not build west of the A34.
	Allocate site to the south of Sagars Lane, Handforth
	Allocate Peacock Farm site on Wilmslow Road, Handforth
	Allocate land east of Wilmslow Road, Handforth (Junction of A555 & B5358)
	Do not use site at Knowle House, Sagars Road
	Use only Sites B, C and MOD land within Site M1, from Handforth Town Strategy
	Extend district centre to include station and Meriton Road
	Cumulative impact of traffic from new development and 28% increase arising from SEMMS road
<b>Knutsford</b> 49 representations by 45 people 3 support 29 object 17 comment	No justification for level of housing/employment - it is too much. Knutsford is full: it is constrained by Green Belt and development will damage local heritage. It should have a maximum target of 20 homes a year.
	No proper consideration of development potential within urban boundaries including underutilised land/property in the town centre and abandoned shopping areas on the town centre fringe. Use the latter for small households eg the elderly who need good access to town centre facilities
	If we build on Green Belt in 25 years, there will be no fields left. Loss of prime agricultural land, destroying Knutsford's open, rural character
	Scale of development is proportionate to the settlement size
	1,500 net additional dwellings are required to cater for local need and sustain the town centre facilities
	Detail the specific infrastructure which is required
	Town lacks infrastructure including transport, medical facilities, primary school places, play spaces, green corridors, cycle facilities, community leisure rooms, congestion, parking, water supply. Improve through development, ensure capacity is resolved prior to building.
	Need new affordable family houses including self-build, shared equity, sheltered housing
	What type of houses will be provided? How ensure they are for locals? How will you keep affordable houses as such?

	Half Knutsford’s offices are empty – no need for more, especially with virtual working. Existing industrial units are not fully utilised, hence no need for more.
	Local people should nominate the projects that the CIL will contribute to
	Why were other sites around Knutsford rejected? Provide detailed site selection rationale document including Green Belt release requirements.
	Do we need more sports facilities or allotments?
	Object to distribution of new housing. Disproportionate impact on north west area of Knutsford in density and number of homes. Smaller sites would be more in keeping with local character.
	Consider cumulative impacts of commercial developments in Northwich and at Manchester Airport on the viability of Knutsford.
	Consider impacts of HS2, A556 and new M6 junction
	Need a policy protecting and enhancing Protected Open Space
	Improve the northern approach to Knutsford – no retail, takeaways or restaurants
	Design brief to maintain historical context of the town
	Lack of analysis of landscape character, historic dimension, landscape capacity and sensitivity – prepare the relevant evidence base to inform the Development Plan
	Inconsistencies and gaps regarding historic assets at Tatton and extent of Registered Historic Park and Garden
	Summary of Development Requirements (para 8.39) is inconsistent – it should show 350 new homes, not 400.
	Tatton Park and local visitor economy are economically essential and must be supported
	All sites over 1ha should have a planning brief
	Development in the Green Belt does not require alteration of Green Belt boundaries and can enhance the Green Belt
	Knutsford residents work outside the Borough. For employment land allocation, work with Greater Manchester and Warrington.
	Locate new community facilities in the town centre, not Green Belt.
	Developer contributions should support Knutsford Railway Station as a viable transport option through links to Middlewich and Crewe
	Use vacant part of the Ilford site for housing and employment
	Use site at Moorside, Knutsford for residential development
	Use site east of Toft Road for residential development
	Use Booths Hall site
	Relocate Egerton School alongside protected open space in NW Knutsford and use former site as healthcare facility
	Include a potential site/sites for a health centre eg Cottage Hospital on Northwich Road
	Not enough homes. We need over 400 affordable homes.
<b>Figure 8.5 Preferred Strategic Sites around Knutsford</b> 21 representations by 20 people	Support protected status of sports facilities (football ground, sports/boys’ clubs). What prevents future development?
	Has CEC consulted with the FA, Cheshire FA, Sport England and other sporting/football authorities?
	What is meant by improved facilities and who will fund this?
	Town football club is c. 3ha, should not be referred to as a pitch
	Development will remove Knutsford’s uniqueness as one of very few English

<p>5 support 15 object 1 comment</p>	<p>towns where gentry landholdings prevented suburban growth, retaining countryside feel in town.</p> <p>Housing will be expensive in this premium area.</p> <p>20 houses a year is unrealistic - it is only viable for developers to build all 400 houses and commercial premises in one go</p> <p>Detail the business types in order to determine workforce and hence type of housing required</p> <p>Safeguards must be put in place to ensure affordable housing remains so in perpetuity, and not 'affordable in relation to local market housing costs'</p> <p>Requirement of 30ha is stated, but 65ha are allocated</p>
<p><b>Site Knutsford 1 Parkgate Extension</b> 38 representations by 38 people 9 support 20 object 9 comment</p>	<p>Why is the site now for employment land and not the 300-400 houses stated in the Draft Town Strategy? Housing on this site was favoured by respondents to the Town Strategy.</p> <p>Do not use this site for employment as there are too many unoccupied premises. Support mixed housing use here eg high value housing so residents live near potential employment.</p> <p>Support as a non-greenbelt site of low agricultural classification – allocate it now for housing to remove the need for Green Belt release. It could accommodate much of Knutsford's housing need</p> <p>Develop this site comprehensively to include community facilities to reduce East Knutsford's current deficiency</p> <p>Better access is essential. Pedestrian and cycle links are not realistic given Tatton Park, golf course etc.</p> <p>11ha for future use should not be allocated at this time.</p> <p>Develop safeguarded area for housing now to minimise release of Green Belt elsewhere.</p> <p>Safeguarded area is too far from town to be used for housing.</p> <p>Marl pits on the site will be affected, lowering the water table in the ponds to unsustainable levels, changing water quality and chemistry. Impact on flood risk.</p> <p>Site used by a range of ground-nesting birds; 6 species of bats; dormice etc.</p> <p>Use this site instead of Site 2</p> <p>Incorporate a Metrolink stop</p> <p>Proximity to waste water treatment plant is not a constraint</p> <p>Railway underpass will be required</p> <p>Include a higher proportion of intermediate affordable housing</p> <p>Proximity to Tatton Park requires sensitivity to the setting of the significant heritage asset including design and character of development, and landscape buffer to northern, western and eastern boundaries</p> <p>Resulting increased footfall at Knutsford Railway Station should prompt Section 106 payments to enhance station</p>
<p><b>Site Knutsford 2 North West Knutsford</b> 107 representations by 72 people 11 support 83 object 13 comment</p>	<p>Consultation on the Knutsford Town Strategy showed that this is the least popular site for development</p> <p>Loss of Grade 1 and 2 agricultural land producing high yields in various crops, and related jobs.</p> <p>Green Belt – use the many available brownfield sites, such as Knutsford Site 1 Parkgate</p> <p>Located on a main artery road which suffers extreme congestion, especially when traffic diverts from closed/busy M6. Requires a relief road giving access to the M6.</p>

	Support protected open space including Knutsford Sports Club, Knutsford Football Club and Egerton Youth Club. What are the Council's plans for it? Requires a policy on 'Protected Open Space' which must not diminish current its greenbelt status.
	Safeguarding land now is premature. Could concentrate all new development here beyond the plan period.
	Such low density will discourage affordable housing.
	Re-word to 'onsite provision, or where appropriate, relevant contributions towards ENHANCED highways and transport, education, health, open space and community facilities'.
	Facilities are welcomed but how will residents cross the A50 to reach the sports facilities to the east?
	Protect visual impact on town gateway to retain Knutsford's uniqueness for tourist trade: no industrial units, retain leafy, open approach of green cordon between Mereheath Lane and Tatton Park wall; install screening to east and west of Manchester Road. Do not upgrade Mereheath Lane.
	Limit commercial development here
	Reduce housing density, volume and scale – would have a disproportionate impact on North Knutsford, destroying character. Spread houses throughout the town.
	Include high value housing
	Loss of spectacular countryside views including Delamere Forest
	Prone to waterlogging
	No valid reason for creating one large site from the 4 separate sites previously consulted on as part of the Town Strategy.
	Open space, existing wildlife (potentially Great Crested Newts and lapwings) and pond habitats must be protected
	More detail on the exact use of the land; workforce requirements; resulting house types; quantum of housing land; location of commercial development.
	Too far for people to walk from the site into town, resulting in congestion and environmental damage
	Infrastructure issues – reduced water pressure, water cut off, electric voltage varies, lack of parking, noise issues from planes
	Better to build 200 houses on Town Strategy Sites C and D between Manchester Road and Mereheath Lane.
	35ha of land is excessive for 350 houses and other stated uses. Apply density of 30 to 40dph, requiring smaller land take (15ha) and enabling a range of homes including standard, smaller family homes, single-storey homes for the elderly.
	Sports clubs must be engaged regarding the proposed 'provision of sports and leisure facilities'
	Results of Sustainability Appraisal on the original Town Strategy version of this site scored worse than almost every other site, and failed 17 of the 22 accessibility criteria
	Some development is possible on this site, if there is investment in current facilities to east of Manchester Road
	Commercial development is not appropriate here – site it alongside existing sites eg the former Red Cross hospital on Northwich Road, away from residential areas
	Relocate Egerton Primary School to this site and release its former site for new medical facilities

	Land is liable to subsidence due to presence of brine
	There are already commercial uses here, so it makes sense to locate others close by. They could bypass central Knutsford.
	No objective criteria have been applied to the selection of this site from those identified in the Town Strategy
	Piecemeal bolt-on development, too small to support the facilities proposed. Not a considered, masterplanned extension
	No consideration of site being adjacent to Historic Parkland of Tatton Park (Grade II*) – consider its setting, heritage and landscape character assessment
	Land east of the A50 is not contained to the north, so could result in future expansion. Site to the west of the A50 is contained on each boundary and could alone satisfy the new housing requirement.
	Seek Section 106 contributions to enhance Knutsford Railway Station, which would see increased footfall as a result of the development
	Locate housing development on wasteland off Longridge
	Unrealistic to suggest that developers will only build 20-25 homes a year – it will only be viable for them to build all 400 houses and commercial land in one go
	As a senior football club governed by the FA, Knutsford Football Club could not become part of a shared sports hub. Club must be consulted regarding any proposals.
	Build a relief road to the west of the town
	Site has direct access to M6 and M56, promoting commuting to Warrington, Trafford and Manchester. Link to employment in east and south Knutsford.
	Do not relocate sports facilities – it will decrease accessibility
	New facilities are required on the development site, as those existing would not cope with an increased population. Knutsford needs more health, education and community facilities, not a pub, takeaway or restaurant.
	Future of the existing sports facilities including impact of development and options for replacement, should be assessed via the Playing Pitch Strategy
	If commercial uses are required, they should be limited to B1(a) and B1(b)
	This development would almost join Knutsford to Mere with minimum Green Belt
	Use site at Toft Road, Knutsford
	Build a hotel, golf course and clubhouse on land adjoining the Knutsford Golf Club
<b>Middlewich</b> 16 representations by 16 people 4 support 4 object 8 comment	Support the Middlewich Eastern bypass to relieve congestion – include it in priority infrastructure spending as per Policy CS10.4, as a strategic element in the economic regeneration of Middlewich and Mid Cheshire
	Will the bypass from the South (Sandbach) ever be built?
	A sustainable location for future development. Strategy aligns with the NPPF.
	Clear mismatch between employment land and housing delivery. Increase Middlewich housing allocation to 2,500 dwellings
	Object to the identification of strategic sites around Middlewich as there is no consideration of sites outside CEC, hence is not an effective strategy as required by the NPPF.
	Cooperate with Cheshire West and Chester to deliver housing on edge of Middlewich to meet both Boroughs' acute housing shortfall
	Divert planning obligations for affordable housing towards other

	infrastructure
	Middlewich needs a train station; bus station; eastern bypass; western bypass; reconstruction of town wharf; and a properly designed town centre
	Resurrect the Middlewich Masterplan and ambitions of the Canal Corridor Area Action Plan/Civic Centre Study.
	Include land at Darlington Road for mixed use development.
<b>Preferred Strategic Sites around Middlewich</b> 8 representations by 8 people 1 support 4 object 3 comment	Middlewich has seen too much development over recent decades and little infrastructure improvement to match.
	The Rural Hub 'Cheshire Fresh' initiative makes Middlewich an international destination venue for livestock, horticultural, agricultural and business incubation activities that are appropriate to this edge of town, semi-rural location.
	The "Potential Cheshire Enterprise Hub" in the Mid Point 18 site is not qualified therefore no qualified comments can be logged
	I object to the potential Cheshire Enterprise Hub as there is sufficient land and the site has permission for landfill use.
	Support the allocation of a 'Cheshire Enterprise Hub' but require policy detailing type and quantum of development
	Allocate the mostly-brownfield site to the north-west of Booth Lane, adjacent to Midpoint 18, for mixed use development.
<b>Site Middlewich 1 Brooks Lane</b> 7 representations by 7 people 2 support 3 object 2 comment	Include railway station and marina as essential on Middlewich Site 1. Maximise site usage for tourism, employment and retail
	Logical site in a sustainable location. Keep it in the plan.
	Site development must address the Trent & Mersey Canal, including developer contributions to improve canal infrastructure for resulting increased towpath use.
	Main employment area.
	Contaminated land here, will be expensive to develop.
	River Croco and Sanderson's Brook meet on the site.
<b>Site Middlewich 2 Glebe Farm</b> 13 representations by 13 people 2 support 8 object 3 comment	Object. It is a major extension of Middlewich into open countryside. Instead, favour developments that make the town more compact.
	Improve amenities and roads before building new houses
	Will adversely affect the amenity and character of Warmingham village. The impact of this and extension of Middlewich 4 would have a major impact on Warmingham Lane, Moston and surrounding country lanes. Mitigation required - adopted traffic management plans and preferred routes to direct traffic onto primary roads.
	Support. Revise site boundary. Extend site to the south-west for further residential development and ecological purposes
	Include direct links to Booth Lane to reduce the congestion and traffic pressure on Warmingham Lane
	Do we need this in light of recent permissions on three sites to the west of Warmingham Lane?
	Developer contributions should be sought towards the improvement of the Trent & Mersey Canal towpath.
	Draw site boundaries to match field boundaries in order to preserve priority habitat hedges and maintain the landscape.
	Extend the corridor of Green Infrastructure that runs north-south across Sycamore Drive, on a similar alignment through Site 2, to maintain links with open countryside and to Sandbach Flashes SSSI to the south

	Permission for Midpoint 18 Phase 3 has been renewed. This cannot be repeated, hence the bypass must be delivered soon. The only realistic option is through development of Glebe Farm.
<b>Site Middlewich 3 Mid Point 18 Extension</b> 9 representations by 8 people 2 support 5 object 2 comment	Increased traffic on A54 should not allow further development.
	Greenfield development in this rural location is unsustainable and will adversely impact infrastructure.
	Support. Retain the allocation in the Plan.
	Linkages to the town with footpaths, cycle ways and reopening of railway station, support the green agenda.
	Early completion of the bypass with financial contribution from CEC would allow for increased jobs in the area at a much greater rate than starting new projects from scratch.
	The site includes land south of Cledford Lane which has not been previously identified. Cheshire County Council limited further development south of Cledford Lane until completion of the Middlewich Eastern bypass to Tetton Bridge.
<b>Nantwich</b> 26 representations by 23 people 4 support 10 object 12 comment	Use brownfield sites first. Concern at loss of Green Belt and areas of natural beauty around the town.
	Scale of growth is too high. Nantwich has had more than its fair share of development in the last 12 years. Set a maximum level of housebuilding for Nantwich at 1,500 dwellings.
	Constrain growth to retain, protect and enhance character and identity of Nantwich as an historic market town which attracts tourists. It will become urban sprawl instead of a compact market town.
	Housing target should be itemised between need and demand; include allocations sites with permission; windfalls; and subtract empty homes.
	Justification for new housing should be based on analysis of the existing urban form, character and extent; and appraisal of physical capacity to accommodate more development.
	Should take a cautious, planned approach that develops the town incrementally & delivers infrastructure in a timely fashion
	Support – let's get on with it.
	Increase housing allocation to 125 dwellings per annum.
	Object to phasing.
	Need less focus on housing numbers and more focus on integrating new developments with the town
	240 dwellings approved at Queens Drive, Nantwich should be subtracted from housing figure for Nantwich
	Accessibility and congestion - too much traffic comes through Nantwich. Northern bypass inadequate, needs improvement, especially at A530 roundabout. Need more car parking.
	Nantwich is a Key Service Centre - a sustainable location, with good access for services and facilities and not constrained by Green Belt.
	Independent shops will not benefit as developments are not within walking distance
	Opportunity to grow the area for the future but also need to make Nantwich a desirable place to live ie sustainable growth.
	Increase employment allocation by 5 ha to 10ha.
Little employment locally, so unsustainable travel patterns.	
Developers should fund requirements arising from increased use: bridges to replace level crossings; drop-off/parking; lighting; access; platform; CCTV;	

	Equality Act access; and roads.
	Support proposed Green Belt to maintain existing Green Gap
	Strain on infrastructure – roads, schools, medical centre, hospital
	Welcome inclusion of sports and leisure facilities but their scale, type and location must be informed by the Playing Pitch Strategy and an Indoor Sports Facilities Strategy.
	New housing allocation for residential development sought at Audlem Road, Nantwich.
	Lets get on with it!
	Improvements to the Nantwich riverside are welcomed as a means of increasing the footfall in Nantwich.
	There should be a moratorium on additional developments in Stapeley - infrastructure cannot cope.
	Developments should be done in a sensitive way to preserve biodiversity and retain rural feel, habitat and way of life.
	Cheshire Community Action report explores in depth the workplace and resident populations in Crewe and Nantwich
<b>Figure 8.7 Preferred Strategic Sites around Nantwich</b> 31 representations by 31 people 1 support 1 object 29 comment	Support the local plan for Nantwich.
	Improve local infrastructure including car parking which affects local businesses, shoppers and visitors.
	Allocate a range of smaller sites on the town periphery in keeping with its organic, historic development eg the eastern side up to the A51 corridor. Allows infrastructure to keep up.
	Development should be phased.
	The former Regents College site in Nantwich is a sustainable location for future housing development.
<b>Site Nantwich 1 Kingsley Fields</b> 96 representations by 84 people 72 support 9 object 15 comment	Kingsley Fields is preferable to the proposed Nantwich South - it has better road links, is sustainable, close to the town centre, improves the A51 and helps Reaseheath College and hence the wider community and town centre economy. Relieves pressure on green gap.
	Support. Site emerged as the most appropriate urban extension location through the Nantwich Town Strategy.
	We support with the improved infrastructure to accommodate the new housing and population increase. Must deliver link road, new primary school, doctors, hospitals, provision for elderly and local centre.
	Object- lack of evidence to support site selection.
	Refer to Kingsley Fields constraints including highway problems; potential archaeology (study underway); adjacent Battle of Nantwich Registered Battlefield; adjacent Reaseheath Conservation Area and many listed buildings; flooding due to proximity of River Weaver; and Nantwich Conservation Area Character Appraisal and Management Strategy (Dec 2012).
	Site is far too big. Amend to 2ha of employment land in order to be consistent with Reaseheath College requirements.
	Development will overwhelm the town and have a negative impact on its character
	Not convinced that this expansion is necessary. Expansion of Reaseheath College does not justify development of the site
	Do not support any further large scale development in Nantwich; it does not need any more.

	Consider its use as a green space for health and wellbeing of community; and protection of wildlife environments
	Phasing is appropriate and realistic
	Why doesn't this include the need for a community facility/place of worship?
	Protect area at the southern tip as a green buffer - no housing development permitted here.
	Average net density should be 35ha as site is close to town centre on an expected high frequency bus route.
	Increase to 1,100 dwellings.
	Potential to link with the college to create a destination local food facility like Ludlow – a boost to tourism & business
	It must deliver greater sustainability in Acton; good quality design; retail facilities that do not compete with Nantwich town centre; highway improvements (new road from Waterlode to a realigned A51 near to Reaseheath) and contributions to village environmental improvements.
	Extend the boundary of the site to include whole of Nantwich Town FC site as a central recreation/community/retail facility area for the benefit of existing Kingsley Fields housing residents.
	It will not pass the NPPF justified test of soundness
	Contribution to Burford Crossroads improvement on the A51 should be counter-balanced by a reduction in affordable housing below the Policy SC4 target rate, separate from any viability assessment
	Instead, develop Land to the South of Nantwich for mixed use. It performs better on the Sustainability Appraisal's objectives.
	Extension to Riverside Park is deliverable. Amend restrictive wording: open space description should include dual use playing fields at primary school, linear green routes and a buffer to Battlefield
	Expand proposals for major green infrastructure as per Riverside Strategy and Wetland Creation Study. Proposed riverside park extension should occupy full width of flood plain; provide transitional area between development and park to safeguard biodiversity. Include wooded transitional zone on boundaries between development and historic battlefield .
	Developer understands that the town centre primary health care facility has capacity for this development
	Concern that the A51 realignment crosses the floodplain
	Build smaller 'starter' homes (not just flats) for young families and the increasing number of people living alone.
	Restrict development to sites within the town boundary. Developments in adjacent parishes do not contribute to the town
	Growth should not go on large sites, but smaller ones
	Development could take place beyond this site
	Not sustainable – too far from the centre & other parts of town; will encourage car travel
	Greenfield site with no defensible boundaries. Must protect ecological assets. Brownfield sites will remain undeveloped
	Not all land owners are willing for their land to be developed
	Improved public access to River Weaver
	Sustainable development – easy access to town centre
	Design Development Brief is required for the site
<b>Site Nantwich 2</b>	Refer to adjacent Nantwich Conservation Area; many listed buildings;

<b>Snow Hill</b> 71 representations by 71 people 63 support 2 object 6 comment	Nantwich Conservation Area Character Appraisal & Management Strategy (Dec 2012) which requires preparation of development briefs for allocated sites.
	Should support town centre, if in keeping with historic nature of Nantwich
	Support but is this site viable/deliverable?
	Object – flood risk
	Retail development in Nantwich must not prejudice Crewe town centre; the Council must limit occupation of units to independent retailers; small shops are vital; a larger store could assist redevelopment of Swinemarket/Snow Hill.
	Support - sustainable brownfield development in close proximity to the town centre; will benefit tourism & business
	Site was supported in Nantwich Town Strategy consultation
	Requires a car parking strategy and improved infrastructure and access throughout Nantwich.
	Swinemarket/Oatmarket should be pedestrianised
	Expand swimming pool into a leisure centre.
	Sensitive high quality design required, especially on St Annes Lane – suggest boutique hotel and small shops, not houses
	The Cheshire Retail and Leisure Study identified additional capacity for convenience and comparison retail. High quality retailers and interested and would benefit the town.
	Consider delivery due to multiple ownerships and varying uses. Refer to tools that enable the site to be taken forward eg development brief, procurement, development partner.
	Consider design, views into/out of Conservation Area, appearance of development from Riverside and Swinemarket
	Retain TPO trees
	Regeneration benefits of developing the site
	Protect and enhance river, banks and open space. Include more land abutting the river/Waterlode in the Riverside Park to enhance town gateway
	Enhance green infrastructure in the town
	New housing should meet local, affordable needs
	Community benefits need to be clear
Town centre boundary should be drawn more tightly within this site to exclude the expanded Riverside Park	
St Annes Lane should be a separate site	
The southern boundary of development should be the river.	
Need more focus on the importance of design; consultation with local businesses on the need and type of new retail premises.	
<b>Site Nantwich 3 Stapeley Water Gardens</b> 126 representations by 69 people 64 support 2 object 60 comment	Allocate the whole site for housing only. Original mixed-use scheme is no longer suitable or viable. Remainder could accommodate up to 200 dwellings in the first 5 years. Proposed quantum/types of uses proposed do not physically fit. Does the 250 unit allocation incorporate the existing detailed consent for 146 units?
	Requirement for the provision of community facility, place of worship etc is unjustified.
	Sports, open space and recreation requirements are unviable and unjustified.
	Point 7 Newts is no longer relevant – already implemented.
	Point 8 requires justification of bypass being directly related to development of the remainder of the site. Contribution already made for 146 dwellings

	currently under construction.
	Why are contributions required to the A51 Nantwich bypass? Congestion relates to town centre access, hence there should not be more development here
	Support but only on former Stapeley Water Gardens site.
	Infrastructure needs improving: roads for traffic congestion; greenspace; schools, doctors
	Support – brownfield site; mixed use supported in Nantwich Town Strategy consultation.
	Support use of part of site for employment
	Protect wildlife, trees, hedges. Requires extensive protected species mitigation and longterm management.
	Site is not sustainable
	Retain and upgrade Policy NE.10 New Woodland Planting and Landscaping of the CNRLP west of Stapeley Water Gardens to prevent construction of road infrastructure here.
<b>Poynton</b> 18 representations by 15 people 1 support 10 object 7 comment	Allocation of 200 dwellings acceptable.
	Inadequate allocation for size of town, local needs, and to maintain relationship with employment land. Increase housing allocation.
	Where is the evidence for finding the identified sites inappropriate?
	Approach to housing distribution is fundamentally flawed.
	First use brownfield sites and vacant units for housing and employment uses
	Do not use any Green Belt.
	Carry out Green Belt Review. Strictly limit greenbelt development; choose sites with strong boundaries
	Plan identifies 5 hectares of employment land but does not consider the location or what the occupier or market needs.
	Roads already congested, Poynton bypass needed
	No consideration of land requirement for local needs including retail, care homes, leisure, community, older persons' and affordable housing
	Allocate land to south of Dickens Lane (140 dwellings)
	Site on Anson Road is suitable, available and deliverable for 44 housing units
	Armcon site is deliverable for housing
<b>Sandbach</b> 36 representations by 29 people 2 support 13 object 21 comment	Town is overdeveloped, lots of recent planning permissions granted. Losing its character. Too many homes, far in excess of those proposed for most other parts of the Borough.
	Infrastructure and services are overloaded, and cannot cope with the numbers of houses proposed. Roads are dangerous. Must provide infrastructure as you develop.
	Planned improvements at Junction 17 will not stop traffic congestion getting worse.
	Rebuild Junction 17; move it south to the A533; create a Northern Bypass joining the M6 to Middlewich Road at Sandbach Station
	Sandbach needs a primary school, secondary school, a leisure centre and road infrastructure improvements
	Not enough jobs for proposed new residents – they will not benefit the town. Build new homes closer to Manchester, where Sandbach residents tend to work.
	Use the Arclid Hospital Site (SHLAA Site 2729)
	Sandbach Town Council approved 500 houses, not the 1,800 stated in the

	Plan. Ignoring the Town Strategy is unacceptable.
	Re-insert Site A Employment only site on land opposite the Texaco garage and Site C Land off the Wheelock Bypass as approved in the Sandbach Town Strategy
	Retain Sandbach Common for its community uses
	We need homes for the next generation but not if they make Sandbach a place that they do not want to live. Consider the long-term effects of plans.
	Should use land south of Old Mill Road to address the qualitative deficiencies of Sandbach’s retail and leisure offer, as required by the NPPF
	More sustainable and better connected sites which address the growth requirements of Sandbach are the Old Mill Quarter and Houndings Lane sites.
	Increase housing target to 3,500 – Sandbach is a Key Service Centre, unconstrained by Green Belt. Use sustainable edge-of-centre sites.
	Use the Waterworks House site at Dingle Lane, Sandbach
	Use the Dingle Farm site at Dingle Lane, Sandbach
	The more reasonable and acceptable alternative sites in Section 4 have not been properly considered by the Council.
	Build in flexibility mechanisms so that other edge-of-settlement sites will come forward if the Strategic Sites do not deliver the quantum of units expected
	Ensure separate village identify of Elworth through Green Gap
	Not a sustainable form of housing delivery, given that most future housing will be from sources later in the plan period, contradicting the NPPF which requires frontloaded delivery to make up for undersupply
	SHLAA Site 2866 (land to the south west of Park Lane and due west of Crewe Road) is more sustainable than the proposed site and should be identified as a strategic site
	Allocate Yeowood Farm Site
<p><b>Figure 8.8 Preferred Strategic Sites around Sandbach</b> 16 representations by 16 people 3 support 12 object 1 comment</p>	Increase employment land provision – Sandbach needs enough jobs for each resident to prevent it becoming a dormitory town
	Job creation has not been quantified; amount of employment land required has not been substantiated by statistics.
	Building houses does not create sustainable jobs.
	Ensure new housing developments provide bungalows for the ageing population
	Develop smaller, brownfield sites in order to spread development and impacts
	More ‘local centres’ will impact negatively on Sandbach town centre
	Object to both sites –want to maintain a small market town feel
	No plan for dealing with the extra traffic congestion and other strains on current infrastructure
	Include the mixed-use site for employment and 245 houses in Wheelock – this was approved at public consultation on the Sandbach Town Strategy
	Pipeline impacts on sites, and could be affected by proposed road improvements at Junction 17 and Junction 16/A500
	Strategic sites are identified for only just over half the stated required dwellings.
	Allocate housing site at Elworth Hall Farm
	<b>Site Sandbach 1 Land adjacent to</b>
	Loss of agricultural land

<b>Juntion17 of M6, south east of Congleton Road 192</b> representations by 182 people 25 support 140 object 27 comment	Preserve this attractive introduction to the town
	This is Sandbach's prime employment site – build state of the art business/science park with separate access to/from the M6
	Too large to be viable and deliverable
	Visual impact cannot be mitigated
	Flood risk, consequences of climate change and water run-off
	Protected Area of Open Space which is used by the local community for recreation. Retain the Heath as a 'designated green space' for the community
	SBI, wildlife corridor and semi-natural habitat, amphibians in onsite ponds, Tree Preservation Orders.
	Cuts into Green Belt
	No justification to prefer this site over Alternative Site 4, which shares many of its characteristics
	Junction 17 improvements are a pre-requisite to development
	Town Strategy consultation approved employment-only use of this site, and rejected housing. Local opinion is being ignored.
	Give a grant to a developer to create a business park for small business start-ups with low rents and rates. They might become the new Foden/ERF, employing hundreds of local people.
	Make clearer the number of housing developments already in the pipeline and what impact this has on the numbers proposed and delivery phasing to prevent oversupply of new homes
	We already have a car sharers' car park opposite the Texaco petrol station – include covered cycle parking there
	Link the development to the Sandbach Service Stations of the M6 so that cyclists could car share from the service station, reducing the burden on Junction 17
	Site Ba from the Town Strategy consultation should be used for employment; and Site Bb for less than 700 houses
	Relocate ambulance and fire stations here to release a huge brownfield site for development including former garage and haulage business on Congleton Road
	Delivery of a new school is unlikely – amend wording to 'one new primary school or financial contribution'
	Agree, provided that the infrastructure is in place to support the development, particularly Junction 17 improvements
	Good site with contained boundary to prevent further expansion.
	New primary school not needed in Sandbach, but in Ettiley Heath
	The proposed hotel and pub will not be viable
	Not a single site, do not consider it as such. 1) Arclid Brook Valley/Offley Wood Wildlife Corridor and feeder valleys must be protected. 2) Land between the wildlife corridor and A534 Old Mill Road/Sandbach Bypass to the M6 Junction 17 should be a prime commercial gateway to Sandbach. 3) Land between Arclid Brook Valley, Heath Road and the motorway is not appropriate for development due to access and environmental constraints.
Access for at least 700 cars will be impossible on roads such as Hawthorne Drive and Church Lane (single lane in part)	
Air quality problems	
Include three-bedroomed houses which are truly affordable	
Support a balanced mix of employment and housing use	

	This is the right number of homes
	The ELR confirms that Sandbach has a limited supply of industrial and office space. This is one of the few sites that can deliver significant employment, hence providing housing here will limit employment allocations opportunities in the future.
	Sandbach requires 5,300 additional jobs to provide for the town's working-age residents
	Use a more sustainably-located extension to Sandbach urban area for a housing/mixed-use development – this site is strategically located and should be used for employment only
	Make reference to the need to safeguard land at Junction 17 (including part of Site 1) for comprehensive junction improvement towards the end of the plan period, if required.
	Proposal cuts the town in half
	Any development should be village-like
	Consider population density
	Motorway improvements are now being funded by Government, so additional housing here is no longer needed
<b>Site Sandbach 2</b> <b>Former Albion</b> <b>Chemicals</b> 66 representations by 64 people 49 support 5 object 12 comment	Support development of this brownfield site, will be more attractive than current eyesore and prevent destruction of countryside. Ideal, use before all others, if development is needed.
	This is the right number of homes for the site
	Site will need better transport links or will rely solely on use of car. No pedestrian/cycle links. Open a railway station here. Provide a dedicated cycle track from Sandbach to Middlewich Halve the speed limit in the Sandbach direction to enable cycling.
	Middlewich Eastern Bypass must be completed before development of the site
	Object – entirely unsustainable location away from the urban area, and requiring significant remediation, making delivery doubtful. Other sites are more central eg Abbeyfields.
	Strategic Open Gap between Middlewich and Sandbach should not encroach onto this site.
	Is adjacent to semi-natural ancient woodland with native tree species and the Sandbach Flashes SSSI
	Use for B class employment uses
	A flexible approach to jobs on this site are needed – those that do not fall within the B classes are likely to be acceptable due to the changing economy and emerging sectors. Consider based on number of jobs created, not by floorspace created.
	Support mixed-use development on this site
	Infrastructure is needed before development occurs
	Appropriate number of school places must be provided prior to development – several local catchment areas are oversubscribed at present
	Provision of restaurant, leisure centre is does not make sense given the proximity of Sandbach and Middlewich. No need for pub as many have closed down.
	Include canal-related leisure
	It is critical for the Borough's 5 year housing supply that the specified 375 units all come forward
The site should be included within the Sandbach settlement boundary	

	p.105 – please correct to Sandbach to Northwich line, and clarify that there is no station at Middlewich
	Retain old sportsfield and adjoining farmland – do not add them to the development
	Development here must be sympathetic to surrounding villages. Adopt traffic management plans and preferred routes
	Retain the site for employment use – the ELR identifies that Sandbach has a limited supply of industrial and office space hence delivery of the 5,300 jobs required for working-age residents will be problematic
	Part of the site is still in use
	Should not be included in the Sandbach section as it relates equally to Middlewich; and will be separated from Sandbach by a Strategic Open Gap
	Extant planning permission on the site has not been realised, hence deliverability is questioned. Extensive use of mercury onsite by former chemical works.
<p><b>Wilmslow</b> 174 representations by 155 people 5 support 142 object 27 comment</p>	<p>Wilmslow is a sustainable location for additional housing and can support further development. All sites in Wilmslow should be allocated for housing to provide much needed affordable housing to assist families commuting into Manchester.</p>
	Neither of the two sites occupy 'valuable green belt land'.
	Lack of housing supply is a problem - few brownfield sites
	<p>Wilmslow is the fourth largest town in Cheshire East. To meet local need and retain hierarchy position, it needs 1,500 to 2,300 dwellings. Why has the level of provision dropped from the 1,500 target which was in the draft Vision? Is it envisaged that windfall sites will increase the build rate? 400 is a gross underprovision which will increase house prices, provide insufficient affordable housing, preclude younger couples from the local housing market and will not sustain present levels of economic activity. Intrinsically flawed and unsound, conflicts with evidence of need. 600 new affordable homes are required.</p>
	<p>Level of development reflects settlement size and proposed employment allocation. Explain how 20dpa was established. Can this level of development be accommodated within the settlement?</p>
	<p>The majority of the 400 houses have already been built, given permission or could go on brownfield sites.</p>
	<p>Disagree with housing need evidence. It exaggerates need and disregards empty homes; ageing population need for smaller homes; census 2011 prediction of lower population; commitments.</p>
	<p>There are enough brownfield sites to meet need: convert empty town centre spaces to residential use; use vacant business space. Residents of Wilmslow (RoW) identified brownfield sites for over 1,000 units. SHLAA identifies 1,164 brownfield sites housing potential. CEC must be active in bringing these to fruition.</p>
	<p>Far too many homes for the area – instead, 100 to 175</p>
	<p>Object to Green Belt loss when brownfield sites are available. Changing boundary should be the last option. First explore reducing growth, accommodating growth outside the Green Belt including in Manchester. No exceptional circumstances. Green Belt gives Wilmslow its character. Need GB to grow food and make less impact on the land. Don't need more homes. Contradicts local and town policy.</p>
	<p>80% of residents called for no building on greenbelt, safeguarded or</p>

greenfield land. CEC has ignored our wishes.
Despite number of brownfield sites available, most will not be suitable, available, developable nor viable ie not deliverable.
Disagree with evidence, no need for more employment land due to development by Waters, Astra Zeneca, Royal London Insurance, Airport City. Take into account many unoccupied offices; changing work patterns number/range of new jobs within 5 minutes drive of Wilmslow
No evidence of joint working with Greater Manchester and Stockport in accordance with planning guidelines. Restrain greenbelt development to encourage GM development.
Danger Wilmslow could lose its character and become part of Greater Manchester urbanisation. Protect Green Belt, it influences nature of Wilmslow, makes it an aspirational town.
Infrastructure close to saturation; no proposals to deal with high traffic flow through town centre; few opportunities to improve roads/cycleways.
Total of proposed developments at Adlington Road, Woodford and Handforth East equals 3,375 new homes within an area of 2 square miles. This will be around 10,000 extra people and 6,000 extra cars. This will have a detrimental impact on the area and infrastructure including roads and schools. Further development could cause more problems.
No regard to effect on natural environment. Green spaces are important for wildlife, support biodiversity and wellbeing of residents
Impact on infrastructure – flood risk, roads/traffic, health service including hospitals and doctors, primary and secondary schools, town centre and retail provision
No regard to social needs of an ageing population
Needs of Wilmslow and Handforth should be assessed separately as they are very different – evidence not available as to housing targets. Pressure for housing development in Wilmslow is unlikely to be successfully diverted to Handforth East. No evidence that the Handforth settlement will be suitable for Wilmslow's housing needs.
Development would remove the natural separation between Handforth, Wilmslow and Alderley Edge
Fulshaw Green Belt fields were left to provide open land for Wilmslow residents/visitors. They must be preserved for the future. They deserve upgrading to Village Green status.
Why is there no development planned for Alderley Edge?
Fails to identify any policy which will provide a showpiece town centre development in the area of the railway station
Two sites allocated have constraints, including TPO's, ponds, railways, traffic noise, railways.
No need for hotel
Plan for a mix of housing on larger scale developments in urban extensions. Smaller housing units appropriate in town centre.
When releasing Green Belt sites, ensure defensible boundaries with longterm permanence.
Safeguarded land should be safeguarded from development
Alternative sites have not been significantly investigated
Plan does not adequately promote visitors to come to spend in Wilmslow.
No mention of revitalising Wilmslow Town Centre
Welcome the inclusion of provision of sports and leisure facilities but the

	<p>scale, type and location must be informed by the Playing Pitch Strategy and Indoor Sports Facilities Strategy.</p> <p>No evidence of deliverability of the Wilmslow and Handforth East sites</p> <p>The current proposals for Wilmslow are more measured and proportionate than those set out in the draft Town Centre Strategy. However, the approach lacks response to environmental issues/opportunities identified at consultation.</p> <p>Comprehensive assessment of all brownfield sites should be undertaken, and a Green Belt review</p> <p>The policy as set out in the document entails some loss of Green Belt in Wilmslow but does not set out principles for deciding which areas are worthy of preservation.</p> <p>Change to green belt boundary contrary to national planning policy</p> <p>Heathfield Farm should be allocated – does not perform any of the functions of Green Belt land</p> <p>Allocate Rotherwood, Rotherwood Road (SHLAA site 3667)</p> <p>Land adjacent to Harefield Farm, Wilmslow should be removed from the Green Belt as it does not serve a greenbelt purpose.</p> <p>Land at Stockton Road, Wilmslow should be allocated</p> <p>Instead of Adlington Road site suggest land off Dean Row Road (site Bb in Wilmslow Town Strategy) – same number of houses, footpath/cycle lane, on a bus route, short walk to shops</p>
<p><b>Figure 8.9 Preferred Strategic Sites around Wilmslow</b></p> <p>51 representations by 47 people 3 support 46 object 2 comment</p>	<p>Support – seem to have listened, is acceptable, important to exploit/get synergy with proximity to Airport new Free Trade City development and Woodford BAe redevelopment.</p> <p>Development on green field land unacceptable. Greenbelt boundaries should not be changed – once gone, its gone; no exceptional circumstances or need; no evidence for amount of homes required; there are ample brownfield sites (at least 400) including over 150,000 sqft empty offices – use these first.</p> <p>Ignores wishes, evidence and alternatives of residents – 80% called for no building on Green Belt. Localism.</p> <p>Contrary to Wilmslow Vision.</p> <p>No evidence of working with Greater Manchester and Stockport as required by government policy – needs to be restraint to encourage redevelopment in Greater Manchester.</p> <p>No account taken of range of job opportunities within 5 minutes drive of Wilmslow</p> <p>No evidence to justify number of homes needed – population predictions show only increase of 100 for Wilmslow and 100 for Handforth. Development will benefit Manchester.</p> <p>Roads will be gridlocked with all the new development including impact of Woodford development.</p> <p>Development will merge settlements and they will lose their unique character – proposed loss of “strategic open space” between Wilmslow and Alderley Edge</p> <p>Need properties for older generations – consider ageing population</p> <p>Object to safeguarding land - implies it may be developed in the future</p> <p>Green Belt sites serve the 5 greenbelt functions including preventing urban sprawl. Provide productive agricultural land.</p> <p>Infrastructure has no capacity for more development</p> <p>Propose land at Sunnybank Wilmslow for allocation (adjacent to land fronting</p>

	Upcast Lane)
	Site at Dean Row would perform well
<b>Site Wilmslow 1 Adlington Road</b> 123 representations by 115 people 7 support 103 object 13 comment	Sustainable location - close to provision of facilities and public transport; low quality Green Belt; longterm safeguarded land therefore time to allocate; identified as 'deliverable' in the SHLAA; and a logical place to extend Wilmslow. Preferable to some other sites identified.
	Adopted Local Plan safeguards the land until 'well beyond the plan' ie well beyond 2011 and the Wilmslow Town Strategy safeguards it until at least 2025, giving time for impact of development to be assessed, especially at Dean Row, ie no development until then.
	Object to use of Green Belt/green land when there are brownfield sites available to build all 400 dwellings, including empty homes, empty shops and 150,000sqft empty offices. No special circumstances to use green fields/Green Belt.
	It provides a green space separating Handforth from Wilmslow
	Area is used extensively for walking – it contains a right of way
	Object - would create adverse traffic problems and danger, particularly with nearby Woodford development. Inadequate pedestrian provision.
	No justification/evidence of need for housing or employment land on Green Belt, greenfield or safeguarded sites. Housing need is not based on firm evidence, arbitrary and on out-of-date statistics and overly high population projections. 225 homes are too many, out of character with surroundings.
	No need to build a place of worship, public house/takeaway and sports and leisure facilities on this site - out of character and contrary to Policy Principles
	Land unsuitable for housing development – clay soil, constantly marshy, frequently flooded. Development would create flood risk for adjacent properties.
	Existing pond and land may contain protected species – important green corridor for wildlife.
	North-east Wilmslow has seen vast development over recent years: Summerfields, west of Handforth Road, Oaklands. Combined with Woodford, Handforth East will result in continuous urban sprawl and risk of serious oversupply in light of nearby Handforth East and Woodford developments.
	Infrastructure: no capacity at primary school or high school.
	Private garden land included within the site boundary
	Site fails Policies CS3, 8 and 9, Green Belt protection, distance from amenities, sustainable development and of a rural nature.
	The Wilmslow Town Strategy shows the site received less support than other sites in the area - 85% objected.
	Density too high – should be about 150 / reduced to 25dph to recognise local character.
	Before more housing is added, significantly improve facilities and infrastructure which couldn't cope with development.
The site, to the east of the town centre, is only available from 2015 and would not meet the short-term requirements for executive housing west of the town centre.	
<b>Site Wilmslow 2 Land at Royal London</b> 171 representations	A sustainable location for much-needed additional housing and employment in a central, accessible location for the young priced out of the local housing market. Proposed playing fields for the high school are a bonus.
	The Royal London site is already partly developed, not accessed by the general public.

<p>by 159 people 7 support 154 object 10 comment</p>	<p>Planning Statements prepared that demonstrate sustainability and suitability, availability and deliverability – could create 1,000 new jobs on 2 hectares and 75 new homes.</p>
	<p>Site should not be considered valuable Green Belt. Barely recognisable as such, surrounded by development. Instead, defend more sustainable Green Belt south and east of bypass.</p>
	<p>Existing designation as Major Developed Site is not recognised by the NPPF. Withdraw site from Green Belt.</p>
	<p>Wilmslow Vision consultation showed massive objection to use of this site</p>
	<p>Unnecessary, oppose all greenbelt development and safeguarding in Wilmslow – there are no exceptional circumstances; tens of thousands of sqft of empty units in Wilmslow; and sufficient brownfield sites for over 400 houses but CEC has failed to identify them - no evidence that CEC has any strategy, interest or intention to invest in brownfield sites or vacant units. Contrary to the NPPF, local and town policies.</p>
	<p>Oppose. Proposal has been made without any local knowledge as it would complete continuous ribbon development from Manchester to Alderley Edge.</p>
	<p>Maintain as productive agricultural land</p>
	<p>No need for this development: enough industry already; overprovision of employment land; job opportunities at Waters, AstraZeneca, Airport City, Cargo Terminals; over 150,000 sq feet empty offices in Wilmslow including at Royal London.</p>
	<p>The site performs the 5 functions of Green Belt; is an important area of greenspace; prominent, attractive entrance to Wilmslow; gives character to southern approach to Wilmslow; prevents urban sprawl linking Wilmslow to Alderley Edge.</p>
	<p>Wildlife concerns: protect as an essential wildlife corridor</p>
	<p>Choosing which sites to release from Green Belt should be carried out via a full Green Belt study to identify first of all which sites do not perform the functions of Green Belt.</p>
	<p>Not suitable for development as infrastructure could not support it: congestion especially on A34; schools oversubscribed, parking insufficient; site is flooded for 75% of the year;</p>
	<p>Infrastructure will not support this scale of housing; cumulative impact alongside 850 houses proposed at Woodford. Housing must be spread on brownfield sites to be well integrated.</p>
	<p>Build new affordable housing in Wilmslow town using brownfield sites and redundant office property.</p>
	<p>Hotel and sports and leisure facilities not needed</p>
	<p>Taking into account the 179 empty homes in Wilmslow, we only need 221 new houses.</p>
	<p>No evidence of working jointly with Greater Manchester and Stockport</p>
<p>Assessment of population incorrect. Does not consider ageing population.</p>	
<p>Safeguarded land between Wilmslow and Alderley Edge should be designated 'Strategic Open Gap'.</p>	
<p>Any further office development in Wilmslow should be hi-tech and science based, positioned around the (brownfield) Waters business centre on Altrincham Road.</p>	
<p>Support use for employment and extension of playing fields but not needed for housing. Adlington Rd and brownfield sites can provide the required 400 units.</p>	

	No evidence that the site is deliverable or viable: requires significant re-design of access through existing office complex.
	Treat site sympathetically, retain it as a high quality, landscaped business park.
	Object to safeguarded land - visual appearance and separation of Wilmslow from Alderley Edge, it acts as a green area between the 2 settlements.
	Housing development should have a low density – 28 dwellings per hectare due to the environment.
	Adjacent to railway line, requiring consultation with Network Rail. Developer must mitigate railway noise and vibration due to existing and potential future intensification of routes.
	Support green infrastructure provision and pedestrian and cycle links
	Should be 5ha of B1 employment for 1,000-1,500 jobs. Is 2ha of employment land a drafting error?
	Area proposed for safeguarding is unsuitable: prone to flooding; underlying geology leading to shrinkage, drainage and runoff issues. Leave as Green Belt/parkland, residents need the open space and it balances greenery of the Hall.
	Take great care regarding post-2030 intentions for safeguarded land. Cannot take high density or low cost housing. Must be substantially less than 30dph, distanced from existing houses.
<b>Figure 8.10</b> <b>Alternative Strategic Sites around Wardle</b> 13 representations by 13 people 7 support 3 object 3 comment	I support development of this site for increased employment
	Not sustainable due to lack in transport infrastructure and the need for car travel to work. Traffic impacts must be adequately assessed and planned for. This will impact our local communities.
	Lacks justification or sustainability. Seems wholly piecemeal.
	Provide 1,000 new homes to keep workers local
	Providing jobs in Wardle would reduce the need to commute to Warrington
	Revisit the option of a new settlement at Wardle, including new railway station.
	Visual intrusion of development should be mitigated from the A51
<b>Site Other 1 Wardle Employment Improvement Area</b> 11 representations by 10 people 1 support 4 object 6 comment	Development for employment will generate major congestion.
	Development needs to contain a new settlement/housing for employees to make it sustainable
	What are the guarantees for the jobs used to justify this concept? Unresolved issues of safety, pollution, light and noise, amenity destruction, legal uncertainty about future expansion of site and type of buildings, future housing, and boundaries.
	Avoid increasing traffic on a proven dangerous road.
	Seek developer contributions to positively develop the canal frontage
	Wardle is isolated and unsustainable. Allocate sites on the edge of Nantwich.
	The site is unsustainable, poorly located in relation to homes, services and facilities
	Support intensification of employment opportunities
	Use brownfield sites in sustainable locations, not green fields.
	Include within the site the land between the A51 and the railway. Is available, suitable, no environmental constraints.
Requires masterplan and development brief. GI Action Plan for Crewe doesn't cover this area.	
<b>Figure 8.11</b>	Case not well made for a large development on northern edge of borough.

<b>Potential Concept for a New Settlement at Handforth East</b> 45 representations by 45 people 3 support 40 object 2 comment	Previous "Dean Row" development was rejected.
	Reallocating northern Green Belt to the south is ridiculous: there is much less open space in the north.
	No exceptional circumstances for loss of precious local Green Belt. Build on brownfield instead.
	Need a comprehensive Green Belt review.
	Will merge Handforth into urban spread of Manchester and Stockport
	Object. Handforth has been selected as the easy option and is being "dumped on".
	Increased risk of flooding around Bollinfee Bridge on Dean Road and the Stanley Green Industrial Estate.
	Endangers protected wildlife species and destroys habitat.
	Infrastructure inadequate. Traffic generated plus extra traffic from airport link road will saturate and undermine the bypass
	Takes farmland out of production.
	Increases carbon footprint.
	No evidence to support 2,300 houses here and no business case for so much new-build. Disproportionate, concentrates massive overdevelopment in a small area. No sharing of a proportionate development load across the authority. Process is seriously flawed. Unsustainable, does not comply with the NPPF. Inequitable and undemocratic.
	Reduces long standing amenity space
	Needs cross boundary co-operation. Lack of publicity about the scheme in neighbouring but affected areas within Stockport.
	The proposal is not meeting local needs but providing for overspill from other areas.
	<b>Site New Settlement 1 Handforth East</b> 273 representations by 244 people 13 support 219 object 41 comment
Strongly support the Green Belt, open spaces and the green buffer on the map	
Do not let development remove the banks adjacent to the A34 which are there to mitigate the noise.	
Proposing sites that are not linked to established settlements might lead to the Core Strategy being unsound.	
A sustainable location for additional housing, close to jobs and services, ideal for high quality housing for commuters close to HS2, Manchester and airport.	
Could be a reasonable site if done in isolation, with no development at Woodford or Wilmslow.	
If a large need exists, a large development is totally appropriate. Scattered small sites will be inefficient and infrastructure support is likely to prove inadequate.	
Pg 25 Fig 5.2 key diagram is incorrect. There is no gap between Handforth north boundary and Stockport.	
Do not support building on Green Belt. Nothing to justify why Green Belt in Handforth East should be released and that in Wilmslow saved. Use brownfield first.	
Green Belt Swap is flawed as it seeking to protect one location at the expense of another, entirely unrelated location	
Site is precious open space and important ecologically with protected	

	species.
	High density developments on greenfield sites will greatly diminish the attractiveness of the area to high skilled businesses
	Development will result in Handforth being swallowed by Manchester and Stockport, merging into it and losing community identity. This, with or without development at Woodford, will result in loss of buffer land.
	Traffic modelling required identifying the wider effects of such a massive new settlement, particularly on the A34, plus development at Woodford.
	Contrary to national and local policy including CEC Policies CS8, CS9, SC4, SE3, SR13, EG5 and C01.
	Needs cross boundary co-operation: this settlement will benefit neighbouring authorities more. It will meet needs of Manchester, not Cheshire East.
	No evidence of need for this scale of development in this locality.
	Object to the proposed commercial development immediately to the east of the historic Handforth Hall.
	Seek Section 106 contributions to enhance Handforth Station
	Constraints to development include contamination issues.
	Proposals will destroy the last open view from Wilmslow to the Pennine Hills. Handforth is intimately connected with Wilmslow.
	The phasing of the new settlements do not relate to the draft 2012 SHLAA.
<p><b>Figure 8.12 South East Crewe</b> 33 representations by 32 people 3 support 24 object 6 comment</p>	Barthomley proposals are unacceptable: this is Green Belt land. NPPF does not support Green Belt proposals. What are the exceptional circumstances?
	Cannot be sustainable if built on Green Belt and inhabitants have to travel to Manchester/elsewhere for work.
	Green Belt amendment should be underpinned by a comprehensive borough-wide Green Belt review process with recognised methodology which has been subject to consultation.
	Prefer sites which link to existing established settlements before considering 'new settlements'
	If any of the dwelling proposals comes to fruition, the road infrastructure including B5077 will be totally inadequate.
	Far too many proposals for this area to make development supportable. Four significant sites within a few miles is over-development and abuse of green gap land.
	Village A or B would potentially damage existing communities and the local environment.
	Support the new settlement based on conditions: ensure continuing and future separation of Alsager and Crewe; restrict settlement size and ensure appropriate road infrastructure.
	Designate strategic open gap between Crewe and Alsager.
	There is a very well established equine community in this area. No provision has been made for potential relocation of 100s of horses if this development is allowed.
	No evidence of need for the proposed number of houses or that infrastructure can support population and traffic increase.
	What is the extent of this proposed Green Gap? Clarify map.
	Take into account SEMMS road development and housing to be built at Woodford.
	Proposals are fundamentally flawed, document approach is unsound, contrary to national policy and its own objectives. Inadequate evidence has

	<p>been provided to justify disregarding the alternatives in favour of a new distant settlement.</p> <p>Dualling the A500 and enhancing J.16 of the M6 are not reliant on development of new settlements in the A500 corridor. Can be funded by development elsewhere in/near Crewe.</p> <p>The Duchy must not be able to use its Crown Immunity (no CPO possible) to hold the Council and its communities to ransom.</p> <p>The new settlement would drain the existing people, resources and jobs out of surrounding settlements (specifically Crewe) need to demonstrate good connections with Crewe.</p> <p>Need more information on site constraints</p> <p>Land owned by Co-op at Snape Farm should be considered.</p> <p>CEC should consider this alternative: Site Phase 2 and 3 Employment Villages adjacent to each other on the East side of the M6, site Village B away from Barthomley on the East &amp; North of the M6 where the Green Belt is of a lesser landscape value. Retain the Barthomley Green Belt.</p>
<p><b>Site New Settlement 2 South East Crewe</b> 91 representations by 84 people 3 support 80 object 8 comment</p>	<p>Strongly opposed to the proposed new settlements. We contest the benefits listed at para 5.85.</p>
	<p>Area does not meet infrastructure accessibility standards</p>
	<p>Site is too far from Crewe to provide its employment/housing. Development near Crewe would be more appropriate. The industrial development will be poorly connected to Crewe and will have a greater relationship with the M6 corridor.</p>
	<p>Lack of evidence, particularly for Green Belt review. No exceptional circumstances. To propose greenbelt development without strong justification would render plan preparation unlawful in the context of Strategic Environment Assessment. The proposal is unsound and destabilises the DDS.</p>
	<p>Green Belt should be protected, not developed. 'Improvements' cannot compensate for the loss of an asset formed over thousands of years. Contravenes CEC's commitment to protect Cheshire countryside and develop on brownfield sites.</p>
	<p>Object to the loss of agricultural land for future food production</p>
	<p>Development will negatively impact the thriving equestrian economy which supports rural pastimes and provides jobs.</p>
	<p>The Duchy of Lancaster proposals are completely out of line with the character and infrastructure of the local area.</p>
	<p>No reference to Barthomley or the Crewe Green Conservation Area. Should not be development in or adjacent to these.</p>
	<p>Extra traffic will worsen air quality, causing health problems. Work with South Cheshire Clinical Commissioning Group to improve environmental conditions of children at risk of respiratory disease.</p>
	<p>The proposed expansion of road systems and development of industrial units will not assist Government goal of reducing carbon emissions.</p>
	<p>The only justification is Duchy release of land to dual A500. Barthomley should not be sacrificed to pay for rectifying the problems with the A500. Need for dualling has not been proven; it may compound congestion; at best would provide a negligible short-term solution.</p>
	<p>Planning process undermined by Duchy influence. Objective assessment in accordance with regulations and SEA Directive would not substantiate the claim that the Duchy land is the only viable, available and deliverable</p>

	alternative.
	Since the submission, an Arup report for the local authority has been published. It makes no case for 73ha of additional employment land.
	Consider effect of stormwater from 1,000 roofs and tarmac drives on existing marshland, and damage to railway.
	Insufficient consideration has been given to the impact on nearby settlements in Newcastle and North Staffordshire. Alternative sites are considered more sustainable/appropriate.
	No reference to the development of new settlements in earlier Core Strategy consultation documents
	Do not allow Crewe and Alsager to merge
	Village A is generally OK
	Village B is too far from Crewe.
	This proposition is contrary to national policy, contrary to the stated Vision and Objectives of the emerging Core Strategy.
	Widen the area of search beyond the Duchy land
	Consider land at Gorsty Hill as an alternative
	Support inclusion of sports and leisure facilities, but scale, type and location must be informed by the Playing Pitch Strategy and an Indoor Sports Facilities Strategy
	Good infrastructure can be built here with links to the A500, M6 and HS2 railway
	The development of this site would directly compete with the preferred strategic sites of Basford East and West which are in the Draft Crewe Town Strategy and Development Strategy.
	Support the proposed new villages south-east of Crewe and north of the A500 link. Crucial to the dualling of the A500 and the development of business in this area.
<b>Site New Settlement 2a Village A: Crewe Hall / Stowford</b> 24 representations by 22 people 0 support 22 object 2 comment	Stowford will become connected to Crewe. Its identity, and that of Weston village, will be lost
	Object to the loss of farmland
	Complete disregard for the current Green Belt, green gap and conservation areas
	Insufficient definition of the need for the additional housing and employment area
	Limited consideration of alternatives. Clarify the logic that justified the selections you have made
	You allowed the Duchy to dictate your planning strategy. You reached an immoral arrangement that if CEC allows Duchy land sale for development, Duchy will provide CEC with land and fund A500 dualling.
	The council can provide no evidence that the A500 improvements will solve the peak time congestion.
	Contradicts the Weston and Basford Parish Plan, Development Strategy principles and draft Crewe Town Strategy
	Additional constraints: listed buildings, archaeology, flooding, peat deposits, biological and ecological interest including bats
	Infrastructure requirements including secondary school provision
	Crewe needs affordable housing centrally located to revitalise the town centre and attract businesses. No evidence of need for housing of this nature in open countryside.

	Significant deliverability concerns. Can it meet its intended purpose? Risks the CS being found unsound.
	Unique landscape, not typical. Contains the "distilled essence" of a Cheshire Landscape
	Village A not too far from existing services and adjacent Basford
	No consideration of potential adverse impact of developments to the South East of Crewe on neighbouring parishes through congestion and erosion of the Green Belt
	Object to Village A: highways infrastructure issues, grade 2 agricultural land, urban sprawl, impact on village character, high landscape value, development containment issues due to few physical boundaries
<b>Site New Settlement 2b Village B (Area of Search): Barthomley</b> 65 representations by 64 people 1 support 55 object 9 comment	Will ruin the village.
	Complete disregard for the Green Belt and conservation areas. No evidence of exceptional circumstances to allow amendment to greenbelt boundaries. Consider and use all alternative brownfield and greenfield sites before building on Green Belt. Contrary to NPPF.
	This area is only of interest because of its links to the M6 and proposed HS2 line
	Will deny farmers their livelihoods as their land is taken away
	Too many proposals in this area - development is not supportable. Four significant sites (all greenfield) within a few miles of each other is over-development.
	Centre the new village around the railway line
	Straighten Butterton Lane into Old Park Road.
	A large livery yard would need to be relocated
	No wildlife survey
	Compensation would be required if this happens
	Unsustainable location and size. Lack of justification for this site and scale of development in light of constraints
	No infrastructure in the area of search to sustain a development of this size. Roads are in a dreadful state as a result of current traffic use.
	Limited consideration of other options and the logic that justified the selections.
	Supporting plans for proposal 2b
	Development is well outside Crewe so will not support town regeneration.
	Will be a commuter village adding thousands of cars to the already-congested roads.
	Need good transport links (footpath, cycleway, road and rail) between "Village B" and Alsager. Alsager needs additional infrastructure. None of this appears in the plan.
	Adverse impact on regeneration efforts in Stoke and Newcastle.
	More innovative solutions needed rather than over-reliance on "dualling A500", which will not work.
	Village B should be a strategic site of 2,604 dwellings - not an Area of Search and not referenced as Barthomley.
	Village B is remote. Provide transport links/improvements, new local centre etc in conjunction with residential development
	With regard to Village B and the proposed industrial allocations within the A500 corridor - if absolutely necessary, Phase 3 should be moved east of the M6; Village B should be moved north and east distancing it from Barthomley

	and reducing impact on the Green Belt.
	Acknowledge the brownfield proposal for 1,000 houses at White Moss Quarry rather than greenbelt Barthomley.
	Junct.16 redevelopment could be less expensive by taking slip roads from before the roundabout straight to the M6. Cardway Business Park could be in a position to be redeveloped.
<b>Site New Settlement 2c Employment Area 1</b> 17 representations by 16 people 0 support 15 object 2 comment	Councillors have put on record their determination to see this proposal through, making a mockery of consultation.
	Compensation must be a condition of the proposal
	National policy states that Green Belt should only be developed in exceptional circumstances if there is no viable alternative. Also contrary to the emerging Core Strategy. By no means the appropriate option amongst alternatives.
	The arrangement reached with the Duchy is immoral. Planning process undermined by Duchy influence
	Loss of farmland does not meet sustainability requirements.
	No need for additional service area. Junction 16 improvements must include an underpass for the A500 major east-west trunk route. Existing roundabout very dangerous and congested.
	Dualling of A500 alone will not remove terrible congestion on this road. Need to widen A500 not explored, let alone proven.
	The Duchy's case for strategic employment land allocations to the extent of 124ha is underpinned by the overall need for circa 323ha identified in the Employment Land Review (2012) and the Economic Benefits Report (2013)
<b>Site New Settlement 2d Employment Area 2</b> 21 representations by 20 people 0 support 19 object 2 comment	Feels like a done deal.
	Make sure those who are impacted are taken care of with specific agreed mitigation measures and/or compensation as a condition of the proposal going ahead.
	There has been no evidence provided to support a need for such a development, especially on Green Belt.
	Exceptional circumstances to develop Green Belt don't exist. Whole proposal unsound, unjustified, contrary to national policy and the emerging Core Strategy. Not the most appropriate option, thus destabilising the DDS
	The development of the Radway Green Strategic Site would support and establish this area as a sustainable strategic employment location close to Junction 16 of the M6.
	Removal of farmland does not meet sustainability requirements
	Use alternative brownfield sites which are available including empty employment sites around junction 16 first; also empty employment sites in Crewe and Staffordshire.
	Too close to BAE systems
	Existing employment areas in Alsager are being conceded for housing. Not sustainable. Keep better located established employment sites.
	Consult with Staffordshire on the most effective way to meet local needs without building on farmland and greenbelt
	Planning process undermined by Duchy influence. Economics of the proposal won't work.
	Need to widen A500 not explored, let alone proven.
	More investigative work must be done on Junction 16 eg underpass, dedicated lanes, use of Junction 17 for northbound traffic in and out of Crewe (saving approx 6 miles).

	The Duchy's case for strategic employment land allocations to the extent of 124ha is underpinned by the overall need for circa 323ha identified in the Employment Land Review (2012) and the Economic Benefits Report (2013)
<b>Site New Settlement 2e Employment Area 3</b> 20 representations by 19 people 0 support 19 object 1 comment	Feels like a done deal
	Make sure those who are impacted are taken care of, with specific agreed mitigation measures and/or compensation as a condition of the proposal going ahead.
	There has been no evidence provided to support a need for such a development, especially on Green Belt. Exceptional circumstances to develop Green Belt don't exist. Whole proposal is unjustified, contrary to national policy and the emerging Core Strategy. It is not the appropriate option. It is unsound and destabilises the DDS.
	Need to widen A500 not explored, let alone proven. Will be negated by scale of proposed development
	Removal of farmland and livelihoods of current/future farmers does not meet sustainability requirements.
	Use alternative brownfield sites eg empty employment sites in Crewe and Staffordshire.
	Consult with Staffs regarding the most effective way to meet local needs without building on farmland and Green Belt
	Planning process undermined by Duchy influence.
	Economics of the proposal won't work.
	Green Belt swap is a preposterous concept
	More investigative work must be done on Junction 16 e.g. underpass, dedicated lanes, use of Junction 17 for northbound traffic in and out of Crewe (saving approx 6 miles journey).
	The Duchy's case for strategic employment land allocations to the extent of 124ha is underpinned by the overall need for circa 323ha identified in the Employment Land Review (2012) and the Economic Benefits Report (2013)
	Radway Green's redevelopment already delayed for 5 years. Noise and light pollution would spoil Barthomley. Is no justification for this development in Green Belt when alternatives eg Basford
	Too close to Barthomley's conservation area.
	Industrial estates should be nearer to Crewe to reduce need to travel by car and generate less CO2 emissions
	Local infrastructure will be unable to cope with extra traffic
Affordable homes - a recent survey indicates over 1,500 properties within a five mile radius in the range up to £200k, with over 1,000 in the £50k to £150k range.	
<b>Committed Strategic Sites</b> 21 representations by 21 people 0 support 1 object 20 comment	Question the justification for including units on sites that are not currently under construction in the period 2010-15. This is due to the Council's lead in times set out in the 2012 SHLAA Update (2 years for sites with full planning permission and 2.5 years for sites with outline permission.)
<b>Site Crewe 9 Copenhall East and Maw Green</b> 5 representations	Development is likely to result in substantial traffic increases affecting Warmingham village. Need traffic management plans to mitigate the impact on the village, loss of amenity and character. Need S106 or CIL funds to develop infrastructure in/around Warmingham i.e. highways, traffic calming

by 5 people 2 support 1 object 2 comment	etc. Support – include the site on Strategic Sites map (Figure 8.1) & Growth Distribution Table 8.1 as it is of strategic importance to the delivery of the Local Plan and has a resolution to grant planning permission, subject to Section 106 agreement Site will not provide 30% affordable housing – question its sustainability
<b>Site Crewe 10 Parkers Road</b> 2 representations by 2 people 0 support 1 object 1 comment	Development is likely to result in substantial traffic increases affecting Warmingham village. Need traffic management plans to mitigate the impact on the village, loss of amenity and character. Needs S106 or CIL funds to develop infrastructure in/around Warmingham i.e. highways, traffic calming etc. Doubt that site will provide 30% affordable housing
<b>Site Middlewich 4 Warmingham Lane</b> 3 representations by 3 people 0 support 3 object 0 comment	No reference to Town Strategy No reference to infrastructure required. Concern over impact of increased traffic; demand on local services Must secure CIL/S106 contributions to ensure provision of infrastructure No justification for loss of agricultural land
<b>Site Midpoint 18 (phase 3)</b> 3 representations by 3 people 1 support 0 object 2 comment	Completion of the bypass will enhance Middlewich Hotel design must be high quality What is the justification to make more employment land available when existing employment land is not being taken up?
<b>Site Sandbach 3 Sandbach South West (Fodens Factory and Test Track and Canal Fields)</b> 5 representations by 5 people 1 support 2 object 2 comment	Impact of traffic from development Impact of development on existing services (schools, health etc) Hotel development must be of high quality design Impact of development on the village of Warmingham
<b>Site Holmes Chapel 1 Former Fisons (Sanofi Aventis / Rhodia)</b> 6 representations by 5 people 4 support 0 object 2 comment	Impact of traffic and parking arising from new development Hotel development should be of high quality design A good use of a brownfield site Impact on Cranage and Goostrey
<b>Proposed Growth Distribution</b> 7 representations	Either plan and build at a substantial scale and sustainable density (new settlement of 5-8,000 homes) or not at all. What are the sources of figures? I suspect they would not withstand close

<p>by 7 people 1 support 4 object 2 comment</p>	<p>scrutiny. The scale of flexibility and contingency should have been transparent [some unexplained inconsistency]. 8.65 reads suspiciously like a get-out clause to impose even more development Identify Village A and B as site allocations; increase the scale of development to 1,650 dwellings for Village A and 2,600 dwellings for Village B. 836 homes is an unreasonable addition to small towns Tables 8.1 to 8.6 - The sites include identified Strategic Sites and Site Allocations. Does this imply that sites have been allocated before this strategy has even been adopted?</p>
<p><b>Table 8.1 Principal Towns</b> 11 representations by 10 people 3 support 3 object 5 comment</p>	<p>Disproportionate focus on Crewe – there should be no more than 5,000 dwellings there. 40% of all new build will be within 6 miles of Crewe and Nantwich. Object to the housing on the Basford employment sites. Disproportionate focus on the Green Belt. New housing should be focused on our Principal Towns and linked to local business workforce requirements The number of 'site allocations' between Crewe (1,500+) and Macclesfield (0) appears totally inconsistent. Does not attempt to show brownfield contributions or allowance to meet totals The figures have no reliable source and are unlikely to stand up to scrutiny. There has been no detailed, in depth, objective assessment of needs and impact before developing a strategy</p>
<p><b>Table 8.2 Key Service Centres</b> 15 representations by 14 people 1 support 9 object 5 comment</p>	<p>The number of 'site allocations' for each town seems wildly inconsistent, with no evidence to support how they have been derived. Surely 0 is too low, but where do the 600 site allocations to Congleton come from? The table states that there are 7 Site Allocations in Knutsford without linking those sites to the 2 sites in the description of the Strategic Sites section (8.37 to 8.41). If there are indeed 7 sites, they should be named and shown on a map. Overall numbers for Handforth, Knutsford, Poynton and Wilmslow are too low. Fails to meet NPPF guidelines on this. Does not show any brownfield contribution to totals The figures need to build in a greater level of flexibility for Congleton and to incorporate an appropriate buffer. The negative figure of -36 completions for Poynton does not reflect the real situation. These now-demolished flats had been largely empty for many years. Objection to housing numbers in Alsager - should be 1,300. Updated figures are required to reflect the SHLAA report and Queens Drive, Nantwich approval. Growth in Wilmslow seems low in comparison to Service Centres such as Alsager &amp; Congleton</p>
<p><b>Table 8.3 New Settlements</b> 3 representations by 3 people 1 support 2 object 0 comment</p>	<p>Object to the 2 new villages in Crewe. If it is impossible to develop the Basford employment sites without additional funding, only village A should be considered. Object to inclusion of these proposals which occupy strategic greenbelt sites contrary to national, regional and existing local policies. Will be detrimental to vitality and viability of nearby towns in Cheshire East, Stoke and Newcastle-under-Lyme</p>

<b>Table 8.4 Local Service Centres</b> 7 representations by 7 people 2 support 3 object 2 comment	This appears to be too high for Local Service Centres
	Agree that growth needs to be accommodated in all settlements including Local Service Centres. However, it is not clear how the requirement of 2,000 dwelling over the Plan period will be apportioned.
<b>Table 8.5 Sustainable Villages</b> 4 representations by 3 people 0 support 4 object 0 comment	Delivery of 175 dwellings for 2010-12 in SVs is evidence that delivery won't be met where policies are too tightly constrained. Greater flexibility should be provided by increasing/removing dwelling limits for Infill in Policy CS6 and recognising value of market housing to meet local needs.
<b>Table 8.6 Totals</b> 3 representations by 3 people 0 support 2 object 1 comment	The focus on sites around Crewe and Nantwich feels too dominant.
	The predominance of allocations around Crewe is just as unsustainable for this preferred option (option 7) as it was acknowledged to be for most of the other options considered.
	The proposal is not sustainable within the NPPF
<b>9 Your Views</b> 207 representations by 199 people 1 support 182 object 24 comment	Our views will not be taken into account
	Include aspiration for 20mph default speed limit in residential areas
	Hard to reconcile your emphases on road building, sustainability and safety
	All comments on Town Strategies have been swept aside
	Not enough publicity – you have hidden the document. Extend the consultation period while more publicity is undertaken and the process is made more accessible
	Previous consultations were not fair either
	Why is 'no development' not presented as an option?
	For reasons of democracy, planning applications should have been suspended while this consultation took place. How else can they be addressed?
	Consultation is only accessible to those with internet access, language skills and internet skills. Document stresses the ageing population but does not have a consultation to cater to it
	Level of response to this vital document is disappointing and suggests there has not been enough promotion
	The most difficult consultation I have ever participated in
	Does not align with the Government's 'Consultation Principles' of July 2012 and hence the outcome will be subject to legal challenge
	Online questionnaire does not allow us to express exactly how we feel about proposals – support/object/comment on long sections of the document is far too simplistic
	Hard to access, even for the IT literate. Portal was difficult to use.
	Badly structured document
	Designed to discourage comment – was this done on purpose?
Lack of transparency	
How will you use text contributions?	
Should not have withdrawn Freepost address	
CEC should work in partnership with local groups who really represent their	

	communities, have local knowledge and will have to live with the proposals
	Proposals are not sustainable
	Proposals do not comply with the NPPF
	Proposals will be a disaster for quality of life and the countryside
	We require the plan to include quantifiable mechanisms for local involvement
	Consultation process has been too short for the number and complexity of documents
	Only one reference paper copy provided in the Congleton Library – what about those who work or have disabilities which prevent them from using a computer?
	The portal and web imply that comments can only be made online – will postal comments be accepted?
	It has taken too long to get this far – lack of a strategy would not be acceptable in a commercial environment. Stop the ‘open door’ for developers by using the Strategy now.
	Too many consultations have angered and confused the population.
	Suspicious that South East Crewe, Shavington and Wybunbury, were deemed not in the Crewe area for the Town Strategy, but are considered in Crewe for the Development Strategy
	No evidence of cross-boundary cooperation with other Councils
	The plan would not at present pass the NPPF tests of soundness
	The website should allow for comments on the Summary Document
	The Summary Document is far too long
	Pre-filled in forms distributed by Congleton Town Council are skewing the comment process
	The plan lacks detail
	The Plan process should empower local people to decide on their area’s future. It contravenes the NPPF and Aarhus Convention
	Plan is very biased in favour of development
	The properties proposed will not be built due to funding issues
	Language used is too complex
	Little or no objective rationale for the exclusion of some sites, and the promotion of others
<b>10 Glossary</b> 8 representations by 8 people 0 support 1 object 7 comment	Definitions not the same as previous documents, within other Local Plan documents and between the two consultation documents including omissions, wording differences. Need consistency, completeness and same coverage.
	Definition of affordable housing is too limited – see NPPF
	Add reference to NPPF
	Add terms: Small Scale and Meet Local Need, Village Plans
<b>Appendix A: Summary of Consultation So Far</b> 8 representations by 7 people 0 support 3 object	Question/complain of process of the consultations particularly on the Town Strategies and who was involved
	Town Strategy (Knutsford) should be finalised
	Inadequate advertising of this consultation
	Poynton was the largest single source of comments on the 2010 Core Strategy document, with more than from Crewe. Poynton residents express strong support for the Green Belt and opposition to further development around the village

5 comment	
<b>Appendix B: Cheshire East Strategies</b>	Ambition for All Strategy is fundamentally weak on the sports, leisure, play, open space, community buildings angle
8 representations by	Prospectus for Crewe – does not mention significant number of houses outside Crewe boundary. Crewe strategy confirmed sufficient brownfield sites available for housing and employment development.
8 people	Cheshire East Visitor Economy Strategy is a vital document to the growth potential and has links to many other strategies
4 support	Development Strategy does not link well with the LTP nor the Economic Strategy (particularly in terms of Handforth East – will promote the need for travel particularly by car). Jobs and homes must be better related to each other and to existing service and town facilities.
2 object	Essential rights of way are protected and improved
2 comment	Superficial account of Make it Macclesfield
<b>Appendix C: Evidence Base</b>	Support Green Space Strategy but attention should be first placed on existing green space.
62 representations by	Query how the open space and green space evidence has been translated into findings.
57 people	Difficult to locate and navigate to Appendix C and the Evidence Base
1 support	How will Cheshire East mitigate against the intrusive and deleterious effects of HS2 on the canal network
53 object	Development Strategy and medium growth strategy does not reflect the SHMA. SHMA indicates the enormous unsatisfied demand and need for housing (market and local needs)
8 comment	The process for identifying sites for development is flawed. A survey of existing built up areas should have been undertaken before considering altering Green Belt Boundaries
	Question the Employment Land Review and interpretation into the Development Strategy. Employment land proposed will require more houses than proposed.
	Questions are raised regarding the availability, validity and robustness of the evidence that underpins the Development Strategy, particularly housing growth and distribution, need full Green Belt review, full Landscape Appraisal. Failure to undertake this work would raise significant concerns regarding the robustness/soundness of the evidence base.
	Evidence is unsound. Evidence base unsatisfactory, not robust and is inconsistent, including settlement hierarchy, Gypsy and Traveller Assessment out of date therefore evidence is fundamentally flawed.
	Population projections are too high and based on out of date data. Occupancy rates flawed, impact of ageing population not considered
	New SHLAA is incorrect / deeply flawed
	Too much information for people to digest and comment upon or navigate.
	Cheshire Retail Study flawed and needs updating including with regard to internet shopping and deficiency in the qualitative offer of main food retail.
	No evidence of working jointly with adjacent authorities
	How can you identify 27,000 houses are to be built but not where gypsy/traveller pitches are to be located?
	Affordable housing must be affordable
	Object to inclusion of specific sites around Congleton due to areas of special landscape interest/importance
	No justification for development of the scale proposed in the Green Belt

	around Knutsford
	Urgent need for publication and adoption of playing pitch strategy for Alsager
	Need a robust, up to date Playing Pitch strategy. The NPPF excludes playing pitches from being previously-developed land. A playing field includes the whole site in which the pitch is located.
	New settlement concept introduced at a late stage in the plan preparation and is not supported by evidence base
<b>Table D1: Growth Strategy Options</b>	Low growth is preferred – only increase if economic growth returns/is demonstrated
10 representations by 9 people 0 support 10 object 0 comment	Evidence does not support medium growth choice
	High growth strategy should be adopted in line with evidence in the SHMA and ONS projections
	Start with the revitalisation of Crewe
	Growth options should vary by town not one for whole of Cheshire East
<b>Table D2: Phasing Options</b>	Growth Strategy is unlikely to realize this amount of growth
6 representations by 5 people 4 support 1 object 1 comment	Projections have no credible basis
	Development must be phased
<b>Table D.3 Option 1: Growth in Crewe and Key Service Centres Outside the Green Belt</b>	Odd to see the more affluent, middle class - and dare I add vocal - communities will be the least affected!
6 representations by 6 people 0 support 5 object 1 comment	Options 1-3 all show 37% of the planned growth going to Crewe. Not a proper consideration of alternatives. More growth should be diverted to Macclesfield and less to Crewe.
	More focus for housing should be on our Principal Towns where sustainable housing and job creation can be demonstrated and less on Local Service Centres and Sustainable Villages where the argument for additional sustainable housing is less convincing
	Where is the Council's preferred Hybrid option 7 and which villages does it include? Assume the Council wants to ensure the percentage of housing increase does not unbalance the village population within its boundary. The village of Wybunbury will have a 45% increase in houses within its boundary.
	In the absence of a proper objective assessment of needs, you cannot produce reliable projections
	A higher % of development should go to the smaller villages eg the Hubs and Clusters approach used by Shropshire Council
<b>Table D4 Option 2: Growth in Crewe and Macclesfield and Key Service Centres outside of the Green Belt</b>	More focus on Principal Towns and Key Service Centres and less on the Local Service Centres and sustainable villages where requirement for additional housing is less convincing
3 representations by 3 people 0 support	Macclesfield has not had recent economic success - the 2011 Cheshire Retail study shows it has declined over the last decade. An in-depth assessment of needs and impact assessment of proposals are required
	9% to Congleton is far too much

3 object 0 comment	
<b>Table D5 Option 3: Growth in Crewe and Macclesfield and Accessible Towns</b> 2 representations by 2 people 0 support 2 object 0 comment	Macclesfield has not had recent economic success - the 2011 Cheshire Retail study shows it has declined over the last decade. An in-depth assessment of needs and impact assessment of proposals are required. Need more focus on Principal Towns and Key Service Centres
<b>Table D.6 Option 4: Rural Variant</b> 3 representations by 3 people 0 support 3 object 0 comment	This option should be taken forward – would encourage sustainable growth. Flexible policy could allow development where it meets local needs or delivers local improvements. Macclesfield has not had recent economic success - the 2011 Cheshire Retail study shows it has declined over the last decade. An in depth assessment of needs & an impact assessment of proposals are required. Need more focus on Principal Towns and Key Service Centres and less on the Local Service Centres and sustainable villages where requirement for additional housing is less convincing
<b>Table D.7 Option 5: A New Settlement and the Principles of the Town Strategy Documents</b> 1 representation by 1 person 0 support 1 object 0 comment	In the absence of a proper objective assessment of needs, you cannot produce reliable projections
<b>Table D.8 Option 6: Growth Reflecting the Principles of the Town Strategy Documents</b> 3 representations by 3 people 0 support 3 object 0 comment	Why isn't this shown in the same way as the other options? Where is the table that shows the percentage of the proportion of development by town for the proposed option? In the absence of a proper objective assessment of needs, you cannot produce reliable projections There should be no building in the Green Belt around Poynton: the village cannot cope with more than 200 new dwellings by 2030. This was supported by the Town Strategy consultation.
<b>Strategic Open Gaps and the Open Countryside: Alternatives Considered</b> 3 representations	Both these options open the door to speculative developments absolutely anywhere Each Green Belt area stands on its own merit - the existing Green Belt should be preserved as well as creating new sites. The latter shouldn't be created at the expense of the other. Option 2, removal of the green gaps, should be strongly opposed to avoid exploitation by speculative developers.

by 3 people 0 support 2 object 1 comment	
<b>Appendix E: Strategic Sites - Alternatives</b> 40 representations by 35 people 2 support 7 object 31 comment	This section has a misleading title. It should be made clear that "alternative" should read alternatives considered and rejected. It should state that applications on these sites will be rejected.
	Agree, a new settlement at Wardle should not be pursued
	Agree, such sites should not be brought forward in the Local Plan
	Provide reasoned justification for not including the alternative sites as 'Preferred Options'.
	Not sufficient justification for exclusion of a number of sites around Crewe that could be developed instead of Green Belt sites near Newcastle and Stoke-on-Trent.
	Disregards new settlement sites at Wardle, Siddington and Chelford without sufficient justification
	Network Rail is concerned that in addition to the proposed areas of development, the alternative sites may also be the subject of planning applications
	Need to be able to understand which alternative sites would be required in the plan period in the event the overall housing requirement is increased to correctly reflect the evidence base.
	Sandbach Road North (phase 1), Alsager should be allocated for 155 dwellings and phase 2 for 62 dwellings
	The site at Audlem Road, Audlem should be allocated for 95 dwellings
	The 194 consented dwellings at Warmingham Lane, Middlewich should be included as a commitment in the Core Strategy
	Peckforton Estates land ownerships in Bunbury and Peckforton should be identified for housing
	Church Lane, Wistaston, Crewe should be considered for allocation
	The following sites should be identified for development in the new Local Plan: Land off Warmingham Lane, Middlewich; Land off Holmes Chapel Road and Sandbach Road, Congleton
Newbold Astbury-cum-Moreton Parish Council is 100% opposed to Appendix E.	
<b>Figure E.1 Alternative Strategic Sites around Crewe</b> 4 representations by 4 people 2 support 1 object 1 comment	Within the Coppenhall East Extension, the Broughton Road site provides a logical first phase of residential development
	Sustainable location for additional housing
	Support the inclusion of the Coppenhall East extension
<b>Site Crewe 11 (Alternative) Coppenhall East Extension</b> 7 representations by 7 people 2 support	Area should be designated Green Gap. Waldron's Lane is an area for walking, cycling, bird watching etc. If this area remained green it would stop Coppenhall running into Leighton and Warmingham.
	Logical area to develop. Sustainable location, within Crewe area; available amenities and employment. Adjacent land has permission for 650 dwellings. Constraints can be mitigated.
	Non-selection requires further justification. Site could accommodate

4 object 1 comment	development with a lesser impact on the regeneration of North Staffordshire, more sustainable
	Adjacent to railway line. Developers must contact Network Rail to ensure protection from development impacts; mitigate railway noise and vibration considering any future intensification of routes
	Should show commitments within the context of the wider Strategy on a plan base
	Site offers the opportunity for infrastructure north of the town ie northern section of ring road from the Haslington Bypass to Parkers Road (junction east of West Coast Mainline) using the Haslington Bypass; Crewe Green Link Road and the Shavington Bypass, providing access to locations including Leighton Hospital without going through Crewe town centre, relieving pressure on Middlewich Road.
<b>Site Crewe 12 (Alternative) South West Crewe</b> 6 representations by 5 people 1 support 5 object 0 comment	Any development must include removal of underground sewage tanks in the south east corner of this area which discharge raw sewage into Wistaston Brook
	High density housing - out of keeping with the rest of the area
	Infrastructure will not cope, especially with increased traffic volumes
	Development will increase drainage flow which will result in extra flooding downstream in places like Northwich
	This site is not in Crewe it is in the parish of Wistaston and should be listed as such. This deception invalidates this consultation
	Site could accommodate development which would have a lesser impact on the regeneration of North Staffordshire than other sites but would represent more sustainable development and growth
	Developing a site here would cause urban sprawl - Wistonians wish to keep the individual identity of their village
	Development would be detrimental to the Joey the Swan amenity by overshadowing it and spoil its visual appearance
	Overhead power lines cross the site which will need either a significant stand-off or alternatively diversion at significant cost
	The centre of the site is identified as being a former landfill site - the site may not be developable at all.
<b>Site Crewe 13 (Alternative) Land South of Gresty Lane</b> 8 representations by 8 people 1 support 3 object 4 comment	Within Crewe boundary. Logical infill. Sustainable.
	Do not support development on this site but it has fewer constraints than land at Barthomley and is more sustainable
	Building on green gap land would set a precedent for the rest of the green gaps in the Cheshire East area - defend the green gaps
	The rationale for exclusion of the site as a Strategic Site is not clearly expressed. Site could accommodate development which would have a lesser impact on the regeneration of North Staffordshire than other sites but would represent more sustainable development and growth
	Adjacent to railway line. Developers must contact Network Rail to ensure development does not impact the railway. Mitigate railway noise and vibration including consideration of potential future intensification of routes.
	Object to the exclusion of this site from the list of Strategic Sites - it is a more suitable and sustainable alternative. The site is residential led; available; deliverable; more suitable and sustainable; Crewe and Shavington will remain separate; the A500 is a logical, long term defensible boundary. Site is free from any major site constraints.
Part of the site which is not Green Gap is subject to appeal after refusal of	

	<p>application for 165 dwellings, contrary to Officer recommendation. This area has a close affinity with Crewe Town Centre and Basford West.</p> <p>Too many sites for Crewe left to be identified at the Site Allocations stage.</p> <p>Unsuitable site due to its location; separated from the rest of Crewe by railway lines. Access is 2.7km away and is circuitous.</p>
<p><b>Crewe 14 (Alternative) Land at Sydney Road Crewe East</b></p> <p>8 representations by 7 people 1 support 6 object 1 comment</p>	<p>This area of Crewe should not be put forward for development. The constraints far outweigh the benefits. The Sydney and Maw Green areas are already very congested and cannot cope with the existing amount of traffic</p>
	<p>This site is in the Green Gap and would significantly reduce the gap between Crewe and Haslington.</p>
	<p>Brownfield first not green gap</p>
	<p>Logical area to develop, within Crewe boundary, close to employment and sustainable</p>
	<p>The rationale for exclusion of the site as a Strategic Site is not clearly expressed. Site could accommodate development which would have a lesser impact on the regeneration of North Staffordshire than other sites but would represent more sustainable development and growth</p>
	<p>If the site is developed, the A534 would provide a very strong, defensible boundary to limit the development of Crewe to the east.</p>
	<p>Too many sites for Crewe left to be identified at the Site Allocations stage</p>
	<p>Re constraints, studies will be carried out and mitigation carried out as appropriate. At this stage, there are no constraints which indicate potential prejudice or delay to development of the site</p>
	<p>The proposed development will contribute towards CEC's highway schemes, assisting in capacity improvements.</p>
	<p>The site is available, achievable, and developable</p>
	<p>Local people need this open land, for health benefits</p>
<p>Traffic is a concern - additional housing would make this worse</p>	
<p><b>Figure E.2 Alternative Strategic Sites around Macclesfield</b></p> <p>10 representations by 10 people 4 support 0 object 6 comment</p>	<p>Use brownfield sites first or town centre before considering greenbelt sites</p>
	<p>Do not develop the sites north of Macclesfield ie 5, 6,8 as they are unsustainable, there are current traffic issues/infrastructure inadequacies that will be exacerbated</p>
<p><b>Site Macclesfield 5 (Alternative) Land west of Priory Lane</b></p> <p>39 representations by 36 people 17 support 9 object 13 comment</p>	<p>Develop/redevelop this site – suitable, sustainable site, green belt equal to others being proposed, will allow the Rugby Club to establish a sustainable long term future</p>
	<p>Retain Rugby Club/do not develop this site – Green Belt serves greenbelt functions, important sports facility, impact on infrastructure including road network and on local schools). Supporters of the redevelopment do not understand the implications of this.</p>
<p><b>Site Macclesfield</b></p>	<p>Retain/do not develop this site – due to impact on ancient woodland,</p>

<b>6 (Alternative)</b> <b>Land north of Birtles Road</b> 10 representations by 9 people 6 support 1 object 3 comment	drainage issues, and ecological value
	Develop area around existing Leisure Centre as a sports village
	Develop for housing – sustainable location and better than some of the other options/sites
<b>Site Macclesfield 7 (Alternative)</b> <b>Lane east of London Road</b> 10 representations by 9 people 1 support 5 object 4 comment	Develop site – is available, suitable and achievable and greater deliverability than other Strategic Sites. Possible to form a defensible greenbelt boundary.
	If developed will require mitigation measures having regard to proximity to railway.
	Retain/do not develop this site – compound existing traffic problems, site serves important greenbelt function which is narrow here, flood risk potential, working farm with no defensible greenbelt boundary
<b>Site Macclesfield 8 (Alternative)</b> <b>Land north of Prestbury Road</b> 34 representations by 32 people 15 support 10 object 9 comment	Develop site as it is suitable for development and sustainable and would have less impact than other greenbelt areas.
	Retain/do not develop this site – serves the greenbelt functions, area is important for environmental, landscape, ecological/wildlife reasons, it is unsustainable and would have detrimental impact on infrastructure including traffic issues
<b>Site Macclesfield 9 (Alternative)</b> <b>Land at Gaw End Lane</b> 6 representations by 6 people 1 support 3 object 2 comment	Develop north of Gaw End Lane only – site is available now and development is achievable in early stages of plan period.
	If developed will require mitigation measures having regard to proximity to railway.
	Retain/do not develop – site serves important greenbelt functions which is narrow here, it would exacerbate current traffic issues
<b>Site Macclesfield 10 (Alternative)</b> <b>Land between Chelford Road and Whirley Road</b> 9 representations by 9 people 2 support	Develop – site is available, suitable, viable and deliverable. The strategy fails to allocate enough sites.
	Retain/do not develop – site serves important greenbelt functions which is narrow here, site is of high ecological and landscape value including protected trees and contains power lines

1 object 6 comment	
<b>Figure E.3 Alternative Strategic Sites around Alsager</b> 15 representations made by 14 people 3 support 6 object 6 comment	<p>Support for the fact that these alternative sites have not been included in the Plan: should have been excluded from document altogether and only be in SHLAA; areas used for recreation; sites should be referred to as “ alternative sites considered then rejected”</p> <p>There should be no permission for housing in the area south of Crewe Road - in munitions blast zone</p> <p>MMU site should be considered for development: would round off town and provide housing, employment plus infrastructure</p> <p>Alternative sites put forward: land at Lady Farm Bungalow, off Dunnocksfold Road; area H in the former Draft Alsager Town Strategy document; land to rear of 52-68 Close Lane, Alsager</p>
<b>Site Alsager 4 (Alternative) Fanny’s Croft</b> 16 representations made by 15 people 1 support 9 object 6 comments	<p>Site should not be developed - unsustainable; outside current boundary of Alsager; encroaches into countryside; no development south of brook; amenity space/green lung; public rights of way across site; manage as parkland for Alsager and wider catchment area; support rejection of the site; should be described as Green Belt</p> <p>Development would put pressure on roads and level crossing and infrastructure generally; some flood risk</p> <p>Alternative view – natural urban extension site</p> <p>Adjacent railway line so Network Rail need to be informed re mitigation, noise and vibration</p>
<b>Site Alsager 5 (Alternative) Former MMU extension land</b> 12 representations made by 12 people 2 support 5 object 5 comments	<p>Site has always been fields and open countryside and should remain as such; many footpaths – used by local people; insufficient local demand for housing – only need to use MMU site adjacent; site should be called land to west of former MMU campus (site J Alsager Town Strategy) – good to see site rejected</p> <p>Site should be considered as provides a better western edge to settlement; could provide a mix of housing and other development to support Alsager as a key service centre</p> <p>Site better than site 4 – better road access, less used by walkers, closer to schools, scope for traffic free routes</p>
<b>Fig E.4 Alternative Strategic Sites around Congleton</b> 4 Representations by 4 people 1 support 2 object 1 comment	<p>No further development in Congleton West. Future developments should rectify the strange shape of the town and move the shopping centre back to the geographical town centre</p> <p>Congleton is constrained. Council should re-think distribution of housing and employment land and distribute the dwellings and employment land in a northerly and westerly direction.</p> <p>We support exclusion of these sites on accessibility grounds. They should be protected through Green Belt/Local Green Space designation as they enable access to open countryside from the town centre.</p> <p>Evidence must be more robust. Need full assessment of all SHLAA sites including infrastructure.</p>
<b>Site Congleton 5 (Alternative) Congleton West</b> 13 representations by 12 people	<p>The site potentially needs to include some older persons provision</p> <p>Deliverability is less reliant upon development of the link road</p> <p>Better site than Congleton 1 with access to A34 and A534. Much of land currently not used.</p> <p>Out of this list of so called constraints, none is material in its own right. Collectively they are less significant than a number of the preferred sites to</p>

<p>3 support 8 object 2 comment</p>	<p>the north</p> <p>There seems to be no basis for rejection of the site. It could be brought forward for 500 dwellings. Include as a strategic site.</p> <p>Part of the site (at Loachbrook) has already had planning approval granted, which has doubled the number of houses in Somerford. Hence it should be included.</p> <p>Future developments should rectify the strange shape of the town and move the shopping centre back to the geographical centre</p> <p>Congleton is constrained. Re-think present distribution of housing and employment land a northerly and westerly direction.</p> <p>Alternative sites are not accessible. They should be protected through Green Belt/Local Green Space designation as they enable access to open countryside from the town centre.</p> <p>Evidence must be more robust. Need full assessment of all SHLAA sites including infrastructure.</p> <p>Consider for inclusion in the Cheshire East Council Local Plan.</p> <p>Would support Loachbrook Farm development, but feel that development of the rest of Padgbury Lane will mean no segregation between Astbury and Congleton. Should be seen as a last resort.</p> <p>1,700 new homes and facilities would add significantly to existing daily road traffic and pollution problems on the A354 between West Heath and the Wagon &amp; Horses roundabout</p> <p>Archaeological significance</p> <p>Poorly conceived alternative. Do not consider until traffic issues have been fully considered and plans approved to alleviate the current problems before adding to them</p> <p>Better site than Congleton 1. Not all prime agricultural land.</p> <p>Access links could be easily provided to the A34, A534 and the proposed bypass, which should link up with the A34 south of Astbury.</p> <p>We request the submission of a site to be considered for inclusion in the Cheshire East Council Local Plan.</p> <p>No basis for rejection. Include as a strategic site for 500 homes.</p>
<p><b>Site Congleton 6 (Alternative) Land north of Lamberts Lane</b> 32 representations by 29 people 2 support 28 object 2 comment</p>	<p>This open countryside is only 400m from the High Street, unique in CE and found in few other English towns. Do not lose this unique USP to development. Should be protected by Green Belt or Local Green Space designation for benefit of future generations. Has been subject of investment by Council and charities to enhance beauty and preserve wildlife. Countryside of significant importance as stated by Congleton Southern Fringes Project.</p> <p>Development is unsuitable due to the adverse impact on the visual character of the area</p> <p>Proposals here have already been refused by town councillors.</p> <p>Woefully inadequate existing infrastructure. Requires a better traffic system at the bottom of Canal Road which cannot sustain any more traffic or housing.</p> <p>Logical – well-positioned re the town centre and amenities. Need a green corridor; improve footpath and cycleway between the town centre and any development.</p> <p>Wildlife</p> <p>Heritage value</p> <p>Very well-used amenity space, a rare asset highly valued by locals</p> <p>Very poor access, no bus stops, requires road improvements</p>

	Develop this site before any Grade 2 agricultural land in Somerford. Sustainable site within the town boundary, in walking distance of the railway station & town centre.
	Too close to school, causing traffic chaos on busy roads with 6 x traffic calming measures to cope with existing heavy traffic. Serious traffic safety issues.
<b>Figure E.5 Alternative Strategic Sites around Handforth</b> 4 representations by 4 people 0 support 4 object 1 comment	Negative impact on infrastructure including traffic.
	No more destruction of Green Belt or agricultural land. Use brownfield sites and unused office space.
	Leave the newts alone.
	Handforth will merge into Greater Manchester and lose its community identity.
<b>Site Handforth 1 (Alternative) Land between Clay Lane and the proposed Airport Link Road (A555)</b> 9 representations by 9 people 1 support 7 object 1 comment	This proposal will merge it into Greater Manchester and it will lose its community identity
	Will create too much pressure on transport and other infrastructure
	This impacts Green Belt and agricultural land adversely.
	Concern regarding scale of development
	Brownfield first approach promised by Councillor
	The proposal to increase footfall at Handforth Railway Station should be a Section 106 Agreement of the planning permission
	No credible plans for employment growth exist here.
	Support development of this site for affordable houses for Handforth people.
Add to the Preferred Strategic Sites. Far more sustainable than Handforth East.	
<b>Knutsford Figure E.6 Alternative Strategic Sites around Knutsford</b> 5 representations by 5 people 0 support 3 object 2 comment	Why have these alternatives been rejected? Unacceptable to simply say that they are not considered suitable. No evidence that these sites have more material issues than the two sites now taken forward.
	Useless consultation without information being completely shared with the communities involved
	Parkgate sites are available and ideal locations to spread the burden of additional housing between NW and NE Knutsford.
	Investigate transport improvements to enable Parkgate.
	Take account of the contribution from other sites likely to be suitable for housing. Could enable reduction of remaining new housing figure. Parts of 2 rejected alternative sites may have merit for release.
<b>Site Knutsford 3 (Alternative) Land to the South of Longridge</b> 6 representations by 6 people 1 support 3 object 2 comment	Use land at Longridge before using Green Belt – more sustainable.
	No objective criteria have been applied to the selection of NW Knutsford over this site.
	I object to this site being rejected without explanation. There is a pattern of affordable housing in the area so development could be done.
	The exceptional circumstances for the proposed allocation of the site are as follows: significant contribution to meeting housing needs in Knutsford and Cheshire East; regeneration benefits; site allocation would not conflict with purposes of the Green Belt and would create a defensible Green Belt boundary.
<b>Site Knutsford 4 (Alternative) Land</b>	I object to this site being rejected without explanation
	Ideal locations to spread the burden of additional housing between NW and

<b>to the west of Parkgate Lane</b> 3 representations by 3 people 0 support 3 object 0 comment	NE Knutsford
	Improve access through CIL
<b>Site Knutsford 5 (Alternative) Land between Gough's Lane and Chelford Road</b> 5 representations by 5 people 4 support 1 object 0 comment	I object to this site being rejected without explanation
	Near employment area
	Suitable as non prime agricultural land
	Support rejection of this site – would increase urban sprawl south of Knutsford
	Ideal for development, has excellent road access
<b>Site Knutsford 6 (Alternative) Land to the south and west of Beggarman's Lane</b> 3 representations by 3 people 2 support 1 object 0 comment	I object to this site being rejected without explanation. It is unacceptable to say it isn't suitable, without reasons.
	Support rejection of this site. It would encourage urban sprawl south of Knutsford; remove high grade agricultural land from cultivation; impinge on wooded habitats; and contribute to a degradation of the local eco-systems and rural environment.
	Knutsford should not be allowed to grow any closer to the motorway
<b>Site Knutsford 7 (Alternative) Land to the west of Blackhill Lane</b> 4 representations by 4 people 2 support 1 object 1 comment	I object to this site being rejected without explanation. It is unacceptable to say it is not suitable, without reasons.
	Support the rejection of this site
	Would impinge on Bexton Primary School and make traffic worse
	Would materially degrade the landscape vistas on this side of the town.
	Knutsford should not be allowed to grow any closer to the motorway
	Developers must contact Network Rail Asset Protection Team to ensure mitigation. Consider noise and vibration.
<b>Site Knutsford 8 (Alternative) Land to the south west of Knutsford High School</b> 4 representations by 4 people 2 support 1 object 1 comment	I object to this site being rejected without explanation
	This site is close to the Town Centre and has good access
	Its use would bring Knutsford almost to the site of the M6 motorway services and its attendant traffic noise
	Railway issues (mitigation) would need to be addressed due to existing and future potential intensification of routes.
<b>Site Knutsford 9 (Alternative) Land</b>	If development is allowed in the Green Belt, ensure the lower grade agricultural land is used first

<b>between Northwich Road and Tabley Road</b> 5 representations by 5 people 1 support 3 object 1 comment	I object to this site being rejected without explanation. This site is so similar to the site identified as Site B on the Town Strategy that the rejection of one and inclusion of the other is hard to understand.
	Support rejection: prevents urban sprawl to the west
	No objective criteria have been applied to the selection of NW Knutsford over this site
	Partial development on a small scale could be considered. Close examination of the site required.
<b>Figure E.7 Alternative Strategic Sites Around Nantwich</b> 3 representations by 3 people 0 support 1 object 2 comment	Nantwich should not be developed in any of these three areas. They would make the town more unbalanced than it already is
	No account has been taken of the contribution from other possible sites that are likely to be suitable for housing, eg at site allocation stage. Estimate prior to Site Allocations Document to enable reduction of the remaining new housing figure
	Inconsistency. What of the other sites listed in the Nantwich Town Strategy, which are not listed in Appendix E. Site F is included but G and J, K, L, M are not.
<b>Site Nantwich 4 (Alternative) Land to the south of Nantwich</b> 64 representations by 64 people 1 support 61 object 2 comment	Object to proposed housing developments in the Stapeley area.
	There is not the infrastructure to support any more housing in Nantwich.
	I object to the use of this site on various technical grounds: traffic/infrastructure could not support it; lack of sustainability. Glad it has been moved to the alternative sites. Should be removed altogether.
	It is important to retain the rural character and atmosphere of Stapeley which is a significant gateway into Nantwich.
	250 dwellings at Stapeley Water Gardens should be the absolute maximum housing allocation for Stapeley.
	Appropriate and deliverable mixed-use site that should be included as a site allocation in the submission Core Strategy.
	No specific justification, assessment or evidence as to why Kingsley Fields has been selected as a preferred option. Nantwich South performs better in the SA and is a better strategy option. Require relevant technical information to support site allocations. Concerning lack of transparency, plan is unsound.
	Nantwich housing requirement is far too low, especially in light of affordable housing backlog and its range of existing services.
	Proposed allocations will meet the needs of Nantwich – remove this site.
	Part of this site to the west of the Water Gardens across the Maylands on Broad Lane may have merit: greenfield but would round off town boundary without extending into open countryside and has existing access.
<b>Site Nantwich 5 (Alternative) Land South of Queens Drive</b> 6 representations by 6 people 1 support 2 object 3 comment	The site is outside the development boundary, in open countryside, and will introduce unacceptable traffic congestion.
	I was going to strongly object to this site as an alternative, but as it has already been approved, what is the point!!!
	As this site benefits from a resolution to grant planning permission (12/4654N), it should be included as a committed, strategic site for 240 dwellings. No additional policy is required; logical rounding off to the settlement.
	The farm site to the east is potentially suitable for housing.
<b>Site Nantwich 6 (Alternative) Land</b>	By reducing remaining housing figure accordingly, the proposed Kingsley Fields site could be curtailed totally or in extent and density.
	Site is adjacent to railway line. Contact Network Rail to ensure noise and vibration mitigation. Object to impact on level crossing. Require contributions

<b>bounded by the Railway Line to the West and River Weaver to the East</b> 3 representations by 2 people 0 support 1 object 2 comment	for an alternative crossing.
	Inconsistency: not selected as a favoured strategic site in the draft Town Strategy. Unclear why it was reconsidered in the draft Development Strategy. Consider it for greenbelt protection.
	CEC has just given permission for 240 homes in the north-west part, making the farm site to its east potentially suitable for housing. Although the site is greenfield, it would round off indentations of the town boundary, not leading to outward extension into open countryside [the part to the south would do so & accordingly is not being suggested]
<b>Figure E.8 Alternative Strategic Sites around Poynton</b> 3 representations by 3 people 1 support 0 object 2 comment	Insufficient allocations in Poynton
	Allocate land off Glastonbury Drive
	Land to east side of Poynton should be preferred to land to west
	Additional housing will increase traffic on A34 so then they will need another new road
<b>Site Poynton 1 (Alternative) Land to west of Poynton</b> 5 representations by 5 people 0 support 3 object 2 comment	Add to list of Preferred Strategic Sites. Accords with NPPF and would secure sustainable development.
	If developed will require mitigation having regard to proximity to railway.
	This land includes significant flood risk areas, protected woodland and a listed building.
	No need for industrial development on green field sites as brown field sites are available
	Poynton bypass is essential
<b>Site Poynton 2 (Alternative) Land at Lower Park</b> 3 representations by 3 people 0 support 2 object 1 comment	Object on grounds of access and traffic overload.
	Site potentially contaminated and polluted as parts previously used as gas works and brick works.
	If developed will require mitigation measures having regard to proximity to railway.
<b>Site Poynton 3 (Alternative) Land to West of Poynton Coppice</b> 19 representations by 17 people 0 support 19 object 0 comment	Brownfield sites should be considered before all others.
	Impact on the landscape setting and destroy ancient natural space. Proximity to Coppice SSI
	Evidence of underground workings.
	Inadequate infrastructure. Congestion already sustainable.
<b>Site Poynton 4</b>	Retain/do not develop - site serves Green Belt functions keeping Poynton and

<b>(Alternative) Land to east of Poynton Industrial Estate</b> 2 representations by 2 people 0 support 1 object 1 comment	Adlington separate.
	Traffic access poor.
	Risk of noise and other pollution affecting houses near the site.
	Poynton Industrial Estate has vacant units which should be developed first.
<b>Site Poynton 5 (Alternative) Land to north of Middlewood Road and east of Towers Road</b> 1 representation by 1 person 0 support 1 object 0 comment	Retain/do not develop – site serves Green Belt functions with current clear boundary.
	Numerous coal mining shafts nearby. Site possibly contaminated/polluted. Former landfill site adjacent.
	Impact on road network.
	Oil pipeline passes through the site.
<b>Figure E.9 Alternative Strategic Sites around Sandbach</b> 22 representations by 20 people 9 support 12 object 1 comment	I agree that these sites are unsuitable and unsustainable
	Object to erosion of open land between Elworth and Sandbach: use of such sites contravenes the Sandbach Town Strategy
	Further development on open land will detract from the uniqueness of Sandbach
	Loss of high quality agricultural land – required for food production
	None of these sites are sustainable – all are outside the settlement zone
	All sites will impact adversely on landscape
	Will worsen traffic, which is already dangerous
	Impact on infrastructure and services
	Many sites have planning permission already but have not been built on
	Several sites are not in the SHLAA
	None of these proposals are jobs-led
	Long list of alternative sites will encourage speculative planning, ruining the town
Object to use of any greenfield sites	
Former Arclid Hospital site (SHLAA 2729) should be on this list	
<b>Site Sandbach 4 (Alternative) Land north of Marsh Green Road</b> 37 representations by 36 people 26 support 5 object 6 comment	Gross incursion into open countryside, dragging the urban centre away from Sandbach town centre
	Forms a Green Gap between Elworth and Sandbach
	Grade 3A agricultural land
	Outside settlement zone
	Diverse, well-established wildlife
	Unsustainable location with poor access resulting in substantial traffic issues
	High water table, prone to flooding
	Contamination from former landfill site that had uncontrolled dumping
Would place an unacceptable and disproportionate burden on Elworth, given the level of development already approved there – would compromise Elworth's village character/identity	

	Close to a railway
<b>Site Sandbach 5 (Alternative) Abbeyfields (Land between Abbey Road and Park Lane)</b> 16 representations by 15 people 2 support 14 object 0 comment	Would erode the open land between Elworth and Sandbach which prevents the two settlements from joining into one town
	Site is an important link to open countryside, a valued open space for locals
	Outside the settlement zone
	High quality agricultural land – would reduce our ability to grow food
	Would adversely impact on local landscape and character
	Access road is only just within national standards for distance between two junctions – road safety concerns at recent were not dealt with satisfactorily
	Brine subsidence onsite means the topography changes from year to year
	Would result in traffic chaos – Hind Heath Road is already narrow and dangerous
	Pond
	Ancient trees
	We have too many takeaways already
	Proposed landscaped areas around the pond and a new conservation area will be too small to constitute viable open space and wildlife
	Maintain the site as open space and for wildlife – upgrade its status to Strategic Open Gap or Green Belt
	Grade II listed agricultural land
	This site benefits from a lawful planning consent and should be included as a committed site for 280 dwellings
	<b>Site Sandbach 6 (Alternative) Hind Heath</b> 26 representations by 25 people 1 support 23 object 2 comment
Greenfield – retain the site as such, with additional protection	
Well-used grade 3 agricultural land	
Infrastructure and services cannot keep pace, including jobs, leisure, traffic etc	
Residents will commute to school and work, undermining the aspiration to increase use of public transport	
Outside the settlement boundary. Gross incursion into open countryside, dragging the urban centre away from Sandbach town centre	
The Secretary of State agrees that this site is unsustainable	
Site is 2.5km from Sandbach town centre	
Would result in a 40% increase in the size of Wheelock village – too large to be sustained locally	
Not jobs-led	
Not identified in the Sandbach Town Strategy nor the CEC SHLAA	
Access via a country lane – dangerous, and busy with proximity of football and cricket clubs	
Would erode open land between Elworth and Sandbach	
Impact on wildlife	
Flooding will result	
Close to sewage works	
The site is higher than the surrounding area so development will dominate existing properties	
<b>Site Sandbach 7 (Alternative) Yeowood Farm</b> 16 representations	Would be a gross incursion into open countryside on a greenfield site, dragging the urban centre away from Sandbach town centre
	Would erode open land between Elworth and Sandbach
	Sustainable urban extension of Sandbach that would be integrated into the wider community and would not result in coalescence of Etilley Heath and

by 15 people 3 support 12 object 1 comment	Wheelock. It is low-grade agricultural land; has defensible boundaries to prevent urban sprawl; and can ensure protection/improvement of habitat.
	Widen Hind Heath Road and make this a preferred strategic site.
	Unsustainable – too far from main roads. Would result in terrible congestion of narrow, dangerous roads. No new roads can be built to cope with traffic increase – site is constrained by lack of access
	No need for another takeaway
	Outside settlement boundary
	Not included in the SHLAA
	Grade 2 agricultural land should not be lost
	Ecological loss to species and habitat
	Lack of evidence to demonstrate need for housing or mixed use
	No mitigation for the high levels of car use that will result
	Would result in wider traffic problems, felt in Sandbach
	The most balanced site proposal, recognising need for new infrastructure and encouraging new employment.
	<b>Site Sandbach 8 (Alternative) Land to the south west of A533</b> 5 representations by 4 people 0 support 3 object 2 comment
Would be a gross incursion into open countryside and Green Belt, dragging the urban centre away from Sandbach town centre	
No air quality issues here	
Site is unsuitable for the amount of traffic this proposal will generate	
Will ruin rural area	
Wildlife habitats	
Protect Sandbach as a market town	
Similar characteristics and constraints as other sites – why have others been preferred over this site?	
Sustainable location within walking distance of a range of services	
Proximity to listed building does not preclude development	
Development here would visually ‘round off’ the settlement boundary and is contained so as to minimise encroachment into the countryside	
Constraints do not preclude development eg watercourse could be incorporated into a Strategic Green Amenity Area for residents; protected trees and footpaths will be retained	
<b>Site Sandbach 9 (Alternative) Land off Houndings Lane</b> 9 representations by 8 people 0 support 6 object 3 comment	
	Would create huge traffic problems
	Wildlife corridor and habitats
	Should incorporate a cycle link from Sandbach Heath to Townfields and the secondary school
	No need for retail development here
	Development is too big for Sandbach as a Market Town
	A feasible option
	Very poor access into this site – there should be no further access points onto the bypass
	Rural area
	This site should be allocated with the Old Mill Road site as it is more sustainable than the preferred sites
	Site can include the new supermarket which will address the qualitative deficiencies of Sandbach’s food retail offer
	Sustainable location

	The northern portion which links directly into the settlement is the most appropriate part
	Constraints do not preclude development, but would be used to shape it
	Would strategically link to and round off built form of Sandbach
<b>Site Sandbach 10 (Alternative) Land to the west of A534 Wheelock Bypass</b>	A preferred mixed-use site in the Sandbach Town Strategy – this site should be a preferred site if the strategic sites do not proceed
9 representations by 8 people 6 support 3 object 0 comment	This land should not be considered as an acceptable alternative to development of Junction 17 site
	Most appropriate site
	Light industry here would complement Sandbach Site 1 and plans for Crewe
	Not suitable – located in a green corridor separating Wheelock from Winterley
	Would create severe traffic problems in Wheelock village
	Rural area
	Wildlife habitat
	Inappropriate in Sandbach, a market town
<b>Site Sandbach 11 (Alternative) Land off Congleton Road</b>	Area of natural beauty and used for recreation. Should be designated as a Local Green Space
17 representations by 17 people 0 support 17 object 0 comment	Traffic safety problems on Congleton Road, a fast, busy main route with a school on
	Loss of views from public rights of way
	Land is of good agricultural value
	Would not create any employment opportunities
	May allow for further development of open countryside up to Middlewich
	Scale of development is unsuitable for a small market town and its infrastructure
	Wildlife
	Layout and design must match the scale, character and appearance of the surrounding area
	Demolition of 130 Congleton Road should not be allowed
	Pubs, takeaways and restaurants should be in the town, not in amongst residential properties
	Removal of parking opportunities will create problems elsewhere
	This should be a strategic site. No clear evidence why it is not. It is sustainable, can be integrated into the existing urban area and is within walking distance of various facilities.
<b>Figure E.10 Alternative Strategic Sites around Wilmslow</b>	Support – good transport and infrastructure links
5 representations by 5 people 2 support 3 object 0 comment	No exceptional circumstances identified for altering the Green Belt – should be permanent, lost for ever once built on
	Use brownfield sites first – there are at least 400 brownfield sites that could be used
	No evidence - no demographic proof of need
	No evidence of working jointly with Greater Manchester and Stockport – contrary to planning guidelines
	Business use would destroy the character of this area
<b>Site Wilmslow 3 (Alternative) Land off Prestbury Road</b>	Support development here - links to high school, already houses in that area, non-intrusive, access to Wilmslow, sustainable location – access to railway station and town centre, will meet population needs of Wilmslow, new defensible greenbelt boundary could be created. A strategic release of Green

11 representations by 11 people 4 support 4 object 3 comment	Belt is necessary and area fulfils objectives of the Policy Principles document (including CS8 and CS9)
	Object to release of Green Belt – would add to uncontrolled urban sprawl, result in loss of gap between settlements, remove single identities of local townships, lost forever, contrary to national green belt policy, currently a defensible and clear boundary
	Use brownfield sites first
	Adjacent to railway line. Contact Network Rail to ensure protection of railway infrastructure; mitigation from noise and vibration from current and potential future intensification.
<b>Site Wilmslow 4 (Alternative) Land off Dean Row Road (Western parcel)</b> 7 representations by 7 people 1 support 3 object 3 comment	Area has been consistently demonstrated to be suitable, achievable and available for development - considered deliverable site; does not perform any of the five functions of Green Belt; is the most appropriate site to deliver the town's needs, fits well with policies CS8 and CS9
	Object to use of Green Belt/green land when there are many brownfield sites available. Green Belt should not be considered until all brownfield solutions have been exhausted
	This area should be developed as playing fields with appropriate drainage, accommodation and parking facilities
	Site may contain protected species Constraints specifies states listed building Unitarian Chapel is nearby - that should be Wilmslow 5 Dean Row Road (Eastern parcel)
<b>Site Wilmslow 5 (Alternative) Land off Dean Row Road (Eastern parcel)</b> 6 representations by 6 people 0 support 3 object 3 comment	Object to use of Green Belt/green land when there are many brownfield sites available
	Site should be developed as a strategic site – site assessed favourably in the Sustainability Appraisal; significant contribution towards Local Plan aims; strong physical, defensible boundary; close to services and amenities; sites suitable, and available in the short to medium term; not liable to flood risk; better than Handforth East new settlement
<b>Site Wilmslow 6 (Alternative) Land off Upcast Lane and to the rear of Cumber Lane</b> 6 representations by 6 people 0 support 3 object 3 comment	Significant extension into Green Belt.
	Site must not be removed from Green Belt. Object to building on green land. Many brownfield sites available.
	Site access via Upcast Lane is not suitable for an additional 350 houses (ie 700 cars) using a lane to the local school.
	Not a sustainable location – distance from town centre, little public transport, primary school does not have capacity, few other facilities in the immediate area
	Part of the site is deliverable, available, suitable, achievable (SHLAA site 3289) – technical assessments indicate it is capable of accommodating homes and open space, benefiting primary school, more appropriate than Local Plan proposal as better suited to delivering lower density housing on a smaller site Site does not fulfil any of the purposes of including land in the Green Belt.
<b>Site Wilmslow 7 (Alternative) Land at Little Stanneylands</b> 13	Object to use of Green Belt/green land when there are many brownfield sites available
	No justification to build in Green Belt or destroying listed historic buildings
	Site is not flat as stated
	Valuable green gap between Wilmslow and Handforth

representations by 6 people 0 support 4 object 9 comment	Flood risk area – very costly to drain and foundations would be unsuitable
	Gross overdevelopment of area - would cause traffic congestion on already dangerous Stanneylands Road, would add to traffic congestion
	Would destroy what little green space and wildlife habitat Handforth has
	About 9.5 hectares of the total 15 hectare site is considered developable – remainder occupied by woodland cover and flood risk area
	Part of the site is already in the SHLAA (3296) - classed to be sustainably located, available, achievable and deliverable.
	Landowners, including operators of the garden centre, support the development of this site.
	Release of Green Belt would not harm the 5 purposes of including land in the Green Belt.
	There are very special circumstances for this release which would have less harm than other areas of potential release. Includes defensible boundaries.
	Detailed submission by landowner detailing capacity, access, sustainability, deliverability, mix of house types etc.
<b>Site Wilmslow 8 (Alternative) Wilmslow Business Park</b> 5 representations by 5 people 1 support 1 object 3 comment	Site suitable for development as it does not encroach on existing housing.
	Object to use of Green Belt/green land when there are many brownfield sites available.
	Adjacent to railway line. Contact Network Rail to ensure protection of infrastructure. Mitigate railway noise and vibration from current and potential future intensification.
	Land is underutilised; school confirms playing fields should be relocated. The site is well related to Royal London – join the sites to deliver comprehensive employment development.
<b>Site Wilmslow 9 (Alternative) Land at Ryleys Farm</b> 11 representations by 10 people 1 support 6 object 4 comment	The land satisfies none of the purposes of including land within the Green Belt.
	This would further the Manchester urban sprawl into the Cheshire countryside. Rural area south of Alderley Edge already greatly impacted by the A34: cannot take further development.
	Would join Chorley to Alderley Edge.
	Strongly object to building on Green Belt when there are so many brownfield sites available. Would decimate a large area.
	Would have approximately 5 times the number of houses as Chorley: a new village in itself.
	No infrastructure to accommodate this scale of development.
	1,000 homes would lead to at least 2,000 cars on the already busy roads.
	Will impact on several rural parishes
	The site would abut Nether Alderley, threatening its potential future development into the Parish and beyond.
	At the planning of the A34, the guarantee was made of no linear development along the bypass. Such a proposal would negate the intended environmental benefits of the bypass and be contrary to the original agreement.
	Development would materially change the nature of Alderley Edge. Requires a smaller, sympathetic affordable housing development with small selective Green Belt rollback
Adjacent to railway line. Contact Network Rail to ensure protection of railway infrastructure. Mitigate railway noise and vibration from current routes and future intensification.	

	<p>Appropriate scale of provision is 450-500 dwellings over a phased period. Refer to this. There are no constraints that prevent development of the site. Would contribute to meeting residential needs, boosting the local centre, providing public open space, nature reserve, land for community facilities and linkages. Can be contained within the new A34 bypass leaving a wide buffer for structural landscaping.</p> <p>Exceptional circumstances exist to justify Green Belt realignment and allocation for housing. No adverse impact on Green Belt purposes or gap between settlements. Will provide strong, defensible, logical greenbelt boundary.</p> <p>The site is assessed favourably within Sustainability Appraisal in terms of sustainable access to jobs, services and facilities, support for existing centres, and infrastructure provision: its allocation would make a significant contribution to the aims and objectives of the Local Plan.</p> <p>The land is effectively in single ownership and development on the site is achievable and deliverable.</p>
<p><b>Figure E.11</b> <b>Alternative New Settlement at Wardle</b> 4 representations by 4 people 1 support 3 object 0 comment</p>	<p>Would bring excellent development opportunities to the northern area of Nantwich</p> <p>Revision of 2008 ecotown, withdrawn after overwhelming opposition from surrounding hamlets.</p> <p>Creates commuting through rural Cheshire. Will have a serious detrimental impact on highway network especially A51.</p> <p>Unsafe for residential use - bisected by A51 trunk road</p> <p>Devalues Nantwich and Cheshire</p>
<p><b>Site New Settlement 3 (Alternative) Wardle</b> 11 representations by 11 people 2 support 6 object 3 comment</p>	<p>A sustainable location for additional housing</p> <p>Strong case for growth. Supported.</p> <p>Has been disregarded without sufficient justification.</p> <p>These are specific, red-edged sites rather than the area of search at Barthomley</p> <p>IS UNSUSTAINABLE and GROSSLY DISPROPORTIONATE. Will meet massive, united, local resistance</p> <p>Should not be taken forward. There are sustainable residential and employment sites in Nantwich. Flawed strategy.</p> <p>Light industrial use would be a bad neighbour use in terms of light pollution and noise</p> <p>No guarantee of job creation</p> <p>Mitigation would be required before development</p> <p>Grow through organic expansion of existing settlements ie sensitive housing and employment, supporting amenity and improving infrastructure</p> <p>Makes no sense. One of CE's few remaining unspoilt areas of countryside.</p> <p>Site is adjacent to railway line. Developers must contact Network Rail to ensure mitigation of noise and vibration.</p> <p>Inconsistent with the document's principles on distance from conurbations, lack of infrastructure, minimal job opportunities. Lacks justification. Needs considered arguments.</p>
<p><b>Policy Figure E.12</b> <b>Alternative New Settlement at Siddington</b> 19</p>	<p>Would result in destruction of beautiful, peaceful, historic village in Green Belt and Jodrell Bank consultation area. At odds with Council's policies and remit for sustainable development.</p> <p>Siddington is not suitable for development due to poor access, lack of public transport, unreliable energy, no mains drainage, mains gas, and sewerage</p>

representations by 19 people 0 support 18 object 1 comment	and flooding issues. It would be too expensive to install it and it would destroy the historic environment.
	Scale of development will destroy village character and wildlife.
	Ignores the centuries-old heritage of the agricultural settlement
	The proposed new settlement sites are far stronger on all measures including existing consents, existing infrastructure and reduced environmental impact.
	Suitable location for provision of an addition 75 dwellings to maintain current level of village services. The site is free from known environmental constraints.
	Build a new settlement in one of the many more practical, less damaging and more sympathetic locations: not needlessly positioned in our beautiful village.
<b>Site New Settlement 4 (Alternative) Siddington</b> 116 representations by 113 people 4 support 110 object 2 comment	A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, here, a planning decision
	Siddington is unspoilt, Green Belt, Best Kept Village. Will be totally ruined by huge development increasing its size by over 500%. Scale of development would completely alter village character – would no longer be a village.
	Destruction to wildlife habitat and loss of glorious countryside enjoyed by many.
	Proposals would shut 2 award-winning farms.
	In the Jodrell Bank Consultation Zone
	The existing narrow country lanes will be turned into busy thoroughfares.
	Infrastructure. No employment, no public transport and limited facilities - no shops, school, pub unlike Marton and Chelford.
	No demand, not sustainable.
	Localism - listen to the will of the local community to preserve Siddington.
	An exceptionally unlikely, damaging and inherently flawed suggestion
	Proposals contradict Councillors' assertions and policies in the Local Plan.
	The list of potential sites to accommodate an entire new settlement disregards sites at Siddington without sufficient justification. They are specific red edged areas, not areas of search as at Barthomley.
	The land is wet; once quarrying and pumping finish, the water table will rise further.
<b>Figure E.13 Alternative New Settlement at Chelford</b> 15 representations by 14 people 4 support 10 object 1 comment	A sustainable location for additional housing
	Question boundary of the SHLAA site 3308. Object to loss of Green Belt, building in the Green Belt. No logic to development taking place east of railway line or A535
	Support development of the existing market and haulage yard. In principle, no objection to development of land east of railway
	Contrary to policy and stated aims and objectives
	Insufficient road and rail infrastructure
	Land east of the railway may be needed for HS2. May be rerouted around saltfields via Holmes Chapel and Chelford.
<b>Site New Settlement 5 (Alternative) Chelford</b> 42 representations	A sustainable location for additional housing
	Has potential for nearby leisure facilities after restoration of sand extraction land from Mere farm quarry.
	Objection to sheer scale and lack of forethought of this plan: wholly inappropriate for a rural community like Chelford and surrounding area and contrary to suggested modest growth for Local Service Centres. Would ruin

<p>by39 3 Support 35 object 4 Comment</p>	Chelford and existing facilities.
	Little prospect of employment
	Little prospect of adequate transport to facilities. Insufficient road and rail infrastructure
	Will increase traffic on rural roads
	Strongly oppose any further development on the Green Belt.
	Development in Chelford must be based on plans already agreed by Chelford Parish Council
	Council should seek a Section 106 agreement to include developer-funded enhancements at Chelford Railway Station, as a consequence of the potential increased footfall.
	Inconsistent with the document's principles on distance from conurbations, lack of infrastructure, minimal job opportunities. Lacks justification. Needs considered arguments.
	Don't create a split village
	We welcome developments on Marshall's and Stobart's sites which bring sustainability, vitality and quality of life to the village, but are strongly opposed to further development beyond the village core and into the Green Belt
	Chelford is disregarded without sufficient justification. It is a specific red-edged site as opposed to the area of search identified around Barthomley.
	The development of the Chelford Market site ONLY is a significant part of the forward plans. Clarify specific plans on timely replacement and continuity of function of this facility. Substantive farming community is concerned.
<p><b>Appendix F: Empty Homes and Commitments</b> 12 representations by 12 people 5 support 1 object 6 comment</p>	I support the re-use of empty homes.
	Bring empty business premises into employment use
	Commit to bringing empty business units back into use or developing them for housing in priority over developing other open areas
	If empty homes are seriously brought into use one would expect this to reduce the need for new developments.
	Updated figures are required to reflect the SHLAA report and Queens Drive approval.

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**Annex 1B: Policy Principles Document: Summaries of Representations Received**

1,426 comments received: 709 in support; 315 objections; and 402 comments.

<b>CONSULTATION POINT</b>	<b>SUMMARY OF ISSUE</b>
<b>Overall Document</b>  26 representations by 25 people 4 support 9 object 13 comment	Consultation Process / Style
	General support for EPP
	Need for more flexibility within some policies.
	High growth, jobs led, is unjustified
	Need to provide specific policies rather than statements.
	Inconsistencies between EPP and DS.
	Propose additional policies: <ul style="list-style-type: none"> <li>• Aerodrome Safeguarding</li> <li>• Airport Public Safety Zones</li> <li>• Agricultural policy</li> <li>• Light Pollution</li> <li>• Energy Conservation</li> <li>• Sustainable development</li> <li>• Area of Special County Value</li> <li>• Green Belt</li> </ul>
<b>What is the Local Plan?</b>  2 representations by 2 people 0 support 0 object 2 comment	Need more information on the Infrastructure Plan
	Need more information on Community Facilities
<b>Purpose of this Policy Principles Document</b>  3 representations by 3 people 0 support 2 object 1 comment	Consultation Process / Style
	Greater consideration for region, regional strategies
	Additional policies proposed: <ul style="list-style-type: none"> <li>• high quality design</li> <li>• car parking</li> <li>• conservation</li> <li>• places of worship</li> <li>• Community facilities</li> </ul>
<b>Your Views</b>  2 representations by 2 people 0 support 1 object 1 comment	Consultation Process / Style
<b>Background to Cheshire East</b>  20 representations by 16 people 3 support 3 object	General Support for the Background to Cheshire East
	Transport links between towns within the Borough should be improved
	CEC have assumed older people can not be wealth creating
	Should recognise Lindow Man at Lindow Moss in heritage information
	Update photo of Henbury
	Refer to Sandstone Trail, Beeston, Bickerton and Peckforton Section 2.34
	Figure 2.10 should be 'natural' environment designations

14 comment	Population info update
	HS2 info 2.6 Update with reference to High Speed 2 connections
	Correlation between household increase and people increase
	Add Meres and Mosses to 2.33
	Paragraphs 2.72 to 2.74 - The information relating to Wilmslow could usefully note the role played by Quarry Bank Mill and Styal Estate in terms of tourism, recreation and education.
	Macclesfield Town Centre - Investigations suggest there is a surplus of smaller units (c.1,000-1,500 sq ft) and a shortage of larger retail units (c.4,000 sq ft).
	We do not agree with section 2.31: this really undersells the landscape character of the area. This is an area with a very rich, diverse and attractive landscape in its own right which should be recognized.
<b>Principal Towns</b>  5 representations by 3 people 0 support 0 object 5 comment	The links to Manchester Airport need to be improved for Macclesfield
	Macclesfield: the major employer Astra Zeneca will diminish over time as jobs are moved abroad.
	Macclesfield transport links need to be improved,
	High quality housing needed to uplift Macclesfield as a pleasant location not just local employment but also for residents who work in Greater Manchester and to address areas of multiple deprivation in the town
<b>Key Service Centres</b>  10 representations by 9 people 0 support 6 object 4 comment	Tatton Park is part of Knutsford not a separate settlement and the development of the two should be considered in tandem. Over development of Tatton will put unsustainable pressure on Knutsford.
	Knutsford Town centre requires a Manager to develop and balance retail offer.
	Middlewich - the bypass should be completed now to open up employment land to meet the CEC core objectives.
	Middlewich history starts in prehistoric times with salt extraction from the Iron Age (pre Roman)
	It is vital that Alsager remains a Key Service Centre providing facilities that are not available in the villages around, and that the relevant public transport links and cycle routes are maintained and enhanced. However, many residents have concerns about the pressure put on Alsager's infrastructure by such a large potential increase in the population of the area.
	Handforth has the lowest population of all the other Key Service Centres, why does it then deserve to have the greatest proportion of New Housing pro rata to the existing population?
	Knutsford has a distinctive character and identity, as a small market town in a rural location, and with important Conservation Areas.
	The description of Knutsford as "largely a dormitory town" insufficiently acknowledges its employment base (providing 6,900 jobs) It would be a fairer representation to refer also to the fact that Knutsford has many jobs (including in the town centre and at Parkgate Trading Estate, Longridge Trading Estate, Booths Park, Radbroke Hall, Knutsford Academy, etc.)
	Nantwich - no mention is made of recent, rapid growth to this population which needs acknowledging in any local plan profile of the town & proposals for further larger scale growth.
<b>Local Service Centres</b>	Object to Goostrey being a Local Service Centre.

<b>and Sustainable Villages</b>  65 representations by 63 people 2 support 60 object 3 comment	Hough is not a sustainable village
	Should include a definition of 'Sustainable Village'.
	Object to Winterley being a Sustainable Village.
	Disagree with definition of sustainable village pertaining to Hassall Green.
	LSCs should be split into small towns and large villages, with villages taking less development.
	The definition of LSCs is too wide and includes small settlements that do not contain sufficient shops and services
	Alraham is a sustainable village with good transport links via the A51 and less than 2km from significant employment uses at Wardle.
<b>Enterprise and Growth</b>  14 representations by 13 people 3 support 6 object 5 comment	Support 20,000 new jobs.
	Employment land needs to be allocated in the right place.
	Housing should be suitably sited in relation to new employment.
	General support for Enterprise and Growth section
	Employment growth ambitions are not achievable.
	Housing growth target is too high.
	The indicators are not quantified & measurable to test whether policies are met or not & by how much.
	Need to accommodate the job and housing needs of the Borough.
	Suggested amendment to Enterprise and Growth section: <ul style="list-style-type: none"> <li>• Include reference to horse breeding, horse training and livery stables.</li> <li>• Include reference (para. 3.5) to industrial minerals (silica sand, brine) as a particular strength of the Cheshire East economy.</li> <li>• sustainable development has a wider definition</li> </ul>
<b>Objective 1: Promoting economic prosperity by creating conditions for business growth</b>  23 representations by 21 people 10 support 2 object 11 comment	Town centres need professional managers.
	High quality design needs to be added
	Need to balance local resident needs with visitors/tourists needs.
	General support for objective.
	Use of qualification as performance indicator can only be improved by creating more upmarket housing.
	The provision of a suitable amount, range and type of housing in appropriate locations should be included among those criteria for delivering such economic prosperity
	Suggested amendments to Objective: <ul style="list-style-type: none"> <li>• recognition of Astra Zeneca's role</li> <li>• mineral development should be included in point 4</li> </ul>
	Employment growth ambitions are not achievable.
	Housing growth too high.
	Need to maintain and improve existing community facilities not just provide new.
	Need to ensure adequate parking provision is provided.
	Need to address out commuting and reduce travel.
	Green Belt land is not appropriate for employment land.
	HS2 is important

	Strategic employment sites, which lie outside Key Service Centres, have a major part to play in contributing to the Local Plan Vision
<b>Policy EG 1: Economic prosperity</b>  29 representations by 29 people 15 support 6 object 8 comment	General support for Policy EG1.
	B1, B2 and B8 are not suitable in Local Service Centres (LSC's) and Sustainable Villages.
	Should include other types of employment development not just B1, B2 and B8.
	B8 should not be supported within settlements.
	Additional employment land in Wilmslow should be identified.
	Should include link to visitor economy policy.
	General objection is relation to Policy CS2 and EG1.
	Need for a more balanced approach to distribution of development amongst all settlements.
	Focus on larger towns is unduly restrictive. Should be recognition of the role of Astra Zeneca.
	Need for appropriate mix of housing to support this policy.
	The economic growth of Cheshire East cannot be considered in isolation from major external influences and economic drivers such as Manchester Airport.
	Proposals for employment development on non-allocated employment land should be favoured on existing brownfield sites, where they will secure the long term viability of the site.
	Mixed use developments can make a substantial contribution to employment.
<b>Policy EG 2: Rural Economy</b>  29 representations by 29 people 13 support 5 object 11 comment	General support for Policy EG2.
	Need to apply policy.
	Should include large villages.
	Suggested amendments: <ul style="list-style-type: none"> <li>Section 3.13, last sentence should contain a reference to horse-related enterprises (breeding, training and livery stables) which are important employers</li> </ul>
	Need to refer to Green Belt policies
	Rural areas are not appropriate for large scale development.
	The diversification of agricultural business is not confined to the facilitation of modern agricultural practices and indeed could include diversification from agriculture uses to leisure and recreation uses.
	Public and community uses should be recognised as economic development (as defined by the NPPF), and that developments associated with all religious and faith communities should be supported in rural areas in the same way as other economic development.
	Need to have a clear delivery strategy.
	Sustainable farming may become more important as pressure on world food supplies increases the price of food.
	Need to include sufficient onsite parking to avoid traffic congestion.
	Avoid harm to protected/designated wildlife sites and species.
	Develop harmonious relationship between commercial agriculture, recreation and wildlife, halting decline of biodiversity in farmland.
Permit local rural employment only where there is a direct connection with rural economy.	
Part (b) provides undue restrictions providing considerable presumption	

	against rural development.
	The Local Plan should include policies to prevent existing rural houses and barns being overdeveloped.
	Employment should include sport.
	Policy makes no differentiation between the rural areas within the Green Belt and those outside the Green Belt.
<b>Policy EG 3: Existing and Allocated Employment Sites</b>	General support for Policy EG3.
	Allocation of housing next to industrial areas is not conducive to business.
31 representations by 29 people 10 support 10 object 11 comment	Where there is special employment use such as sand and gravel extraction the sites should be allowed to extend for additional extraction and to preserve jobs in the rural areas.
	The policy is not in line with the Regional Spatial Strategy (RSS), which identified a large oversupply of land in Cheshire. A large part of East Tytherington and South Macclesfield could be de-allocated for employment use and re-allocated for housing.
	This policy should allow change of use to non-employment uses, including an allowance for loss to residential development where there is a demonstrable need.
	Policy should allow change of use to residential development.
	Policy should be strengthened to ensure sustainable communities and balance is retained.
	Criteria are unnecessarily restrictive.
	Further clarification required in relation to criteria.
	Mixed use schemes may not be appropriate in all cases.
	We recommend that point 3 is removed and that instead, point (1) is amended to refer to <i>existing employment sites and/or allocated employment sites</i> . We recommend criteria at Bullet 2 are amended to read <i>the site is no longer suitable or viable for employment</i> .
	Employment allocations should be under regular review, therefore policy should include reference to review.
	Policy is not flexible enough.
	Non-employment uses will only be allowed where it is demonstrated that these are compatible with existing retained employment sites in the vicinity of the new development. Residential development proposals will be resisted where these may be incompatible with existing uses, particularly in relation to their sensitivity to noise.
	Support residential use of upper floors in town centres.
	CEC should encourage lower town centre rents.
	Stricter policies to retain existing employment (and support its ongoing growth) should be prepared.
	Inclusion of criteria (2) could make development of former employment sites, which may already be subject to significant remediation costs, undeliverable for alternative and more appropriate use. Implementation of this policy could hinder the housing supply.
	There is no assessment as to whether a site is actually needed to be retained in employment use. Where a site is located in an area with adequate supply and vacant employment land and the loss of the site would clearly not prejudice the supply of employment land locally then redevelopment for alternative uses should be encouraged.
	Policy EG3 as it stands is contrary to paragraph 22 of the National

	<p>Planning Policy Framework which makes clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.</p>
	<p>Relaxed permitted development rights need to be considered.</p>
	<p>Should not be a general presumption that all existing employment sites should be protected.</p>
	<p>Need to define 'nuisance' and 'environmental problems'.</p>
<p><b>Policy EG 4: Tourism</b></p> <p>28 representations by 28 people 15 support 6 object 7 comment</p>	<p>General support for Policy EG4.</p>
	<p>Reflect importance of Cheshire Ring and rest of canal network as tourist asset.</p>
	<p>Objection to point 3 (i). What about sustainable/unsustainable villages?</p>
	<p>Knutsford and Tatton Park 'tourist development ' must be jointly considered alongside sustainable community infrastructure for local residents.</p>
	<p>Need to promote new visitor attractions and accommodations in sustainable and appropriate locations.</p>
	<p>Include reference to enhancement and improvement of visitor attractions. Amend policy to read - 'Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation, and the provision of new visitor and tourism facilities, in sustainable and appropriate locations'.</p>
	<p>It is requested that the opening sentence is amended to read: 'The Core Strategy will protect and enhance the unique features of Cheshire East that attract visitors to the area, including their settings, whilst encouraging investment'.</p>
	<p>Include reference to theatres.</p>
	<p>The policy does not place sufficient emphasis on the role which the rural area will play in Cheshire East's tourism sector.</p>
	<p>Consideration of potential re-use of mineral sites.</p>
	<p>Tourist assets should include:</p> <ul style="list-style-type: none"> <li>• Macclesfield Silk Heritage Museum, West Park Museum and Heritage Centre.</li> <li>• Cheshire East's Gardens, Nature Reserves, Peak District National Park, long-distance footpaths.</li> <li>• Jodrell Bank</li> <li>• reference to Peak District National Park.</li> </ul>
	<p>This policy needs to underline that tourist development must not have adverse impacts on protected sites and ecosystem services.</p>
	<p>The policy needs amendment to ensure that the intention is only to allow tourist development that does not conflict with the conservation and protection of nationally important heritage assets.</p>
	<p>Non-designated sites also have potential to contribute to the visitor economy. The policy needs amendment to ensure that the intention is only to allow tourist development that does not conflict with the conservation and protection of nationally important heritage assets (such as Tatton Park).</p>
	<p>Links to Marketing Cheshire's and Visit England's growth strategies for tourism.</p>

	Check data / figures used do not contradict as in paras. 3.23 and 3.28.
	Policy should include reference to maintaining footpaths, cycleways, bridleways and canal side paths which are a key infrastructure for tourism and leisure.
	Sites of Special Scientific Interest (SSSI) and Sites of Biological Importance (SBI) must be protected.
	Policy should be amended to accommodate limited marina development in the Green Belt, as canals are not always in sustainable locations.
	The policy should reference the contribution of the Airport and benefits of direct access for domestic and international visitors to Cheshire East.
<p><b>Policy EG 5: Promoting a town centre first approach to retail and commerce</b></p> <p>292 representations by 284 people 264 support 11 object 17 comment</p>	General support for Policy EG5.
	Town Centre Managers should be employed.
	Policy should focus on maintaining existing, rather than providing new.
	Where are / when will town centre boundaries be defined.
	New retail development should be directed to the PSA in the first instance. Any new development that would detrimentally impact on existing PSAs (demonstrated by an up-to-date retail assessment) should not be supported.
	The ratio of service to retail must be controlled and core retail areas identified, defined and used to protect the shopping area.
	Bullet point 7 which presumes against the development of retail and other town centre type uses outside the centres identified in this policy is supported.
	Bullet point 7 is too negative.
	Bullet point 7, there should be regard to the guidance in paragraph 26 of the NPPF, i.e. that there is no automatic presumption against out of centre retail & commercial development.
	In bullet point 8, it is considered that sub bullets i and ii are not required as they duplicate policy which is already set in the NPPF.
	Bullet point 8 should be reworded to state 'Proposals for main town centre uses that cannot be accommodated in or adjacent to the town centre will only be considered where: iii it is demonstrated that the tests outlined in current Government guidance can be satisfied.
	Bullet point 8i) 'need' should be removed, as it is not in line with NPPF.
	Bullet point 8ii) a locally derived threshold should be set.
	Bullet point 8ii) wording should be changed to reflect the NPPF test of 'significant adverse impact'.
	With regard to Part (8), we support the need to satisfy the three retail tests when considering any new retail development that cannot be accommodated within town centres.
	Government tests should be defined.
	The development of active town centres is vital to our future economy.
	Mixture of uses, including residential, within the town centre are supported.
	Designated town centres should be reduced in size, as shopping habits are changing.
	Re-use of upper floors should be encouraged, giving consideration to amenity of neighbouring properties.
Need to apply policy.	
Recommend the Council commissions an updated retail study, to ensure	

	the plan is based on robust evidence.
	Sport uses should be allowed within the town centre.
	Need to use consistent terminology – ‘major towns’ or ‘Principal Towns’, ‘Key Service Centres’ and ‘Local Service Centres’.
	Support retention and enhancement of markets.
	We support the idea of improvements to the public realm, but would wish you to add that this includes town centre green infrastructure which has a vital role to play in the appearance of a town and sense of wellbeing.
	Development of strategic sites will benefit in terms of sustainability from on site retail development.
	Support retention of small parades of shops.
<b>Stronger Communities</b>	I support the need for stronger communities and the introductory statements made here.
12 representations by 8 people	Introductory statements need to carry through into the policies.
5 support	Para 4.1 Should ‘Cheshire East’ read ‘Cheshire East Council’?
4 object	Para 4.6 Should ‘Local Plan’ read ‘Cheshire East Council’?
3 comment	Not convinced that the employment growth ambitions which underpin the plan are achievable.
	Housing numbers are too high.
	Add ‘Accessible Natural Green Space’ as a Performance Indicator.
	We do NOT recognize the idea that leisure facilities could be surplus to requirements. Leisure facilities are vital to the wellbeing of the entire community, from infancy to old age.
	Do not agree that shared services are necessarily suitable in all communities and communities need to be consulted about this.
	Support retention of small parades of shops.
<b>Objective 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.</b>	Inadequate local stakeholder engagement has led to the lack of detail in the plan regarding community infrastructure projects needed for sustainable communities.
	There is no mention of establishing what the infrastructure requirements are from the community.
	There is too much emphasis in development on the outdoor element. The need for indoor community/social venues is important for local communities.
	General support for objective.
	Object to the number of homes proposed.
32 representations by 25 people	Should this objective state ‘at least’ 27,000 new homes as elsewhere in the documents.
12 support	The proposed 27,000 dwellings are insufficient to: <ul style="list-style-type: none"> <li>Meet the predicted increase in households during the course of the plan period.</li> <li>Support the significant economic growth and job creation objectives of the local authority.</li> <li>It will not provide enough affordable housing to meet the demand for affordable properties.</li> <li>The proposed housing target is not supported by either the SHMA or ONS Household Projections.</li> </ul>
13 object	27K more houses seems about right across CE.
7 comment	Support the need to provide 27,000 more homes in an economically and

	environmentally sustainable fashion, using brown field sites wherever possible.
	Housing development must reflect the character of the area.
	The Objective should recognise the 'special relationship' between Crewe and Shavington which is recognised in the Development Strategy, whereby significant development is proposed at Shavington as part of the Greater Crewe spatial strategy.
	Greater emphasis should be placed upon Crewe, above the other settlements within the Borough, and certainly above the Key Service Centres.
	Welcome inclusion of sport in point 2.
	It should be acknowledged that housing can be provided within and on the edge of the key service centres.
	Care is needed that affordable housing built for CE residents is not used to house overflow from cities such as Liverpool or London as a result of cuts in housing benefits.
	Post Offices, Pharmacies and Buses are all important services that are not mentioned in this objective.
	New housing should be located where it is needed.
	Ensuring that all new development is well designed, sustainable and energy efficient building outside the core areas of towns is mistaken and does not allow the economic prosperity to follow it will only have a drag effect on long established market towns and shopping centres like Crewe Town.
	Improved links for cycling, walking and public transport should be provided.
	Clause 3 There is no mention of establishing what the infrastructure requirements are from the community
<b>Policy SC 1: Leisure</b>  30 representations by 27 people 22 support 2 object 6 comment	Macclesfield Leisure Centre should stay where it is currently located.
	Macclesfield Leisure Centre and Athletics Track Site should be developed as an integrated Sports Village.
	Agree that CEC should 'allocate a range of suitable sites to meet the scale and type of leisure development'.
	Concerned as to how you will determine how leisure facilities might be "surplus to requirements".
	The phrase 'surplus to requirement' is often interpreted a being surplus to the needs of the owner/operator. I suggest rewording this point: 'surplus to need as identified in an up-to-date Needs Assessment'.
	Support for open space, leisure and outdoor sports provision by various individuals.
	There is no description as to what is meant by the term 'community facilities'.
	Point 2 - it is inappropriate in many cases to locate sports facilities according to a sequential test. Sports facilities need to be located where the greatest demand is for that facility type. This can only be determined through the emerging Playing Pitch Strategy and an Indoor Sports Facilities Strategy.
	This policy is appropriate for leisure complexes such as bowling alleys, cinemas etc. However, I strongly advise removing the reference to sports facilities and creating either a new policy or incorporating point 1 into Policy SC2 (Health and Wellbeing) to reflect the unique nature and role of

	<p>sports facilities underpinned by a Playing Pitch Strategy and Indoor Sports Facility Strategy.</p>
	<p>The potential for leisure and recreation facilities at Local Service Centres and Sustainable Villages could be achieved through permitting suitable tourism accommodation, such as niche-boutique hotels or holidays lodges, adjacent to settlement boundaries on the basis that any leisure and recreation facilities provided are also available for use by the local community.</p>
	<p>It is therefore suggested that Policy SC1 is amended to support the incorporation of an existing recreational use into a new development proposal in order to cross-fund improvements to that facility.</p>
	<p>Whilst it is acknowledged that there will be a requirement for new development to contribute to mitigating its impact upon appropriate sports, leisure and recreational facilities, no definition is provided with regard to 'appropriate developments'.</p>
	<p>There is also no reference to the consideration of viability when determining the requirement for the provision of appropriate sports, leisure and recreational facilities through land assembly and financial contributions. The development industry is facing difficult economic conditions and imposing a significant level of obligations to be provided is likely to impact upon scheme viability.</p>
	<p>Everyone should have access to low-cost "classic" activities, such as walking, cycling, ball games, swimming, reading, singing, gardening, language learning and art classes, but "trendy" activities can be priced commercially.</p>
	<p>Add to do not harm character, amenity 'or biodiversity value of an area'.</p>
	<p>Reword 3i) as it is not clearly worded.</p>
<p><b>Policy SC 2: Health and Well-being</b></p> <p>32 representations by 29 people 15 support 6 object 11 comment</p>	<p>The Cheshire East Health and Wellbeing Strategy identifies as a priority the need to support independent living therefore the following could be added: - Supporting health and wellbeing and independent living through new developments that recognise the needs of older people, those with dementia and other vulnerable people; this will include developing dementia friendly communities.</p>
	<p>The following could be considered for inclusion: - Reviewing new developments that include fast food outlets off licences and/or licensed premises to ensure that communities are not encouraged into unhealthy behaviours.</p>
	<p>The 2009 Housing our Ageing Population: Panel for Innovation (HAPPI) report set out design criteria for new 'care ready' housing that would meet the needs of our ageing population, allowing them to retain their independence for longer, match the aspirations of the baby boomer generation and promote good health.</p>
	<p>The All Party Parliamentary Group on Housing and Care for Older People recently sought to encourage implementation with its report calling for a more coherent strategy across housing, health and social care. It is not clear that this level of coherent strategic planning across health and social care economies has taken place in the development of the Cheshire East Local Plan.</p>
	<p>A Sports Village and Community Centre on the Macclesfield Leisure Centre and Athletics Track site would help promote healthy, fulfilling and active lifestyles by co-location of indoor sports and community facilities</p>

	(particularly for people aged 65 and over) that meet their needs and are easily accessible .
	The Council must promote compact walkable communities, yet strategy seems to be doing exactly the opposite by continuing development patterns of past 50 years which is partly responsible for obesity crisis. If a new development is not within easy walking distance of a school, shop or public transport, it should not be allocated land.
	No mention of cultural facilities.
	The council will protect existing community, cultural and social facilities by resisting their loss or change of use unless replacement facilities are provided on site or within the vicinity which meet the need of the local population; or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on site.
	It is considered that a requirement for Health Impact Assessments is unjustified in the absence of any evidence to demonstrate that they are necessary.
	There is no viability evidence to support such a requirement and it would potentially add unreasonable charges to development, threatening scheme viability.
	Policy SC2 states that the Council will seek contributions towards new or enhanced health and social care facilities from developers where development results in a shortfall of worsening of provision. However, there is no reference made in relation to viability or individual site circumstances. This Policy should therefore be amended to ensure compliance with national planning policy.
	Point 2 should be deleted.
	Points 2 & 3: Add in that 'provision of facilities will be phased alongside the development' to both of these requirements to ensure facilities are not left till after the development has taken place.
	Strongly support access to exercise, cycling and walking, but wish to see access to swimming added to this.
	Support the idea of locally produced food and would like to see this expressed in the plan.
	There will be a number of instances where it will not be practical to accommodate such uses within a development scheme due to issues such as space restrictions or the type of development proposed (e.g. apartment development). The provision of allotments should only be provided where there is evidence justifying that there is a need to deliver them and they should be based on up to date evidence contained in the Council's Open Space Assessment. Object to the wording of Part (6) of Policy SC2 and consider it should be reworded as follows: 'Where practical and based on evidence, the Council will promote the role of allotments, community orchards, garden plots within developments, small scale agriculture and farmers markets in providing access to healthy, affordable locally produced food options'.
	It is not the case that community facilities are all provided by the public sector, nor is it the role of planning to provide only for 'essential public services'. There is a wide range of 'community facilities' that are valuable and important to local communities but which are provided by the

	<p>voluntary, charitable and private sector e.g. educational facilities; meeting halls/rooms; day centres; playgroups/children’s nurseries; places of worship; etc. There is a danger that policies of this type are subsequently interpreted rigidly and prescriptively, as they tend to focus on social, health and recreational needs to the exclusion of spiritual and religious needs.</p>
	<p>The supporting text at paragraphs 4.20 - 4.22 should also be augmented to make explicit reference to facilities that meet the spiritual and religious needs of the community.</p>
	<p>Add to ‘ensure new developments provide opportunities for healthy living through ... the provision of high quality open space, in a network of similar GL...’.</p>
	<p>Cycling needs to be encouraged with cycle lanes and cycle storage.</p>
	<p>Should make reference to need to address fuel poverty.</p>
	<p>Leighton Hospital is too crowded. There is no clear statement in the policy to improve the facility and service.</p>
	<p>Would like more detail to be included about what ‘promoting the role of allotments’ actually means in practice.</p>
	<p>A number of individuals have concerns regarding sustainable access etc plus phasing of development to ensure facilities provided as part of the development.</p>
<p><b>Policy SC 3: Residential Mix</b>  49 representations by 48 people 19 support 11 object 19 comment</p>	<p>Developers should be required to build houses that are relevant to local needs.</p>
	<p>Developers should be required to provide homes that are accessible to first time buyers.</p>
	<p>Lower cost housing should be provided.</p>
	<p>Support residential mix.</p>
	<p>Residential mix can provide sustainable care network.</p>
	<p>Cross section / balance of homes needed to ensure people can move (depending on their needs) but stay in the same community.</p>
	<p>Support provision of housing for older people.</p>
	<p>Decisions on the number of Lifetime Homes within each development should be made at a local level, in proportion to local need and aligned with other local housing support and information services.</p>
	<p>Given the projections and forecasts for older people in Cheshire East, sites should be allocated specifically for older persons housing in the Borough.</p>
	<p>Support mix as it allows for diversity and choice.</p>
	<p>Consideration needs to be given to what constitutes older person's housing - prevalence of extra care / retirement apartment / sheltered accommodation in the past has created an oversupply - many older people want to be able to live in mainstream housing / bungalows - housing choice needs to reflect this - not just create older people's communes. You lose the support networks where younger members of communities provide informal support for older people in their communities - grouping older people in one place destroys that, and results in higher social care costs.</p>
	<p>Do not consider it acceptable or appropriate to enforce a mix of size, tenure etc on all new developments. This is forcing social engineering onto an existing stable community and is not acceptable within a democracy.</p>

	Do not support a mix of housing as it will impede development and make them less successful, this particularly applies to social housing.
	Only a proportion of housing should be provided to full standards to meet the requirements of elderly people. The requirement for all houses to be designed to this standard would add to the cost of buildings generally and reflect in increased house prices and diminishing affordability.
	Support the Council's decision to not embellish on the detail pertaining to mix, type, size or tenure, within the Policy.
	The mix should reflect location.
	In North Cheshire there is a large unmet need for local & affordable housing, as well as elderly person's accommodation, it is therefore inappropriate to see a residential mix, which you might expect elsewhere. It is therefore recommended that there are different policies on residential mix to reflect the local housing needs.
	Relatively small housing sites will be unlikely to have the ability to provide certain forms of properties, such as extra care homes, due to viability issues.
	Policy SC3 should include a threshold for its implementation.
	The policy should recognise that where a development comes forward with a scheme that provides housing that meets the needs of a specific group this will be a material factor that weighs in favour of the grant of planning permission.
	A residential mix is also required to attract and maintain the workforce and growth creators required as part of the overall growth strategy and this should also be referred to within Policy SC3.
	The need to deliver lifetime homes, bungalows and extra care facilities should be based on robust evidence contained in the Cheshire East SHMA 2010.
	The need to provide accommodation for the elderly should instead be assessed and determined on a site by site basis taking into account local need and demand.
	Recommend that Policy SC3: Residential Mix is reworded in line with the advice provide in the Housing in Later Life: Planning Ahead for Specialist Housing for Older People toolkit. This toolkit was developed by a consortium of private and public organisations with an interest in housing for the elderly, led by McCarthy and Stone, and encouraging a joined up approach to planning, housing and social care policy both in the collection of evidence and the development of specialist accommodation for the elderly.
	Whilst we appreciate that no one planning approach will be appropriate for all areas, an example policy is provided that, we feel, offers a more suitable approach than the one currently suggested by the Council: The Council will encourage the provision of specialist housing for older people across all tenures in sustainable locations. The Council aims to ensure that older people are able to secure and sustain independence in a home appropriate to their circumstances and to actively encourage developers to build new homes to the 'Lifetime Homes' standard so that they can be readily adapted to meet the needs of those with disabilities and the elderly as well as assisting independent living at home. The Council will, through the identification of sites, allowing for windfall developments,

	<p>and / or granting of planning consents in sustainable locations, provide for the development of retirement accommodation, residential care homes, close care, Extra Care and assisted care housing and Continuing Care Retirement Communities.</p>
	<p>Amend Policy SC3: so that the requirement for all developments to provide an element of specialist housing be removed and substituted with something more suitable. Additional to this, the Policy should incorporate a clause that supports the provision of all forms of specialist accommodation for the elderly allowing the Council to demonstrate that it is adopting a holistic approach which addresses the diverse housing needs of the elderly.</p>
	<p>This policy is not justified. Whilst alternatives have been considered they have not taken into consideration research which has shown the limited impact which mixed tenures has on social cohesion.</p>
	<p>The NPPF also supports flexibility in Local Plan policies, something which is not provided here.</p>
	<p>The policy on Lifetime homes is not strong enough - it is relatively cheap to improve to this standard with new build and it saves a considerable amount of money and eases alterations which may be needed by older/disabled residents. It also enables disabled residents ease of visiting their friends etc. With longer life expectancy and a disability inclusion agenda CEC should be more prescriptive in this requirement.</p>
	<p>Life time homes should be defined.</p>
	<p>Need to ensure all residential schemes, including extra care homes, provide sufficient parking.</p>
	<p>Care should be taken to ensure that housing for young people and young families is also provided.</p>
	<p>It is noted that this policy provides little guidance over how this will be achieved and whether or not there are any criteria that potential residential schemes will be tested against. It is unclear how the proposed policy will ensure the desired residential mix is achieved.</p>
	<p>Do not believe that Policy SC 3 addresses this element of housing need in sufficient detail. Policy SC 3 provides little clarity on the level of provision required, or details of the policies which will ensure delivery of such accommodation. The proposed policy fails to address in sufficient detail the need for specialist housing with care for older people. The Cheshire East Local Plan does not take a positive policy approach in relation to the housing needs of older people. Specialist housing with care for older people is a type of housing which provides choice to adults with varying care needs and enables them to live as independently as possible in their own self contained homes, where people are able to readily access high quality, flexible support and care services on site to suit their individual needs (including dementia care). Such schemes differ from traditional sheltered/retirement accommodation schemes and should provide internally accessible communal facilities including residents lounge, library, dining room, guest suite, quiet lounge, IT suite, assisted bathroom, internal buggy store and changing facilities, reception and care managers office and staff facilities.</p>
	<p>Given the evidence base and the national strategy in relation to housing for older people, a policy should be included within the Core Strategy in relation to the provision of specialist accommodation. Recommend that</p>

	<p>the following policy should be included within the Cheshire East Local Plan: The provision of purpose built and/or specialist accommodation with care for older people in sustainable locations will be supported in every settlement with more than 10,000 population. Schemes should also be considered in other sustainable settlements where there is proven need. Apartments should be restricted for occupation by only those with care needs, include minimum compulsory care packages, should also include age restrictions and an extensive range of communal facilities. Schemes are expected to be promoted in partnership with an on site 24/7 care provider to safeguard the delivery of care and support to residents. Such schemes fall wholly within the auspices of C2 use, meet an otherwise unmet need for specialist accommodation for older people, deliver care and communal facilities and will not therefore be required to contribute towards affordable housing.</p>
	<p>Encourage higher density one storey living rather than traditional bungalow low density development.</p>
	<p>Policy should state 'where' there is a need, rather than 'if' there is a need.</p>
	<p>Policy should be reviewed in light of latest SHMA.</p>
	<p>Policy needs to be rewritten to reflect the variations across Cheshire East. A residential mix might be a useful aim in new villages, but it is totally inappropriate in places like Wilmslow, Knutsford and Poynton. In these towns there is a large unmet need for local &amp; affordable housing, as well as elderly persons accommodation. New housing should focus on these rather than 4 bed detached houses on Greenfield sites.</p>
	<p>There is no provision for care homes in the plan.</p>
	<p>Part 2 of this policy should be deleted.</p>
<p><b>Policy SC 4: Housing to meet Local Needs</b></p> <p>59 representations by 58 people 18 support 20 object 21 comment</p>	<p>Why not have cascade (as in Policy SC5) for towns as well. Lived in local ward Lived in local town.</p>
	<p>Viability means that residential developments are able to provide much lower levels of affordable housing than stated in the policy.</p>
	<p>The percentage of affordable housing should be 35% not 30%.</p>
	<p>Paragraph 4.41 which states that <i>'the Council will seek the balance of housing that best meets local needs and the characteristics of the site. As a guide, currently, this would normally be 65% affordable (or social) rent housing and 35% intermediate affordable housing. The Council may refine both the headline percentage, tenure split and any geographical variation as the plan progresses. Any future requirements will be determined through evidence such as the Strategic Housing Market Assessment and local housing needs surveys'</i> should be part of the policy with fixed term reviews over plan period (say 5 years).</p>
	<p>General support for the policy.</p>
	<p>Support is given to this policy as there is clearly a very real issue with affordability generally across the Borough but particularly in hot spots such as Alderley Edge.</p>
	<p>In an age where capital grant is reducing, this will provide an increasingly significant way of delivering affordable homes in future.</p>
	<p>More emphasis should be put on financial contributions or alternative contribution to affordable housing where it is not economically viable to deliver affordable housing.</p>
	<p>There should be little or no discretion to reduce the affordable housing</p>

	contribution (whether that is actual, in-kind or off-site provision) below 30%.
	Affordable housing should not mean a compromise on construction standards and energy efficiency.
	Pepper potting can lead to incongruous mixing of housing types, and groups of people that could lead to unsatisfactory developments and social mixes.
	In all cases, development viability is a material consideration.
	There are already 50% of all houses that are affordable being built at the moment, this is far too many.
	If the Council had a higher housing requirement it would allow for more housing to be built and therefore a greater proportion of affordable homes.
	In smaller developments a contribution may be better, especially for developments of 3 or 4 dwellings. 90% of a dwelling is not much use?
	Suggested amendments to this policy: <ul style="list-style-type: none"> <li>• Replace the reference to 'at least' with 'a target of', this will provide both the developer and the Council with flexibility.</li> <li>• Add 'In certain circumstances it may be appropriate to divert affordable housing contributions towards other forms of infrastructure provision'.</li> </ul>
	Point 1 it is considered that the wording should be revisited to make it clear that the policy is seeking to secure a proportion of market dwelling schemes to incorporate the requisite quantity of affordable housing and that this is as defined in the NPPF. As currently drafted the wording is a bit ambiguous.
	The threshold of 0.4 hectares is also considered too low as in some circumstances there may be significant parts of the site that are either undevelopable which result in a lower number of units on a larger site, but which would theoretically be caught by this policy.
	The requirement for schemes of 3 dwellings to incorporate affordable housing is also considered to be an unduly low trigger that may prevent development from taking place.
	Point 3 duplicates the first point of Policy SC3.
	The testing of the overall viability of these requirements does not seem to have been undertaken.
	Point 6 in respect of viability does not make it clear that a reduced affordable housing requirement will be acceptable where it has been demonstrated that it is not viable to do so.
	Point 7, it is considered that a financial contribution should be considered appropriate on all schemes below 15 units.
	It is considered that the 2009/10 Strategic Housing Market Assessment is now out of date and does not identify the current full objectively assessed needs for the Borough (for both market and affordable homes). This is because it is based upon out of date evidence that has been superseded and will shortly be superseded by evidence emerging from the 2011 census.
	If the required number of affordable homes were to be provided each year, only through this 30% policy the overall housing requirement would need to be much larger.
	Whilst there is support for a differential between urban and rural

	<p>situations, there is a need to set higher ratios of affordable housing in the towns of North Cheshire. This would reflect the large unmet need, resulting from the price of land, and housing.</p>
	<p>Given that Crewe has the most affordable market properties in Cheshire East it may, in certain circumstances, be appropriate to divert the planning obligation for affordable housing towards other infrastructure requirements.</p>
	<p>There should be further flexibility in the Local Plan for specific strategic sites where the Local Planning Authority agrees that the level of affordable housing requirement for the site can be adjusted through rebalancing of infrastructure priorities to deliver key infrastructure with a wider benefit than mitigating the impact of the development.</p>
	<p>The Policy should give further flexibility by allowing for negotiation between the developer and Local Planning Authority, whereby the affordable housing requirement can be adjusted through rebalancing of infrastructure priorities.</p>
	<p>The Council will need to satisfy itself that there is compliance with the Community Infrastructure Levy Regulations.</p>
	<p>Policy needs to be properly enforced.</p>
	<p>Properties need to be tenure blind, to date many developers have been allowed to get away with affordable housing that is very obviously so, e.g. 'market' housing being 3/4 bed detached with token 'affordable' housing being terraced shoe-boxes shoved away as much out of sight as possible.</p>
	<p>It is considered that the policy is not justified or consistent with national policy in the Framework [158] which advises local planning authorities to ensure that their assessment of and strategies for housing take full account of relevant market and economic signals. Policy SC4 is based upon housing need evidence which is now almost two and a half years old and may have viability implications for the development of sites. There have been a number of recent cases of planning applications in Cheshire East where developers have been unable to meet the Council's aspirations for affordable housing delivery because viability issues that have arisen and the resultant affordable housing provision agreed with the Local Authority has been significantly lower than its policy requirement. On this basis, it is considered that the SHMA 2010 and accompanying viability evidence need to be updated to reflect current market conditions and this evidence should be used to inform the affordable housing requirements of Policy SC4.</p>
	<p>It is considered that Part (3) of Policy SC4 should include the types of affordable housing tenure which are currently available and suitable.</p>
	<p>Object to the inclusion of a specific tenure split in the supporting text. In practice, a range of tenure splits have been recently accepted for residential applications in Cheshire East to account for viability issues on individual sites. In order to help ensure that viable development continues to come forward it is considered that the Council should continue to be flexible in terms of the tenure split and should not seek to impose arbitrary tenure splits across the Borough as a whole. It is therefore considered that the second sentence of Paragraph 4.41 of the supporting text to Policy SC4 should be deleted.</p>
	<p>Part 6 - this does not read sufficiently clearly and it should be made clear</p>

	that such assessments may demonstrate that only a lower proportion of affordable housing is deliverable, and/or a different tenure mix than is sought.
	This policy has not been positively prepared as it looks to prescribe affordable housing targets on a vast majority of housing developments. As a result it may impact upon the viability of housing schemes and subsequently limit the number of schemes which come forward, which will ultimately prevent affordable housing targets being met. The council should look at the requirement of affordable housing on a case by case basis and not look to prescribe overly prescriptive stipulations.
	Policy should define 'exceptional circumstances'.
	Consider that the wording of clauses 6 and 7 of Policy SC4 do not reflect the provisions of the NPPF, particularly paragraphs 173 to 177 and paragraph 50 of the NPPF. The NPPF requires careful attention to viability and costs in plan making and decision taking, and development should not be subject to such a scale of obligations and policy burdens that their ability to be developed viable is threatened. Thus, clauses 6 and 7 must recognise that there will be instances where it is not possible to provide for affordable housing, either on, or off site, or to make a financial contribution towards affordable housing.
	This policy does not make reference to the HCA Design & Quality Standards, this is particularly important for RPs.
	The policy needs to make sure there is a clear definition of Housing to meet Local Needs. The definition in the Glossary states that Housing to meet Local Needs is affordable housing. As such, we need there to be either of the following two options included: a. examples of the types of Housing to meet Local Needs eg. supported housing, key worker accommodation, gypsy and traveller etc. b. A definition that allows us flexibility in determining what housing is needed to meet local needs.
	Future evidence may show a need for a different affordable housing requirement including potential different requirements in different geographical areas, will this policy have the flexibility to accommodate this?
	The NPPF advises that affordable housing policies should be sufficiently flexible to take account of changing market conditions over time. The wording of SC4 at present does not provide this confidence as it includes a specific target of 'at least' 30% affordable housing.
	It would be unsound to explicitly set a 'minimum' requirement within the policy, as those developments that bring forward developments with a lower amount of affordable housing based on an assessment of the viability of the scheme would in effect be contrary to that same policy.
	Point 2 of the policy states that a property will remain affordable for its lifetime. Could this be reworded to take into account recycling of subsidy for 100% staircasing or current/future options to purchase rented property?
	Para 4.41 is not clear that affordable rent may not be acceptable in particular areas of Cheshire East.
	Extra help should be given to developers (such as social landlords) wanting to build only affordable housing on a site - their project should not be made unaffordable by demanding planning conditions.
	Please strengthen policy to make sure that areas such as Alderley Edge

	are not allowed to get away with commuted sums instead of onsite affordable housing.
	Object to the proposed two tier approach to affordable housing.
	Locals cannot need 200 affordable houses when one affordable house has only just filled after nearly 1 year empty.
	It is unclear as to why the policy does not refer to 'affordable housing' directly.
	There is no requirement set within this policy to restrict the housing delivered to those who live locally. This could mislead the public into believing that this is a policy designed specifically to benefit local people when in actual fact that this is an affordable housing policy.
	The need for affordable housing should be assessed and published for each settlement, not averaged across CE, and adjustments need to be made as affordable houses are built.
	Would like to see the Council working more proactively with the Homes and Communities Agency and registered social landlords to identify possible suitable sites and opportunities for funding for social rent and intermediate housing products rather relying entirely on developers.
<b>Policy SC 5: Rural Exceptions Housing for Local Needs</b>	Small schemes should be no more than 1 or 2 houses and that the housing survey must be in the local parish, following CE best practice model.
19 representations by 19 people 8 support 7 object 4 comment	Some guidance on what constitutes a 'small scheme' would be useful.
	Schemes should have the support of Parish Councils.
	This type of housing should be for community (village) needs only, not adjoining or other communities (villages), or for people living in other communities (villages) who have a connection.
	The cascade provision if employed proves that there was no community need in that village. The Housing should be for people who live or work in the village, it makes no sense for people outside a village to set up home there and the have to commute to work and to shops and other facilities particularly if they are on a low income.
	A greater standard of proof of community need should be required for housing exemption sites, as there are for farm workers houses.
	Any development should be community led, not landowner or housing association led.
	Market housing should not be permitted this is creating another exception.
	Does this policy only relate to Sustainable Villages covered by Policy CS2? This could be made explicit.
	A maximum of 20% market housing may not be sufficient to generate the viability required.
	It is unclear whether this policy applies to Green Belt sites and as such whether this guides the fact that such development is appropriate development in the context of paragraph 89 of the NPPF.
	There is no differentiation between Green Belt areas and other rural areas. The policy should reflect the very clear national differentiation between the two.
	Point 6 cannot reasonably be complied with as the Councils own evidence is too old to meet this test.
	There is incorrect punctuation (and possibly missing words) in point 5 which make it somewhat unclear what that part of the statement is

	intended to convey.
	There should be a requirement that the surveys demonstrating need have been conducted in conjunction with the Parish Council and based on the CEC model survey.
	Scrap this policy and apply SC4 to rural areas as well.
	Add 'The development of rural exception sites should have no adverse impact on all sites and species of nature conservation value; and result in biodiversity gains'.
	We welcome the recognition that an element of market housing is often required to enable the delivery of affordable housing, which is particularly the case in rural settlements where additional infrastructure costs are expected and contributions particularly needed to assist the provision of local amenities, facilities and services. We object however to the strict requirement that such market housing is supported by open book viability assessments and is limited to a maximum of 20%. Greater flexibility should be provided by the policy to consider all circumstances, particularly in Sustainable Villages where further growth is both accepted and required to meet the District targets.
	Sites should adjoin or be well related to Local Service Centres and Sustainable Villages and be close to existing or proposed services and facilities. We agree that sites should adjoin or be well related to existing settlements. We do not accept, however, however, that these must be only the Local Service Centres and Sustainable Villages listed in the current draft of Development Strategy Policy CS2. We consider in this respect that the Council is taking a narrow and outdated view of sustainability.
	Agree that proposals must be for small schemes and be appropriate in scale, design and character to the locality.
	A thorough site options appraisal must be submitted, to demonstrate why the site is the most suitable one. Agreed in principle, but this is too narrow a test. Candidate sites must also be deliverable in terms of footnote 11 of NPPF: 'To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable'.
	It is illogical for the beginning of Policy SC5 to say that all of the criteria should be met when the requirement for proposals to consist in their entirety of subsidised housing directly contradicts the next in relation to the provision of market homes.
	We agree that an open book viability assessment must be provided, that the Council should not accept aspirational land value and that the minimum number of market units to deliver affordable housing should be provided. However, the statement that there must not be an element of profit is unrealistic and unacceptable. Traditionally rural exception schemes have been delivered by Registered Providers. However, they are now frequently delivered by private companies, such as our client MCI Developments. In exchange for their use of capital and the time and risk involved in delivering schemes, which are often controversial locally, an element of profit is required. The level of profit required is lower than with a market housebuilder because the dwellings are pre-sold to the

	<p>housing association. The justification for a modest profit is commonly recognised by the Council in development appraisals, such as where negotiations take place over open space contributions. The ability to introduce market units to deliver 'rural exception' housing is supported by NPPF, which makes no reference to profit being unacceptable. The Council's proposed approach is not backed up by viability evidence, is unjustified and would be a serious impairment to delivery. Our clients would be happy to work with the Council to devise a 'cross subsidy' model to allow mixed sale and rent schemes on 'rural exception' sites, under which the profit from the sale of the market units would be used to fund the affordable units. The level of profit, for the site assessed as a whole, would be sufficient to provide a modest incentive to secure delivery.</p>
	<p>Agree that in all cases proposals for rural exceptions housing schemes must be supported by an up-to-date within the last five years housing needs survey that identifies the need for such provision within the local community."</p>
	<p>Occupancy will generally be restricted to a person resident or working in the relevant locality, or who has other strong links with the relevant locality in line with the community connection criteria as set out by Cheshire Homechoice. Agreed in principle, but the policy should say what the community connection criteria are, rather than refer to those set by separate body which could conceivably be modified in format and name within the plan period, or who could change its criteria without scrutiny through the development plan process. We would support the inclusion of the current local connection criteria within the policy: - Currently live, or have lived, within the boundaries of the Parish or adjoining Parish and have done so for at least one of the last two years or three of the last five years. - Have immediate family (sibling, son, daughter, parent, step parent or adoptive parents) who are currently living within the boundaries of the Parish or adjoining Parish and have done so for at least five years. - Have a permanent contract of employment within the Parish or adjoining Parish."</p>
	<p>Agree the locality to which the occupancy criteria are to be applied must be agreed with the Council prior to determination of the relevant planning application. Generally this is taken as the Parish or the Parish plus adjoining Parishes, within Cheshire East.</p>
	<p>Agree to ensure an adequate supply of occupiers in the future, the Council will expect there to be a 'cascade' approach to the locality issue appropriate to the type of tenure. Thus, first priority is to be given to those satisfying the occupancy criteria in relation to the geographical area immediately surrounding the application site, widening in agreed geographical stages.</p>
	<p>It is an inescapable conclusion that the application of these policies would make it more difficult to obtain planning permission for local needs affordable housing in villages which both the Council and the Planning Inspectorate have very recently judged to be sustainable. When the Strategic Housing Market Assessment has identified a net affordable housing requirement of 1,243 each year, this would be a retrograde step which would be contrary to the requirement of paragraph 50 of NPPF to plan for a mix of housing based on current and future demographic</p>

	<p>trends, market trends and the needs of different groups in the community identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. However, our clients do believe that a series of modifications in accordance with our suggestions above could achieve a more balanced and acceptable approach.</p>
	<p>It would be helpful to add after 'Registered Provider' [in condition 5] 'including local housing/land trusts'.</p>
	<p>The need for affordable housing should be assessed and published for each settlement, not averaged across CE</p>
	<p>This policy is vital to ensure that rural communities only have increased development where there is supported and proven need for this type of housing and where there are defined employment opportunities in the immediate rural locality.</p>
	<p>This is another example of treating North Cheshire and South Cheshire with the same blanket policy. Policies in North Cheshire reflect National Green Belt policies, whereas a more relaxed stance should be taken outside the Green Belt. This policy should be reworded to recognise the differences.</p>
	<p>Speculative developments without a properly identified need , undertaken by the local Parish Council should be rejected.</p>
	<p>Rural exception sites must be able to demonstrate full sustainability.</p>
<p><b>Policy SC 6: Gypsies and Travellers and Travelling Showpeople</b></p> <p>15 representations by 14 people 8 support 7 object 4 comment</p>	<p>Your Evidence Base is flawed. The GTAA figures which were produced 6 years ago are deemed to be outdated and unreliable and have been questioned both by industry professionals and the original authors.</p>
	<p>Central government has now decreed that CEC is now free to adopt its own figures. This opportunity must be grasped.</p>
	<p>This policy lacks a firm commitment to establish an up to date/recent local Cheshire East GTAA.</p>
	<p>CEC could take a more balanced approach, making the distribution of sites more equitable to both Gypsy/Travellers and the local settled communities. The present policy has led to overloading of specific areas within CEC and this now appears to be leading to social unrest, giving little opportunity for Gypsy/Travellers to assimilate into local society. Over 60 percent of Gypsy/Travellers sites in CEC area are sited within post codes CW10 and CW11, this imbalance must be rectified.</p>
	<p>As the council is keen to have a mix of housing types, and needs and to pepper pot them on new developments, should a percentage (say 30%) of gypsy caravan standings be included on all new developments, otherwise they will not be inclusive.</p>
	<p>Policy is not prescriptive enough. It contains generalisations such as 'proximity', 'adequate', and 'access to'. No specific sizes or distances are provided to clarify these generalised statements. The current local plan is much more detailed (e.g. policy H8 and HOU6). Similar precise detail must be written in to the new local plan or it should be made clear that currently saved policies are incorporated into the new plan.</p>
	<p>Policy is not stringent enough.</p>
	<p>Policy requires more detail to be added.</p>
	<p>We should NOT be planning to provide sites for these people at all!!!</p>
	<p>Gypsies and travellers provide an alternative culture within our society and should be supported in retaining their identity.</p>

	Numbers are too high.
	It is essential that the affect on local residents should be the main criteria and any proposal must have accessible services such as electric, gas and sewers in close proximity together with convenient refuse disposal.
<b>Sustainable Environment</b>  16 representations by 15 people 9 support 2 object 5 comment	General support for this section.
	Very important to keep Cheshire environment and character.
	In protecting the environment, an appropriate balance needs to be struck in achieving socially, economically and environmentally sustainable development.
	This section needs to be strengthened.
	Climate change is a major issue for the next 50 years. We need to address the problems now by making development truly sustainable.
	This section should build on / provide more details to the requirements set out in CS Policies 8 and 9.
	Suggested amendments to this section: <ul style="list-style-type: none"> <li>• Page 63 section 5.49 that the wording be changed from 'scientists agree' to 'some scientists postulate' (there is not universal agreement on the clauses of climate change)</li> <li>• Section 5.50 the second sentence should begin 'Changes might include.. .' ( there is not universal agreement on the clauses of climate change)</li> <li>• Para 5.1 CE is not all 'unusually' rich &amp; so insert 'much of' before Cheshire East</li> </ul>
	It is requested that a policy should be included which specifically refers to development within the green belt. Such a policy should acknowledge the advice within the NPPF, which allows limited infilling or redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use, provided that it does not impact on openness of the green belt. The inclusion of a green belt policy would enable strategic employment sites such as Alderley Park, the ability to expand, develop and redevelop; this would support their continued major contribution to the economy of the Borough. Such a policy should also recognise and accept the potential to develop complimentary uses on surplus land with these Strategic Sites. This policy approach would reflect the advice within Paragraph 21 of the NPPF which requires planning authorities to recognise the need for existing businesses to expand or contract. It also would provide flexibility to accommodate changing business needs and enable the Council to plan positively for the promotion and expansion of clusters or networks of knowledge-driven, creative or high technology industries. (NPPF, Paragraph 21)
	Welcome very much the references to the National Park in text about context, key features, major attractions, environmental designations, and historic environment, together with specific policy references in Policies SE3 (Biodiversity and Geodiversity) and SE5 (Green Infrastructure), and the separate policy SE15 that seeks to protect the National Park from detrimental development nearby A little more on the social/economic relationship of East Cheshire Centres (in particular Macclesfield) to the needs of the National Park population would in our view be beneficial.
	There are few qualitative indicators listed except for condition of Sites of Special Scientific Interest & condition of air quality management areas.

	Indicators need to be quantified & measurable to test whether policies are met or not & by how much.
	Policy on Light Pollution and Energy Conservation should be added - The Royal Commission on Environmental Pollution report on Artificial Light in the Environment 2009 examined the explosive growth in outdoor lighting since WW2 and the resulting loss of visual amenity of the night sky due to light pollution. Although mentioned in para. 5.103, there is no policy.
<b>Objective 3: Environmental quality should be protected and enhanced</b>  36 representations by 34 people 19 support 7 object 10 comment	General support for Objective 3.
	Believe it is essential to maintain the character and separate identities of the Borough's towns and villages and are pleased to see this set out as a specific objective.
	Development proposed does not protect the environment.
	Objective should make reference to preserving open country side and agricultural land.
	Performance indicators should include percentage of countryside/agricultural land retained relative to today.
	Development of A500, M6 and associated road networks do not champion working towards reducing carbon emissions but promotes the use of road transport.
	North CE is very densely populated.
	Increased levels of fine particles in the air, from increase vehicle movements, is consistently and independently related to causing serious health conditions in humans/animals.
	Renewable Energy needs better definition.
	Do not support transporting waste products into the area as this will increase road traffic to and fro, and potentially cause local pollution and the need to dispose of final waste
	Do not support unsightly and inefficient wind farms.
	Do not support anything in Class B1/B2 that is constructed on open countryside.
	Preserve Jodrell Bank Observatory.
	Protect the environment of Cheshire East.
	Protect the historic environment of Cheshire East.
	Character of Cheshire East is what makes it a popular visitor destination
	It is considered that the first part should make specific Reference to buildings (i.e. so as to encompass important individual buildings, including those standing alone e.g. Little Moreton Hall) not just to places.
	Point 4 fails to encompass the wider settings within which assets sit and that are part of their significance; the following is suggested: Conserving and enhancing the natural and historic environment ensuring appropriate protection is given to designated and non-designated assets, including their wider settings.
	Point 7 should be broadened to promote a more sustainable approach to natural resources, in particular to include encouragement for recycling minerals, using secondary aggregates where practical and ensuring that primary aggregates are only used where essential.
	Point 8 could usefully make reference to the waste hierarchy and in particular the role of recycling and potential for waste minimization.
This section should also include the need to protect and enhance the environment in terms of WFD eg maintain or improve the current WFD	

	<p>status. By measuring according to WFD, it not only includes water quality and water resources, but also it encompasses the ecological, biological and chemical parameters. We hold monitoring data for WFD status and this could be used as a performance indicator.</p>
	<p>Care should be taken to provide green corridors within a built-up environment to prevent flora and fauna becoming isolated in pockets of green space.</p>
	<p>Add 'creating landscape-scale GI networks that will allow species adaptation and migration'.</p>
	<p>GB and SOG boundaries should also be set up to ensure that natural assets are preserved and enhanced. Where possible they should coincide with the boundaries of other large-scale designations such as NIAs or areas of special or historic landscape character and value.</p>
	<p>Sustainable Environment Performance Indicators Expand and clarify targets and timetables to include the following</p> <ul style="list-style-type: none"> <li>• Reduce overall ecological footprint.</li> <li>• Increase to 95% the proportion of protected nature sites in favourable condition.</li> <li>• Improve local biodiversity</li> <li>• Proportion of Local Wildlife Sites (SBI) where active conservation management is being achieved</li> <li>• Increase index of abundance of terrestrial breeding birds, in particular farmland and woodland species.</li> </ul>
	<p>Add biodiversity to para 5.3 for example <i>'development should seek to improve the quality, appearance <b>and biodiversity</b> value of an area and the way it functions'</i>.</p>
	<p>Paragraph 5.4 is almost a repeat of the preceding one and could be combined into a single paragraph.</p>
	<p>The policy is too generic and non-specific to adequately replace the current saved MBC Local Plan. CEC should incorporate the detailed management policies within the MBC Local Plan.</p>
	<p>However, we strongly object to point 6 as drafted: it undermines the principle of the greenbelt. It introduces an element of flexibility and opportunism which is incompatible with the principle of the greenbelt as expressed in the National Planning Framework.</p>
	<p>Performance Indicator on maintaining the integrity of the greenbelt.</p>
	<p>Page 48 Objective 3 point 3 that radiation be added to the list of hazards (this would include radio-active, electro magnetic, heat light, sound and infra sound emissions).</p>
<p><b>Policy SE 1: Design</b></p> <p>33 representations by 28 people 16 support 6 object 11 comment</p>	<p>Support approval of development only if it reflects the amenity of the site and its neighbouring area in terms of scale, architectural form and landscape character.</p> <p>SE1 is too weak - Developments should complement the existing settlement, but not necessarily be slavish copies. Innovative architecture should be considered</p> <p>Policy should require all new developments to be designed and built to Passivhaus Standard.</p> <p>There is scope for neighbourhood developments, e.g. Eco zones.</p> <p>The overall Plan should flow from this.</p> <p>Policy should replicate NPPF and its guidance on good design.</p>

	Support Policy which is consistent with NPPF
	Support Policy but doubt it will be delivered
	Policy should require development to be environmentally sustainable and appropriate to surrounding landscape features, including an absolute presumption against development in areas where landscape value and features cannot be maintained if development was permitted.
	Developments should reflect local housing design styles and proposals which include standard developer designs without any local reference should be refused.
	Policy should be more detailed, with SE6, to cover the full remit of issues relating to appropriate approaches to development in and adjacent to Built Heritage assets.
	High quality design should include the use of high quality materials.
	Policy should protect against over-development of sites.
	Policy should not allow garden grabbing or developing in the back garden.
	Request Policy wording is amended to include 'and protect and enhance the biodiversity value of natural assets'
	Request Policy wording includes a reference to the preferred use of native plant materials, of local provenance and source.
	The quality and distinctiveness of Knutsford's natural and built environment need to be ensured through the adoption of this Policy, and through the preparation and adoption of the SPD and design coding - the latter not limited in Knutsford to "major developments".
	Object to requirement for 'rigorous design assessment': onerous & ambiguous, going beyond national policy. Object to environmental sustainability being a key design priority: onerous, ambiguous & could harm viability by demanding unrealistic requirements for renewable energy etc. Rewrite to say 'Development proposals should respond to and respect the amenity of the site and its neighbouring area in terms of scale, height, layout, architectural form, materials, landscape character, relationship to neighbouring buildings and uses in terms of its impact upon the highway network and safety.'
	Policy needs to include the unacceptability of poor design in poor settings that fails to take the opportunity for improving the area's character and quality. Support should be sought from DCCABE and/or Places Matter! NW design review service. If an SPD on Design is borough-wide it may not address the unique character of different places eg Nantwich. The SPD should extend beyond generic advice & identify particular locations that have their own vernacular character & include Building for Life, Code for Sustainable Homes, Lifetime Homes, BREEAM and CEEQUAL.
	Add a further borough-wide SPD for house extensions to replace the saved SPD from the former Crewe & Nantwich Local Plan
	Clause 3: Add at end '& in building construction through sustainable practices e.g. materials as renewable, local & non polluting as possible'
	Environmental Sustainability should be a key design priority especially the use of green infrastructure and SUDS to mitigate and adapt to climate change.
	Detail should be provided now and not at a later date, through an SPD
<b>Policy SE 2: Efficient</b>	Support requirement for site density to be appropriate to the area and its

<p><b>use of Land</b>  38 representations by  36 people  14 support  10 object  14 comment</p>	character
	Support the priority of building and land reuse.
	More emphasis is needed to stop using green belt; need to recognise the need for smaller dwellings & more dense developments.
	NPPF has no density standards and none are proposed here
	Policy places a different burden on windfall sites & is unreasonable. The sequential approach is not in the NPPF (para 111) & cannot be applied to windfall sites. The NPPF contains a presumption in favour of sustainable development. Delete all but part 3 of this Policy.
	Such a sequential approach as proposed by this policy could restrict the potential for sites to come forward for development & restrict the 5 year supply of housing sites.
	Support sequential approach to windfall development and the priority given to the development of existing buildings and previously developed land in settlements.
	The NPPF does not seek to distinguish between previously developed land within and outside settlements. On this basis, it is considered that the second part of the policy should be deleted, and it should be replaced by a further bullet point to the first part as follows: iv Utilise previously developed land wherever possible, provided that it is not of high environmental quality.
	Windfall sites & higher densities on sustainable brownfield sites will help to meet Macclesfield's housing needs, rather than Greenfield unsustainable sites.
	Policy SE2 should be amended to incorporate the principle of sustainable development – ref paragraphs 14 and 15 of the NPPF.
	Brownfield sites can also be an opportunity to improve an urban landscape by the provision of green space, memorials or playgrounds rather than dwellings.
	Add to Policy – to build upon existing concentrations of activities and existing infrastructure- unless this places strain upon existing infrastructure
	Support Policy & its implementation
	The policy could be overly restrictive if rigidly followed and some room for flexibility ought to be included within the policy or its explanation.
	All windfall development should consider the existing landscape, build on existing concentration of activities and infrastructure, not require major investment in new infrastructure, make use of existing buildings as a priority, then consider infill sites and finally develop where it is well located to existing housing, jobs and services. All development should be of an appropriate density.
	A better title for the Policy would be Windfall Sites.
	Windfall sites should be included in housing numbers for towns & taken into account permissions given on such sites.
Policy should recognise that the redevelopment of brownfield sites can make a significant contribution to the sustainability and deliverability of the Plan, even when located outside of existing settlements. The Plan needs to include a stronger approach which favours the re-use of vacant brownfield land.	
Concern that windfall development could erode urban greenspace particularly private gardens; there should be effective safeguards in the	

	<p>policy.</p> <p>The first &amp; over-riding condition should be where such a site is open land, permission will only be given where no planned, well-located, but more difficult sites remain undeveloped.</p> <p>The policy is confusing and misleading as it appears to be attempting to address a number of separate elements / issues within the one policy (brownfield first approach, density policy and character policy). This policy should be split into three separate and distinct policies.</p> <p>It is more appropriate for the policy in relation to the efficient use of land to cover all development rather than restricting this to windfall Brownfield sites should not be released at all cost; they still need to be able to demonstrate that they are policy compliant and sustainable.</p> <p>Local Plan should seek to provide a portfolio of sites that would deliver a mix in house types and sizes to meet demand. Over reliance on brownfield sites may prevent this range from being maintained.</p>
<p><b>Policy SE 3: Biodiversity and Geodiversity</b></p> <p>35 representations by 26 people 15 support 13 object 7 comment</p>	<p>Need to apply policy.</p> <p>Weight to be given to benefits, particularly where impacts are irreversible.</p> <p>General support for Policy SE3.</p> <p>Suggested amendment to Policy SE3</p> <ul style="list-style-type: none"> <li>Section 4 - Careful wording needed to clarify degree of impact</li> </ul> <p>Para 5.20 - Insert between 'metric' &amp; 'published in March 2012' 'contained in Biodiversity Offsetting Pilots' to make sense of this reference.</p> <p>Policy is overly restrictive.</p> <p>Policy is not inline with the NPPF.</p> <p>Consideration of Soil and Agricultural Land Quality.</p> <p>Strengthen Policy SE3.</p> <p>Survey work should be undertaken, to cover the whole of Cheshire East.</p> <p>Where a potential development could provide a negative irreversible impact (such as destruction of ancient woodland), then a very high bar should be set in terms of weighing benefit.</p> <p>Policy needs to be rigorously enforced</p> <p>The principle behind this policy is accepted but the wording may need consideration to avoid interpretation that could preclude all development eg section 4. Even waste land could be said to have some biodiversity value.</p> <p>Do not agree with mitigation, compensation and offsetting. Habitat is a finite resource - once built on it's lost for good.</p> <p>The low incidence of designated sites such as SBIs is likely to be a reflection of lack of survey effort rather than lack of sites, and in this respect the evidence base has significant shortcomings. A Borough-wide Biodiversity Audit is therefore an urgent requirement.</p> <p>Add '...increasing the total area of valuable habitat in the Borough' by requiring and/or initiating the improvement of farmland biodiversity and regional GI networks and linking up existing areas</p> <p>Add Cheshire Wildlife Trust Nature Reserves to this list</p> <p>Offsetting should be permitted only as a last resort, and suitable sites for offsetting will be selected only from those with existing value which can be restored, enhanced or extended. The potential loss of ancient semi-natural woodland cannot be compensated for or offset. If suitable sites</p>

	are unavailable compensation or offsetting will not be an acceptable solution.
	Historic designed parks and gardens' contribution to nature conservation should be recognised and mentioned somewhere in the listings.
	Areas of importance to local groups should be protected. Add 'protect non-designated assets & sites valued by the local community from development where no compromise through mitigation & compensation is acceptable & promote creation & enhancement in areas of deficiency where these have been identified as important through Parish Plans, Neighbourhood Plans or other community planning. The Council will actively promote the improvement of local nature value by the creation of new rich habitat in areas of low quality & diversity'
	Add in detail re green infrastructure and Green Space Strategy & produce an SPD
	Provide a GI action plan for Nantwich
	The draft has an over-reliance on the Cheshire-wide Biodiversity Partnership which focuses mainly on the 'most vulnerable wildlife' and an independent and ad hoc database, Record; both of which are inadequate for the purpose of being proactive in nature enhancement across the borough. The policy should incorporate lost PPS9 detail. Additional policy or clause 4: Add 'CEC will undertake a detailed, comprehensive borough-wide survey of all habitats and species wider than of existing designated sites', explaining the specialist resources required for such surveys & provide for the 'findings to trigger revision of the policy where necessary'. In accordance with NPPF which specifically requires identification and mapping of 'local ecological networks' including, but not restricted to designated sites, add 'CEC will undertake to a detailed, comprehensive borough-wide survey of all habitats and species wider than of existing designated sites'. Ecological networks and connectivity are vitally important in sustaining sites and addressing the impacts of climate change. Additional policy or clause 5: Add 'CEC will actively promote previous commitments such as Action Plans, a programme of designating Local Nature Reserves & managing its own land for the benefit of biodiversity.'
	Include new Nature Improvement Areas & the Cheshire Orchard Project.
	Additional policy or clause 6: There should be a policy commitment to CEC's joint working with adjoining authorities. In first list of bullet points: replace 'candidate' with 'potential'; insert 'candidate' before Special Areas of Conservation & insert 'or proposed' before Ramsar sites.
	Remove from clause 3 & replace in clause 2 list: National Nature Reserves - all NNRs are SSSIs & carry the same status.
	Offsetting: Para 5.20 Insert between 'metric' & 'published in March 2012' 'contained in Biodiversity Offsetting Pilots' to make sense of this reference. In all places where 'offsetting' appears, insert 'biodiversity' before it [policy clause 4, paras 5.19 & 20]
	Clause 4 wording improvement: After 'overriding' insert 'public' after 'interest' insert 'no alternatives'. The policy also needs to address the provisions of the Conservation of Habitats and Species (Amendment) Regulations 2012 particularly the new duty in relation to wild bird habitat. Wider protection for bird habitat outside designated areas. Also the strict protection regime for European protected species is not

	addressed
	Policy clause 4 monitoring: Add at end; 'Where a damaging plan has been permitted and compensation is required, there should be monitoring to ensure that the damage is as assessed and the compensation is effective'. Omission: Insert 'Reference should also be made to UK report on the implementation of the Habitats Directive (Article 17 report). This includes assessments of the conservation status of all European protected species and habitats found in the UK'.
	Paragraph 5.14 does not do justice to the quality and distinctiveness of the character of the Cheshire landscape.
<b>SE4: Landscape</b>	Need to apply policy.
34 representations by	Conditions for restoration and replanting where appropriate are supported
26 people	This policy needs to be followed throughout the plan.
15 support	This policy should not prevent land in open countryside at sustainable locations coming forward for development to meet housing needs over the plan period.
11 object	Policy should include reference to the historic dimension relating to landscape character which is an important layer of landscape significance that should also be respected.
8 comment	General support for Policy SE4.
	All hedges of 20m or more unbroken length should be protected, and extended if possible, because they are classified as UK BAP Priority Habitat.
	Recommend that an urban landscape character assessment is carried out including the role of parks and gardens.
	Priority to safeguard best agricultural land (grades 1, 2 and 3a)
	Woodland access standard shows very poor quality of woodlands and accessibility is poor, need for more tree planting scheme and coppicing areas need to be provided.
	More regard should be given to agricultural productivity and farm structure in safeguarding the local farm economy
	Does not offer a balance or assessment of the significance of impacts – too restrictive/onerous, particularly part 4 which is inconsistent with NPPF. NPPF provides a more balanced approach – account for economic and other benefits.
	Policy should be preceded by an introduction describing the Cheshire East landscape and making reference to the Cheshire Landscape Character Assessment 2008
	Point 1 should include requirement to retain landscape features of importance where reasonable and possible to do so.
	Omit: "where possible" from point 1 (i), add " and biodiversity value"
	Point 2(i) should be amended to allow the off setting of any harm by appropriate mitigation or other environmental benefit.
	More flexibility required in part 2 as they are restrictive
	Suggest new first clause: The landscape character of the Borough is varied & the character & local distinctiveness of the rural & urban landscape should be protected & enhanced through measures developed in the Landscape Strategy
	Suggest new second clause: The Council will actively promote the creation of a rich & diverse landscape across the borough; especially in

	<p>areas of poor quality, &amp; the improvement of local landscape value.</p> <p>Add a new clause: CEC will undertake a detailed borough-wide landscape character survey at local level and assessment to supplement the Cheshire Landscape Character Assessment 2008 &amp; explaining the specialist resources required for such surveys &amp; provide for the findings to trigger revision of the policy where necessary.</p> <p>Too much focus on high value assets and does not sufficiently protect assets and sites of local value.</p>
<p><b>SE5: Green Infrastructure</b></p> <p>41 representations by 39 people</p> <p>15 support</p> <p>9 object</p> <p>17 comment</p>	<p>General support for policy SE5 by groups such as SUSTRANs and the National Trust and other organisations and individuals</p>
	<p>Detailed points regarding access to Peak District e.g. better paths to Teggs Nose Country Park</p>
	<p>Need for a green environment plan for the whole authority area so that there is evidence of “joined up” planning; green gap part insufficient</p>
	<p>Concern re green issues and the proposed allocation at Handforth East</p>
	<p>More implementation of green infrastructure needed and commitment to develop more detailed action plans for Green Infrastructure in areas that may need a deeper spatial plan</p>
	<p>Policy should recognise green belts</p>
	<p>Support for policy but suggestion that confusion may arise with inclusion of green gaps which are planning policy designations rather than green infrastructure as such</p>
	<p>Too many designations</p>
	<p>Suggestions re extension of green gap around Haslington in relation to Winterley and Crewe and also suggested amendments to green gap adjacent to Sandbach; suggest green gap should be green belt</p>
	<p>List of assets in policy should include the Cheshire East parts of The Cloud, Congleton Edge and Mow Cop; partnership work with Staffordshire to protect these assets.</p>
	<p>Playing fields and sport should be included/referenced in policy. FIT and CABE standards not applicable for outdoor sport – NGBs have their own standards. Emerging Playing Pitch Strategy will address this issue - needs to be referenced in policy.</p>
	<p>Need for community facilities and play areas</p>
	<p>More evidence is required to support policy, ensure GI assets are fully identified/mapped in order to give detailed picture of GI-deficient areas of the Borough. Provision should not just be developer-dependent. Follow Natural England guidelines for accessible natural greenspace. Biodiversity duty - important that CEC conserves and enhances biodiversity.</p>
	<p>The Canal &amp; River Trust supports Policy SE 5 in respect of the canal network, particularly 2(iii), 3(ii) and 4(ii). The Llangollen Canal and the Middlewich Branch of the Shropshire Union Canal should be added at 4(ii).</p>
	<p>Sibelco UK is of the view that minerals developments should be noted in Policy SE 5 since minerals developments can contribute to green infrastructure, ecological enhancement and biodiversity gains.</p>
<p>Lack of evidence for green gaps</p>	
<p>Object to open space standards - not justified or consistent with FIT standards of 2.4ha/1000 population; additional standards proposed which could affect viability.</p>	

	<p>Policy welcomed but felt that more detail and proposals should be added from the Green Space Strategy; need for more detailed surveys; more detailed policies needed for complexity of relationship between biodiversity, landscape and GI</p>
	<p>Information provided regarding the Mosses Natural Improvement Areas and desire to see local mosslands restored etc. Importance of Urban Green Space highlighted.</p>
	<p>Cheshire Gardens Trust supports the inclusion of historic and modern parks and gardens as part of green infrastructure, provided their use does not conflict with their special qualities and values, including original design intentions.</p>
<p><b>Table 5.1 Open Space Standards</b> 2 representations by 2 people 2 support 0 object 0 comment</p>	<p>Support for green infrastructure provide properly maintained</p>
<p><b>SE6: The Historic Environment</b> 21 representations by 21 people 13 support 1 object 7 comment</p>	<p>General support for Policy SE6</p> <p>Neighbourhood Plans would be a useful route for identifying and protecting heritage that people locally consider important.</p> <p>Policy should make specific reference to recognising the need for listed buildings and their settings to be maintained and enhanced, and where appropriate, altered and extended to enable their longer term economic use for sustainable tourism.</p> <p>Why does conservation not have its own separate policy?</p> <p>Policy should also make reference to historical land uses, such as ridge and furrow farming practice, and their protection.</p> <p>Cheshire East has a unique heritage that must be conserved and enhanced and its assets protected.</p> <p>The policy approach is supported but two changes are suggested to specific wording. Clause 3 Add ‘and historic field patterns’ to last bullet. Insert an additional bullet point: ‘historic buildings and vernacular character that contribute to landscape character’ from the Cheshire Landscape Assessment.</p> <p>This lists non-designated assets, the last one being historic parks and gardens. To this should be added historic field patterns. Add ‘and historic field patterns’ to the last bullet point, historic parks and gardens as recommended by the Cheshire Landscape Character Assessment 2008. In order to prevent further loss of an easily overlooked asset, insert an additional bullet point: ‘historic buildings and vernacular character that contribute to landscape character’.</p> <p>Note that Policy SE 6 includes elements that are not actually policy, for example part 2 which provides a list of designated heritage assets. Specifically in relation to part 3 of this policy would suggest that bullet point three ‘locally important built assets not on the local list’ should be removed from the list of non-designated assets.</p> <p>In terms of undesigned heritage assets, need to cover:</p> <ul style="list-style-type: none"> <li>• Areas of Archaeological Potential (defined in 10 towns) – these are a local designation.</li> </ul>

	<ul style="list-style-type: none"> <li>• Sites of archaeological significance</li> <li>• Historic landscape – This needs to be covered as part of the historic environment policies as a justification for advice provided on applications which involve historic landscape features - need to ensure consistency with landscape policies.</li> </ul> <p>Knutsford's distinctive character and identity are much valued, widely so - and are the essence of the 'making of place'. They are relevant factors in the consideration of proposed growth.</p> <p>This policy needs to take due account of minerals proposals, which given the nature of the development, has the potential to affect buried heritage assets. These assets may not in all cases be able to be protected, but can be the subject of detailed assessment and recording, thereby adding to the cultural heritage database of Cheshire East.</p>
<p><b>SE7: Low Carbon Energy</b>                  26 representations by                  25 people                  9 support                  4 object                  13comment</p>	<p>Policy needs to be much more robust, not caveatted round with so many ifs and buts. Wind farm developments (perhaps mainly as smaller community-based assets) should be much more prominent, and appropriately supported by this policy.</p> <p>This is too weak. It needs targets for houses fitted with PV and fitted with solar thermal. Targets for utilisation of low head hydro sites, targets for installation of CHP at industrial and office complexes, etc.</p> <p>Agree that low carbon energy is vital to the future of Cheshire East's environment, economy and people and that proposals for zero or low carbon technologies must address any potential negative impacts that may arise from the development.</p> <p>I have to support this policy, as it doesn't say anything wrong, but it is weak and there is nothing in the Plan that suggests anything will be done to promote this.</p> <p>Proven health risks associated with proximity to wind turbines.                  Proliferation of 'small' turbines damaging to landscape</p> <p>Please give serious consideration to the recognised hazardous health risks to humans associated to the proximity of dwellings to wind turbines - both large and 'small'.</p> <p>Central Government is implementing its low carbon energy agenda through Building Regulation revisions and your policy should not go beyond this. We work with Councils to come up with solutions that meet these requirements and tend to support a 'fabric-first' approach.</p> <p>The approach set out in this Policy to Low Carbon Energy is considered to be sound and it is supported.</p> <p>Any wind farm application should provide an assessment analysing the impacts on the visitor economy in the short and longer term. The emerging Local Plan should identify broad opportunity areas for low-carbon energy, away from visitor destinations and other most sensitive uses and areas.</p> <p>The policy could look to highlight which renewable energy policies the Council will look to support to provide more confidence to the sector. Accordingly see recommended amendments to policy SE7.</p> <p>Yes - solar panels and hydro-electric power should be encouraged. There are a number of disused water-wheels on the River Dane, witness to an unused source of energy.</p> <p>Why is there nothing about the impact on the landscape which has been a concern in relation to wind turbines elsewhere. Also the importance of</p>

	noise protection for local residents.
	Noise disturbance to residents of Knutsford, especially at night, is a big issue affecting many people. This is not dealt with adequately in this Policy, despite the reference at 5.59 to loss of amenity.
	Staffordshire County Council would like to be consulted regarding the location of any potential wind farms. We would wish to know where it is planned to source biomass wood from.
	CE should support the use of low carbon energy to benefit the environment, economy and people of CE by the use of solar, photovoltaic, air/ground source heat pumps and geothermal. On no account must wind turbines be allowed as they are inefficient, not cost effective and a blight on the landscape.
	I support this policy.
	We support this policy but note very little in the Local Plan that supports this. CEC should spearhead the reinstatement of the degraded Mosslands as carbon sinks. We would request the provision of a Low Carbon Subject Plan. Strongly support the suggestions in 5.56.
	Change wording to reflect absence of universal agreement on causes of climate change. Make reference to critique regarding disadvantages of wind power. Proposals must demonstrate lack of detrimental effects. Must maintain 2km separation between turbines and homes/offices etc.
	There is growing evidence pointing to health problems caused by proximity of turbines i.e. within 2km radius of home/workplace. This point must be emphasised in the Plan. Impacts on costs to NHS and local industry. Current costs are £7-10billion, and will increase if not taken into account.
	Support
	The Nantwich LAP supports this policy.
	Suggested amendment to Page 64 section 5.56 - large single or groups of medium sized turbines should be required to be sited at least 2 km from the nearest residential property, educational establishment, place of work and operational religious or community buildings.
	Gladman note that Policy SE 7 does not actually include a policy requirement as such, instead it just provides a statement in relation to how the Council intends to support low carbon technologies.
	Strengthen significance of renewable energy; better set out how CE will achieve objectives. Protect safe operation of airport when considering wind/solar development etc. We welcome reference to potential negative impacts but text should emphasise that in these cases, development is not allowed.
	Suggested amendment to Page 64 section 5.56 - large single or groups of medium sized turbines should be required to be sited at least 2 km from the nearest residential property, educational establishment, place of work and operational religious or community buildings.
<b>SE8: Energy Efficient Development</b>	This section needs to add in a specification that all new housing developments should be built to Passivhaus standard.
33 representations by 33 people	I support the policy in principle, but not Point 3. The 10% renewables target is a weak objective - would prefer to adhere to the definition of low to zero carbon (LZC) developments to achieve the objective here, and not have the "get out clause" contained therein.
8 support	
10 object	
15 comment	Agree that all new development must work towards delivering national

	and local carbon dioxide reduction targets.
	The Plan should be more explicit about the level of sustainability you expect developers to build to. Frequently developers cite economic cost as a reason not to build to the highest sustainability standards, and without appropriate policies in place, economic cost will always usurp environmental cost.
	Agree.
	The Policy is important in addressing the necessary reduction in impacts of climate change and accordingly it is supported.
	Early stages of some of this technology. Wording re. Viability and feasibility needs to be considered.
	Contradicts low density strategy of Council (which I don't support).
	Support.
	Should remove need for development to be of 'highest feasible construction standards in order to maximise energy efficiency'. Use of district wide heating could make a development unviable. Should undertake a viability study to support this policy.
	Suggested amendment to policy wording regarding viability.
	'highest feasible construction standards' - There is no requirement for this in national policy or justification for it being included in a Local Plan policy. This requirement has not been tested in order to see what impact it has on scheme viability. It should be removed from the emerging plan.
	SE8 (Energy-efficient Development) could also be stronger. Use of 'must' rather than 'should' would give a firmer message.
	Object to part 4. The requirement for all major developments to explore the potential to include district heating is onerous and may threaten the viability of the development. Part 4 should only be applied to very large schemes where it is deliverable and viable - the policy should be amended.
	The policy does not provide adequate recognition of issues of viability, nor of the balance between energy efficiency and low-carbon energy generation.
	New River Retail and SWIP object to the requirement for development of over 1000sqm to secure 10% of its energy through renewables as it is considered this is unnecessary and unsound.
	SE8 to be amended to confirm that when assessing construction methods, the integration of renewable energy technologies/low carbon sources, the precise details will be negotiated on a case by case basis. This allows specific site circumstances and local need to be considered in the requirements.
	The requirement of 10% renewable/ decentralised energy in 3 seems rather unambitious given the urgency of the need for energy saving and generation - and the technologies now available. Please consider a stronger commitment to this.
	This sounds wonderful. I look forward to seeing it realised - if it is feasible at the current time!
	The end of point 3 is too much of a let out clause.
	Renewables use in minerals schemes could be problematic as the combination of developments may cause conflicts. Energy efficient developments should not be inextricably linked to renewable energy generation.

	<p>Object to pt4: requirement for major developments to explore district heating potential is onerous and could threaten viability. Can only be viably provided on schemes of 600+ dwellings. Need viability evidence to set minimum size of scheme for which this policy applies.</p>
	<p>Central Government is implementing its low carbon energy agenda through Building Regulation revisions and your policy should not go beyond this. We work with Councils to come up with solutions that meet these requirements and tend to support a 'fabric-first' approach.</p>
	<p>Development must be of the highest feasible construction to maximise energy efficiency. Use decentralisation, renewable/low carbon source. In areas not connected to the gas network, new developments must be encouraged and helped to use low carbon energy technology.</p>
	<p>Whilst the current economic climate tests viability, the policy should include a review for tightening up as the situation improves. 'Feasible' &amp; 'viable' may still lead to less improvement than the alternative considered &amp; CEC will have limited enforcement resources to follow up retrofit.</p>
	<p>We believe that the 10% renewables target is outmoded and need to define low to zero carbon developments to achieve this objective. We are very concerned that the effectiveness of policy SE8 is vulnerable to the interpretation of developers with regard to feasibility and should be strengthened.</p>
	<p>SE8 dismisses other robust carbon mitigation measures i.e. fabric energy efficiency, in favour of on-site energy generation. We consider that the deliverability of this policy needs to be much better researched and considered in line with the other local plan requirements as it can affect viability.</p>
	<p>Strongly Support.</p>
	<p>Whilst the current economic climate tests viability, the policy should include a review for tightening up as the situation improves.</p>
	<p>SE8 should be amended to confirm that when assessing construction methods, the integration of renewable energy/low carbon sources, the precise requirements will be negotiated on a case by case basis, to specific site circumstances to be considered and reflected in the requirements.</p>
	<p>Requirements are onerous, may affect viability and go beyond NPPF requirements. Remove 10% target in respect of decentralised/renewable/low-carbon sources. Remove requirement to install district heating.</p>
	<p>It is recommended that the Local Planning Authority encourages the delivery of sustainable energy through a generic policy approach that includes a positive strategy to facilitate sustainable energy where appropriate and viable.</p>
<p><b>SE9: Allowable Solutions</b> 11 representations by 10 people 4 support 3 object 4 comment</p>	<p>What is required is the creation of a number of Eco Districts where the residents work together to reduce their emissions. The Council would obviously provide expertise and 'seed corn' cash.</p> <p>Don't really understand this policy.</p> <p>Also object to Council stating it is seeking to significantly reduce CO2 emissions whilst promoting low density car dependent development on edge of many settlement</p> <p>Not possible to secure contributions to allowable solutions by s106 and</p>

	<p>requirements of this policy would fail at least 2 of the tests set out Regulation 122 of CIL Regulations - policy should be deleted</p> <p>It would also be difficult to justify that the requirement is necessary to make development acceptable in planning terms given that the 'Allowable Solutions' Framework is still in the development stages</p> <p>Not supported by viability evidence</p> <p>This type of requirement should be dealt with through the Community Infrastructure Levy and it does not therefore need to be set out as a requirement in a Local Plan Policy</p> <p>Details of Allowable Solutions are not defined as yet and therefore this policy may change.</p> <p>Policy SE 9 is not a policy; this is just a statement of intent made by the Council.</p>
<p><b>SE10: Minerals</b> 18 representations by 16 people 6 support 3 object 9 comment</p>	<p>Aggregates and silica sand will require slightly different approaches - this will be difficult to do in one catch-all policy. Suggest that the MPA gives consideration to splitting the policy statements into at least two policies, one for aggregates and one for silica sand.</p> <p>Policy SE10 should indicate the level of provision to be made over the Plan period. Policy does not specify how much aggregates are required to provide a steady and adequate supply. The agreed sub-regional apportionment endorsed by the AWP should be mentioned in the policy (not just in the supporting text) with a target amount given which is calculated by multiplying the annualised rate (rolled forward as necessary) for the plan period.</p> <p>Policy needs to include a commitment to provide at least the minimum landbank as recommended by national policy.</p> <p>In accordance with policies in the NPPF, a Local Aggregate Assessment needs to be produced which will provide the evidence for assessing an appropriate level of provision to sustain the growth planned for the area. The Cheshire East Local Plan would be required to produce a Local Aggregate Assessment and take the findings of this into account.</p> <p>In accordance with NPPF paragraph 146, the document should note that mineral planning authorities should not only provide for a stock of permitted reserves of at least 10 years for individual silica sand sites but also " ... at least 15 years for ..... silica sand sites where significant new capital is required".</p> <p>Policy needs to recognise the national importance of the Cheshire East (silica sand) deposits and commit to maintaining minimum stocks of planning permissions of at least 10 years at each site throughout the plan period, or a minimum of 15 years at sites in which there has been or is intended to be, significant investment.</p> <p>In accordance with NPPF paragraph 146, industrial minerals sites are required to be provided with "...a stock of permitted reserves ..." and we suggest that this terminology should be used instead.</p> <p>Term 'appropriate and environmentally acceptable areas for future extraction' does not give the necessary confidence to the industry that you are looking to allocate Specific Sites or Preferred Areas, which should be the approach for most needs. Areas of Search should be reserved for minerals where information about resources is poorly understood, or for</p>

<p>longer term allocations which will be needed towards the end of the plan period. We would feel more comfortable if you used the commonly accepted terminology for allocations of mineral extraction sites (see MPS1 Practice Guide paras 37-42 and NPPF para 145).</p>
<p>Should industrial sands quarried in Cheshire East be used for the manufacture of clear glass, the Council should be aware that the production of this type of sand at Moneystone Quarry in Staffordshire has now ceased. This may affect requirements for production at sites in Cheshire.</p>
<p>Only sites and extensions to existing sites should be identified for new mineral working to provide the best balance between the needs of the extraction industry but also provide certainty for the local community that no new extraction areas would be considered.</p>
<p>The policy should be sufficiently flexible to allow for new sites to come forward should they be needed. An amalgamation of Options 2 and 3 when considering mineral policy SE10. This would provide both certainty and flexibility during the plan period and beyond.</p>
<p>Where suitable, the use of secondary and recycled aggregates should be encouraged, however in terms of industrial (silica) sand whilst advancements are being made in technology to help increase recycling of e.g. foundry sands and glass cullet, the specification required by industry is so high a large proportion of primary material is required to produce the right quality products. Recycling has reduced the overall requirement for primary land won minerals for some end uses but new processed mineral is still required and very often of a higher quality due to blending with recycled components (such as glass cullet and reuse of foundry sands).</p>
<p>Prudent use of primary land won minerals is supported. However, the use to which minerals are put cannot reasonably be sought to be controlled by development management mechanisms. How would the “ .... prudent and efficient use of minerals ....” be equitably assessed and managed through planning and development management processes? How will you go about ‘ensuring the prudent use of mineral resources...’ The policy or supporting text needs to be much more explicit about this since we have severe reservations about its inclusion. The MPA is not qualified to judge how minerals are best used because this is a commercial matter dictated by the business model of the operation, the requirements of the customer and the constraints of the resource. We would prefer to see this deleted from the policy.</p>
<p>The policy should confirm the type of mineral resources to be safeguarded in the Site Allocations and Policies Document. It would be a helpful addition if the Plan were at this stage to set out in principle which minerals were to be safeguarded. Whilst the Policy Principles set out the principle of safeguarding minerals in Cheshire East the plan gives no detail of which mineral resources are intended to be within the MSAs which will be designated in the Site Allocations and Policies Document In order to assess conformity with the NPPF and to determine whether the policy principles are sound the Plan should indicate what mineral resources are proposed to be safeguarded.</p>
<p>Approach to Mineral Safeguarding Areas (MSAs) appears to fall short of</p>

<p>the requirements of national guidance.</p> <p>BGS Guidance states, “Where the largest part of the safeguarding process is to be set out in a subsequent DPD, the broad extent of the mineral resources should be shown on the Key Diagram.” You will need to make sure this is done for the submission version of the Plan in order to make it sound. As a minimum we would expect the plan to set out</p> <ol style="list-style-type: none"> <li>Which minerals are being safeguarded</li> <li>Show the general extent of the MSAs in a Key Diagram</li> <li>Say what information will be used to identify boundaries</li> <li>Say whether environmental areas, urban areas and buffer zones will be included</li> <li>Say where development management criteria may be found</li> </ol>
<p>It is necessary and appropriate to safeguard the whole of the surface coal resource in Cheshire East, without any exceptions in order to meet the requirements of paragraph 143 of the NPPF</p>
<p>Compatibility with potential safeguarding areas in Staffordshire should be provided for sand &amp; gravel and clays associated with coal resources</p>
<p>The words ‘where necessary’ should be removed. All existing and potential mineral related infrastructure should be safeguarded</p>
<p>Alternative transport for mineral sites is aspirational but unlikely to be deliverable or viable in most cases giving the rural and remote nature of many quarry sites. In this context we agree a flexible attitude towards mineral transport needs to be maintained.</p> <p>You need to say how you intend to encourage the sustainable transport of minerals, especially in the light of what you have said about the alternatives available. Our position is that if road transport is the only viable transport method it is sustainable by definition.</p>
<p>Word “reinstated” or “restored” may be a more appropriate term than “reclaimed”.</p>
<p>Mineral sites should be restored in the highest practicable manner. However, the end use/afteruse of a mineral site is not a matter for mineral planning. The design of the restoration of mineral sites can, nevertheless, reflect potential or possible afteruses. In addition to the potential afteruses noted in paragraph 5.82, employment land and other forms of built development (to facilitate the beneficial future use of plant site areas) should be added. The appropriate restoration of mineral sites should be considered on its own merits.</p>
<p>How and where does Cheshire East Council propose to set environmental criteria? Is Cheshire East attempting to set its own environmental criteria as opposed to assessing developments against recognised national criteria. It is very important that mineral developments are set against national criteria.</p>
<p>Provision should be made for small scale extraction from suitable quarry sites to meet building conservation needs.</p>
<p>Policy will need to say where the development management criteria will be found. Will this be in another DPD, and if so, which one?</p>
<p>The Plan at present fails to mention the cross boundary issue that arises as a consequence of the adopted strategy of the Peak District Core Strategy. Namely the objective of achieving a reduction in the amount and proportion of aggregates from the National Park over our plan</p>

	<p>period. This may have consequences for the future levels of aggregate supply from Cheshire East.</p>
	<p>It is understood that a significant proportion of that sand and gravel imported into CE came from quarries in Staffordshire. Local policy should provide for local sourcing of construction materials including aggregate minerals.</p>
	<p>The draft proposals contained within the plan give no consideration to out of County reserves or indeed to any other out of County reserve.</p>
	<p>It is not clear how much research of the Cheshire cavities has been done on this risk of gas storage. Change the wording of this policy clearly exclude any possibility of storage nuclear materials either as waste or for reuse.</p>
<p><b>SE11: Waste</b>          14 representations by          14 people          6 support          0 object          8 comment</p>	<p>Plan at present fails to mention cross boundary waste issue that arises as a consequence of the adopted strategy of the Peak District Core Strategy. Namely the fact that the Peak District Core Strategy makes no explicit provision for waste facilities to meet the waste arising in the National Park.</p>
	<p>Therefore the Peak District National Park Authority is looking to its constituent Authorities to meet the waste management needs of their respective parts of the National Park. The Authority would be looking for the Plan to be clear in its assessment that it is looking to meet the waste arisings from the whole borough.</p>
	<p>More detail expected on potential waste arisings from their proposed new developments in the south, e.g. Congleton, Alsager and Crewe, as this may place pressure on Household Waste Recycling Centre (HWRC) facilities located in the north of Staffordshire.</p>
	<p>The Policy Principles document refers to a predicted reduction in waste arisings, from 870,000 tonnes to 797,000 tonnes by 2030. It is slightly unclear if this accounts for the new developments proposed in the development strategy, as a decrease in waste arisings may ultimately result in less waste coming into Staffordshire HWRCs, but as specified above, Staffordshire's HWRCs may not be able to cope with an influx of waste delivered by Cheshire residents should arisings increase as a result of new housing developments.</p>
	<p>There is reference to the development of new waste and recycling facilities, but no detailed plans. New facilities developed to serve new settlements, and homes, around the northern boundary may be more convenient for Staffordshire residents, thus potentially increasing the flow of cross boundary waste movements in to Cheshire East.</p>
	<p>Policy SE11 does not indicate the strategic waste planning issues to be addressed and in particular, how gaps in waste management capacity will be met. This should be defined before work commences on detailed waste policies in the proposed waste development plan document.</p>
	<p>The presence of the largest waste site in North Cheshire in Macclesfield, and the need to address the future of waste in the Waste Development Plan Document, makes it essential that full public consultation takes place on any waste proposals in the area. The involvement of Parish Councils is paramount in this process. These are essential requirements to avoid the disastrous recent history relating to waste in the area.</p>
	<p>Whilst supporting the policy's waste hierarchy, the Waste Development Plan should expressly advocate minimising use of primary raw minerals,</p>

	making the link with the Minerals policy & to educate those companies & bodies that produce waste to know the potential uses for their materials to replace raw minerals.
	Need to understand what Cheshire East has in mind in seeking to cooperate with other planning authorities from a waste planning point of view
<b>SE12: Pollution</b> 13 representations by 13 people 7 support 3 object 3 comment	Support this Policy. However, it does not seem to notice that commuters' vehicle emissions are also pollution. Thus this policy is part of the need to reduce commuting within the authority.
	As such the proposed plan is considered to be deficient with the omission of any reference to unstable land. Policy SE12 would be the most appropriate location to include such policy criteria.
	Policy SE12 The last sentence of Point 2 is a statement rather than a policy and should be in the supporting text if it is to be retained rather than the actual policy. In terms of Point 3, it is unclear what mitigation might be required or possible to comply with this requirement.
	Support in principle, but again, land allocation and strategy seems to contradict policy. Low density piecemeal development is being proposed on the edge of many settlements which encourages car use, along with major road building proposals.
	Support.
	Agree.
	It is important to ensure that developments are not in places which are too noisy. Otherwise residents will complain of existing industrial uses to the detriment of existing businesses.
	Manchester Airport aircraft noise disturbance is a real problem for many Knutsford residents (especially at night) and policies should be considered to deal better with it.
	I support this overall policy.
	We are concerned about the pollution implications from road traffic of new developments and would like to see this concern carried through into the local plan. This has significant implications in north of CE where traffic volumes are already high and contribute to carbon emissions and health.
	Support.
	The Nantwich LAP supports this overall policy.
	<b>SE13: Water Management</b> 13 representations by 13 people 9 support 0 object 4 comment
New development impacts on rainwater run-off adding to impermeable land surface acerbating existing problems	
Will the Cheshire East SFRA take account Climate Change and its impacts	
Point 6 could refer to WFD status and not just water quality. New development and growth should not cause a deterioration in WFD status and this needs to be considered when planning new developments. Deterioration can be avoided by putting suitable mitigation measures in place.	
In point 7, we are pleased to see reference to water efficiency measures. However, this policy does not state to what standard this is going to be promoted to. This should be made clear within the policy.	
There should be mechanisms for detecting and managing new flood risks arising from natural causes.	
I suggest that there should be an insurance test- no good building if	

	<p>insurers will not insure.</p> <p>There are a number of references to flood risk and water management within Cheshire East, but we would want to ensure that any defences or mitigation plans do not exacerbate flooding elsewhere, i.e. further downstream in Staffordshire. Therefore, it would be beneficial for us to be consulted as part of the Strategic Flood Risk Assessment review mentioned on page 147, paragraph C.29 of the development strategy, to ensure there are no proposals that will affect Staffordshire's flood risk strategy.</p> <p>Omission 1: There is insufficient detail in the policy for workable implementation so a SPD is suggested or the discussions and plans should take place as recommended in the HRA appropriate assessment.</p> <p>Omission 2: There is only the briefest reference to water infrastructure but has the possibility of long term water shortage in Cheshire East been fully researched? This possibility should be included in view of CECs proposed high level of new development?</p>
<p><b>SE14: Jodrell Bank</b>  41 representations by  41 people  35 support  7 object</p>	<p>Development should not impair the operation of the Jodrell Bank telescopes</p> <p>Jodrell Bank should be protected from interference</p> <p>Policy should say that Jodrell Bank will be consulted and their comments adhered to (objections should not be over-ruled by planners or Councillors as they do not have the scientific knowledge)</p> <p>Difficult to demonstrate a harmful impact until development is complete</p> <p>Development should be limited or designed and constructed correctly to ensure development does not impair the efficiency of Jodrell Bank</p> <p>Policy is weak and vague</p> <p>This policy is vague and not clear to developers. No clarification of how "impairment" is judged. Detail and clarification of policy should be provided at this stage.</p> <p>Support policy principle. Further wording that is referred to on policy operation should be provided for comment as this creates uncertainty.</p>
<p><b>SE15: Peak District National Park Fringe</b>  16 representations by  16 people  6 support  2 object  8 comment</p>	<p>Development should take into account Jodrell Bank as a world Heritage Site, a HQ of the SKA (Square Kilometre Array), eMERLIN/VBI National Facility and the Grade 1 Lovall Telescope</p> <p>Jodrell Bank is globally important in advancement of human knowledge. Must not diminish its potential.</p> <p>The presence of a large area of the Parish within the Jodrell Bank Zone, means that the Parish Council has a strong interest in maintaining its current extent. It recognises that it may need to be refined and updated as it has been unaltered for 40 years.</p> <p>Jodrell Bank is an essential part of the visitor economy of Cheshire East</p> <p>Development must not be allowed to disrupt the operation of the Jodrell Bank Telescopes and put at risk a world class research facility.</p> <p>Make new dwelling one storey to avoid minimal interference</p> <p>Radio emissions from domestic IT services within 7km from JB can be detrimental to radio astronomy. The aggregated radio emission from hundreds of homes with several devices each is therefore a significant threat. 6,000 new homes more than 25% of the total plan for Cheshire East are envisaged to be within or on the fringe of JBO consultation Zone this represents a significant potential impact upon the future scientific operations of JBO</p>

	Boundaries of Consultation Zone and restriction of development in the zone reviewed. Review should provide clear guidance on the type of development acceptable within the zone. Up to date policy document should be prepared and consulted on. Until this takes place existing boundaries should be retained.
<b>6 Connectivity</b> 8 representations by 7 people 1 support 0 object 7 comment	Need to rethink due to impact of HS2.
	Requirement for travel plans must be made stronger to balance pedestrian and cycle routes with road and rail routes
	It must be recognised that for a majority of people, because of location, age etc car travel will remain the most suitable and for some journeys, the only viable means of transport.
	Parking provision should seek to meet likely needs including in residential areas.
	The rural areas must not be forgotten from the plan for the future for Cheshire East; they should have transport provided whether it is via a commercial bus service or by community transport. Rural transport is vital in the rural areas to keep the communities vibrant & viable.
	Implied assumption that the provision of employment opportunities near to residential areas result in local employment
	Report received from Cheshire Community Action on access to rural services
	Indicators in this section need to cover quality as well as quantity and need to be measurable
<b>Objective 4 To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network.</b>  21 representations by 21 people 17 support 1 object 3 comment	Building homes with sufficient onsite parking to stop cars parking on the pavements. Ensure off street car park spaces are in front of homes.
	New homes should be built close to or easily accessible to where people work; shop and enjoy recreational facilities therefore reducing the need to travel.
	Handforth East will promote car use and commuting, as will the failure to plan for the proper housing needs of the Wilmslow area to match the jobs there and forecast.
	I am not aware of reliable assessment tool that Cheshire East is using to measure the quality of cycleways. In the absence of this I suggest judging against the standard set out by the Department for Transport's Local Transport Note 02/08 - Cycle Infrastructure Design.
	CE should ensure that development gives priority to walking; cycling and public transport and thereby reduce congestion.
	CE should develop improved transport and infrastructure networks, enhance the role of key railway stations and provide extra transport infrastructure to improve connectivity.
	Proposed plans for Congleton will make the town disconnected not more connected.
	CE should ensure that development gives priority to walking; cycling and public transport and thereby reduce congestion.
	CE should develop improved transport and infrastructure networks, enhance the role of key railway stations and provide extra transport infrastructure to improve connectivity.
	Proposed plans for Congleton will make the town disconnected not more connected.
Agree that new residential development should where possible be close, or easily accessible, to where people work, shop and enjoy recreational	

	activities
	If a development doesn't have public transport that works as a minimum to attend the nearest local school, or for Full Time employment purposes, it cannot be considered sustainable.
	Should be amended to include cycling, e.g. <b><i>'Ensuring development gives priority to walking, cycling and public transport within its design'</i></b> .
	Contradicts support for low density sprawl and road building in land allocation and strategy.
	New housing estates should be designed to allow the reliance on cars to be reduced
	Travel by mobility scooter should be facilitated wherever possible
	The Canal & River Trust supports the Council's commitment to promoting sustainable modes of transport, particularly by improving infrastructure networks such as canal towpaths to encourage increased use by pedestrian and cyclists.
	Whilst the indicators cover quality as well as quantity, they need to specify quality standards & be measurable to test whether they are met or not & by how much
<p><b>Policy CO 1 Sustainable Travel and Transport</b></p> <p>49 representations by 47 people 16 support 8 object 25 comment</p>	Travel is not sustainable for people living in Somerford.
	Use hierarchy of road users as provided in the Department for Transport's Local Transport Note 02/08.
	One of the most appropriate ways of reducing the need to travel is to concentrate development in and around the principal settlement and in the closest positions to the town centres.
	The policy should recognise that large parts of Cheshire East are rural in character. By their very nature, they are less accessible than urban areas but still require limited development to maintain their prosperity and vitality.
	Rural transport is vital in the rural areas to keep the communities vibrant & viable.
	It's important to note the approach to "cyclist facilities" highlighted in the Department for Transport's Local Transport Note 02/08 - Cycle Infrastructure Design.: <i>"the road network is the most basic (and important) cycling facility available, and the preferred way of providing for cyclist is to create conditions on the carriageway where cyclists are content to use it, particularly in urban areas."</i> A major step to achieve this is to implement 20 mph speed limits.
	No reference to Nantwich or the surrounding rural areas. Nantwich LAP is largest LAP geographically, with extensive rural areas. There should be reference to the rural areas consultation which remarked on transport issues for rural areas.
	There is no mention of the Rights of Way Improvement Plan or Local transport Plan. It is inconceivable that the Development Strategy has no policy to develop and improve Public Rights of Way. There is no mention of any consultation with the Local Access Forum on paths, cycleways and bridleways.
	20mph speed limits in towns should be introduced to achieve these objectives.
	Allocation of new settlements should take into account the existing transport arrangements such as Chelford which has excellent road and rail networks and the proposal would be in walking /bicycle access to

	station and town centre
	Rail connectivity should be enhanced and stations improved everywhere across the Borough. Stations should have barriers to disabled customers and families with young children removed.
	CLG's Good Practice Guide on Planning for Tourism (May 2006) at paragraph 5.3, states: <i>"Planners will need to recognise that the wide variety of developments that are inherent in the tourism industry means that there are some developments (e.g. touring sites for caravans) that are car dependent."</i> <i>"There will be some occasions where development for tourism is sought at a location where it will be difficult to meet the objective of access by sustainable modes of transport ... Developers and planners may find that in such cases there will be limited opportunities to make the development accessible by sustainable modes of transport or to reduce the number or proportion of visits by car."</i> Moreover, the Guide then notes that: <i>"For small scale schemes, the traffic generated is likely to be fairly limited and additional traffic movements are therefore unlikely to be a reason for refusal for otherwise suitable tourism development."</i>
	Why are there no plans to look at improving public transport and fully utilising the facilities we have? For instance, has CEC investigated the possibility of reopening closed stations, or using goods sidings to deliver to retail and industrial premises?
	It is disappointing that there are no proposals to improve Knutsford's public transport links - particularly the possible link from Knutsford to Crewe.
	Why not improve transport facilities in Macclesfield not just Crewe- bus station, the railway station.
	In Middlewich the excellent work on upgrading canal towpaths has made a real difference to the cycling routes around the town and we would like to see these extended beyond Middlewich borders.
	Policy should include support for Community Rail Partnerships (CRPs); through which working with train operators and other local community stakeholders, local rail services can be promoted and local stations developed as community gateways all of which promotes sustainable alternatives to the car. This is particularly important and several effective CRPs operate within the Cheshire East area. Encouraging rail industry participation in other local partnerships, such as at Wilmslow, should also be fostered.
	Policy should include providing modest match/contributory funding to enhance passenger facilities at local stations. Access to rail industry funds for such schemes can be enhanced by the presence of third party contributions with bids to such funds. This has been successfully delivered with car park improvements at Sandbach and Congleton.
	Policy should include pursuing a policy of obtaining Community Infrastructure Levy contributions from developers for enhancing public transport including local station facilities.
	This has caused many issues in Tabley and if CE are actively encouraging drivers to take responsibility for the amount of times they use the car, it should be highlighted that rural villages should not be used as car parks.
	CE should reduce the need to travel and improve pedestrian facilities so that walking is attractive for shorter journeys.
	Part (4) of Policy CO1 should include details of the locations of the

	<p>stations which will serve the proposed HS2 route.</p> <p>In relation to part 1 bullet point 1 policy it is recommended that instead of guiding development to the most sustainable and accessible locations this should be reworded as follows: guiding development to sustainable and accessible locations because there is no requirement for development to be directed to the most sustainable location. Development merely needs to be sustainable.</p> <p>Recommend that part 1 bullet point 2 should be removed as this type of policy cannot act to encourage working from home and more flexible working patterns as this is something that cannot be controlled through the land use planning system.</p> <p>Suggest that this policy should be restructured and separated into two distinct parts. One addressing the strategic elements (such as rail and bus infrastructure) and the other part more specific to providing the policy requirements for developments.</p> <p>I would also urge the council to consider the Workplace Parking Levy across the authority to reflect a more accurate picture of the true cost of motoring and encouraging active travel.</p> <p>The reopening of the Sandbach to Northwich railway line, including reopening Middlewich station is very important. Anything that reduces car traffic on the M6 between Stoke and Knutsford is essential.</p> <p>Missing from the strategy however, is any talk of the Metro, from South Manchester to North and Mid Cheshire. An extension from Altrincham to Knutsford and beyond, would be a huge economic benefit to East Cheshire. I would even suggest tram trains on the southern lines out of Manchester on the Mid Cheshire Line connecting Manchester to Chester via Knutsford, the Middlewich Branch Line from Manchester to Crewe, and the East Cheshire Line from Manchester to Crewe via Alderley Edge</p> <p>There is also no mention of a connection from the Mid Cheshire Line to Manchester Airport as offered to the people of Knutsford and Mobberley while planning for Runway 2.</p> <p>The policy has too little on reference to public transport for rural areas. Rural transport is vital in the rural areas to keep the communities viable.</p> <p>When referring to the Boroughs connectivity we also feel that it would be useful to specifically acknowledge the links and access to Manchester Airport. The Airport plays a major role in boosting the North Wests connectivity and Cheshire East is well placed to benefit from the opportunities which this brings. Supporting improvements to the strategic transport network between Manchester Airport and Cheshire East will not only be of benefit to passengers that are travelling between the two, but will also connect the Boroughs residents to opportunities at the Airport and enable greater access to the economic benefits that we have previously identified. We would therefore encourage you to emphasise the value of the connections to Manchester Airport within the supporting text of Policy CO 1.</p> <p>The Canal &amp; River Trust supports Policy CO 1 in respect of ensuring that new developments are convenient, safe and pleasant to access on foot and cycle including using canal towpaths.</p>
<b>Policy CO 2 Enabling business growth through transport</b>	Should be amended to include cycling infrastructure.
	The focus on road building is not supported.
	Object to the inclusion of both the A6-MARR and WPRR in the draft Local

<b>infrastructure</b>  33 representations by 32 people 12 support 12 object 9 comment	Plan and urge CEC to reject them both, as they would have an adverse impact on the Peak District National Park.
	If such schemes go ahead then mitigating measures for walking and cycling should be part of the road project.
	Capacity issues should be addressed by discouraging driving, not new road schemes.
	Policy should be replaced by a policy considering all forms of transport reflecting prioritisation away from single occupancy car use. Building more roads, particularly to improve connectivity to the M6 will not work.
	Promotion of recharging points for electric cars should be more widespread than just for major new developments. What about in Council-owned or managed public car parks with dedicated bays (as currently for disabled drivers)?
	This policy is not sustainable as it makes no reference to other transport infrastructure such as strategic cycle routes or rail infrastructure improvements.
	Policy is going to lead to an increase in CO2 production.
	Object to the provision of electric vehicle recharging points [EVRP] in large new developments. Residential sites should not be subject to such a scale of obligations and policy burdens that their ability to be developed viability is threatened. There is no viability evidence to justify the requirement for EVRP in residential development in the Local Plan or any associated documents.
	Support J17 improvements.
	No public money has been set aside for the Woodford to Poynton Relief Road and the provision of the road would in fact hinge upon funding generated by the development of land to the west of Poynton.
	Policy CO2 presently does not appear to contemplate that development proposals can themselves enhance the sustainability of a location beyond that which exists, and this should be rectified by revising the policy wording accordingly.
	There is no automatic connection between transport infrastructure and economic benefit.
	We support 6.16 to 6.19 but question how the 13 road schemes will meet the carbon reduction requirement and ensure a sustainable future
	MLP's pipeline could be affected by improvements to J17 and A500. The land the pipeline runs in is leased from the landowner - legal document called a deed of grant. Also, must adhere to the Pipeline Safety Regulations 1996. The pipeline must be considered in any development proposals
	The A34 North of Wilmslow is already overloaded. Handforth East will make it worse and it needs to be scaled back significantly
We assert that the DS does not adhere to this policy approach, in particular in its proposed creation of Sustainable Villages in the south of the Borough, but also in respect of other proposed Strategic Sites.	
Why only one sentence on improving Macclesfield- the roads are badly congested and in need of extra maintenance.	
In relation to parking standards Gladman recommend that this should be provided as a separate policy, but that it is necessary for the detailed policy requirements to be included as part of this document, rather than referring the reader to another document altogether.	

	<p>Policy CO 2 in its current form is a confusing policy. Suggest that this policy needs revising in order to achieve a clear policy approach. In its current form part two of this policy appears to provide a wish list in relation to infrastructure schemes across the Borough rather than a specific policy requirement. Query where the actual policy requirements are within Policy CO 2</p>
	<p>Request clarity in relation to the current Transport Infrastructure Plan, as throughout the Policy Principles document reference is made to the 'Local Transport Plan' however within this particular policy reference is made to the 'Transport Infrastructure Plan'</p>
	<p>The A537 to A536 section of the link to the A523 should form the new green belt boundary. A new road should be built from the A523(T) at Flash Lane to the A34(T) at Handforth Dean</p>
	<p>I am concerned about SEMMMS, and believe it should be proven to not harm the countryside or local habitats. The Woodford/Poynton relief road should be in place before SEMMMS.</p>
	<p>The Middlewich Eastern relief road is crucial to Middlewich life.</p>
	<p>The delivery of these key infrastructure requirements will assist in releasing land for development whilst also addressing pressure on the local highways network.</p>
<p><b>Policy CO 3 Digital Connections</b></p> <p>14 representations by 13 people 10 support 3 object 1 comment</p>	<p>Whilst the provision of communications infrastructure is broadly supported our client objects to Policy CO3 Part (2). It is considered that Part (2) is contrary to national planning guidance in the Framework [173] as it may threaten the viability and deliverability of development by imposing unnecessary cost upon new development.</p>
	<p>This would promote a smaller number of high visibility (i.e. tall) high impact masts rather than greater number of lower impact masts. Given most of Cheshire is relatively flat, fewer but taller is not better!</p>
	<p>Gawsworth / Sutton has been very pro-active in seeking enhancements to its digital connections. This is a very high priority for Gawsworth / Sutton and other rural parishes around Macclesfield.</p>
	<p>It is the responsibility of telecommunications providers to provide the cabling and masts etc for telephone and mobile communications networks and these providers are responsible for identifying the locations where infrastructure needs to be provided. The onus should not therefore be placed upon developers to provide this infrastructure in new development. It is therefore considered that Part (2) of Policy CO3 should be deleted.</p>
	<p>High Speed Fibre networking should be made available to all villages of a reasonable size</p>
	<p>This needs addressing under infrastructure provision from developers contributions. Policy should cover requirement to invest in improving speeds for rural areas and those currently with slow speeds</p>
	<p>Keep masts and installations to a minimum.</p>
<p><b>Policy CO 4 Travel Plans and Transport Assessments</b></p>	<p>The three points are sensible, but lack the "stick" of requiring developers to pay a penalty if traffic generation exceeds their Assessment/Plan.</p>
	<p>Cycling seems to be missing from this objective.</p>
	<p>Should add 'Plans will be based upon the Hierarchy of Users which places pedestrians at the top (including the access requirements of people with disabilities), followed by cyclists, then public transport, with unaccompanied private car users last'.</p>

<p>22 representations by 22 people 7 support 3 object 12 comment</p>	<p>Should add 'All Assessments/Plans should be based upon the cumulative effects of all ongoing or expected development projects in the settlement and its related settlements (i.e. will provide a big picture calculation)'.</p> <p>Travel Plans and actions must be implemented before development takes effect as this is when alternative sustainable options have most impact.</p> <p>Outcomes from previous travel plans, compared with predictions, should be reviewed to inform developing future guidance for travel plans.</p> <p>These developments need Green Travel plans to be in place, implemented and followed up.</p> <p>The definition of major in the context of this policy should be made clear in the wording of the policy or the supporting text.</p> <p>Travel plans should be required to use local trip data and not extrapolations from national data. They should not be accepted uncritically by CE Highways</p> <p>Policy CS4 relating to Travel Plans and Transport Assessments does not make reference to sustainable transport. We would therefore welcome an additional requirement for the inclusion of sustainable travel options as part of any Travel Plan accompanying a major development proposal.</p> <p>Paragraph 32 of the Framework refers to the need for Transport Statements and Transport Assessments, providing an outline for what Plans and decisions will need to take account of. This states that Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Believe that Policy CO 4 is too onerous and goes above and beyond the requirements set in national policy. Policy CO 4 states that the Transport Assessment will need to demonstrate that the capacity and efficiency of the highway network will not be adversely affected as a result of development. This is far more restrictive than national policy (referring to development being prevented when cumulative impacts of development are severe) and could provide an additional hurdle for developers and act to stifle development across the Borough.</p> <p>In relation to part 3 of this policy (major developments will be required to monitor traffic generated by the development and share data with the Local Authority). We are unsure why this has been included. We suggest that this requirement is not necessary or appropriate and that this element of the policy should be removed.</p> <p>We would like to see a fourth point added to monitor how effective Travel Plans are, so that once compiled they are not just forgotten.</p> <p>A major Transport Study should have been undertaken for Macclesfield to consider how its lack of connectivity to the motorway network could be addressed.</p> <p>Existing highways (roads and footpath) must be maintained to a far higher standard than at present with a full and detailed long term resurfacing strategy put in place. Utility companies need to be given standards to adhere to, and roadworks need to be better controlled.</p> <p>Need to address the disadvantages Macclesfield suffers from in relation to connectivity to the motorway network.</p>
<p><b>7 Monitoring and Implementation</b> 9 representations by 8 people</p>	<p>Monitoring requires the identification and engagement of local resident stakeholder /community groups. Para 7.4 implies no consultation on indicators.</p> <p>The plan should have built-in flexibility to cope with unexpected changes.</p>

<p>1 support 3 object 5 comment</p>	<p>Effective monitoring, including review of what is built, and feedback process is essential to plan delivery. DS should set how this will be done and whether Plan B will be activated.</p> <p>Suggest monitoring report should be produced annually with a comprehensive plan review every 5 years. Current wording is impractical and too vague.</p> <p>Include references to NPPF particularly on youth facilities and local car ownership (paras 39 and 70).</p> <p>Section 106 should cover social and community facilities (not just open space and parks).</p> <p>Indicators should be more detailed than 'key' – must be precise, quantified and measurable.</p>
<p><b>8 Glossary</b></p> <p>3 representations by 3 people 0 support 0 object 3 comment</p>	<p>Add definitions including:</p> <ul style="list-style-type: none"> <li>• Historic Battlefield</li> <li>• Landscape</li> <li>• Landscape Character Assessment</li> <li>• Historic Landscape</li> <li>• Historic Landscape Characterisation</li> <li>• Local lists (which may include parks and gardens)</li> <li>• Social housing</li> </ul> <p>Amend listed building definition to accurately record the curtilage aspect</p> <p>Recognise that Historic Parks and Gardens includes those which are not nationally recognised as important</p> <p>Discrepancies between glossaries in the various consultation documents</p>

## ANNEX 1C Development Strategy and Policy Principles: Sustainability Appraisal Report 2013

Document Reference	Consultee Comment Summary
General	The Sustainability Appraisal in its present format does not provide any useful information. If anything, it shows the proposals to be unsustainable. The high growth strategy only goes against all other KPIs and green belt development is unacceptable especially if you take into account sprawl from Greater Manchester to the south. The plan ignores impacts on environment, climate change, ecology, the list goes on.
General	The Sustainability Appraisal appears to have designed to justify a strategy that has already decided on, rather than to determine what the most sustainable strategy is in environmental, social and economic terms.
1.1	The appraisal is wordy yet superficial. It appears designed to tick mandatory boxes rather than shed light on the proposed strategy. CEC need to do some real work on sustainability to get any credibility.
1.1	The Sustainability Appraisal is very long and repetitive without actually shedding light on whether proposals are likely to be sustainable in absolute terms (positive or neutral effects overall) or only in relative terms (negative overall even if mitigated to some extent by positive effects).
1.1	Goostrey should not be listed as a Local Service Centre. Goostrey is a village of its own and should be treated as such. It should be listed as Sustainable Village, with maximum 3% increase in buildings.
1.1	Owing to Cheshire East Council putting four unnecessarily wordy documents (comprising in excess of 1681 pages) out for consultation at the same time, I have been unable to comment on this document. As such my democratic rights, and those of other residents, have been ridden over rough-shod and this consultation is flawed. It should be re-run as a result.
1.1	Over wordy document and it is not clear whether we are commenting on rejected data or current proposals.
1.1	This appraisal is long and repetitive, whilst at the same time superficial. Looks like someone ticking boxes in an office, with no regard to the real world on the ground. Much of it is just plain wrong.
1.1	This appraisal is very wordy yet superficial and generic. I could have ticked the boxes from here. It adds little to an understanding of the effects of the plans.

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1.1	I object to the proposed designation of Goostrey as a Local Service Centre in the Settlement Hierarchy. The population of 'Goostrey' which is used as the main justification for awarding it LSC status is significantly overstated. The Parish of Goostrey is a Sustainable Village and its categorization should accurately reflect its status. To do otherwise is to disregard the rural heritage and status of the village.
1.1	I object to the proposed designation of Goostrey as a Local Service Centre in the settlement hierarchy. Residents in the local parishes rarely, if ever, come to Goostrey for their local services preferring to use the larger centre of Holmes Chapel. The proximity to Holmes Chapel limits the potential of Goostrey to develop into a Local Service Centre in its own right. Cranage is also listed in the Policy Principles report as a 'Sustainable Village' despite being included with the notional 'Goostrey Local Service Centre'. I request that you review the analysis of your data and separate the Parish of Goostrey to correctly categorise Goostrey as a Sustainable Village.
1.1	The appraisal is long but superficial. It has little relation to what I see on the ground. It is difficult to see any logic in many of the ++ ratings.
1.1	The excessive volume of Housing proposed for Somerford will destroy Somerford's locally distinct character - Somerford will lose its identity and will cease to exist as a small rural parish if the proposed strategic development plan is adopted in its present form. This amount of new housing represents a wholly disproportionate contribution of housing by the parish of Somerford to the regional development strategy.- Housing development should be more evenly distributed around the town of Congleton to lessen the impact on any one particular area.
1.1	I support the principles of this document
1.1	<p>Gladman note that the Sustainability Appraisal has been carried out in five stages alongside the preparation of the Local Plan. Gladman also note the criteria contained within Table 4.1 relating to the sustainability objectives that are used to test the sustainability of the Cheshire East Local Plan.</p> <p>The sustainability objectives are listed from 1 to 20 and cover a range of social, economic and environmental factors. It is unclear as to whether each objective carries equal weight in terms of analysis, specifically when looking at strategic sites, or whether some factors should be considered to carry more weight than others.</p> <p>The following section of the Sustainability Appraisal aims to test the Objectives for Cheshire East set out in the Policy</p>

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	<p>Principles Document against the sustainability objectives. The method used to carry out this task is fairly basic and many of the sustainability objectives are deemed 'not applicable' when testing against the objectives for Cheshire East. This task seems to only provide a description on how the objectives of the two documents broadly relate to one another, rather than an analysis to understand how the objectives will impact upon the Borough.</p>
1.1	<p>Gladman understands the need to undertake a sustainability appraisal in order to assess the sustainability of the different elements of the Cheshire East Local Plan. However this Appraisal has been carried out in a very discursive manner and much of the information is repeated several times. This makes the document difficult to read and to interpret the information contained within it.</p> <p>2.6.2 The main concern Gladman raises relates to how the information contained within the Sustainability Appraisal has been used to inform the Development Strategy and Policy Principles Document. It is unclear as to how this information has been used as an evidence document, particularly in relation to selecting strategic sites as the above examples highlight, the most sustainable options have not always been selected as preferred sites.</p> <p>2.6.3 Whilst it is noted that an appraisal of each site has been carried out, it is unclear as to whether any detailed comparative analysis has taken place. This leads to further uncertainty as to which documents have been used by the Council as an evidence base for their Local Plan.</p>
1.1	<p>I'm concerned that the developments planned in north Knutsford are not sustainable. Land in this area is subject to water logging and building in the area will make this worse by having less run off.</p> <p>The current sports facilities must be improved and supported ensuring easy access to all in Knutsford. Moving sports fields to an area further outside the current Knutsford zone will lead to more Knutsfordians having to travel further to use these facilities. The facilities should remain open to all rather than being associated with a hotel facility reducing access to all.</p> <p>The current Manchester Road and Mereheath Lanes are congested every morning and cannot support further development. For sustainability major improvements are required.</p> <p>Primary schooling for those in the north Manchester area is full. Further school places will be required. Development</p>

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	of the park gate sites allows for school places in the east of Knutsford to be better utilised.
1.2	My house currently backs onto the Dig Lane/ Stock Lane triangle and a bird of prey (rare goshawk possibly) has been nesting in the trees where the development is possibly going to be built. The goshawk actually brought down a pigeon above our garden and ate it in our back garden before flying off! We have camera evidence of this if needed. Newts have also come through into the garden as well as frogs. Whilst walking in the field I have also seen toads and am very concerned that the natural habitat will be destroyed especially when so close to the moss. At the moment the fields are very damp and boggy and I am concerned that as my garden is not south facing and already damp in the summer my garden will face flooding if houses are built behind the house. Additionally I have a 3 year old child and have to apply for primary school places this year and the schools are already oversubscribed so that I am worried I will not get a local school. I am concerned about the safety of the roads already in this area and safety aspects, particularly when there are few pavements leading into Wybunbury for parents to take their children to school. Why build here when there is a development near Stapeley, 2 mins down the road being built? Equally, houses built down Millstone lane have been left facing a building site as the affordable housing was not selling. Why destroy an area which is part of Wybunbury-a protected site so close to the moss?
1.2	The projected housing numbers are based on inaccurate data. Large numbers of houses in the borough are sitting unsold, with many more sitting unfinished due to lack of buyers. CEC should forget government housing premium and CIL payments from developers and live in the real world.
1.2	The projected numbers and sites look like they were picked with a pin Most unprofessional. Has the council never heard of greenbelt and its' function?
1.2	The over development in the Back Lane and Somerford area will destroy the distinct character of the area.
1.3	The report looks like it has picked some of the lager sites with a pin. The Handforth East site in particular is well known to me and its sustainability assessment is laughable.
1.3	I support the principles of these sites with minor amendments
1.3	How can you suggest major strategic development sites that are within the greenbelt and would therefore contravene legislation and guidelines?

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1.3	The sustainability appraisal has to be objective - for Handforth East it is not. If proceeded with it will promote the need to travel and by car, encourage commuting and by allegedly off-setting some of the need for housing in Wilmslow promote in-commuting there.
1.4	My house currently backs onto the Dig Lane/ Stock Lane triangle and a bird of prey (rare goshawk possibly) has been nesting in the trees where the development is possibly going to be built. The goshawk actually brought down a pigeon above our garden and ate it in our back garden before flying off! We have camera evidence of this if needed. Newts have also come through into the garden as well as frogs. Whilst walking in the field I have also seen toads and am very concerned that the natural habitat will be destroyed especially when so close to the moss. At the moment the fields are very damp and boggy and I am concerned that as my garden is not south facing and already damp in the summer my garden will face flooding if houses are built behind the house. Additionally I have a 3 year old child and have to apply for primary school places this year and the schools are already oversubscribed so that I am worried I will not get a local school. I am concerned about the safety of the roads already in this area and safety aspects, particularly when there are few pavements leading into Wybunbury for parents to take their children to school. Why build here when there is a development near Stapeley, 2 mins down the road being built? Equally, houses built down Millstone lane have been left facing a building site as the affordable housing was not selling. Why destroy an area which is part of Wybunbury-a protected site so close to the moss?
1.4	If you have policy statements you must then have a council officer that details the local projects to go forward to ensure that any development is sustainable. The detailing in the plans is just focusing on delivering numbers of houses and sites.
1.4	I object in relation to Crewe 6 site which was always significantly rejected by the communities of Wybunbury, Shavington and Hough. It therefore does not reflect the comments received during community consultation and involvement to date.
1.4	I support the principles of this document
1.4	I wish to comment on the Congleton area development, which I generally agree that development should be concentrated to the north of the borough. I wish to object to the areas 4016 and 2321 to the east of Fol Hollow/Meadow Ave., Congleton on the development plan. The development is in green field site and good

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	agricultural land, there are adequate brown field sites not developed with the town. The existing road structure will not take any additional traffic, also the infrastructure schools etc. are full within the area, and these will have to be extended at cost to the council. If the development is allowed the town will move closer to Astbury with no green field buffer between the towns, wildlife habitat e.g. badgers etc will have an adverse impact. I feel that the above areas should be amended to Green Belt status to protect the natural beauty of the area.
1.4	I support the principles of this document
1.5	I trust that government legislation will not find this Sustainability Appraisal document adequate. I most certainly do not.
1.5	I cannot believe that this is in any way compliant with government requirements.
1.5	If the Government guidance and legislation relating to the planning system finds this appraisal adequate, then I fear for the future.
1.8	I don't know what is meant by 'a positive impact on the achievement of sustainability' - where is that on a scale of 1-10 with 10 being an actually sustainable outcome?
1.9	Without environmental sustainability long term economic and social sustainability won't be possible, so negative environmental impacts are very significant, especially if irreversible.
1.10	You must detail whether the site specific development housing proposed will put a strain on community infrastructure. The lack of detail on community infrastructure undoubtedly means you are bolting on housing estates that will result in unsustainable communities.
1.11	The Sustainability Appraisal Report is unreadable. The SAR is a major part of the consultation document, particularly in the context of the "sustainable" new settlement proposed in Handforth. However, the report is over 1,000 pages, and it is only available online, not in paper form: and over 800 of those pages are at 90 degrees to the screen, so the whole report is, to all intents and purposes, not available to residents.
1.11	The Sustainability Appraisal Report is a major part of the consultation, particularly in the context of the "unsustainable" new community proposed in Handforth. However the report is over 1000 pages long and on line, 800

Document Reference	Consultee Comment Summary
	are at 90% making it unavailable for residents to comment
1.15	Which email address is valid ldfconsultation@cheshireeast.gov.uk or planningpolicy@cheshireeast.gov.uk or what?
2.1	This sustainability appraisal has been produced separately to the development plan and as such is theoretical and the Development plan is lacking in robust community facilities appraisal for the future needs which will result in bolt on housing estates being approved not sustainable communities shaped by true local engagement.
2.1	This Sustainability Appraisal has not been integrated with the Local Plan. It is also separated from the Habitats Appraisal. As it is, local communities have no way of assessing the sustainability of development proposals for their area. It reads largely as a desk exercise full of broad generalisations and, coincidentally, it is extremely difficult to comment on it because it is broken up into tiny segments. The paucity of responses indicates that many people could not spare the time or thought it less than worthwhile.
2.2	It would have been better to use this explanation in the main document rather than a simplified quote from Brundland 1987
2.2	Not much chance of living within environmental limits if we go on carpetting the countryside and productive agricultural and arboreal plantations with tarmac and bricks and mortar.
2.2	The removal of agricultural land inevitably compromises 'the ability of future generations to meet their own needs' by sacrificing long-term food supply to short-term "growth" targets. England is now overpopulated. What we should be doing is developing strategies to continue to draw economic benefit through contraction. Developers should pay the true market cost of building on productive land i.e. calculate what the losses will be to food supply and environmental damage in the future not just its market value at the present. What we are seeing in Cheshire is the equivalent of the loss of the Amazonian rain forest. We shall wake up when it is too late.
2.3	What processes do you have in place to assess the social impact of development? The 106 travel plan format is a token attempt at improving environmental impact.
2.6	My house currently backs onto the Dig Lane/ Stock Lane triangle and a bird of prey (rare goshawk possibly) has been nesting in the trees where the development is possibly going to be built. The goshawk actually brought down a

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	<p>pigeon above our garden and ate it in our back garden before flying off! We have camera evidence of this if needed. Newts have also come through into the garden as well as frogs. Whilst walking in the field I have also seen toads and am very concerned that the natural habitat will be destroyed especially when so close to the moss. At the moment the fields are very damp and boggy and I am concerned that as my garden is not south facing and already damp in the summer my garden will face flooding if houses are built behind the house. Additionally I have a 3 year old child and have to apply for primary school places this year and the schools are already oversubscribed so that I am worried I will not get a local school. I am concerned about the safety of the roads already in this area and safety aspects, particularly when there are few pavements leading into Wybunbury for parents to take their children to school. Why build here when there is a development near Stapeley, 2 mins down the road being built? Equally, houses built down Millstone lane have been left facing a building site as the affordable housing was not selling. Why destroy an area which is part of Wybunbury-a protected site so close to the moss?</p>
2.6	<p>"Development and its infrastructure on greenfield sites will be required to demonstrate that they will not impact on designated SSSI/Ramsar sites". Demonstrate requires validated evidence not just emails between parties. You may say that supplying re with some information for them to interpret is obtaining evidence but I would have to disagree especially when an area such as Wybunbury Moss is considered where they should have been employed to undertake an independent assessment to their standards.</p>
2.8	<p>Failed again on actually providing any sustainability assessment you still talk about numbers of housing and sites - this is only half the picture required of sustainable communities for the future.</p>
2.11	<p>Infrastructure is wider than transport and highways you must consider community facilities to adequately appraise the social impact of proposals and there is no sign of that in your processes.</p>
2.12	<p>Great policies - now follow through with detail to deliver alongside building houses and employment sites.</p>
2.13	<p>Tremendous detail, now follow through with local strategies detailing infrastructure projects necessary to ensure any development is sustainable.</p>
2.15	<p>Wouldn't it be better if these were integrated? It is very difficult for most people to keep track of what is being proposed.</p>

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3.1	No you have carried out as an academic exercise independent of the local plan which has to date focused on numbers and sites for houses not their social impact or future sustainability.
3.1	I don't have time to comment on this massive document and argue many points (I have done that elsewhere in the strategy and policy consultations), but seriously have my doubts about the worth of sustainability appraisals such as these. Low density piecemeal development is being proposed on the edge of many settlements which encourages car use, as well as major road building proposals. If a new development is not within easy walking distance of a school, shop or public transport, it should not be allocated land, yet the strategy appears to be doing just that. I hate to keep going on about this, but there is a serious and basic contradiction in many of the objectives and policies for healthy living, sustainability and design vs economic policy, land allocation and strategy of the Council. Does this appraisal address this and will anyone actually pay any attention?
3.6	This was such a load of waffle in 2012 no one knew it was a separate doc to be responded to and to be honest didn't know where to start!
3.8	Problem 2010 consultation was the suits - Council officials and commercial interests- so not local engagement but interestingly a huge number of planning applications for supermarkets have been processed.
3.11	Stakeholder panels not necessarily representative of residents - being mainly councillor, officer and commercial interest led. Stakeholders need serious reconsideration going forward.
3.12	The Congleton Town Strategy had a very undefined status. At one point it was presented as part of the 'neighbourhood planning' initiative, and then it reverted to being a town strategy. People didn't understand what was going on and few commented. It has no real mandate.
3.13	The draft Congleton Town Strategy with its ring of potential housing sites made people feel the town was under attack, not that they were in control. The northern link road was added after the consultation without wider discussion.
3.13	Re Crewe. The consultation suddenly had the Triangle in it when earlier the Crewe plan documents confirmed Shavington was not part of Crewe! The site is 75% in Wybunbury, objected to by communities in Shavington, Wybunbury and Hough. So the whole of the area objected on many levels including sustainability and what happens....really makes a

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	mockery of the whole process
Table 4.1	Looking forward to CEC moving off objective 1! I.e. moving on from focus to identify numbers of houses and sites and onto the clever stuff - delivering sustainable communities with investment in community facilities.
Table 4.1	Well Crewe 6 only passes objective 1. A shame it fails objectives 2-7 for the local community
Table 4.1	Crewe 6 I forgot it also falls down on most of objectives 8-20
Table 4.1	A number of these objectives will require the preparation and submission of supporting technical reports/studies to inform the conclusions, notably water quality, pollution, biodiversity. Accordingly, our Client would expect that the sustainability ranking for each of these at present would be “unknown”, unless technical reports have already been prepared. Secondly, some further definition of each of the criterion is required to provide greater clarity. For example, “will it protect any species at risk” – what species is this referring to, and how has the assessment been made without any evidence? It is our Client’s view that the SA would benefit from a scoring measurement by which the performance of each site can be differentiated, with more points aligned to performance (i.e. ++ = 2, + = 1 etc.). By adopting this approach, each site can then be given a total score by which they can be appropriately measured and assessed.
Table 4.1	Thirdly, there is no indication of how the cumulative scoring of each of the criteria produces the overall score against each objective. There are instances whereby some sites perform better against some objectives than others, but without any clear explanation as to how this conclusion has been reached. Some criteria could be considered have a greater weighting than others. Some sites may score better against one criterion than another for the same objective. The approach in itself is unclear and should be transparent so that sites can easily be compared like for like. In conclusion, it is our Client’s view that the SA would benefit from a scoring measurement by which the performance of each site can be differentiated, with more points aligned to performance (i.e. ++ = 2, + = 1 etc.). By adopting this approach, each site can then be given a total score by which they can be appropriately measured and assessed.
Table 4.1	The Sustainability Appraisal (SA) examines each of the strategic sites identified in the Development Strategy document against 20 sustainability objectives. Table 4.1 of the SA document sets out a series of criteria questions related to determine how each site will satisfy each objective, however there are a number of issues with this

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	methodology. Firstly, a number of these objectives will require the preparation and submission of supporting technical reports/studies to inform the conclusions, notably water quality, pollution, biodiversity. Accordingly, our Client would expect that the sustainability ranking for each of these at present would be “unknown”, unless technical reports have already been prepared.
Table 4.1	Some further definition of each of the criterion would be required for the purposes of clarity. For example, “will it protect any species at risk” – there is no definition of these species.
5.1	Blah Blah - the sad thing is you actually think all these words are achieving something.
General	The statements in the whole of this document are not supported by any evidence and are lacking in the methodology or how things are measured or assessed. My suggestion is that you guessed what the situation was rather than gathered any evidence. If you gave a report, in each section summarising the research you had done, the agencies that were consulted and their comments, I may start to have some confidence that you have assessed the environment, the sustainability or the impact of what you propose. The documents are way too long and complex, so only those who can assimilate the 100's of pages and be able to compare between all of them can ever hope to make any sense of them. In general, the impression I get is that there is little difference between any of the options, just a few marginal bits here and there. How can you then say one option is better than another when you may lose heritage in one section and habitat in another and housing needs in another? Cheshire residents know what they want: considered gradual evolution to a better environment, better transport, amenity and leisure opportunities and the development of brownfield sites first. The use of greenfield and green open spaces is not what any of the people want, all the comments are negative and objections to the land and housing proposals. If it has to be done, then a new village may be the best option for me, at least it is all new and properly designed rather than ruin everyone's lives in the smaller towns and villages.
5.2	Really looking forward to objectives 2 and 4 being covered - no progress yet from focus on housing numbers and infrastructure in its traditional highways transport sense.
5.3	No plans, policies or strategies will work unless there is a strong educational basis. The schools should be supported by CEC and where necessary, should be reintroduced to poorer pupils

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Table 5.1	Objectives must be SMART these stated here are in fact aims or ambitions.
5.5	These are not objectives they are aims and as such will not be realised because you cannot target and measure from them.
6.4	<p>In terms of the total number of dwellings proposed for the plan period, Table 6.2 of the Sustainability Appraisal looks at the three levels of growth considered at the Issues and Options stage of the Core Strategy. The three options have been tested against the sustainability objectives, however once again it is unclear as to whether any analysis has taken place.</p> <p>2.2.2 The table simply describes that an increase in housing numbers will lead to an increase in impacts on the Borough. There is also a lot of repetition within the table and it is difficult to see whether this task provides any purpose as the information contained within the table is purely a description of the presumed impacts of each option.</p> <p>2.2.3 There are no reasons given to justify why each option may be considered better or worse for each objective, or whether the impacts can be mitigated, or whether the delivery of housing is considered to carry more weight than any of the other objectives.</p> <p>2.2.4 Table 6.4 outlines the impact of the phasing options and it is suggested that the impact of all phasing options would be equal and have a 'neutral effect' on sustainability. Again there is no evidence or justification given to understand why all of the phasing options would have the same impact and again the table gives little useful information.</p>
6.4	<p>The Sustainability Appraisal considers the impact of the four options for spatial distribution previously established in the Issues and Options Core Strategy against the sustainability objectives.</p> <p>2.3.2 Three additional options have also been included in the study, which have been added due to additional evidence that has emerged and comments that have been made during the Town Strategy consultation stage. It would be beneficial to include specifically which evidence base documents have been produced since the Issues and</p>

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	<p>Options Core Strategy that support the additional options, particularly including the option of a new settlement. This data is displayed in several tables in section 6 of the Appraisal.</p> <p>Option 7 the Hybrid Growth Option is defined as a combination of Options 2, 4, 5 and 6. There is no evidence to suggest why these options have been combined to create Option 7. This would be important information to include at this stage of preparation to gain a further understanding of the justification for the Council's decisions.</p> <p>The Sustainability Appraisal offers little evidence to suggest why Option 7 is preferred or even how Option 7 has been created. By looking at the above table it is clear that the impacts of all of the options are very similar.</p> <p>2.3.6 The impacts of Options 1, 2 and 3 are all considered to be the same so it is unclear as to why Option 2 has been taken forward to become part of Option 7 and not Option 1 or 3.</p> <p>2.3.7 Option 4 is considered to have a more positive effect on the quality and quantity of housing than all of the other options, but there is little justification as to why this is. The impact on pollution in Option 4 is considered to be more negative than in all the other options and again there is no justification as to why this would be more harmful in Option 4 than the other options.</p> <p>2.3.8 This section of the Appraisal is also very repetitive and much of the information is identical across the various options. It is unclear why for some options, the objectives are considered to have a more positive or negative impact on the sustainability objectives when there is no justification or evidence given to explain it.</p>
Table 6.1	Object – This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns
Table 6.1	This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns.
Table 6.1	This would aim to develop villages like Goostrey, plus the neighbouring hamlet of Twemlow, at too high a rate and

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	would ruin their rural character. A greater focus should be put on development in small and large towns
Table 6.2	The assessment shows virtually identical results for Options 1 and 2, and hence provides no basis to inform the option selection. Option 3 is shown as having significant positive and negative impacts on a number of different criteria. Some of these seem questionable such as -- for water quantity, quality and flood risk; given East Cheshire has no major flood plains or water courses, and no history of water shortage! It's difficult to see why waste management should have so much greater impact than for option 2 (or option 1).
Table 6.2	Blah Blah you would say that wouldn't you - no evidence.
6.7	This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns.
6.11	The selection of option 3 is not informed by the sustainability assessment at all, since it shows no difference between the different phasing options. If option 3 is adopted, there is a higher risk of failure to deliver in the second half of the plan timescale. Any attempted recovery to plan is more likely to have a more negative impact on long term sustainability. It would be better to plan on option 1, so any shortfall to plan can be managed more sustainably. If option 3 is retained in the plan, then an evidence-based justification needs to be put forward. This is not it.
6.14	Here we go again focus on housing numbers and sites I don't see any numbers of extra community facilities identified.
6.17	Does this mean you have no intention of investing in these areas?
Table 6.5	If Goostrey remains classed as a Local Service Centre this will result in significant over-development. Development should be focused on the larger towns which have the infrastructure to support this.
Table 6.5	7% is far too high a percentage to develop Goostrey, it would completely change the rural village and ruin its character forever. Sustainable villages are proposed 3% which is a more realistic figure for Goostrey. It should not be classed as a Local Service Centre like Holmes Chapel etc. The focus should be on small and large towns.
Table 6.5	Object – This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns. Goostrey is too small and without the services to be a LSC.

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Table 6.5	Larger villages such as Goostrey should not be developed at this rate. More sustainable to develop our small and large towns.
Table 6.5	The growth rate for villages like Goostrey is far too high. This is a one road village that will not support the volume of traffic generated, and other aspects of services are not available. I would expect to see more emphasis on small and large towns that have the relevant infrastructure. towns
Table 6.5	Goostrey is far too few services (no doctors, no dentists, no secondary schools etc) to be a LSC and therefore 7% growth is too much
Table 6.5	Classification of Goostrey as an LSC is unrealistic as it has few of the qualifying services when compared with other LSCs such as Holmes Chapel. Should reclassified as a Sustainable Village
Table 6.5	Goostrey should not be developed at this rate. Its population compared to its services has been misconstrued. More focus should be on small and large towns.
Table 6.5	This aims to develop villages like Goostrey (incorrectly classified as a Local Service Centre) at too high a rate and would ruin their charm and character. More focus should be on the towns ensuring the development is backed up by the necessary infrastructure improvements.
Table 6.7	Such a high percentage would develop Goostrey too much and lose its rural village character forever. It is in the wrong classification and the population figure should be checked. Such development should be restricted to towns. Don't ruin Goostrey village.
Table 6.7	This far too high a growth rate for Villages like Goostrey. More focus is needed in areas where there is already the availability of employment and education facilities as well as developable housing land.
Table 6.7	Object – This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns. Goostrey has too few services and too small to be a LSC - no secondary education, no doctor, no dentist, few shops, little employment
Table 6.7	Goostrey is too small to qualify as an LSC and has few of the services specified. Would be more appropriate as a Sustainable Village

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Table 6.7	This aims to develop villages like Goostrey (incorrectly classified as a Local Service Centre) at too high a rate and would ruin their charm and character. More focus should be on the towns ensuring the development is backed up by the necessary infrastructure improvements.
Table 6.7	This would aim to develop villages like Goostrey and the neighbouring hamlet of Twemlow at too high a rate and would ruin the rural character. More focus should be on small and large towns.
6.24	Goostrey does not have the infrastructure of places such as Alderley Edge, Holmes Chapel and Chelford.
6.24	Development should be very limited in Goostrey, which is a rural village - it should not be treated as a small town as it is unsustainable to imagine that anything other than small development should take place. It is out of place that it is being treated as a Local Service Centre and should be a sustainable village under the criteria.
6.24	Limited growth in rural villages would help to preserve their character and amenity to the population as a whole.
6.24	Goostrey - very limited growth (very limited facilities) it is much much smaller than Alderley Edge or Holmes Chapel
6.24	Support – but only if the limited growth of Goostrey is very limited, thereby maintaining its charm and character.
6.24	Limited growth in Goostrey would help maintain its charm and character. It should not be a Local Service Centre, Cheshire East have classified it wrongly.
6.24	Restricting growth in rural villages (i.e. Goostrey) would help to maintain their charm and character.
6.24	Impossible to support or object to this section without a clearer definition of "moderate growth" and "limited growth" that can be measured. I do agree main focuses should be on the larger towns in the county, including improving the infrastructure in line with housing development. I do not classify Goostrey as being able to take the same absolute "limited growth" as somewhere like Alderley Edge or Holmes Chapel. Goostrey does not have the infrastructure and is a village, whereas Holmes Chapel and Alderley Edge are small towns with significantly more services - so surely "limited growth" must be made a relative statement to the size of the area being described (e.g. limited growth is x% increase in population - with associated plan for services improvement / uplift)
6.24	Object to subjective terminology i.e. limited / moderate.

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6.24	Limited growth of Goostrey - and the neighbouring hamlet of Twemlow - would help maintain their charm and rural character.
Table 6.9	9% for Local Service Centres is too high. Development at this rate will be forced upon villages like Goostrey which do not have the infrastructure to cope.
Table 6.9	This rate of development is too high for Goostrey; its character would be spoiled forever and would not be sustainable. Jodrell Bank consultation zone should be protected by planners not constantly contested. More focus should be on small and large towns.
Table 6.9	Object – This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns. Goostrey has too few facilities to be a LSC it is much smaller than Alderley Edge or Holmes Chapel - no secondary school, no doctor, no dentist, no garage, few shops, and little employment - development here is unsustainable locally.
Table 6.9	9% growth would kill the rural nature of villages; more focus on towns large and small should be made.
Table 6.9	This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns. Classification of Goostrey as an LSC is inappropriate - it should be categorised as a Sustainable Village.
Table 6.9	This aims to develop villages like Goostrey (incorrectly classified as a Local Service Centre) at too high a rate and would ruin their charm and character. More focus should be on the towns ensuring the development is backed up by the necessary infrastructure improvements.
Table 6.9	I support this Option where towns of Crewe, Macclesfield, Alsager, Congleton, Nantwich and Sandbach, which have good standards of accessibility by rail and bus, will be the main focus for development in this option. Moderate growth would take place in the towns of Wilmslow, Poynton, Handforth, Knutsford and Middlewich.
Table 6.9	This would aim to develop villages like Goostrey - and the neighbouring hamlet of Twemlow - at too high a rate and would ruin their charm and rural character. More focus should be on small and large towns.
Table 6.9	I support this Option where towns of Crewe, Macclesfield, Alsager, Congleton, Nantwich and Sandbach, which have

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	good standards of accessibility by rail and bus, will be the main focus for development in this option. Moderate growth would take place in the towns of Wilmslow, Poynton, Handforth, Knutsford and Middlewich, whilst limited growth would occur at Alderley Edge, Holmes Chapel, Chelford, Goostrey and Mobberley.
Table 6.11	This option delivers the worst of all worlds. We will get the development but not the investment. This can't be done without building on open countryside, which will create urban sprawl. Villages like Hough and surrounding villages will be completely overrun with infill development and we lose the rural nature of our environment. It's inconceivable that development of this sort will be sustainable - it would be too costly to make it so.
Table 6.11	A growth of this scale is not realistic for Goostrey, CEC should preserve the rural nature of the village, a growth of 17% of local service centres is far too high. More focus should be on small and large towns, Goostrey village is out of place as a Local Service Centre and would be spoiled for ever if this were to take place.
Table 6.11	Object – Growth of 17% for Local Service Centres is far too much. This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns.
Table 6.11	Growth for LSC's at 17% is not sustainable and would destroy communities. To accommodate this you would need to invest heavily in every type of infrastructure and this would not be cost effective. More emphasis on towns is needed.
Table 6.11	Growth of 17% for Local Service Centres is far too much. This aims to develop villages like Goostrey (incorrectly classified as a Local Service Centre) at too high a rate and would ruin their charm and character. More focus should be on the towns ensuring the development is backed up by the necessary infrastructure improvements.
Table 6.11	Growth of 17% for Local Service Centres is far too much. This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns. Classification of Goostrey as an LSC is inappropriate - it should be re-categorised as a Sustainable Village.
Table 6.11	Growth of 17% for Local Service Centres is too much. More focus should be on small and large towns with more services.
6.29	This option increases assignment to sustainable villages from 3% to 5%, and reduces assignment to Crewe by about 7%. The sustainability of this option depends on where the settlement is located. If it's near Crewe, then its

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	sustainability will be questionable for the same reasons as options 1, 2 and 3 fail.
Table 6.13	1 % for Handforth with 2,500 new homes planned versus a current population of 6,000?
Table 6.15	Knutsford is at capacity on all its community infrastructure at present- CEC must recognise this, identify projects that are necessary to be sustainable going forward. This may require investment greater that Levy can deliver in new development.
Table 6.17	Too high a percentage for Goostrey, a rural village. It would be spoiled forever, but should be protected with focus on small towns not villages. Cheshire should be proud of its villages.
Table 6.17	Hybrid option has no evidence and totally flawed in process.
Table 6.17	Object – This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns
Table 6.17	This is simply too much for a village such as Goostrey, are you trying to ruin Cheshire?
Table 6.17	This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns.
Table 6.17	This would aim to develop villages like Goostrey and the neighbouring hamlet of Twemlow at too high a rate and would ruin their rural character. More focus should be on small and large towns.
Table 6.17	This aims to develop villages like Goostrey at too high a rate and would ruin their charm and character. More focus should be on small and large towns.
6.40	The impact on the loss of identity and over development in the south of Crewe is understated. You will create unmanageable urban sprawl with this option
6.40	Where does this comment come from? This infers this option is unsustainable because of traffic capacity issues, but this is not brought out in the sustainability assessment. Brings into question this whole sustainability assessment process.

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6.43	Why is insufficient traffic capacity not brought out in the assessment?
6.44	At least this option creates a bit more balance in where development is concentrated.
6.44	We need to limit development in villages such as Goostrey to preserve their charm and character
6.46	The infeasibility of option 3 is not surprising if it's not feasible for options 1 or 2, as the proportion of development proposed for Crewe is the same. Not brought out by sustainability assessment.
6.47	This is the worst of all worlds. You will lose the rural villages with no gain. We can't conceive under what circumstances this would be considered sustainable
6.50	New settlement close to Local Service centre would help to prevent the merger of larger towns by taking some of the development pressure away from already overloaded facilities and infrastructure
6.55	You should not underestimate the benefit of retaining the character of rural areas. It takes centuries to create this and a development plan that ignores it will make Cheshire East a soulless place to live.
6.55	The shortfall to need appears to be small (although difficult to tell, as figures quoted on different basis) particularly as commitments in villages and areas not covered by town strategies nearing 50% only 3 years into plan period. Variant of option 6 to match need appears only sustainable option.
6.58	As with option 5, sustainability depends on where these new settlements may be located. If they are near to Crewe, then the objections to options 1, 2 and 3 are probably equally relevant. Consideration of options 5 and 7 does not appear to reflect the more difficult access to secondary schooling; assuming new secondary schools are not included in these settlements.
6.60	This shows that the whole assessment is a bit of a nonsense! Options 5 and 7 are shown by the assessment to be similar to the other options (except 4) but with a more negative impact on strength of rural communities. In practice the report rejects options 1 to 4 because of traffic capacity limits in Crewe and option 6 because it does not meet the need. Options 5 and 7 are just as unsustainable if new settlements near Crewe. The only likely sustainable option would be a modest adjustment to option 6 to deliver need.

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6.60	Totally flawed argument but will of course 'allow' the councils of the future to just join everything up. No evidence that this had valid argument just filling your wish list so can do what you like when you like regardless. We already have seen your information stating that growth in South Cheshire is being pushed by landowners and developers so all rather transparent.
6.60	Option 7 states 1 % growth for Handforth, how does this sit with 2,500 new houses proposed versus current resident population of around 6,000?
7.1	Table 7.3 of the Sustainability Appraisal provides a brief description of the effects of the policies contained in the Policy Principles Document against the previously defined sustainability objectives. This table gives very little analysis of the document and there is no detailed information as to why certain policies are believed to have positive, negative or neutral effects on the objectives.
Table 7.3	Broadly the sustainable community policies are well intentioned but a roadmap outlining all the investment needed should be created. For example - leisure policy - you want lots of things how are you going to deliver?
Table 7.5	I fail to see how increasing the population equates with better pollution and other sustainable criteria as the roads if already gridlocked at times and most people aspire or have a car, they are unlikely to change their habits whilst the dangers and road traffic are at the current levels. When the Council can show some real commitment to putting cyclists and pedestrians first by improving the cycle ways and paths, you may start to get an improvement in take up. I am one of only a few who would ever get on a bus with a bike, and at least have been told to not get on. Is that any encouragement? I cycle to work 6 miles each day and the worst parts are in Nantwich and along Nantwich Road in Crewe where you are constantly being pushed to one side by the motorists. The attempt at cycle lanes is a start, but they are incomplete and poorly maintained line marking and pot hole wise. I would mark the pollution section - - - - - on this basis. How have you made these assumptions, they look like guesswork.
8.13	I haven't seen any sustainability assessments for sites in Knutsford.
8.1	Section 8 of the Sustainability Appraisal aims to analyse the social, environmental and economic impacts of the strategic sites. It is Gladman's view that neither a thorough analysis nor a comprehensive comparison of the sites has

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	<p>been undertaken. The information listed on each site consists of a brief summary and the table testing the sites against the sustainability objectives as previously used throughout the study.</p> <p>2.5.2 The Sustainability Appraisal is listed as a key evidence document for the Development Strategy and Policy Principles Document. However there are clear discrepancies between how the sites have performed against the sustainability criteria and whether or not they are considered to be preferred sites in the Development Strategy.</p> <p>2.5.3 For example in Nantwich, 'Site 5 - Land south of Queens Drive' performs better than 'Site 1 - Kingsley Fields' as:  The rating for 17 of the 20 objectives is identical for both sites.  For Objective 2, Site 1 has a higher rating (++ compared to +)  For both Objectives 8 and 9, Site 5 has a higher rating (+- compared to -)</p> <p>2.5.4 In the Development Strategy Land south of Queens Drive is considered an alternative site and Kingsley Fields is preferred, when on this assessment alone it could be expected that 5 would be considered preferable to Site 1.</p> <p>2.5.5 This is also the case for some of the other settlements in the Borough. For example in Crewe, 'Site 12 - South West Crewe' outperforms preferred 'Site 6 - The Triangle', 'Site 3 - Basford East' and 'Site 4 - Basford West' when tested on the sustainability objectives.</p> <p>2.5.6 In Macclesfield, 'Site 7 - Land east of London Road' is considered more sustainable than preferred 'Site 4 - Land east of Fence Avenue'. There is no justification as to why sites that have been considered more sustainable have not been included as preferred.</p>
Table 8.1	We don't think the scoring takes into account the significance of rating the negative impact of building on the Triangle (which has a SSSI on it) compared to a greenfield site that doesn't have this. A minus isn't sufficient to show the extent of the negative impact.
Table 8.1	You have a way over optimistic appraisal. Until Crewe is properly re-developed in its Town Centre, it will remain an

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	<p>underinvested miserable area. It is a pity that the plans to sort out the shopping and transport have all failed in the last 20 years, what is the change you can bring now in the age of austerity and shortage of cash? Have you some magic plan we are not aware of? I suspect another 20 years of gradual change, hopefully generally for the better. Just take a walk down the shuttered up shops in West Street; that is what visitors see on the way into Crewe, what a disgrace. Don't get me wrong, I like Crewe and have lived and worked there for all my working life, I only wish it could be better and you promise so much that I can't see you deliver.</p>
8.4	<p>This site is &gt;70% within the Wybunbury parish and this village is not part of Crewe. You itemise factors but I can see no definition of what is required to be a preferred site.</p>
8.4	<p><b>Strategic Site 7 – East Shavington</b></p> <p>It is stated that the site could be phased for delivery after 2020. We have objected to the phasing proposal in recent representations to the Development Strategy on the basis that the reason for the phasing, to enable the housing elements of Basford East and West to get under way, is fallacious given the sites are in completely different market areas. Basford East and West are associated with a built up and industrial environment of Crewe south east whereas Shavington has a village environment. Shavington cannot substitute for Basford and vice versa and in any event, East Shavington is needed to sustain local shops, services and facilities in Shavington village and provide for homes that Shavington and the Crewe area needs in line with the Development Strategy.</p> <p>Although the site is outside the maximum recommended distance to a range of forms of open space, these will be provided on site, making up a shortfall in Shavington village, and to be shared with the village community.</p> <p>It is stated that the site could jeopardise remediation of brownfield sites. However, there are no brownfield sites, other than minor infill, in Shavington or the area around it. The nearest listed building, Shavington Lodge, is at some distance to the north east and has only glimpsed views of the site. Important buildings in the village centre do not have a view of the development site.</p> <p>It is stated that the agricultural land quality of the site is Grade 2 and 3 (about 50% Grade 2, 50% Grade 3). Agricultural consultants have undertaken an Agricultural Land Classification (December 2012) which reveals Grade 2 (20%), Sub-Grade 3a (30%), Sub-Grade 3b (50%). The Grade 2 land will be difficult to work as it is inter-mixed with Sub-Grade 3b.</p> <p>Development of the site will contribute towards the provision of improved education opportunities in the area. Shavington High School has a considerable number of vacant pupil places which will be filled by children from East</p>

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	<p>Shavington. Development of the site will provide additional local facilities for Shavington residents, particularly open space and childrens' play. It will also help to support local facilities in Shavington where shops and local services have closed in recent years. Some years ago Shavington Primary School had to close one classroom because of lack of pupils. The site does contribute to the achievement of Crewe's economic vision, its sustainable community strategy (Ambition for All) and the other spatial housing objectives set out in the Development Strategy for the Crewe area.</p>
Table 8.2	<p>There are instances whereby some sites perform better against some objectives than others, but without any clear explanation as to how this conclusion has been reached. For example, Site 3 in Macclesfield (Land between Congleton Road and Chelford Road) is ranked as ++ on sustainability, whilst all others are ranked as +. The same applies to sites when assessed against objective 18. Our Client's land forms part of Site 10 (Land between Chelford Road and Whirley Road), which is ranked as + against objective 18, yet sites 1-3 are ranked as ++. As a site with mixed-use potential, it is our Client's view that Site 10 should also be ranked as ++.</p>
Table 8.3	<p>With the potential for considerable population growth for Alsager it is important that the public transport needs of residents are properly met both from an environmental and social perspective. Improved walking access to the railway station, particularly from the Twyfords site (redeveloping the walkway already in place), would encourage use of rail services and potentially bring improved services and investment in the station.</p>
8.10	<p>We are generally supportive of the need to develop the Back Lane and Radnor Park sites although there is the option to use existing brown field land nearby without the loss of local amenity</p>
Table 8.5	<p>Why only the one strategic site considered. Where is the impact assessment for Handforth New Town? Found it later in the document - please cross reference as it is supposed to be Handforth's strategy!</p>
Table 8.6	<p>This + and - system is too simplistic.</p>
Table 8.6	<p>Unfortunately, this tick box exercise remains just that. Someone else could come along and with justification insert a completely different series of + and - . All it achieves is that someone higher up can tick their box 'CEC has done its sustainability assessment'.</p>
8.14	<p>Knutsford is at capacity in its infrastructure at present. 400 houses will not give enough investment to deliver all</p>

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	school, retail, sports etc improvements. Retail is definitely not needed as Town Centre is vacant.
8.14	<p>Knutsford 2 is not just greenfield it is Green Belt. It may be 'small' to administrators but not to the residents. It will result in the loss of open country and woodland and substantially modify the landscape character. It may be grade 2 and 3 agricultural land but it is in cultivation and the output contributes to food production and animal husbandry. The infrastructure is already at breaking point. The road system is not amenable to the radical realignment that it would require for extra housing because the nodal points where congestion occurs are locked in by buildings and a complex over-railway road bridge. Where did these 'initial proposals' come from that 'indicate that services and facilities may be provided or a contribution made towards the provision of them'? Isn't this a consultation about whether development should occur? Or is it already a 'done deal'?</p> <p>'Development process may increase carbon emissions' - it may indeed as the majority of residents in the proposed estate will drive out to Manchester, Stockport or Warrington because that is where the employment is. The houses may be sustainable in relation to older houses but not in relation to the agricultural land they occupy.</p> <p>The site is within the Brine Compensation Board and not far from the salt flash in Tatton Park Melchett Mere. Some indication of subsidence and a rising water table is present on the site.</p> <p>Knutsford is a significant tourist destination and tourism contributes significantly to the local economy. Apart from its literary and historical significance, it is attractive to tourists because of its setting: the visitor does not have to travel through suburban housing because the town is largely set in the countryside, especially on the north. It is not true to say that the site does not contain any historic sites. That would be so if only buildings are considered. However, Knutsford is one of the few towns in England where the grip of local landowners in the 18th century meant that townsfolk could not expand beyond the strict confines of the settlement. They could only expand up their crofts and tofts, hence the narrow pathways that run east and west off King Street. Removal of the historic landscape on the northern approach to Knutsford would be a serious degradation of its setting. The plans threaten to kill the tourist goose that lays the golden eggs of visitors and their spends.</p> <p>Employment land on this site would be even more disastrous. No analysis has been done on the type of employment that would fit with the educational and technical profile of Knutsford's population. Most of the work force works outside the town. Hundreds of square feet of office space are already on the market unsold and un let in the town. The speculation that it 'could provide increased employment opportunities and could provide housing for employees working in the local area' is wishful thinking not the hard-edged commercial foresight that is required.</p>

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Table 8.8	According to a consultation response by Gladman or their agents (ID Nant 539) to the Draft Nantwich Town Strategy (DNTS) consultation, Nantwich South 'is eleventh out of all thirteen sites' contained in the Draft Nantwich Town Strategy Sustainability Appraisal. If Gladman are correct and this site ranks 11th out of the 13 sites contained within the DNTS it clearly has very poor sustainability credentials and is unlikely to be sustainable. Furthermore, this site is remote from Nantwich town centre and the proposed local centre would pose a threat to trade within the town centre and potentially the viability of a number of town centre businesses, to the detriment to the town as a whole.
Table D.18	The sustainability appraisal for Nantwich Site 1 states 500 houses, with development avoiding flood risk zone. Yet the plan allows for 1000 with some development in the flood zone. Will the sustainability appraisal need to be redone? Do comments about reduced fragmentation take account of the river and associated connectivity?
Table 8.8	According to a consultation response by Gladman or their agents (ID Nant 539) to the Draft Nantwich Town Strategy (DNTS) consultation, Nantwich South 'is eleventh out of all thirteen sites' contained in the Draft Nantwich Town Strategy Sustainability Appraisal. If Gladman are correct and this site ranks 11th out of the 13 sites contained within the DNTS it clearly has very poor sustainability credentials and is unlikely to be sustainable. Furthermore, this site is remote from Nantwich town centre and the proposed local centre would pose a threat to trade within the town centre and potentially the viability of a number of town centre businesses, to the detriment to the town as a whole.
8.18	The development of land to the South of Queens Drive is poor choice due to the limited road access. The losses to wildlife, amenity and heritage are far more important in Nantwich than some other areas and the full impact will be horrific. The access to the Wonderful historic Welsh Row and the failed traffic management that is already in place can only get worse if this plan is taken. The views of open countryside and the overuse of the only viable residential road will make it a nightmare for the residents on Queens Drive, to use, cross or live near. The developers have submitted plans to develop this area and the Council appears to take at face value the reports that they have purchased. The plans will make a bigger impact than has been estimated and cannot be reversed once decided. I fail to see how any industry would build here as it would be better placed say at Wardle or one of the already developed and still expandable areas of industrial sites nearby. One or two jobs in a shop isn't going to save the area from its chronic lack of decent jobs.
Table 8.10	Sandbach option 5 should be shown as +/- on criteria 8 and 9, same as for option 4. The detailed assessments in Appendix B are near identical, correctly identifying both positive and negative aspects.

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8.22	<p>Comment re 5: Abbeyfields (land between Abbey Road and Park Lane) “Initial proposals indicate that pedestrian and cycle links to new and existing residential areas, services and facilities may be provided, potentially reducing reliance on private transport.”</p> <p>To provide connectivity a cycle track connecting Abbey Road to Park Lane would be required. Accesses at Abbey Road are already incorporated into the design and a corresponding access at Park Lane could be created at the very end of Park Lane. This would allow access across this area and avoid the busy Middlewich Road</p>
8.26	<p>Changing the Fulshaw Park Field (across the road from the Royal London) from Green Belt to Safeguarded land is not a requirement of present Government legislation. Therefore it is not part of Wilmslow Town Council's remit. The Royal London is not currently increasing employment, and it is unlikely to in the current economic climate. Is the Royal London projecting growth and increased employment beyond the year 2030?</p> <p>The Wilmslow Strategy document says the "Least Worst Option" the Royal London site". This is not an acceptable reason for destroying Green Belt. There are plenty of alternatives in Brown Field sites and empty office space in the Wilmslow area. Investment must be made in the derelict sites.</p> <p>It makes no sense to destroy Green Belt when there is plenty of Brown Field sites and offices which are empty and can be developed for the good of everybody. If left as they are now, these disused sites will become even more dilapidated, whereas money invested in these areas will improve the overall appearance of Wilmslow, keeping Green Belt areas intact, both for us and for future generations to enjoy.</p>
8.27	<p>the concept of the new settlement is supported but the sites should be sustainable, deliverable, and be able to link in with other aspects such as leisure and re-use of reclaimed land which we consider is the attraction of Chelford</p>
Table 8.13	<p>Siddington village is currently a predominantly agricultural community comprising around 70 farms and houses spread over a reasonably wide geographical area. Although referred to as a village in point of fact there is no village centre. There is a part time post office and a village hall and church, but nothing else. The village is a rural community based on agriculture.</p> <p>The Plan states that the "best and most versatile agricultural land should be retained where possible" and also that "the character and identity of an area should be complimented by new development". The new settlement proposal envisages an increase in size of the village from its current 70 dwellings to over 700. This would obliterate the village as existing and incur the loss of top quality agricultural land.</p>

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	<p>Policy CS6 states that the only development to be permitted is that which is essential for the purposes of agriculture, forestry and outdoor recreation. Policy CS10 states that infrastructure should precede delivery of development. There is currently little infrastructure in the village and it would be completely unrealistic to expect the construction of a primary school, shops, health centre and pub in advance of the proposed new development reaching completion. A development of 700 units would have to be phased over several years and the earlier phases of construction would, for commercial reasons, not include the above facilities. I am highly doubtful that even when complete that the new settlement could sustain shops, a school, a health centre and a pub when all around businesses are failing even in larger rural communities.</p> <p>The village is not currently a sustainable settlement - there are virtually no existing facilities or local employment opportunities. Shopping is done following a car trip of several miles to the surrounding towns. Even in the unlikely event of the new settlement delivering a village shop, supermarket shopping will still prevail. Recently a major house builder stated that when appraising a new site they look for an existing supermarket within a maximum distance of two miles - that is the demand from purchasers and Siddington does not conform.</p> <p>The village currently has very limited utilities with no gas and only localised mains drainage. The cost of providing services will be very considerable and a significant deterrent to any developer.</p> <p>Similarly the existing road network is scarcely adequate for current traffic levels being of mainly restricted width or single track carriageways. Any new development would require a complete re-construction of the road system - all the way to Chelford in one direction and to the A34 in the other, including reforming the currently highly dangerous junction of Chelford Road with the B5392 (Salters Lane). The cost of doing this will be prohibitive but would be entirely necessary as 700 units could produce over 1,200 additional cars, all of which would be much used due to the remoteness of the settlement from shops, employment, secondary schools and leisure. Currently the nearest cinema is 10 miles distant.</p> <p>Public transport is non-existent in the village. The nearest station or bus route is in Chelford, which can only be reached by car. Additional bus services could be introduced but rural travel is predominantly by car.</p> <p>The proposal for a new large settlement in the village has no merit whatsoever; indeed it would be hard to find a less suitable location. On any objective assessment Siddington is not a realistic site for a new sustainable community. [Edited by admin].</p> <p>It is also my view as a property professional that it would be extremely difficult to attract house builders to develop in the area on this scale. The village is simply too remote from existing population centres and all they have to offer.</p>

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	<p>Additionally the exceptionally high development costs in providing new roads and services together with a commercially doubtful local amenity centre make the whole proposal unattractive. From a commercial point of view there are simply better located and easier developed sites becoming available, which are being released by reforms to the current planning system.</p> <p>There is also no requirement for a large number of affordable dwellings which would form part of this proposed development. Take-up of existing local affordable stock is poor and there is no requirement for further dwellings on the part of local social housing providers.</p> <p>I consider the proposal to be ill considered. It firstly has no regard for the existing community and its residents many of whom are now greatly concerned at what might happen to their village and its rural way of life. Secondly as a small agricultural village with high quality productive agricultural land the village's status as an important farming community should be protected. Thirdly the proposal is naive in assuming that the indicated local centre amenity facilities will lead to a sustainable settlement. People are no longer willing to support a local shop or pub - they require far more in the way of facilities and amenities, and they also wish to live close to their place of work.</p>
Table 8.13	<p>Any additional housing should be much closer to the centre area of Macclesfield within reasonable reach of transport, shopping and leisure facilities so as to limit the use of cars and have good public transport available.</p> <p>Siddington has won numerous awards in the best kept Village annual competitions in the under 400 population category. It was judged the best kept village in the whole of Cheshire again in 2009, as it had been before. One of the two dairy farms that would be threatened with closure -Broadoak Farm - has won the title "Supreme Farm Champion of Cheshire in the Cheshire Farms competition. The country can ill afford to lose good farming land when National food production is so important. (The loss of this milk output would probably have to be made up with imported milk from France).</p> <p>In the fields, shown for new housing around Brookfields Farm, there are the unmarked graves of the many cattle slaughtered and buried there following the Foot and Mouth Disease outbreak in 1967-8, when 430,000 animals were killed on 2,300 farms- with a lot in Cheshire. Wouldn't such land be described as contaminated?</p> <p>The map shown on page 220 is out-of-date. The sand quarry is already a lot further east than shown and Planning Permission was granted some years ago to allow the quarry to extend almost to the house named Chance, with the eastern end of the quarry to be restored as shallow Wet Land, a type of nature reserve.</p> <p>Disused sandpits are often dangerous for children and young people with drownings due to their depth and often</p>

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	<p>steep and unstable sides. When completed there will be a public footpath round the edge and, whilst normally on country walks children have adult supervision - as at Redesmere for example - if hundreds of children were to live nearby and there is unrestricted access to the public footpath there are bound to be tragic accidents. Water is a magnet for children.</p> <p>Siddington is not a Sustainable Village i.e. it has: no public transport of any kind - all car use; no local employment (except on two dairy farms, both of which would be lost if the development went ahead); no primary school or pub/restaurant unlike Chelford and Marton which have both and are better served for such facilities and services; no shops; no recreational facilities; no main drainage. A few houses share a small private sewage treatment plant (already full). All other houses have septic tanks or soak-aways; no mains gas supply; no street lighting; sometimes an unreliable power supply when there are strong winds in the area; occasionally an uncertain water supply; poor broadband availability.</p> <p>How can such a small settlement take a 12 fold increase in housing?</p> <p>Siddington is accessed by country lanes which are narrow, winding and without pavements or footpaths. Prams, pushchairs and wheelchairs cannot be used on the roads safely.</p> <p>The Plan says that at least 30% of all new housing has to be Affordable, i.e. of the 700 houses built in Siddington at least 210 would have to be affordable, for sale or rent only to local people.</p> <p>Originally instigated by the [edited by admin] Rural Housing Enabler, affordable housing in Siddington has been the subject of much discussion over the last 5 years with a needs survey 4 years ago which initially suggested a possible requirement for up to 16 such houses. There were public meetings and much debate but, on examination, it was thought that the real need was more likely to be about 8.</p> <p>However none of the people originally listed have shown renewed interest in the last 3 years suggesting that perhaps their needs have changed or that they are not urgent. Thus it seems likely that even 8 affordable houses might be difficult to fill.</p> <p>A number of years ago 10 affordable houses were built in the next village, Lower Withington, in Dooley's Grig. Some time ago one of these became available but it is only now, over 2 years later, that it has been possible to find a new occupant.</p> <p>With this recent local history, how can one contemplate filling over 200 such houses in Siddington?</p> <p>Social housing can bring both good and bad results. (Remember the Victoria flats in central Macclesfield?). There seems little justification for social housing in any area where there is no public transport. If a lot came here might we</p>

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	<p>become the rural Hattersley?</p> <p>If 700 new houses were built in Siddington this would probably mean an extra 1,200 cars in the vicinity. Currently those driving south or east, usually go via the B 5392, through Lower Withington to Holmes Chapel, for the M6 or Middlewich, Chester etc.</p> <p>Lower Withington have had a history of speeding traffic through their village and if this went ahead it would impose an intolerable burden on them.</p> <p>Those going to Macclesfield cross the busy, and dangerously fast, A34 and go, via, Pexhill Road, B 5392, which is itself narrow and winding and along which there are few, if any, places where it is safe to overtake. At the end of this road there is Broken Cross which could well be even more congested depending on where the new proposed east-west Macclesfield Link road joins it.</p> <p>Those going to Knutsford, Alderley Edge and Wilmslow, use Congleton Lane, which is very narrow and cars often have to slow down to pass each other.</p> <p>All Saints Church, Siddington, is half a mile away, and the village hall one mile away, from the village centre- both on the other side of the extremely busy A34 where there have been numerous accidents. These tend to happen at the cross roads to Pexhill Road, at the Z bend approaching Capesthorpe Hall and just past the hall by North Lodge. Currently there is a severe build-up of traffic during rush hours at Monk's Heath traffic lights, (junction of the A34 and the A577), with up to a 1.5 mile back-up of traffic towards the Capesthorpe Z bend.</p> <p>Already reference has been made to the fact that there are little local employment opportunities in Siddington and these would mostly disappear if the two dairy farms went. Houses have been planned for some time in Chelford, the nearest large sustainable village, at the Stobart's site and at the present Marshall's site used for the market. Stobarts and Marshalls employ several hundred and these jobs will disappear in the next few years. The Plan indicates that Congleton, (the nearest town to Siddington), is already short of jobs which would mean that any workers in Siddington would have to commute to Macclesfield, Wilmslow or Knutsford - if there were jobs there.</p> <p>On page 221 there is a list of Constraints with regard to a development in Siddington. Whilst Great crested newts, archaeological remains and other items get a mention there is no mention of the impact on the quality of life of the existing residents. Are newts more important than people?</p> <p>Siddington is well inside the Jodrell Bank Radio Telescope Consultation Zone, (ref. Policy SE 14 on page 77 of Policy Principles). Why is there no mention of this under constraints, or have Jodrell Bank already given the proposal its blessing and agreed not to raise any objections?</p>

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	<p>Because Siddington does not have such facilities, it is suggested that there could be a range of shops, a new mixed-use local centre with a new primary school, a community facility (village hall?), health facilities, public house, restaurant and leisure facilities. At the moment Siddington children have the choice of schools at Marton, Chelford and others - all of which will be looking for new pupils in the future. There is an excellent doctor's surgery and pharmacy at Chelford and a choice of restaurants and pubs very close to Siddington.</p> <p>Whilst an increase of 700 houses in Siddington might make certain such projects viable, what happens in the time it takes to reach critical mass? Such projects would not be viable and the lack of such facilities would present real difficulties to newcomers.</p>
Table 8.13	I cannot believe the so called appraisal for area 1 (Handforth East). E.g. More than 2 thirds of the area to be built on is farmed land, yet you claim it is positive for the rural economy. Likewise 'Vibrant rural community'. Most of 'boxes' should at best be 'negative'.
8.28	we consider that the benefits of the development at Chelford would outweigh those of the other alternative sites
8.28	Chelford 800 houses totally unsustainable population increase on any measure you care to use.
8.28	Handforth East: I find it difficult to reconcile much of this with the area I know and use on a frequent basis. The proposed settlement is far too big, should not be in the greenbelt and falls far short of sustainability.
8.28	<p>How will Handforth East actually benefit Handforth - please spell it out.</p> <p>2 new primary schools, plus the 2 already in existence, which secondary will they all go to?</p> <p>Loss of greenbelt and unknown biodiversity stated - well find out before you destroy it forever.</p>
8.29	'This sentence sums up the whole sustainability exercise: development will have 'varying impacts'. Stating the obvious? The majority of the sites have an overall positive impact' because someone put more + than - in the boxes not because they were necessarily valid.
9.3	Sport England, Sport Cheshire, Cheshire LTA, Disability groups should be included
9.6	We note that you have categorised Hough as a sustainable village. We cannot think what services and facilities are

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	<p>provided here to meet the needs of local people. There is no shop, no Drs surgery, no school, no post office, no children's play area and no sports field. The bus service has been cut back to four buses per day starting at 9.45am - ending a 3.55 pm - insufficient for work or school runs. There are no employment opportunities, other than a local pub which was closed down for three months in 2012 and was closed down throughout a large part of 2010/11. Hough should be categorised as a rural village. We would ask that this change is made and that you notify us of such.</p>
Table A.1	<p>What a surprise - the sustainability appraisal supports the development that CEC wants! Just to take Infrastructure: how can it increase access to the countryside if it's just been built over? And ++ for maintaining or enhancing infrastructure! Not if the present state of the roads is anything to go by.</p>
Table A.2	<p>It has not been possible to comment on the reams of pluses [and hardly any minuses] because they defy rational analysis and are self justifying. Sorry</p>
Table A.3	<p>It has not been possible to comment on the reams of pluses [and hardly any minuses] because they defy rational analysis and are self justifying. Sorry</p>
Table A.4	<p>It has not been possible to comment on the reams of pluses [and hardly any minuses] because they defy rational analysis and are self justifying. Sorry</p>
Table C.1	<p>A more precise definition of 'sustainable access to jobs, services and facilities' might useful. Is the intention here to specify transport connection only, as opposed to communication technology including the quality of internet and broadband? This is raised in the event that the meaning of sustainable access might be considered more widely. Relationship with social inclusion objectives set out in draft policy CS20 and policy CO3 in the Policy Principles paper is recognised in this context.</p>
Table C.2	<p>Policy CS2 asserts an important key principle which allows homes, jobs and other facilities to be located close to each other so as to provide maximum opportunities to reduce reliance on transport and increase usage of sustainable alternatives (in particular public transport where available). The links with the overall aim of future proofing the realisation of a sustainable transport network, which should include, as well as maintaining the efficient operation and performance of major highway routes, and reducing the length and frequency or private car journeys in</p>

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	particular.
Table C.8	The arguments in this section are circular and open to wide interpretation. If a rural exception site cannot be proved to be needed by the local parish and sustainable, it should not be allowed to go ahead,
Table C.9	It concerns us that interpretation is reliant on the implementation of draft policies CS 8 and CS 9 and Policy Principle SE 4, amongst others, which aim to respect and, where possible, enhance the natural environment and landscape. We can see that the gap in how it is applied will lead to little respect and likely destruction of the environment and landscape
Table C.11	These principles are admirable and get our full support. It is disappointing to see that they have not to date been applied with any rigour by the planners
Table C.32	The policy needs to make it clearer that the need should be local and the development sustainable. As it is currently written, it is open to wide interpretation and in the developers favour
Table C.60	Regarding “7: Infrastructure, services and facilities. The policy seeks to improve public transport, pedestrian and cyclist facilities” I agree with this in principle but would like to see cycle facilities built to the standard set out by the Department for Transport’s Local Transport Note 02/08 - Cycle Infrastructure Design. If the specification cannot be met then it’s often better to not install a particular cycle facility.
Table C.61	There is an inter-relationship between the two aims of reducing average journey distances travelled for jobs, facilities and the development of new technology to drive forward fully sustainable alternatives e.g. electric cars/vehicles. This is found in policy CO2 of the Policy Principles paper.
Table D.3	Strategic Site 7 – East Shavington It is stated that the site could be phased for delivery after 2020. We have objected to the phasing proposal in recent representations to the Development Strategy on the basis that the reason for the phasing, to enable the housing elements of Basford East and West to get under way, is fallacious given the sites are in completely different market areas. Basford East and West are associated with a built up and industrial environment of Crewe south east whereas Shavington has a village environment. Shavington cannot substitute for Basford and vice versa and in any event,

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	<p>East Shavington is needed to sustain local shops, services and facilities in Shavington village and provide for homes that Shavington and the Crewe area needs in line with the Development Strategy.</p> <p>Although the site is outside the maximum recommended distance to a range of forms of open space, these will be provided on site, making up a shortfall in Shavington village, and to be shared with the village community.</p> <p>It is stated that the site could jeopardise remediation of brownfield sites. However, there are no brownfield sites, other than minor infill, in Shavington or the area around it. The nearest listed building, Shavington Lodge, is at some distance to the north east and has only glimpsed views of the site. Important buildings in the village centre do not have a view of the development site.</p> <p>It is stated that the agricultural land quality of the site is Grade 2 and 3 (about 50% Grade 2, 50% Grade 3). Agricultural consultants have undertaken an Agricultural Land Classification (December 2012) which reveals Grade 2 (20%), Sub-Grade 3a (30%), Sub-Grade 3b (50%). The Grade 2 land will be difficult to work as it is inter-mixed with Sub-Grade 3b.</p> <p>Development of the site will contribute towards the provision of improved education opportunities in the area. Shavington High School has a considerable number of vacant pupil places which will be filled by children from East Shavington.</p> <p>Development of the site will provide additional local facilities for Shavington residents, particularly open space and children's' play. It will also help to support local facilities in Shavington where shops and local services have closed in recent years. Some years ago Shavington Primary School had to close one classroom because of lack of pupils. The site does contribute to the achievement of Crewe's economic vision, its sustainable community strategy (Ambition for All) and the other spatial housing objectives set out in the Development Strategy for the Crewe area.</p> <p>The negatively assessed and unknown elements of the sustainability appraisal for East Shavington are almost all those which are associated with the type, layout and style of the development itself through planning application. All these matters have been assessed by experts in their respective fields and which can be satisfactorily achieved. Loss of greenfield character of the East Shavington site is of course a negative factor on the balance sheet, but the benefits that East Shavington will bring to Shavington village, to the Crewe area and to the Borough area in terms of sustaining local shops and services, delivering homes to meet local and Crewe area needs bringing construction jobs and other spin-off jobs in related trade and suppliers is considered to be a material consideration which outweighs the loss of open land in a village which as seen no major development, and therefore no loss of open land, since the Greenfield estate was built in the 1970s.</p>

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Table D.7	Sustainable Objective 16 for Macclesfield proposed site 8, suggests that the development would reduce the need for private vehicles. That is nonsense - an additional 360 houses would mean an increase in traffic, with many houses having more than one vehicle. Shopping and parking in Sainsbury's would increase and Prestbury and Bollington roads, amongst, others would become even more congested that it already is particularly around rush hour times.
Table D.5	Re: Macclesfield site 3 I strongly object to the destruction of greenbelt land between Congleton Rd and Chelford Rd. It is against the current NPPF which states greenbelt should only be built on in exceptional circumstances. Brownfield sites have not been exhausted- they simply require the developer to realise less of a profit as they cost more to build on. The Kings school site at Cumberland St. has not been included in potential sites - if the Fence Ave site is to be developed as proposed then Cumberland St must be included as the entire school will move or not at all. Traffic would be horrendous as any additional residents would need to travel north for jobs and the congestion on the A536/A537 at peak times are already appalling. There is NO provision for low cost housing which is the main need in Macclesfield. Building higher cost homes on prime greenbelt is simply a payday for developers and a dereliction of duty by Cheshire East.
Table D.5	There are instances whereby some sites perform better against some objectives than others, but without any clear explanation as to how this conclusion has been reached. For example, Site 3 in Macclesfield (Land between Congleton Road and Chelford Road) is ranked as ++ on sustainability, whilst all others are ranked as +. The same applies to sites when assessed against objective 18.
Table D.6	The presence of the Macclesfield Canal and its towpath adjacent to Site Option 4 should be taken into consideration in the Sustainability Appraisal for the site. More specifically, the canal and its towpath should be fully considered in respect of the potential impact of the development of the site in relation to Sustainability Objectives 2, 4, 7, 9, 11, 12 and 16.
Table D.7	Please note Sustainable Objective 11 for Site 8 is incorrect. The site is known to have a residing bat population and Great Crested Newts
Table D.8	There are instances whereby some sites perform better against some objectives than others, but without any clear explanation as to how this conclusion has been reached. Our Client's land forms part of Site 10 (Land between

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	Chelford Road and Whirley Road), which is ranked as + against objective 18, yet sites 1-3 are ranked as ++. As a site with mixed-use potential, it is our Client's view that Site 10 should also be ranked as ++.
Table D.12	<p>The amount of housing proposed for Congleton is disproportionate to its size, and does not take the distinctive urban morphology of the town, its sense of place and its geography sufficiently into consideration.</p> <p>The proposals also depend on a proposed northern by-pass which will have a disastrous impact on landscape &amp; environment generally. It cannot be acceptable if sustainability is to be a meaningful concept, not just empty words. The case has not been properly put to local people, and I object to it being included in the local plan without a debate based on an objective assessment.</p> <p>I also object to housing site 6: Land north of Lamberts Lane being included. This area is held in very high regard by local people, and if it goes, the town centre and its two focal points, the Town Hall and St Peter's Church, will lose the current close connection with the countryside. The sustainability assessment has not ruled this site out - it dissects issues and scores them, but sometimes the whole is more than the sum of its parts, and this is one of those situations. I would like to see this area and Priestly Fields protected in order to conserve the distinctive townscape/landscape character of Congleton.</p>
Table D.17	The presence of the Trent & Mersey Canal and its towpath in close proximity to Site Options 1 and 2 should be taken into consideration in the Sustainability Appraisal for the sites. More specifically, the canal and its towpath should be fully considered in respect of the potential impact of the development of the sites in relation to Sustainability Objectives 2, 4, 7, 9, 11, 12 and 16.
Table D.19	<p>I'm increasingly concerned that the green belt and areas of natural beauty are rapidly diminishing here in Nantwich and the surrounding villages.</p> <p>Every available space has been targeted for new housing estates (three-storey residences usually) and now these seem to dominate the once attractive tourist/historic market town.</p> <p>Green spaces are evolving in a negative way transforming into concrete eyesores and in my opinion not enough brownfield sites are being utilized. I'm extremely concerned at the impact on the environment and the potential flooding risks associated with the destruction such vast quantities of natural drainage.</p>
Table D.20	<p>Comments relate to area described as Poynton Option 3:</p> <p>1) Land is green belt</p>

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	<p>2) Access is currently limited and the road into the centre of Poynton is narrow and already congested.</p> <p>3) Lower part of site is subject to flooding</p> <p>4) Area was subject to mine workings and traces of spoil heaps can still be seen.</p> <p>5) Sports facilities are already available within 1/4 -1/2 mile</p> <p>6) Previous retail opportunities (supermarket) were unsuccessful as most people preferred to shop where there was greater choice.</p> <p>7) Use of this site is counter to the recommendations of the Town Council.</p>
Table D.22	I support sites one and two. I believe the number of 700 houses on site one should be capped at a maximum of 200 subject to infrastructure improvements. Without improvements this should be limited to 50 houses
Table D.23	<p>Will it provide good opportunities to access various forms of public transport? At present (-) this should be changed to (++) as the proposal at Yeowood Garden Village will provide a new bus route through the site to serve the new community and the existing community. Services will be to Sandbach town centre, the railway station, and on to destinations such as Manchester, Chester, and Crewe.</p> <p>Will it make sure that the rural environment - built and natural, is maintained or enhanced? At present (-) this should be changed to (++) as the proposal at Yeowood Garden Village will provide extensive enhancement to the natural environment. The existing environment is biodiversity poor and the proposal will create new environments to increase biodiversity and improve the landscape</p> <p>Will it increase the accessibility of the countryside? At present (?) this should be changed to (++) as the proposal at Yeowood Garden Village will provide new access through the site to the Trent and Mersey Canal towpath. It will provide links under-utilised footpaths and the addition of the Green Walkway and footpath around the Farm provides an additional interconnected loop into the existing network of footpaths.</p> <p>Will it positively contribute to the management of water pollution? At present (-) this should be changed to (++) as the proposal at Yeowood Garden Village will provide active water management throughout the site through SUDS and reed beds</p> <p>Will it protect or enhance biodiversity? At present (-) this should be changed to (++) Will it protect and minimise the fragmentation or cause enhancement of habitats? At present (-) this should be changed to (++) Will it help protect any species at risk? At present (-) this should be changed to (++) Yeowood Garden Village will protect and enhance the biodiversity of the site in advance of any development in order to protect the existing habitat and provide for a</p>

Document Reference	Consultee Comment Summary
	<p>wide range of habitat improvements to create areas of ecology that will accommodate the development. The proposal will put the landscape and ecology first and effectively create a sense of place, increase ecology, connecting people with nature, Positive biodiversity gain.</p> <p>Will it protect or enhance the landscape? Will it protect or enhance the townscape? Will it complement the existing built and natural environment, ensuring that the area remains distinctive? At present (-) this should be changed to (++) The overall anticipated Landscape Impacts of Yeowood Garden Village are considered to be as follows: Year 1:- Significance of Impact: Minor Beneficial Year 15:- Significance of Impact: Moderate Beneficial</p>
Table D.25	<p>The presence of the Shropshire Union Canal and its towpath adjacent to the site should be taken into consideration in the Sustainability Appraisal. More specifically, the canal and its towpath should be fully considered in respect of the potential impact of the development of the site in relation to Sustainability Objectives 2, 4, 7, 9, 11, 12 and 16.</p>
Table D.29	<p>New Settlement 1 (Handforth East) I know this area well, but do not recognise it in this appraisal. 'Sustainability' is mostly negative, not the rose tinted picture painted here.</p>
Table D.29	<p>I know site 1 (Handforth East) well and most of this assessment is simply wrong. Most of the rankings should be +/- at best, with a large number being very definitely negative. The development would not be sustainable.</p>
Table D.29	<p>New Settlement Site 1 (Handforth East) The appraisal is full of planning speak and over interpretation, but actually says very little. A large number of the gradings should go down by at least one step. This site is far from 'sustainable'.</p>
Table D.31	<p>Siddington village is currently a predominantly agricultural community comprising around 70 farms and houses spread over a reasonably wide geographical area. Although referred to as a village in point of fact there is no village centre. There is a part time post office and a village hall and church, but nothing else. The village is a rural community based on agriculture.</p> <p>The Plan states that the "best and most versatile agricultural land should be retained where possible" and also that "the character and identity of an area should be complimented by new development". The new settlement proposal envisages an increase in size of the village from its current 70 dwellings to over 700. This would obliterate the village as existing and incur the loss of top quality agricultural land.</p>

Document Reference	Consultee Comment Summary
	<p>Policy CS6 states that the only development to be permitted is that which is essential for the purposes of agriculture, forestry and outdoor recreation. Policy CS10 states that infrastructure should precede delivery of development. There is currently little infrastructure in the village and it would be completely unrealistic to expect the construction of a primary school, shops, health centre and pub in advance of the proposed new development reaching completion. A development of 700 units would have to be phased over several years and the earlier phases of construction would, for commercial reasons, not include the above facilities. I am highly doubtful that even when complete that the new settlement could sustain shops, a school, a health centre and a pub when all around businesses are failing even in larger rural communities.</p> <p>The village is not currently a sustainable settlement - there are virtually no existing facilities or local employment opportunities. Shopping is done following a car trip of several miles to the surrounding towns. Even in the unlikely event of the new settlement delivering a village shop, supermarket shopping will still prevail. Recently a major house builder stated that when appraising a new site they look for an existing supermarket within a maximum distance of two miles - that is the demand from purchasers and Siddington does not conform.</p> <p>The village currently has very limited utilities with no gas and only localised mains drainage. The cost of providing services will be very considerable and a significant deterrent to any developer.</p> <p>Similarly the existing road network is scarcely adequate for current traffic levels being of mainly restricted width or single track carriageways. Any new development would require a complete re-construction of the road system - all the way to Chelford in one direction and to the A34 in the other, including reforming the currently highly dangerous junction of Chelford Road with the B5392 (Salters lane). The cost of doing this will be prohibitive but would be entirely necessary as 700 units could produce over 1,200 additional cars, all of which would be much used due to the remoteness of the settlement from shops, employment, secondary schools and leisure. Currently the nearest cinema is 10 miles distant.</p> <p>Public transport is non-existent in the village. The nearest station or bus route is in Chelford, which can only be reached by car. Additional bus services could be introduced but rural travel is predominantly by car.</p> <p>The proposal for a new large settlement in the village has no merit whatsoever; indeed it would be hard to find a less suitable location. On any objective assessment Siddington is not a realistic site for a new sustainable community. [Edited by admin].</p> <p>It is also my view as a property professional that it would be extremely difficult to attract house builders to develop in the area on this scale. The village is simply too remote from existing population centres and all they have to offer.</p>

Document Reference	Consultee Comment Summary
	<p>Additionally the exceptionally high development costs in providing new roads and services together with a commercially doubtful local amenity centre make the whole proposal unattractive. From a commercial point of view there are simply better located and easier developed sites becoming available, which are being released by reforms to the current planning system.</p> <p>There is also no requirement for a large number of affordable dwellings which would form part of this proposed development. Take-up of existing local affordable stock is poor and there is no requirement for further dwellings on the part of local social housing providers.</p> <p>I consider the proposal to be ill considered. It firstly has no regard for the existing community and its residents many of whom are now greatly concerned at what might happen to their village and its rural way of life. Secondly as a small agricultural village with high quality productive agricultural land the village's status as an important farming community should be protected. Thirdly the proposal is naive in assuming that the indicated local centre amenity facilities will lead to a sustainable settlement. People are no longer willing to support a local shop or pub - they require far more in the way of facilities and amenities, and they also wish to live close to their place of work.</p>
Table D.31	<p>Any additional housing should be much closer to the centre area of Macclesfield within reasonable reach of transport, shopping and leisure facilities so as to limit the use of cars and have good public transport available.</p> <p>Siddington has won numerous awards in the best kept Village annual competitions in the under 400 population category. It was judged the best kept village in the whole of Cheshire again in 2009, as it had been before. One of the two dairy farms that would be threatened with closure -Broadoak Farm - has won the title "Supreme Farm Champion of Cheshire in the Cheshire Farms competition. The country can ill afford to lose good farming land when National food production is so important. (The loss of this milk output would probably have to be made up with imported milk from France).</p> <p>In the fields, shown for new housing around Brookfields Farm, there are the unmarked graves of the many cattle slaughtered and buried there following the Foot and Mouth Disease outbreak in 1967-8, when 430,000 animals were killed on 2,300 farms- with a lot in Cheshire. Wouldn't such land be described as contaminated?</p> <p>The map shown on page 220 is out-of-date. The sand quarry is already a lot further east than shown and Planning Permission was granted some years ago to allow the quarry to extend almost to the house named Chance, with the eastern end of the quarry to be restored as shallow Wet Land, a type of nature reserve.</p> <p>Disused sandpits are often dangerous for children and young people with drownings due to their depth and often</p>

Document Reference	Consultee Comment Summary
	<p>steep and unstable sides. When completed there will be a public footpath round the edge and, whilst normally on country walks children have adult supervision - as at Redesmere for example - if hundreds of children were to live nearby and there is unrestricted access to the public footpath there are bound to be tragic accidents. Water is a magnet for children.</p> <p>Siddington is not a Sustainable Village i.e. it has: no public transport of any kind - all car use; no local employment (except on two dairy farms, both of which would be lost if the development went ahead); no primary school or pub/restaurant unlike Chelford and Marton which have both and are better served for such facilities and services; no shops; no recreational facilities; no main drainage. A few houses share a small private sewage treatment plant (already full). All other houses have septic tanks or soak-aways; no mains gas supply; no street lighting; sometimes an unreliable power supply when there are strong winds in the area; occasionally an uncertain water supply; poor broadband availability.</p> <p>How can such a small settlement take a 12 fold increase in housing?</p> <p>Siddington is accessed by country lanes which are narrow, winding and without pavements or footpaths. Prams, pushchairs and wheelchairs cannot be used on the roads safely.</p> <p>The Plan says that at least 30% of all new housing has to be Affordable, i.e. of the 700 houses built in Siddington at least 210 would have to be affordable, for sale or rent only to local people.</p> <p>Originally instigated by the [edited by admin] Rural Housing Enabler, affordable housing in Siddington has been the subject of much discussion over the last 5 years with a needs survey 4 years ago which initially suggested a possible requirement for up to 16 such houses. There were public meetings and much debate but, on examination, it was thought that the real need was more likely to be about 8.</p> <p>However none of the people originally listed have shown renewed interest in the last 3 years suggesting that perhaps their needs have changed or that they are not urgent. Thus it seems likely that even 8 affordable houses might be difficult to fill.</p> <p>A number of years ago 10 affordable houses were built in the next village, Lower Withington, in Dooley's Grig. Some time ago one of these became available but it is only now, over 2 years later, that it has been possible to find a new occupant.</p> <p>With this recent local history, how can one contemplate filling over 200 such houses in Siddington?</p> <p>Social housing can bring both good and bad results. (Remember the Victoria flats in central Macclesfield?). There seems little justification for social housing in any area where there is no public transport. If a lot came here might we</p>

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	<p>become the rural Hattersley?</p> <p>If 700 new houses were built in Siddington this would probably mean an extra 1,200 cars in the vicinity. Currently those driving south or east, usually go via the B 5392, through Lower Withington to Holmes Chapel, for the M6 or Middlewich, Chester etc.</p> <p>Lower Withington have had a history of speeding traffic through their village and if this went ahead it would impose an intolerable burden on them.</p> <p>Those going to Macclesfield cross the busy, and dangerously fast, A34 and go, via, Pexhill Road, B 5392, which is itself narrow and winding and along which there are few, if any, places where it is safe to overtake. At the end of this road there is Broken Cross which could well be even more congested depending on where the new proposed east-west Macclesfield Link road joins it.</p> <p>Those going to Knutsford, Alderley Edge and Wilmslow, use Congleton Lane, which is very narrow and cars often have to slow down to pass each other.</p> <p>All Saints Church, Siddington, is half a mile away, and the village hall one mile away, from the village centre- both on the other side of the extremely busy A34 where there have been numerous accidents. These tend to happen at the cross roads to Pexhill Road, at the Z bend approaching Capesthorpe Hall and just past the hall by North Lodge. Currently there is a severe build-up of traffic during rush hours at Monk's Heath traffic lights, (junction of the A34 and the A577), with up to a 1.5 mile back-up of traffic towards the Capesthorpe Z bend.</p> <p>Already reference has been made to the fact that there are little local employment opportunities in Siddington and these would mostly disappear if the two dairy farms went. Houses have been planned for some time in Chelford, the nearest large sustainable village, at the Stobart's site and at the present Marshall's site used for the market. Stobarts and Marshalls employ several hundred and these jobs will disappear in the next few years. The Plan indicates that Congleton, (the nearest town to Siddington), is already short of jobs which would mean that any workers in Siddington would have to commute to Macclesfield, Wilmslow or Knutsford - if there were jobs there.</p> <p>On page 221 there is a list of Constraints with regard to a development in Siddington. Whilst Great crested newts, archaeological remains and other items get a mention there is no mention of the impact on the quality of life of the existing residents. Are newts more important than people?</p> <p>Siddington is well inside the Jodrell Bank Radio Telescope Consultation Zone, (ref. Policy SE 14 on page 77 of Policy Principles). Why is there no mention of this under constraints, or have Jodrell Bank already given the proposal its</p>

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	<p>blessing and agreed not to raise any objections?</p> <p>Because Siddington does not have such facilities, it is suggested that there could be a range of shops, a new mixed-use local centre with a new primary school, a community facility (village hall?), health facilities, public house, restaurant and leisure facilities. At the moment Siddington children have the choice of schools at Marton, Chelford and others - all of which will be looking for new pupils in the future. There is an excellent doctor's surgery and pharmacy at Chelford and a choice of restaurants and pubs very close to Siddington.</p> <p>Whilst an increase of 700 houses in Siddington might make certain such projects viable, what happens in the time it takes to reach critical mass? Such projects would not be viable and the lack of such facilities would present real difficulties to newcomers.</p>
Table D.31	<p>Dealing first with the site selection criteria, it is clear that the analysis applied to each area relies on the Councils Sustainability Appraisal findings. However, the Councils Sustainability Appraisal does not include a final 'sustainability 'score' based on the Council's approach for each area. Instead the assessment is based on subjective opinion, including for example, how the individual areas of search can assist 'climate change', 'pollution' or contribute towards 'equality and social inclusion' and 'energy efficiency and renewable energy'. As such, the methodology applied holds little weight as all of the potential New Settlements could or should result in a 'positive score', based on the Council's approach as all the potential New Settlements, with the appropriate investment, could contribute to 'climate change' or 'renewable energy' provision for example.</p> <p>Although the Sustainability Appraisal includes limited commentary relating to 'biodiversity', 'green infrastructure' and 'flood risk' within each area, the Councils sustainability assessment is fundamentally flawed as it results in three of the areas being omitted due to the findings of the 'Sustainability Appraisal', without any scoring assessment, detailed explanation or considered conclusions.</p> <p>To address these concerns a more detailed, thorough review of a range of site options should be undertaken based on the areas Green Belt / Open Countryside function, its biodiversity, flood risk, agricultural land quality as well as physical proximity to jobs, shops, transport services and health and education facilities. A more considered approach may reveal that those New Settlements taken forward in the 'Development Strategy' are not physically capable of accommodating the level of growth principle and scale anticipated or the least constrained.</p>
Table F.1	We would suggest that some areas of the policy will have a negative impact on health. The development strategy

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	<p>seems to place great importance on expanding road networks and highway infrastructure. It is therefore reasonable to assume that Cheshire East will be subject to increased pollution levels and associated environmental health issues.</p> <p>Development of Junction 16 and duelling of A500 will promote an increase in the use of motor vehicles within the Crewe corridor. We are concerned that it will also add a high volume of HGV traffic to urban road networks. High levels of pollution caused from engine exhaust and fuel vapours should be expected to accumulate within these areas. Many of the chemicals present in vehicle emissions are potentially toxic and can cause severe damage to health. Recent studies have cited traffic pollution as the possible culprit for an increase in the premature death rate within the UK.</p> <p>It is reasonable to presume that higher vehicle numbers will potentially facilitate further road traffic accidents within the area. Duelling the A500 and expansion of Junction 16 will almost certainly encourage an increase in vehicular speed.</p> <p>Figures obtained from Cheshire Police show that between 01/01/07 - 30/06/12 there were a total of 1.115 casualties reported on the M6 Junction 16 to Junction 19 (North and South bound traffic). These figures do not included vehicle damage only collisions. There were 1,032 casualties with slight injuries, 68 with serious life threatening injuries and 15 fatalities. We would like to remind Council of the most recent tragic incident that occurred on the M6 on 10th December 2012.</p> <p>Figures obtained from Department of Transport show that the A500, Junction 15 to Junction 16 corridor (duelled road network), there were 727 people injured in road traffic accidents 2005 - 2011 period. There were 15 fatalities within this period. Thirty two incidents occurred between Junction 16 and the Alsager/Audley exit on A500 during this period. One of these incidents was fatal. We therefore suggest that the proposed duelling of the A500 to Crewe will not offer any safety advantages.</p> <p>Leighton Hospital currently does not have the required capacity to deal with any substantial increase in A&amp;E admissions. We note that policy proposals for expansion of Leighton Hospital may address some areas of concern but it must be recognised that the major trauma centre operating in the area is The North Staffordshire Hospital NHS Trust, which is also currently running at capacity and faces a debit of £10.5 million as a NHS Trust. Any further expansion of Leighton hospital must be financially viable to make sure current services are not affected. Funding for building development may be available but full funding for clinical treatment, staffing levels, estate maintenance and provision of equipment may prove a little difficult in the current/ future NHS economic climate</p>

Document Reference	Consultee Comment Summary
Table F.5	<p>We would like to make known the following objections:</p> <ol style="list-style-type: none"> <li>1. We have Health and Wellbeing concerns regarding addition of new public houses to proposed villages. Cheshire East has increased financial pressure placed upon NHS, Police and Community services due to alcohol related health issues. Further development/ provision of outlets will not ease current pressures and does not promote the Council's commitment to addressing alcohol related illness.</li> <li>2. We believe existing plans to expand the current Leighton Hospital site may only be sufficient to deal with the increased "aging "population of the area. As Leighton Hospital is already working to capacity and has to maintain very tight control of finances, any increase on current services will almost certainly prove negative by result. A full impact assessment of health for our area should include the potential of the migration of a new workforce and their potential health requirements. We strongly believe this cannot have been taken into consideration given current local health service issues.</li> <li>3. Increased carbon emission increase due proposed road developments. Development of A500, M6 and associated road networks do not champion working towards reducing carbon emissions but promote the use of road transport.</li> </ol> <p>We also note Village B and its phased developments are not best placed for the development of a healthy community to either live or work (Sick Community Syndrome - community displays signs and symptoms due to common environmental cause.) The development is to be based in close proximity to major road networks. Pollution levels, light, noise, air and environmental run-off from road transport will be high in this area.</p> <p>Minor point but ...The development is also close to a service station and therefore possible further emissions are of potential hazard. We note that vapour recovery systems should be in place at such locations but operator error must always be taken into account given that increase in business is likely if road expansion/ network developments are carried out.</p>
Table H.2	<p>Site Crewe 7 – East Shavington</p> <p>We have appraised the accessibility assessment criteria for East Shavington and would please ask you to make the following corrections based on the findings of our traffic and transport consultants in the preparation of the Transport Assessment for this site. The measurements are centre to centre and take into account the pedestrian link to Crewe Road via the Church land:</p>

Document Reference	Consultee Comment Summary
	<p>Amenity open space – will be on site.            Childrens’ playspace – will be on site.            Outdoor sports facility – will be on site.            Convenience store 480m (Co-op) instead of 551m.            Supermarket – 480m (Co-op) instead of 3,534m.            Post box – 480m (Main Road) instead of 607m.            Playground/amenity area – will be on site.            Post office 480m (Main Road) instead of 607m.            Bank or cash machine – 480m (Co-op and Nisa) instead of 714m.            Pharmacy 1600m (Rope Lane) instead of 1829m.            Primary School 500m instead 747m.            Medical centre – 1600m (Rope Lane) instead of 1829m.            Leisure facilities – 1300m instead of 1507m.            Local meeting place/community centre – 300m (Village Hall) instead of 486m.            Public house 700m (The Vine) instead of 855m.            Public park or village green – will be on site.</p> <p>We note that by comparison with the other 13 Strategic Sites / Alternative Sites East Shavington is the most sustainable in terms of the accessibility criteria.</p>
Table H.14	<p>Table H14 indicates that Chelford 'ticks ' more boxes than any of the other alternative new settlement sites and therefore should be given further consideration as it is accessible, sustainable and all the land to the east of the railway is deliverable from one owner</p>

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**ANNEX 1D Habitats Regulations Assessment for the Development Strategy and Emerging Policy Principles**

CONSULTATION POINT	SUMMARY OF ISSUE
<p><b>Habitats Regulations Assessment for the Development Strategy and Emerging Policy Principles</b> 5 representations by 5 people 1 support 2 object 2 comment</p>	Take every opportunity in proposed developments to replace and plant trees. Cheshire is one of the least wooded counties.
	United Utilities suggest alterations to Table 2.2 and para 4.3.2, support conclusions and recommendations, and request discussion with the Council
	No mention is made of Areas of Specific County Value eg Land off Fence Avenue, which is also a Nature Conservation Priority Area, recreation and amenity area etc.
	Too much habitat will be lost.
<p><b>Introduction</b> 15 representations by 15 people 3 support 6 object 6 comment</p>	Goostrey has a range of protected sites and species, the protection of which should be supported. Includes SSSI, bats, Great Crested Newts etc.
	The Shavington Triangle site has goshawk, newts, toads etc; development here will result in flooding; infrastructure will not cope; development contradicts plan objectives; the land ensures individuality of Shavington and Wybunbury; there has been no satisfactory ecological assessment; the huge majority of respondents are against development here; local village plan has been ignored
	Given the housing figures for villages, they will increase dramatically in size
	This consultation is not fit for purpose and should be declared invalid, and re-run. Far too many documents to respond to.
	Introduction does not mention SSSI or SBI sites.
	Housing, golf course extension and sports fields proposals envisaged in Knutsford are close to Ramsar site within Tatton Park and could have various impacts.
<p><b>Screening Assessment</b> 2 representations by 2 people 1 support 1 object</p>	Support identification and protection of European sites
	Ensure effective geological, air quality and ground water surveys are undertaken
	Para 5.3 states ‘potentially ... significant adverse effects’. Letters between the Council and Natural England are not ‘appropriate assessment’ to the risk to Wybunbury Moss. No scientific evidence is put forward to confirm or refuse risk from water flows, footfall, potential habitat and biodiversity interference etc.
<p><b>Development Strategy</b> 4 representations by 2 people 4 object</p>	Stapeley Water Gardens – Nantwich infrastructure cannot take any more expansion. Will damage the community fabric.
	There should be a Strategic Open Gap between North West Knutsford and adjacent villages/settlements
	Knutsford – no requirement for additional employment land due to much vacant property and surplus new commercial property in Northwich and Manchester Airport.
	No need to safeguard land if it is not needed during the plan period.
	No need for community facility/place of worship/public house etc in North West Knutsford. Provision would contradict any attempt to ensure sustainability of existing facilities in the town.

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## **Annex 2**

### **Report of Consultation: Local Plan Consultation – Possible Additional Sites Proposed by Developer and Land Interests**

The Local Plan consultation on the Possible Additional Sites Proposed by Developer and Land Interests document took place between 3 and 30 May 2013. It represents further preparatory work under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

#### **Consultation Document**

The consultation document comprised the 'Possible Additional Sites Proposed by Developer and Land Interests' document. This document sought views on a number of potential strategic sites that had been presented to the Council, by developers and landowners, that they considered to be suitable for inclusion in the Local Plan Core Strategy. This included responses that had been made to the Development Strategy consultation, along with other potential strategic sites that have been brought to the attention of the Council, over the past few months, as the Local Plan process has progressed. It was made clear within the document that the Council did not have an opinion on the suitability of the sites, at the time of the consultation and that the Council was publishing the sites for comment, through the consultation.

Comments forms were produced, that could be completed for any of the sites and were provided as stand alone documents. Hundreds of the comments forms were distributed, with some community groups requesting multiple copies to hand out to their members and local residents. A 'Guide to Making comments Online' was also produced, with copies available wherever the comments forms were available, including Cheshire East's web site.

All of the consultation documents were accessible via Cheshire East Council's Consultation Portal and can still be viewed on Cheshire East's web site

[www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)

Copies of the consultation documents were made available for inspection or to take away at all of the libraries in the Borough. They were also made available at the Council's Customer Service Centres, in Crewe and Macclesfield; Cheshire East Council's offices in Sandbach and the Planning Help Desk, Municipal Buildings, Crewe. All of the libraries and Customer Service Centres were also given an explanatory letter. The comments forms could be returned to the Spatial Planning Team, at Cheshire East Council's offices in Sandbach.

E-mails and letters, along with copies of the documents and comments forms, were sent out to all Cheshire East Council Members and all of the Parish and Town Councils, within the Borough, to inform them that the consultation was taking place. They were also informed that copies of the documents were available at the locations listed in the paragraph above (apart from the Planning Help Desk, Municipal Buildings, Crewe which reopened during the consultation period). Those Parish Councils situated in adjoining Local Authority areas were also sent an e-mail, along with other Consultees, as set out in the next section.

Copies of the documents and a covering letter were sent out to Natural England, English Heritage and the Environment Agency. Copies of the letter are included at **Appendix 1**.

Copies of the documents and a covering letter were sent out to the MPs that cover the Cheshire East area concerned. Copies of the letters are included at **Appendix 2**.

### **Notification Via Cheshire East's Consultation Portal or Letter**

On 23 April 2013, e-mails were sent to all Councillors, on behalf of Councillor Brown (Strategic Communities Portfolio Holder), regarding the forthcoming consultation. A press release accompanied the e-mail.

On 3 May 2013 e-mails were sent to all Councillors, announcing that the consultation on the 'Possible Additional Sites Proposed by Developer and Land Interests' document would take place between 3 and 30 May 2013.

On 3 May 2013 e-mails were sent to all Town and Parish Councils, announcing that the consultation on the 'Possible Additional Sites Proposed by Developer and Land Interests' document would take place between 3 and 30 May 2013.

On 3 May 2013, an e-mail was sent to all consultees, who had registered on Cheshire East's Consultation Portal, with an e-mail address, announcing that the consultation on the 'Possible Additional Sites Proposed by Developer and Land Interests' document would take place between 3 and 30 May 2013. This was sent to a total of 7,863 e-mail addresses.

The consultees included local residents, landowners and developers, along with the 'specific consultation bodies'; 'general consultation bodies' and 'residents and other persons carrying out a business in the Local Planning Authority's area', as required by Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Copies of the e-mails are included at **Appendix 3**.

Following the end of the consultation period, all of the consultation responses were logged. At this stage, a total of 17,129 consultees had registered on the consultation database, of which 1,973 did not have an e-mail address.

### **Web Site and Cheshire East's Consultation Portal**

The Cheshire East Council's web site home page featured the consultation in the 'In focus', 'Have Your Say' and the 'Consultations' sections. An advert was also placed on the web pages for the consultation. The consultation document could be accessed via the Local Plan pages and the Cheshire East Consultation Portal, all of which are linked. Screen shots are included at **Appendix 4**.

The Cheshire East Consultation Portal can be accessed via the web site; it enabled stakeholders to inspect and download the consultation document. It also enabled them to respond to the consultation electronically and to register their details, so that they can be informed of future Local Plan stages. The comments forms could also be submitted by e-mail or post.

In total, between 3 and 30 May, the Local Plan consultation pages, on the web site, received 7,638 unique views and a total of 10,274 page views.

Links were also provided to Spatial Planning pages on Facebook, twitter and LinkedIn. The Facebook and twitter pages were regularly updated.

Following the closure of the consultation period there were:

Facebook – 112 likes (an increase from 108 in April 2013); a weekly total reach of 886 (the number of unique people who have seen any content associated with the Spatial Planning facebook page from 28/05/13 to 03/06/13)

Twitter – followers have increased from 443 in April 2013 to 456.

LinkedIn - 403 Connections linking to 4,638,384+ professionals.

Screen shots of the twitter, Facebook and LinkedIn pages are included at **Appendix 5**.

## **Publicity and Media Coverage**

The consultation has included a press release on 23/04/13, announcing that the 'Possible Additional Sites Proposed by Developer and Land Interests' consultation would be commencing on 3 May 2013 and a press release on 23/05/13, reminding people that the consultation would close on 30 May 2013. The press releases resulted in a number of articles being published in the press.

There was also local radio coverage of the consultation, with Councillor Michael Jones (Leader of the Council) interviewed on four different radio stations.

An article (in Polish and English) was included on the 'Good Migration' web site which is aimed at migrant workers in Cheshire East.

Articles were placed on various web sites including Haslington Online, Audlem Online and Alderley Edge.com

Four articles were included in the internal Cheshire East Council weekly staff newsletter 'Team Talk'.

An article was included in the internal Cheshire East Council Schools Bulletin.

An article on the consultation was included on the Mid Cheshire Hospitals Foundation Trust staff intranet.

Articles were included in 3 editions of the 'Cheshire East Direct' e-newsletter, produced by Cheshire East Council and e-mailed to approximately 2,200 e-mail recipients, who had signed up to receive the newsletter.

A list of the media coverage and press releases and is included at **Appendix 6**.

Details of the consultation were also included on the customer information screens, at Cheshire East Council's Customer Service Centres, throughout the whole of the consultation period. A copy of the information displayed is included at **Appendix 7**.

## **Young People**

**'Schools Bulletin'** – an article about the consultation was included in the Cheshire East Council 'Schools Bulletin' which is sent to schools electronically once a week. The article aimed to encourage schools, pupils, teachers, governors and parents to respond to the consultation. It also included the availability of a lesson plan for schools that could be used either during or after the consultation.

## Consultation Responses

A total of 4,755 comments were made by 2,404 different parties to the consultation on the Additional Sites document.

The methods by which comments were submitted are as follows –

- 68% were submitted online via the consultation portal
- 19% were submitted in paper form (either via the official consultation form or a letter)
- 13% were submitted by email.

## Petitions Received

A number of petitions were received to the consultation which are included in the figures set out above; they are set out below –

**Site D – land at Audlem Road, Audlem:** Two petitions received from Audlem Parish Council – Petition with 315 signatures (paper petition, with 208 signatures and e-petition with 107 signatures), opposing development on site D – land at Audlem Road, Audlem, stating:

‘We strongly oppose any speculative development proposal for Audlem put forward before Cheshire East Council issues its Local Plan. In particular, we oppose the recent Gladman proposal for a large development on land at Little Heath, Audlem. This proposal does not comply with the Village Design Statement (a document outlining Audlem's needs in terms of sustainable development for housing and employment), is not even listed in the SHLAA\* and does not take into account the infrastructure or general ambience of the village. We strongly urge Cheshire East Council to stop this land grab across South Cheshire by refusing plans for large scale developments until their Local Plan is in place for guidance. \* (SHLAA-Strategic Housing Land Availability Assessment - the contents of this have not been debated with the Parish Council or residents)’

**Sites E – Land off University Way, Crewe and F – Junction of A534 and Sydney Road, Crewe:** Petition, with 36 signatures, received from Councillor C Thorley, objecting to the potential development of sites E – Land off University Way, Crewe and F – Junction of A534 and Sydney Road, Crewe. The petition states ‘Plan E – Land off University Way, Crewe. These houses are not required the infrastructure in this area will not cope with any more houses. Plan F – Junction of the A534 and Sydney Road – SHLAA site 3029. This area is Green Gap and would join Crewe to Haslington. Local infrastructure could not cope from Sydney bridge to Crewe island, in the emerging Local Plan this is in the blue area.’

**Site W – Land adjoining Lark Hall, Macclesfield:** Petition, with 532 signatures, received from Councillor D Newton, objecting to the potential development of site W – Land adjoining Lark Hall, Macclesfield. The petition states 'I/We the undersigned are AGAINST any development on the land adjoining Lark Hall AND behind King's School. We are concerned about the destruction of more of our green spaces and fear that our area cannot cope with the increased traffic and the affects on schools and other services. We ask Cheshire East Council to reverse their plans & SAVE OUR GREEN BELT!'

**Site W – Land Adjoining Lark Hall, Macclesfield:** E-petition received, with 371 signatures, opposing development at Site W – Land Adjoining Lark Hall, Macclesfield. The petition stated:

"More Macclesfield Green Belt under threat!! Sign the petition to object to housing development on land adjoining Lark Hall Road, Lark Hall Crescent, Lark Hall Close, Cottage Lane and Higher Fence Road in Macclesfield. Emery Planning Partnership have put forward plans to build over 130 houses on Green Belt land that is also recognised by Cheshire East as being an Area of Special County Value. These plans are a further threat to Macclesfield's green belt meaning even more land will now be at risk. Sign the petition to keep Macclesfield green!"

In addition, some of the signatories made their own comments; they have been included in the details on the Consultation Portal and within the overall list of comments received. Common issues raised were: Green Belt land - should only be developed in exceptional circumstances; sufficient brownfield sites are available; natural beauty; wildlife; traffic & congestion issues; ASCV; we need agricultural land; pleasant walking area; flora & fauna; risk to Swan's Pool; don't need so many houses; former mining area; infrastructure concerns.

**Site O – Ilfords, Ilford Way, Mobberley and Site P – Land at Junction of Town Lane and Smith Lane, Mobberley.** An e-petition, with 5 signatures stating 'Petition against Proposed Large Housing Development in Mobberley Village, United Kingdom'; an e-petition, with 52 signatures and a paper petition, with 191 signatures were received after the closure of the consultation period, relating to Sites O and P, stating as follows -

**'We the undersigned petition the council to reject the two large housing developments (Sites 'O' and 'P') that have been put forward for possible inclusion in the Cheshire East Local Plan. In particular we urge the council to reject any plans submitted in the future to build 375 homes on the 39 acre Ilford Way site, currently being proposed by LPC Living.**

Our village school is already oversubscribed having absorbed the intake from Ashley Primary School and according to Cheshire East's own estimates this will become

significantly worse by 2016 without any new housing. Our local amenities are already overstretched and will not be able to cope with the hundreds of new families these developments will bring to the area.

Both sites border onto Smith Lane, a road that narrows to a single track in places that is completely unsuitable for the amount of traffic these developments will create. The planned entrance to the Ilford Way site is on a dangerous bend.

The residents understand the need for new housing in the borough and Mobberley has expanded significantly in recent years. These proposed developments are simply too large for the local infrastructure and will permanently destroy the character and identity of the village.'

The full consultation responses and summaries of those responses are available as separate documents.

### **Future Stages**

The next stage of the production of the Local Plan is the publication of the Core Strategy. There will be a six week period when formal representations can be made on the Core Strategy. Following this, the Core Strategy will be Submitted to the Secretary of State, for formal Examination.

17/09/13

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## **Annex 2**

### **Report of Consultation – Local Plan Consultation – Possible Additional Sites Proposed by Developer and Land Interests**

#### **List of Appendices**

Appendix 1 – Letters to Natural England, English Heritage and the Environment Agency

-

Appendix 1A – Letter to Natural England, dated 3 May 2013

Appendix 1B – Letter to English Heritage, dated 3 May 2013

Appendix 1C – Letter to the Environment Agency, dated 3 May 2013

Appendix 2 – Letters to MPs -

Appendix 2 A – Letter to Fiona Bruce, dated 3 May 2013

Appendix 2 B – Letter to David Rutley, dated 3 May 2013

Appendix 2 C – Letter to Edward Timpson, dated 3 May 2013

Appendix 2 D – Letter to George Osborne, dated 3 May 2013

Appendix 2 E – Letter to Stephen O'Brien, dated 3 May 2013

Appendix 3 – Copies of consultation e-mails and 'personal letter' sent during April and May 2013 –

Appendix 3A – E-mail sent to all Councillors, on behalf of Councillor David Brown, dated 23 April 2013

Appendix 3B - E-mail sent to Cheshire East Council Members, dated 3 May 2013

Appendix 3C – E-mail sent to all Town and Parish Councils, dated 3 May 2013

Appendix 3D - E-mail sent to consultees, on the consultation database, dated 3 May 2013

Appendix 4 – 'Screen shots' of Cheshire East Council web pages

Appendix 5 – 'Screen shots' of twitter, Facebook and LinkedIn pages

Appendix 6 – List of media coverage and press releases

Appendix 7 – Information displayed on customer service screens in Cheshire East Council's Customer Service Centres



Mrs Janet Belfield  
Natural England  
Hornbeam House  
Electra Way  
Crewe  
CW1 6GJ

**Spatial Planning**  
Westfields, Middlewich Road  
Sandbach, Cheshire  
CW11 1HZ  
Tel: 01270 685893

Email: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Date: 3<sup>rd</sup> May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Belfield,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

As you will be aware, Cheshire East Council is producing its Local Plan, which will set out how Cheshire East should be shaped up to 2030. Consultation has been carried out on a number of documents including 'Issues and Options', 'Place Shaping', 'Town Strategy', 'Development Strategy' and 'Policy Principles'.

Responses to the recent 'Development Strategy' consultation have revealed a number of sites which developers and landowners consider suitable for inclusion in the Core Strategy. In addition, other strategic sites have been brought to the attention of the Council in the past few months, as the plan-making process has progressed.

At the meeting of Cheshire East Council's Strategic Planning Board on 1<sup>st</sup> May 2013, it was agreed that public consultation should take place on the 'Possible Additional Sites Proposed by Developer and Land Interests', from 3<sup>rd</sup> to 30<sup>th</sup> May 2013.

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Copies of the consultation documents will be made available for inspection in the libraries, Customer Service Points in Crewe and Macclesfield and the Council's offices at Westfields, Sandbach **from 3<sup>rd</sup> May until 30<sup>th</sup> May 2013**. Comments forms will also be made available at the above locations. **The closing date for comments is 30<sup>th</sup> May 2013**.

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Mrs Judith Nelson  
English Heritage  
Canada House  
3 Chepstow Street  
Manchester  
M1 5FW

**Spatial Planning**  
Westfields, Middlewich Road  
Sandbach, Cheshire  
CW11 1HZ  
Tel: 01270 685893

Email: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Date: 3rd May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Nelson,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Ms Catherine Hunt  
Environment Agency  
Richard Fairclough House  
Knutsford Road  
Warrington  
WA4 1HT

**Spatial Planning**  
Westfields, Middlewich Road  
Sandbach, Cheshire  
CW11 1HZ  
Tel: 01270 685893

Email: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)

Date: 3rd May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Ms Hunt,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

As you will be aware, Cheshire East Council is producing its Local Plan, which will set out how Cheshire East should be shaped up to 2030. Consultation has been carried out on a number of documents including 'Issues and Options', 'Place Shaping', 'Town Strategy', 'Development Strategy' and 'Policy Principles'.

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Fiona Bruce MP  
House of Commons  
London  
SW1A 0AA

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

3 May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Bruce,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



David Rutley MP,  
Macclesfield Conservatives,  
West Bank Road,  
Macclesfield,  
Cheshire,  
SK10 3BT.

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

3 May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Rutley,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

As you will be aware, Cheshire East Council is producing its Local Plan, which will set out how Cheshire East should be shaped up to 2030. Consultation has been carried out on a number of documents including 'Issues and Options', 'Place Shaping', 'Town Strategy', 'Development Strategy' and 'Policy Principles'.

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Edward Timpson MP  
Constituency Office  
30 Victoria Street  
Crewe  
CW1 2JE

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

3 May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Timpson,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



George Osborne MP  
Tatton Conservative Office  
Manchester Road  
Knutsford  
WA16 OLT

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

3 May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Osborne,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager



Stephen O'Brien MP  
Constituency Office  
4 Church Walk  
Tarpoley  
CW6 OAJ

**Spatial Planning**  
Westfields  
Middlewich Road  
SANDBACH  
CW11 1HZ  
01270 685893  
localplan@cheshireeast.gov.uk

3 May 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr O'Brien,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

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Thank you.

Yours faithfully

*Adrian Fisher*

Strategic Planning and Housing Manager

**CLARKE, Allan**

---

**From:** PARRY, Ruth  
**Sent:** 24 April 2013 09:38  
**To:** PARRY, Ruth  
**Subject:** FW: Email on behalf of Councillor David Brown - Local Plan

---

**From:** WILLIAMS, Jemma  
**Sent:** 23 April 2013 17:29  
**To:** Cheshire East Members  
**Subject:** Email on behalf of Councillor David Brown - Local Plan

<< File: Local Plan release 230413.docx >>

Dear Member

This is a brief note just to update you on the soft consultation on the Local Plan. The reason for doing this consultation is to ensure we have a robust and sustainable plan when we submit in June.

These sites have been put forward by developers and will be going out to the public for comment. This is in order that we have evidence to substantiate their objection or acceptance into the core strategy document.

We in no way have committed to supporting any of these sites. In fact, they would have to be proven on substantial and environmental grounds in order for them to have any chance of being accepted into the plan. So have my assurance that this is not a way of sneaking sites in, it is my personal belief that following consultation, many of these sites will be totally rejected and more importantly, developers will not be able to appeal and force development where we do not want it.

Please find attached a press release regarding the consultation and a link below to the agenda for Strategic Planning Board on Wednesday 1<sup>st</sup> May.

<http://moderngov.cheshireeast.gov.uk/ecminutes/ieListDocuments.aspx?CId=279&MId=4976&Ver=4>

Kind regards

**Councillor David Brown**  
**Deputy Leader of the Council**  
**Portfolio Holder for Strategic Communities**

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**CLARKE, Allan**

---

**From:** PARRY, Ruth  
**Sent:** 03 May 2013 11:03  
**To:** PARRY, Ruth  
**Subject:** Cheshire East Council Local Plan Consultation: 3rd to 30th May 2013.

---

**From:** LOCAL PLAN  
**Sent:** 03 May 2013 09:42  
**To:** Cheshire East Members  
**Cc:** PARRY, Ruth; FISHER, Adrian G (Planning & Housing); PENNY, Stuart; HOUSE, Stewart  
**Subject:** Cheshire East Council Local Plan 'Possible Alternative Sites Proposed by Developer and Land Interests' Consultation: 3rd to 30th May 2013.

Dear Councillor,

**Cheshire East Council Local Plan 'Possible Alternative Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

As you will be aware, Cheshire East Council is producing its Local Plan, which will set out how Cheshire East should be shaped up to 2030. Consultation has been carried out on a number of documents including 'Issues and Options', 'Place Shaping', 'Town Strategy', 'Development Strategy' and 'Policy Principles'.

Responses to the recent 'Development Strategy' consultation have revealed a number of sites which developers and landowners consider suitable for inclusion in the Core Strategy. In addition, other strategic sites have been brought to the attention of the Council in the past few months, as the plan-making process has progressed.

At the Strategic Planning Board on 1<sup>st</sup> May 2013, it was agreed that public consultation should take place on the 'Possible Alternative Sites Proposed by Developer and Land Interests', from the 3<sup>rd</sup> to the 30<sup>th</sup> May 2013.

The purpose of the consultation is to give members of the public and other interested parties a chance to have their say about the sites included within this document, prior to the Council making a decision on whether any of these sites should be included within the Local Plan.

Please note that all previous comments made during consultation on the Development Strategy and other elements of the Local Plan remain valid. The Potential Additional Sites Proposed by Developer and Land Interests Consultation is focused on seeking views on the additional sites presented in the consultation document and therefore there is no need to repeat comments made previously on the Local Plan.

Please find attached a copy of the consultation document and comments form, for your reference. A hard copy of the consultation documents will be sent to you in the post.

All Town and Parish Councils in the Borough will be sent a copy of the consultation document and comments form. Please find attached a letter that will also be sent to Town and Parish Councils.

The consultation documents can be viewed on Cheshire East Council's website and using the Council's Consultation Portal [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be submitted electronically.

Copies of the consultation documents will be made available for inspection in the libraries, Customer Service Points in Crewe and Macclesfield and the Council's offices at Westfields, Sandbach **from 3<sup>rd</sup> May**

**until 30<sup>th</sup> May 2013.** Comments forms will also be made available at the above locations. **The closing date for comments is 30<sup>th</sup> May 2013.**

Further information on the consultation can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893

Thanks for your time,

Kind Regards,

Allan

Allan Clarke  
Senior Planning Officer  
Spatial Planning and Housing  
Cheshire East Council  
E-mail: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)  
Telephone: 01270 685893



**New Cheshire East Local Plan:**

Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



**CLARKE, Allan**

---

**From:** PARRY, Ruth  
**Sent:** 03 May 2013 11:05  
**To:** PARRY, Ruth  
**Subject:** Cheshire East Council Local Plan Consultation: 3rd to 30th May 2013.

---

**From:** LOCAL PLAN  
**Sent:** 03 May 2013 09:43

**To:** Acton Edleston & Henhull PC; Adlington PC; Agden PM; Alderley Edge PC; Alraham pc; Alsager Town Clerk; Arclid PC; Ashley PC; Aston-by-Budworth PC; Audlem PC; Barthomley PC & Church Minshull PC; Bickerton & Egerton PC; Bollington TC; Bosley PC; Bradwall PC; Roz Middleweek; Brindley & Faddiley PC; Buerton PC; Bulkeley & Ridley PC; Bunbury PC; Burland PC; Calveley PC; Chelford PC; Cholmondeley & Chorley PC; Cholmondeston & Wettenhall PC; Chorley PC; Church Lawton PC; Congleton TC; Cranage PC and Somerford PC and Twemlow PC; Crewe Green PC; Disley PC; Dodcott-cum-Wilkesley PC; Doddington & District PC & Betchton PC; Eaton PC; Gawsorth PC; Goostrey PC; Great Warford PC; Handforth PC; Haslington PC; Hassall PC; Hatherton & Walgherton PC; Haughton PM; Henbury PC; High Legh; Higher Hurdsfield PC; Holmes Chapel PC; Hough & Chorlton PC; Kettlethulme PC; Knutsford TC; Little Bollington PM; Little Warford PC; Lower Withington PC; Macclesfield Charter Trustees; Macclesfield Forest & Wildboarclough PM; Marbury & District PC; Marton PC; Mere PC; Middlewich TC & Crewe PC; Millington PC; Minshull Vernon & District PC; Mobberley PC; Bowland, Annette; Mottram-St-Andrew PC; Nantwich TC; Nether Alderley PC; Pointon, C; Newhall PC & Sound & District PC; North Rode Parish Council; Odd Rode PC ; Ollerton & Marthall PC; Peckforton PM; Peover Inferior; Peover Superior PC; Pickmere PC; Plumley with Toft and Bexton PC; Pott Shrigley PC; Poynton with Worth TC; Prestbury PC; Rainow Parish Council; Rope Parish Council; Rostherne PC; Sandbach Town Council; Shavington-cum-Gresty PC; Smallwood PC; Snelson Parish Council; Spurstow PC and Stoke & Hurleston PC; Stapeley & District PC; Styal Parish Council; Sutton PC; Swettenham PC; Tabley PC; Wardle PC; Warmingham PC; Weston & Basford PC; Willaston PC; Wilmslow TC; Wincle PM; Wistaston PC; Wrenbury-cum-Frith PC; Wybunbury PC  
**Cc:** PARRY, Ruth; FISHER, Adrian G (Planning & Housing); PENNY, Stuart; HOUSE, Stewart  
**Subject:** Cheshire East Council Local Plan 'Possible Alternative Sites Proposed by Developer and Land Interests' Consultation: 3rd to 30th May 2013.

Dear Clerk,

**Cheshire East Council Local Plan 'Possible Alternative Sites Proposed by Developer and Land Interests' Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

As you will be aware, Cheshire East Council is producing its Local Plan, which will set out how Cheshire East should be shaped up to 2030. Consultation has been carried out on a number of documents including 'Issues and Options', 'Place Shaping', 'Town Strategy', 'Development Strategy' and 'Policy Principles'.

Responses to the recent 'Development Strategy' consultation have revealed a number of sites which developers and landowners consider suitable for inclusion in the Core Strategy. In addition, other strategic sites have been brought to the attention of the Council in the past few months, as the plan-making process has progressed.

At the Strategic Planning Board on 1<sup>st</sup> May 2013, it was agreed that public consultation should take place on the 'Possible Alternative Sites Proposed by Developer and Land Interests', from 3<sup>rd</sup> to 30<sup>th</sup> May 2013.

The purpose of the consultation is to give members of the public and other interested parties a chance to have their say about the sites included within this document, prior to the Council making a decision on whether any of these sites should be included within the Local Plan.

Please note that all previous comments made during consultations on the Development Strategy and other elements of the Local Plan remain valid. The Potential Additional Sites Proposed by Developer and Land

Interests Consultation is focused on seeking views on the additional sites presented in the consultation document and therefore there is no need to repeat comments made previously on the Local Plan.

Please find attached a copy of the consultation document and comments form, for your reference. A hard copy will also be sent to you in the post.

The consultation documents can also be viewed on Cheshire East Council's web site and using the Council's Consultation Portal [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be submitted electronically. Please note that this is Cheshire East Council's preferred method of receiving comments.

Copies of the consultation documents will be made available for inspection in the libraries, Customer Service Points in Crewe and Macclesfield and the Council's offices at Westfields, Sandbach **from 3<sup>rd</sup> May until 30<sup>th</sup> May 2013**. Comments forms will also be made available at the above locations. **The closing date for comments is 30<sup>th</sup> May 2013**.

Further information on the consultation can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.

Thank you.

Kind Regards,

Allan

Allan Clarke  
Senior Planning Officer  
Spatial Planning and Housing  
Cheshire East Council  
E-mail: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)  
Telephone: 01270 685893



**New Cheshire East Local Plan:**

Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



**CLARKE, Allan**

---

**From:** PARRY, Ruth  
**Sent:** 03 May 2013 13:56  
**To:** PARRY, Ruth  
**Subject:** Cheshire East Local Plan: 3rd May - 30th May 2013

---

**From:** LOCAL PLAN  
**Sent:** 03 May 2013 11:53  
**To:** LOCAL PLAN  
**Subject:** Cheshire East Local Plan: Consultation on Possible Additional Sites Proposed by Developer and Land Interests 3rd May - 30th May 2013

Dear Sir / Madam,

**Cheshire East Council Local Plan 'Possible Additional Sites Proposed by Developer and Land Interests'  
Consultation: 3<sup>rd</sup> to 30<sup>th</sup> May 2013.**

Cheshire East Council is currently producing its Local Plan, which will set out how Cheshire East should be shaped up to 2030. Consultation has been carried out on a number of documents including 'Issues and Options', 'Place Shaping', 'Town Strategy', 'Development Strategy' and 'Policy Principles'.

Responses to the recent 'Development Strategy' consultation have revealed a number of sites which developers and landowners consider suitable for inclusion in the Core Strategy. In addition, other strategic sites have been brought to the attention of the Council in the past few months, as the plan-making process has progressed.

At the meeting of Cheshire East Council's Strategic Planning Board on 1st May 2013, it was agreed that public consultation should take place on the 'Possible Additional Sites Proposed by Developer and Land Interests', from 3<sup>rd</sup> to 30<sup>th</sup> May 2013.

The purpose of the consultation is to give members of the public and other interested parties a chance to have their say about the sites included within this document, prior to the Council making a decision on whether any of these sites should be included within the Local Plan. Please note that all previous comments made during consultations on the Development Strategy and other elements of the Local Plan remain valid. This consultation is seeks views on the additional sites presented in the consultation document and therefore there is no need to repeat comments made previously on the Local Plan.

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time, paper and money. As you are registered on our database, you have already been assigned a username and password to enable you to comment online. If you have the ability to comment online but cannot remember your username and password, please contact us by phone or email and we will be able to provide these for you.

The consultation documents can also be viewed on Cheshire East Council's web site and using the Council's Consultation Portal [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) where comments can be submitted electronically. Please note that this is Cheshire East Council's preferred method of receiving comments.

Copies of the consultation documents will be made available for inspection in the libraries, Customer Service Points in Crewe and Macclesfield and the Council's offices at Westfields, Sandbach from 3<sup>rd</sup> May until 30<sup>th</sup> May 2013. Comments forms will also be made available at the above locations. The closing date for comments is 30<sup>th</sup> May 2013.

Further information on the consultation can be obtained from the Cheshire East web site [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) or by e-mail [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk) or telephone 01270 685893.  
Thank you.

Kind Regards,

**Spatial Planning Team**

Cheshire East Council

01270 685893



***New Cheshire East Local Plan:***

*Latest news and information online at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)*



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### Possible Additional Sites Consultation

Cheshire East Council consulted on the draft Development Strategy in January and February 2013. It set out the overall number of homes and jobs needed in Cheshire East over the next 20 years and proposes their distribution across the Borough on 'Strategic Development Sites'. These are large sites that are considered to be very important, in terms of delivering the overall jobs led growth strategy for the Borough.

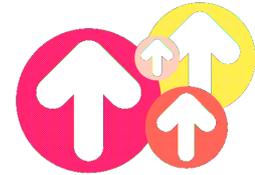
Developers and landowners have suggested a number of alternative strategic sites which may be suitable for inclusion in the Core Strategy. As a result, the 'Potential Additional Sites Proposed by Developer and Land Interests Consultation Document (PDF file)' has been prepared and published for consultation. It presents 27 sites with a brief description of each site, its location and potential use. **The Council does NOT have an opinion on the suitability of the sites for the uses proposed.**

Smaller sites will be identified and consulted upon later in the Local Plan process, in the Site Allocations document.

Please note that relevant comments may be made on the sites proposed in the 'Potential Additional Sites Proposed by Developer and Land Interests' consultation document **only**. Comments on wider issues **will not** be accepted at this stage.

Consultation runs from **3rd May to 30th May 2013**. Printed versions of the document can be inspected at all Cheshire East libraries, Delamere House in Crewe, the Town Hall in Macclesfield and Westfields in Sandbach. Paper copies of the comments form can also be collected at these locations. However, the Council asks that consultation responses are made online wherever possible to save time, paper and money.

To view the document and submit your comments online, please click the button below "Read and comment on document" to get started.



[Event Information](#)   [Supporting Documents](#)   [All Comments](#)

<b>Access:</b> Login required
<b>Status:</b> <span style="color: green;">open</span> (From 02/05/13 13:00 to 30/05/13 23:59)
<b>Privacy:</b> If you take part: your name will not be shown, your answers may be displayed, your town/city will not be shown
<b>Description:</b> Local Plan consultation on possible additional sites proposed by developers and land interests.
<b>Organisation:</b> Cheshire East Council
<b>Contact Name:</b> Spatial Planning Team
<b>Contact Email:</b> localplan@cheshireeast.gov.uk
<b>Contact Telephone:</b> 01270 685893
<b>Other Contact Information:</b> Westfields Middlewich Road Sandbach Cheshire CW11 1HZ
<b>Subject:</b> Local development plans, Planning (town and country), Local development, Local Development Framework

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## Local Plan Consultations

Your Place, Your Future, Your Say



Cheshire East is facing many challenges over the next twenty years or so, including climate change, moving to a low carbon and globalised economy and increased housing need. The Local Plan will be a key part of the planning system in Cheshire East and will form the basis of planning decisions in the Borough until 2030.

Details of previous and current consultations are shown on this page. You might also like to look at the [press and publicity page](#) for links to news articles on Local Plan consultations.

### Current Consultation: Possible Additional Sites

As part of the production of the new Local Plan, we are currently consulting on possible additional sites proposed by developers and land interests.

Responses received to the recent Local Plan consultation in January and February 2013 have revealed a number of possible strategic sites that developers and landowners consider suitable for inclusion in the Local Plan as well as other strategic sites that have been brought to the attention of the Council in the past few months as the plan-making process has progressed.

The purpose of this consultation is to give members of the public and other interested parties a chance to have their say about these new sites prior to the Council making a decision on whether any of them should be included within the Local Plan. These sites have either not previously featured in Local Plan consultations or have changed significantly since previous consultations.

Consultation runs from 3<sup>rd</sup> May to 30<sup>th</sup> May 2013. Printed versions of the document can be inspected at all Cheshire East libraries,



## Page 370

Delamere House in Crewe, the Town Hall in Macclesfield and Westfields in Sandbach. Paper copies of the comments form can also be collected at these locations. However, the Council asks that consultation responses are made online wherever possible to save time, paper and money.

- [View document and submit your comments via the consultation portal](#)
- [Possible Additional Sites Consultation Document \(PDF, 5.7MB\)](#)
- [Guide to Making Comments Online \(PDF, 64KB\)](#)

### Future Consultations

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- Consultation on the draft Local Plan Core Strategy will take place during Summer 2013.

### Previous Consultations

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#### Development Strategy and Policy Principles (January / February 2013)

Consultation on the overall [Development Strategy and Policy Principles](#) documents took place between 15<sup>th</sup> January and 26<sup>th</sup> February 2013 and all responses are currently being considered. A full report of consultation will be produced but in the meantime responses made can be viewed on our [consultation portal](#).

#### Town Strategy Phase 3 Consultations (September 2012)

Following on from the Place Shaping Consultation in 2011, Advisory Panels were formed in Crewe, Macclesfield, Nantwich, Knutsford, Poynton, and Handforth. Their members were drawn from the Town Councils (where applicable), community partnerships, local businesses and community groups and they produced draft [Town Strategies](#) for each of these towns. Consultation took place between 31st August and 1st October 2012. All comments have now been considered and reports of consultation are available.

#### Wilmslow Vision Consultation (Town Strategy Phase 2 Consultation) (April / May 2012)

Consultation on the draft Wilmslow Vision ran from 1<sup>st</sup> April 2012 until 31<sup>st</sup> May 2012. Wilmslow Town Council has considered all comments received and re-written the document accordingly as the [Wilmslow Town Strategy](#).

#### Revised Local Plan Sustainability Appraisal Scoping Report (March / April 2012)

An updated [Sustainability Appraisal Scoping Report](#) has been produced to update the Scoping Report produced in 2009. This updated Scoping Report takes account of changes that have occurred to the planning system since 2009 and to ensure that the social, environmental and economic issues identified are up to date, and will be considered when assessing policy documents. Consultation took place between 2<sup>nd</sup> March and 10<sup>th</sup> April 2012. Following a review of comments made, the revised document and report of consultation are now available.

## Town Strategy Phase 1 Consultations (March 2012)

Following on from the Place Shaping Consultation in 2011, Advisory Panels were formed in Alsager, Congleton, Middlewich and Sandbach. Their members were drawn from the Town Councils, community partnerships, local businesses and community groups and they produced draft Town Strategies for each of these towns. Consultation took place between 2<sup>nd</sup> March and 2<sup>nd</sup> April 2012. All comments have been considered and revised Town Strategies approved by each respective Town Council.

## Minerals Issues Discussion Paper (March 2012)

The Minerals Issues Discussion Paper follows on from the Core Strategy Issues and Options consultation and Rural Issues Consultation which identified the importance of mineral extraction in the Borough. Consultation on the paper took place between 2<sup>nd</sup> March and 2<sup>nd</sup> April 2012 and gave the opportunity for those with an interest in minerals planning in Cheshire East to offer their views on how the Local Plan should approach key strategic minerals planning issues. There was also an opportunity to provide additional information on possible sites and areas for future mineral working and safeguarding. Following a review of comments made, a report of consultation is now available.

## Rural Issues Consultation (October / November 2011)

The survey accompanying the Cheshire East Rural Issues Summary Document (PDF, 1.2MB) has now ended. We have produced a Summary Report of Rural Issues Consultation (PDF, 289KB).

## Place Shaping Consultation (Summer / Autumn 2011)

The second major stage of the consultation on the Local Plan was the Place Shaping Consultation which took place between July and September 2011. During this time, we worked with local communities, businesses and stakeholders to understand the challenges facing each town or village.

Further details and a full report of consultation is available on the Place Shaping Consultation page.

## Core Strategy Issues and Options Paper (November / December 2010)

The Issues and Options Paper looks at the overall strategy for the future of Cheshire East, and asks some fundamental questions about what we want Cheshire East to be like in 2030, how much growth we should plan for and where new development should be located.

Consultation on the Issues and Options Report took place between 8<sup>th</sup> November and 20<sup>th</sup> December 2010. The consultation documents and full report of consultation are available on the Core Strategy Issues and Options Consultation page.

## Social Media

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## Contacts

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Spatial Planning Team

01270 685893

0300 123 5014

[planningpolicy@cheshireeast.gov.uk](mailto:planningpolicy@cheshireeast.gov.uk)

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Cheshire East Council Telephone: 0300 123 55 00  
Westfields, Middlewich Road, Sandbach, CW11 1HZ

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## Cheshire East Local Plan

### Current Consultation: Possible Additional Sites

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As part of the production of the new Local Plan, we are currently consulting on possible additional sites proposed by developers and land interests.

Responses received to the recent Local Plan consultation in January and February 2013 have revealed a number of possible strategic sites that developers and landowners consider suitable for inclusion in the Local Plan as well as other strategic sites that have been brought to the attention of the Council in the past few months as the plan-making process has progressed.

The purpose of this consultation is to give members of the public and other interested parties a chance to have their say about these new sites prior to the Council making a decision on whether any of them should be included within the Local Plan. These sites have either not previously featured in Local Plan consultations or have changed significantly since previous consultations.

Consultation runs from 3<sup>rd</sup> May to 30<sup>th</sup> May 2013. Printed versions of the document can be inspected at all Cheshire East libraries,



Delamere House in Crewe, the Town Hall in Macclesfield and Westfields in Sandbach. Paper copies of the comments form can also be collected at these locations. However, the Council asks that consultation responses are made online wherever possible to save time, paper and money.

- [View document and submit your comments via the consultation portal](#)
- [Possible Additional Sites Consultation Document \(PDF, 5.7MB\)](#)
- [Guide to Making Comments Online \(PDF, 64KB\)](#)

### New Local Plan for Cheshire East

## Page 374

The Council is currently developing a new Local Plan which will be the Development Plan for Cheshire East and form the basis of planning decisions until 2030. It will contain planning strategy, policies and site allocations. It will be accompanied by an infrastructure plan that will set out transport, social and other infrastructure required to support development.

The Local Plan will look at the social, economic and environmental needs of each town. It will help to deliver economic growth by identifying and unlocking development opportunities and help us to co-ordinate the delivery of new and improved roads, public transport and utilities. It will help improve our environment by setting improved design standards for new development, protecting nature conservation areas, promoting parks and open spaces, safeguarding heritage assets (such as listed buildings), encouraging the generation of renewable energy, and safeguarding the countryside by focusing development to the towns and larger villages.

It will consider how much housing is needed, including the mix of types and sizes of new homes. It will look at possible sites and consider associated needs for new and improved schools and community facilities. It will also consider the needs for other types of land-use such as employment, retail and leisure uses.

The National Planning Policy Framework is clear that there is now a 'presumption in favour of sustainable development' at the heart of the planning system. The Local Plan will enable the Council to guide this sustainable development to the most appropriate locations in Cheshire East, and to make sure that all new development contributes to future infrastructure needs. However, there will be tough choices to be made about where development should go.

Community engagement is very important in developing the new Local Plan. The [Local Plan Consultations](#) page shows details of the consultations that have been carried out so far, and those that are coming up soon. If you would like to be kept informed please register your details using our consultation portal or send us an email using the address below.

### Existing Local Plans

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Prior to adoption of documents in the new Local Plan, the [Saved Policies](#) from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Waste Plan and Cheshire Minerals Plan will continue to be used. Saved policies from the Cheshire Structure Plan will continue to be used until it is revoked on 20<sup>th</sup> May 2013.

### Latest News and Consultations

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- The North West Regional Spatial Strategy and remaining Cheshire Structure Plan policies are to be revoked on 20<sup>th</sup> May by [The Regional Strategy for the North West \(Revocation\) Order 2013](#)
- The [Strategic Housing Land Availability Assessment](#) has been approved and the Council is now able to demonstrate a five-year deliverable supply of land for housing. The Council is now inviting **submissions of new sites** by Tuesday 21<sup>st</sup> May for inclusion in the 2013 SHLAA.
- Consultation on the **Development Strategy and Policy Principles** documents has now ended and all responses are being considered. A full report of

consultation will be produced but in the meantime responses made can be viewed on our consultation portal. Please note that we are still processing and inputting comments, so some comments are not yet displayed.

- **Brereton Parish Council** have applied to designate a Neighbourhood Area in their Parish. There was a statutory consultation between 26<sup>th</sup> Feb and 9<sup>th</sup> April 2013. Cheshire East Council will consider all representations received and make a decision on the designation of the Brereton Neighbourhood Area as soon as possible.

## Local Plan Documents for Cheshire East

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Document	Purpose
<a href="#">Core Strategy</a>	The central part of the Local Plan - it will set out the strategic framework with which all the other Local Plan documents have to conform. The Core Strategy will identify the overarching objectives for spatial planning in Cheshire East and set out strategic policies and strategic site allocations.
<a href="#">Site Allocations</a>	The Site Allocations Document will set out detailed policies and proposals to deliver and guide development on land allocated for specific purposes.
<a href="#">Supplementary Planning Documents</a>	These give more detailed guidance on the implementation of policies, for example, on affordable housing and planning contributions. A number of Supplementary Planning Documents are already adopted.
<a href="#">Local Development Scheme</a>	Sets out the timetable for the preparation of Local Plan documents. The current scheme covers the period 2012 - 2014.
<a href="#">Statement of Community Involvement</a>	Describes how the Council will involve the community and other interested parties in the preparation of new Local Plan documents and in the consideration of planning applications
<a href="#">Annual Monitoring Report</a>	Published each year setting out progress made on producing Local Plan documents and implementing planning policies. Data is reported on a number of targets and indicators that enables the Council to monitor the effectiveness of its planning policies and documents.

## Related Pages

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- [Planning Policy Homepage](#)
- [Local Plan Evidence and Research including the Strategic Housing Land Availability Assessment](#)
- [Planning Policy Document Index](#)

- [Saved Policies](#)
- [Useful Links](#)
- [National Planning Policies](#)

## Social Media

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You can follow us and join the debate on Twitter (@PlaceShaping), Facebook (Spatial Planning - Cheshire East Council) and LinkedIn (Spatial Planning - Cheshire East Council). Encourage your friends to join too!



## Contacts

---

Spatial Planning Team  
01270 685893  
0300 123 5014  
[planningpolicy@cheshireeast.gov.uk](mailto:planningpolicy@cheshireeast.gov.uk)

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Cheshire East Council Telephone: 0300 123 55 00  
Westfields, Middlewich Road, Sandbach, CW11 1HZ

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In focus



Faster broadband for Cheshire

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Local Plan Consultation

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Fostering Information Evening

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HS2 Proposals in Cheshire East

News



- 07/05/2013 - Cheshire East Council welcomes new tenants for Alderley Park
- 01/05/2013 - Building Design Centre

[Media Hub >>](#)

### Have your say

#### Planning Applications

- [Comment on a current planning application](#)

#### Other Consultations

- [Special Educational Needs and Disability \(SEND\) Policy \(closing date 20/05/2013\)](#)
- [Street Trading Consultation \(closing date 20/05/2013\)](#)
- [HS2 in Cheshire East - deadline extended \(closing date is now 20/5/2013\)](#)
- [Local Plan Consultation \(closing date 30/05/2013\)](#)
- [Proposed School Expansions \(closing date 04/06/2013\)](#)

[More consultations >>](#)

**Cheshire East Council Telephone: 0300 123 55 00**  
**Westfields, Middlewich Road, Sandbach, CW11 1HZ**

The image shows a screenshot of a Facebook page for 'Spatial Planning - Cheshire East Council'. The page header includes the Facebook logo, a search bar, and the page name. Below the header, there is a navigation bar with 'Spatial Planning - Cheshire...', 'Timeline', 'Now', and 'Admin Panel'. The main content area features a post from 'Spatial Planning - Cheshire East Council' shared 38 seconds ago. The post text reads: 'As part of the production of the new Local Plan, we are currently consulting on possible additional sites proposed by developers and land interests. <http://www.cheshireeast.gov.uk/default.aspx?page=7955> Responses received to the recent Local Plan consultation in January and February 2013 have revealed a number of possible strategic sites that developers and landowners consider suitable for inclusion in the Local Plan as well as other strategic sites that have been brought to... See more'. Below the text is a graphic for the 'Cheshire East Local Plan' with the URL 'www.cheshireeast.gov.uk' and a description: 'The Council is currently developing a new Local Plan which will be the Development Plan for Cheshire East and form the basis of planning decisions until 2030'. The graphic also includes the 'Cheshire East Council' logo. At the bottom of the post, there are 'Like', 'Comment', and 'Share' buttons, and a 'Boost Post' button on the right.

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CEC Spatial Planning (PlaceShaping) on Twitter - Microsoft Internet Explorer

O:\East\Spatial Planning\SP4 LDF\DPD\DPD Core Strategy\DPD\DPD Development Strategy\Consultation on Additional Sites May 13\Rpt of Cons Addnl Sites\Appendices Rpt of Cons\Ap

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Cheshire East Council : Obj... CEC Spatial Planning (PlaceS... CEC Spatial Planning (Pla... x

Cheshire East Council  
Change

### Tweets

**CEC Spatial Planning** @PlaceShaping  
As part of the production of the new Local Plan, we are currently consulting on possible additional sites... [fb.me/1Dyq9AI0m](https://fb.me/1Dyq9AI0m) 3 May  
Collapse  
Reply Delete Favorited

**CEC Spatial Planning** @PlaceShaping  
Consultation on 'Possible Additional Sites' for the Local Plan starts today and runs until 30th May. More details at: [cheshireeast.gov.uk/localplan](http://cheshireeast.gov.uk/localplan) 3 May  
Collapse  
Reply Delete Favorited

Done, but with errors on page.

Local intranet

Start CEC Spatial Planning (Appendix 5 12:56

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The screenshot shows a LinkedIn news feed with the following content:

- Post 1:** The Development Strategy sets out the overall number of homes and employment land that will be needed in in Cheshire East over the period to 2030. It also suggests levels of development for each of our main towns as well as the amount of development we expect to see in the smaller towns, villages and rural areas of the Borough.  
The document also identifies proposed strategic development sites... [more](#)
- Post 2:** **Shaping our Future: Policy Principles** - Cheshire East Council  
December 31, 2012  
This document sets out proposed policy principles for the Borough. The purpose of these principles will be to make sure that new development helps to deliver the objectives for enterprise and growth, stronger communities, sustainable environment and connectivity that are set out within the document. These principles will form the basis for strategic policies contained within the Local Plan.
- Post 3:** **Possible Additional Sites** - Spatial Planning Cheshire East Council  
May 3, 2013  
As part of the production of the new Local Plan, we are currently consulting on possible additional sites proposed by developers and land interests.  
Responses received to the recent Local Plan consultation in January and February 2013 have revealed a number of possible strategic sites that developers and landowners consider suitable for inclusion in the Local Plan as well as other strategic... [more](#)

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**Annex 2**

**Report of Consultation – Local Plan Consultation – Possible Additional Sites Proposed by Developer and Land Interests**

**Appendix 6 – List of media coverage and press releases**

Alderley Edge.com – 26/04/13

Audlem Online – 13/05/13

Cheshire East Council 'Cheshire East Direct' newsletter – articles re consultation – 26/04/13; 03/05/13; 22/05/13

Congleton Chronicle – 24/04/13; 25/04/13 (2 articles); 30/05/13

CPRE web site – 30/05/13

Crewe Chronicle – 01/05/13; 08/05/13; 15/05/13; 22/05/13 (3 articles); 29/05/13

Crewe and Nantwich Guardian – 26/04/13; 16/05/13

Good Migration web site – May 2013 (in English and Polish)

Haslington Online – 09/05/13

Mid Cheshire Hospitals Foundation Trust Intranet – 03/05/13

Schools Bulletin – 06/05/13

Team Talk – (Cheshire East internal staff weekly newsletter) – 26/04/13; 03/05/13; 17/05/13; 24/05/13

Wilmslow.co.uk – 26/04/13

**Radio Coverage –**

23/04/13 – Councillor Michael Jones – speaking on Radio Stoke re the forthcoming consultation

24/04/13 - Councillor Michael Jones – speaking on Signal Radio re the forthcoming consultation

25/04/13 - Councillor Michael Jones – speaking on Silk 106 re the forthcoming consultation

14/05/13 - Councillor Michael Jones – speaking on Canalside Radio re the forthcoming consultation

**Press Releases -**

23/04/13 – Press release re forthcoming consultation.

23/05/13 - Press release reminding people of the closing date of the consultation.

# This is your chance to have your say!

The Additional Sites consultation looks at new sites put forward by developers and interested parties to potentially include in the Local Plan.

The consultation runs from  
3<sup>rd</sup> to 30<sup>th</sup> May 2013.

To find out more and give us your views visit:  
[www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



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## Annex 2A

### Additional Sites Document: Summaries of Representations Received

4,755 comments received: 335 in support; 4,064 objections; and 356 comments.

<p>Development Strategy - Possible Additional Sites Proposed by Developer and Land Interests 65 (made by 62 people) Support Object Comment</p>	<p>The house building options are not a 'strategy' or a 'local plan'. They are a planning application by a development company and nothing more.</p>
	<p>Indefensible not to revisit proposals following AZ announcements; impacts housing requirement and provides a brownfield option; easy route for developers to rip up the Green Belt</p>
	<p>Alderley Park should be included in the sites for further consultation</p>
	<p>No need for additional sites as there are already enough in the DS , no evidence base of need</p>
	<p>Please note the paragraph 73 of the NPPF requires planning policy to be informed by a robust and up to date Needs Assessment.</p>
	<p>The sites identified as part of the consultation should be considered in addition to those sites already identified in the SHLAA and Local Plan to positively deliver additional homes.</p>
	<p>Object to building on greenfield sites. The Borough Council should be concentrating their efforts on securing sustainable development on brownfield land in accordance with the broad principles of the NPPF. Brownfield first</p>
	<p>Should identify lots of small plots to deliver all the homes required and minimise dramatic impact of developing large swathes of land; developing in larger towns results in a density that reduces quality of life and leaves small villages untouched. Need policies to reduce unoccupied homes and reduce single occupancy homes.</p>
	<p>Request that a policy is included in the Local Plan that states the potential for developments to impact upon Network Rail level crossings and that developers will be required to contribute financially to upgrading works to the relevant level crossing impacted,</p>

	in the same way as financial contributions towards highway improvements are required to make developer's schemes acceptable.
	The proximity and accessibility of some of the sites (particularly those in the north of the Borough) to Manchester Airport could be advantageous. Please also note the Aerodrome Safeguarding requirements that would need to be adhered to should development be progressed at any of the proposed sites that are located within Manchester Airport's safeguarded area.
	CEC will need to screen these sites in relation to the Natural England's Habitats and Species Regulations 2010. Natural England's comments made on previous DS & EPP consultation should also be considered. Policy should be strengthened re the protection of designated areas and where possible avoiding effects completely or where not possible - mitigation measures. The Habitats Regulations Assessment should be updated to ensure compliancy with Regulation 102 of The Conservation of Habitats and Species Regulations 2010.
	Stoke-on-Trent City Council and Newcastle-under-Lyme Borough Council submitted a joint letter in response to the DS consultation. Many of the concerns raised are relevant to the additional site consultation also. Greater restraint should be practised in close proximity of the North Staffordshire border so as not to undermine the regeneration strategy set out in the adopted joint Newcastle under- Lyme and Stoke-on-Trent Core Spatial Strategy Sites should be selected, which would not add to the pressure to encourage out migration from both the Borough of Newcastle-under-Lyme and City of Stoke-on-Trent When reviewing its Green Belt boundary Cheshire East should carefully consider the consequences for sustainable development of channelling development closer towards the border with North Staffordshire.
	Sites O & P are within the Airport Safeguarding Map and as such Manchester Airport, are statutory consultees.
	Upcast Lane is a suitable site for residential development included as an alternative site in the Development Strategy
	The Core Strategy should allocate sites that plan for compact, sustainable communities, provide sustainable transport choices, protect the unbuilt environment, foster distinctive communities, mix land uses, encourage inclusive communities, create a range of housing opportunities and choice.
	The School Lane site in Bunbury (SHLAA REF 2890) should therefore be considered as being 'strategic' in nature because its development necessary is to help maintain and deliver key services in an important Local Service Centre
	Cheshire East needs to undertake a formal Greenbelt Review
	Need to survey the amount of empty office space in Wilmslow. Need to take account of fact that Internet is replacing shop. Need to do a traffic count in Wilmslow
	when evaluating a site, you should ensure that there is consideration for deliverable and developable for specialist housing for the elderly
	Land at Macclesfield Road, Holmes Chapel is available, sustainable and deliverable and would represent rounding off of settlement. Favourable over other sites particularly as does not involve Green Belt. Request to include it in Local Plan for up to 110 dwellings
	The CEC statement of having no opinion on the additional sites is wrong; there must be some opinion on the need for more

	development sites. By excluding this opinion, even the context of capacity / delivery, the Council diminishes the value and appropriateness of the consultation.
	It is not clear from the consultation document as to how the LPA will use or respond to any comments submitted, and this must be stated clearly. The statement 'the Council has no opinion on the suitability of these sites at present' is therefore likely to be untrue as it is assumed that several of the sites included in this document have been assessed by the LPA, not least in the SHLAA and Call-for-Sites exercises
	In reviewing individual site details, the LPA will need to apply a robust and consistent approach as advocated in NPPF and to make that assessment available for review.
	Transport impact upon neighbouring Greater Manchester need to be considered, i.e increase in commuters travelling from Cheshire East into Manchester
	The Local Transport Plans of Greater Manchester and Cheshire East both aim to reduce congestion, improve the overall efficiency of the highway network, improve access to key services and reduce the need o travel. It is therefore important for local authorities to develop a joint approach the location of development and delivery of infrastructure, within the context of available funding. Development proposals need to be supported by evidence that the impacts on transport infrastructure, both in Cheshire East and Greater Manchester, are acceptable and that any necessary mitigation measures can be delivered.
	Additional development which does not have severe impacts upon the strategic road network is welcomed.
	Query why the Council are only consulting on these additional sites for a four week time period. If these sites have the potential to be included within the Development Strategy they should be subject to equivalent consultation and sustainability appraisals. Concerned that there has been no detailed analysis of site constraints, and that there is the absence of sustainability appraisals for these sites.
	Consider that there is clear evidence that the decisions regarding these sites have been predetermined by the Council
	Request that land to the rear of 481 Crewe Road Winterley be considered at the site allocations stage for conversion to older persons accommodation.
	The overall housing target to be set out within the Local Plan should not be reduced (below the previous target of 27,000) as a result of the latest population projections & a higher figure remains justified. Sites ranging from 95 homes to 2,500 new homes have or currently are being consulted on as "strategic" sites. It is our view that this requires clarification.
	Nowhere is any guidance provided as to what the Council considers to represent a "strategic" site in quantitative terms. It is our view that this requires clarification, and is not helped by the absence of spatial objectives within the Development Strategy
	Land off Chelford Road, Henbury could come forward either a) in isolation, or b) as part of a larger land release as identified in the DMTS (Option J for 700 new homes). Option b) would represent a "strategic" site due to its size & potential significant contribution to housing growth. Site is in a sustainable location; it fulfils fewer of the five purposes of Green Belt than CEC sites
	Land off Blakelow Road - site has excellent potential to come forward for housing. This site should be consulted on now as a "strategic" release. Site is deliverable.

	Our Client has landholdings within Macclesfield. This comprises 12 hectares of land situated to the east of London Road to the south-east of Macclesfield, and which forms part of a larger land parcel bounded by fixed boundaries, notably Macclesfield Canal to the east, and London Road to the west. It was not identified as a strategic site within the Development Strategy published in February. Our Client is therefore disappointed that the site has not been identified for consultation within the latest Additional Sites consultation
	Council needs to include a clear policy framework in the Core Strategy that recognises the need for the release of both strategic and smaller sites early in the plan period to meet the district's market and affordable needs
	An ePetition signed by 548 people requesting that the Green Belt from Stapeley should be extended along the corridor South of Newcastle Road to meet the adjoining Green Belt zone in Chorlton.
	If any of these Possible Additional Sites do come out of this process favourably and are consequently included within the DS, these will need to be thoroughly assessed. If the Council's intention is that the next stage of consultation is a Submission Draft Local Plan (at which point the Council should be consulting on a plan which it believes to be 'sound') they cannot include sites that have been subject to an insufficient level of assessment and meaningful public consultation. We would assert that it would not be appropriate or sound to include any of these additional sites within a Submission Draft prior to them being subject to a further stage of consultation where further details/information and a sustainability appraisal of these sites was provided for comment. Furthermore, the Council should clarify which other sites put forward, including our clients' interests, have been discounted and why.
	CEC has failed to use a robust evidence base and that the approach taken in relation to the Possible Additional Site consultation document is meaningless and of negligible benefit to the plan-making process. This document will not contribute to the achievement of sustainable development contrary to Paragraph 151 of the Framework and Section 39(2) of the Planning & Compulsory Purchase Act and that it will not be found sound upon independent examination. Paragraph 182 of the Framework deals with the examination of Local Plans
	Toft Road provides a viable development opportunity which would contribute towards the identified growth target for Knutsford in a sustainable location. CEC has provided no evidence to demonstrate that other options are more suitable for Knutsford.
	Dickens Land in Poynton. This site provides a viable development opportunity in an accessible location which would contribute towards the identified growth target for Poynton. CEC has provided no evidence to demonstrate that other options are more suitable for this settlement.
	Waterloo Road in Poynton. This site provides a viable development opportunity in an accessible location which would contribute towards the identified growth target for Poynton. CEC has provided no evidence to demonstrate that other options are more suitable for this settlement.
	Smaller immediately available sites on the periphery of Handforth such as land to the east of Wilmslow Road on the junction of the A555 and B5358 would assist the Local Authority in demonstrating a 5 year housing land supply but have been overlooked in recent consultation exercises. It is very unlikely the strategic extension would deliver any houses in the next 5 years that will

	materially contribute towards reducing the Council's immediate housing shortfall.
	Site H in the Alsager Town Strategy should be allocated
	There are no sites in Audlem that could be considered 'strategic'. An alternative approach; identify a "broad location" for growth in Audlem (within the Core Strategy), thus allowing the precise sites to be defined as part of the Site Allocations DPD consultation process.
	Land at Moorsfield Avenue, Audlem should be identified for housing growth, as part of a 'broad location' for housing growth in Audlem. Site is in a sustainable location, close to the village centre points with no Green Belt constraints.
	We support the view that no more sites have been raised by developers. We now need to protect green spaces in Somerford from any development in the future. A principal of a green belt separating Somerford from Congleton has to be established.
	It is a travesty of justice not to consider more sites at this stage; no explanation given for this; SHLAA site 2548, 2549, 2550 and 2957 should be included in the Core Strategy for early development and should be excluded from the Green Gap.
	As set out in the SHLAA consultation response that the site (land off Holmes Chapel Road, Middlewich) is a suitable site to deliver homes in a sustainable location in order to meet the residential requirements of Middlewich and the wider Cheshire East area and we would be grateful if this could be noted.
	Re: Land off Church Lane, Wistaston. Totally undesirable for building on. The last remaining meadows in the village / parish. The resulting traffic problems do not bear thinking about
	Unclear if smaller sites outside settlements will be allocated over & above current commitments, windfalls & the final "strategic" allocations. What if a number of excellent 'smaller sites' were to come forward that (cumulatively) would result in the need to delete one or more of the favoured 'strategic sites'? All sites should be considered. Out client's 4 sites should have been included.
	Submission supporting inclusion of land west of Congleton off the A534 Sandbach Road as a strategic site in the Local Plan.
	None of the additional sites should be considered sequentially preferable to any of Muller Property's land holdings
	Consider that this consultation is unhelpful in maximising the participation of Wilmslow residents as it only highlights one single site in Wilmslow.
Site A- White Moss Quarry 89 representations by 88 43 Support 29 Object 17 Comment	Support, if not too much strain on Alsager, and that the road (B5077) is improved between Alsager and Crewe; road must include footpaths and a cycle route. A traveller site must be removed, and the development must be sensitive to the neighbouring estate of Cranberry Moss. The railway crossing at Radway Green must also be removed to reduce pressure on the road infrastructure.
	The at-grade crossing of the Crewe-Alsager railway should be replaced by a bridge.
	Road infrastructure should be improved - B5077 is a well-known accident black spot

	More retail is needed at this point of town and plans shown offered such provision
	Should be a pedestrian link between this site and Close Lane/Nursery road, to link to Alsager & give a safe route to school.
	Provides additional housing without spoiling Alsager
	Alsager is already providing a number of locations for potential residential development.
	Further housing growth will overstretch the existing infrastructure
	Schools are full & school leaving age rises in two years – will make things worse.
	Site currently operated is processing land-fill type materials & was approved for a limited period, to then be restored to 'countryside' – forming a 'green buffer zone' between Alsager and the motorway, and beyond, towards Crewe.
	Environmental issues: freshwater pools are an important habitat for newts; also orchids; adders, foxes & bats.
	Future expansion of M6 would be compromised; improvements to Junction 16 of M6 required.
	Access to M6 should be made at one set of two way traffic lights at the junction of B5077 Crewe Rd/Butterton Lane and Radway Green Rd B5078. (There should NOT be a dogleg or offset junction with three phases.)
	The 1,000 dwellings should count towards the total for Alsager. This would therefore complete the 20-year housing requirement for Alsager, and more, without needing to exceed the already approved 400 homes on the MMU site and without building on the MMU playing fields and undeveloped fields.
	New houses will suffer from noise pollution. An acoustic barrier will be needed beside the motorway.
	Site should be a nature area.
	Good site overall - close to the M6 & amenities; already in use as a sand and peat quarry.
	Site is brownfield now but when restored would be Greenfield & should not be developed.
	Much of the site falls within the blast exclusion zone of the Radway Green armaments factory
	Site should be restored for local amenity purposes.
	The woodland on the south west and north west of the site is virgin, close to an SSSI, ancient woodland and should be preserved.
	Development too dense - 400 properties more suitable
	Maybe best to have employment development in the section nearest the Crewe Road, together with a smaller number of homes.
	Access should be opened up to Crewe Road at two points (one being the current traffic lights), to an extension of Coronation Avenue (the access point and junction with Close Lane already exists) and to a widened Nursery Road. The junction with the traffic lights should be widened to accommodate a lane for traffic in both directions on Crewe Road turning towards the M6, so as not to impede traffic going straight on or onto the new estate
	Current footpaths will need to be retained, and new ones should be created (including maybe a footbridge across the motorway) for recreational purposes.
	Proposal is not sustainable.
	Infrastructure & services cannot cope.

	Not a suitable site for development
	Use brownfield sites at Twyfords and Hassall Road instead.
	Twyfords & MMU sites should be enough housing sites for Alsager.
	Building on this land should not put the surrounding greenfield land at risk of development – could join up to Alsager.
	Site is preferable as it is near to employment and also the M6
	Housing in Alsager would be on a scale that is disproportionate to its current size and proportionately excessive compared to other larger towns.
	Need to preserve as much farmland/ green gap/ playing and sport provision as possible.
	Development of site would enable the restriction of the housing on the MMU site to the brownfield footprint and so remove the necessity to destroy publicly funded playing fields
	Housing is preferable to the disruption and pollution that residents currently suffer.
	Currently issues with heavy lorries and if the developers contribute to highway improvements this seems to be an excellent proposal
	Could be a sustainable self contained development with minimum visual intrusion, if planned correctly
	This development should take priority over the Duchy of Lancaster's Green Belt Proposal in Barthomley and the green field sites in Alsager.
	Cheshire East's policy Brown field sites first
	A tree line corridor between Alsager and Crewe should be kept.
	A country park/green spaces should be incorporated
	Constraints: contaminated land; landfill ;noise; vibration; air quality - require Air Quality Impact Assessments for all developments; require developments to incorporate a low emission approach; Electric Vehicle Recharge technology into properties; Individual Travel Plans etc.
	Need bridge over railway
	A proper-sized supermarket & petrol station are urgently needed somewhere in/on edge of Alsager to avoid increasing dormitory town effect & reduce travel.
	Some archaeological research already done. Any planning application would need to demonstrate that any surviving peat and associated deposits did not require further analysis or was not worthy of preservation on palaeoecological grounds.
	Unable to provide any formal view on the potential impact this site may have on United Utilities existing infrastructure.
	Development may help to provide finance to replace the railway level crossing with a bridge and improve the adjacent road system.
	Site is not brownfield - it has an agreed restoration plan to open countryside
	The application area for the proposal is much larger than the quarry and includes a very large adjacent greenfield which has

	always been used for agriculture.
	Local people will be disappointed as they think that if this site is developed, it will mean less housing in Alsager but is closer to Barthomley, so is likely to mean less housing there.
	Site is not in Green belt, so is better than sites that are.
	Well placed for transport links.
	Due to the site's peat moss origins it requires a full wildlife assessment to be carried out to determine whether some or all of the site should be retained to allow this threatened habitat to recover. Any areas considered to have no current or potential wildlife habitat value might then be appropriately developed.
Site B Land North of Beech Rd, Alderley Edge 240 representations by 238 13 Support 219 Object 8 Comment	No to building in Green Belt, It is an important barrier between Alderley Edge and Wilmslow which should remain separate
	No special circumstances apply to justify building on this Green Belt site.
	This proposal is worsened by the proposed removal of the Royal London land from the Green Belt - which is within 20 metres of this proposed site on the opposite side of the A34. There would effectively be no separation of the two towns. Especially when viewed from the railway line and A34.
	Major loss of publicly accessible amenity land
	Support the building of decent homes here,
	The site has good access to amenities and the A34 bypass and the station.
	Preferable to build here than other sites
	Other sites are preferable to this one based on sustainability criteria
	Little merit for the local economy. Demand will decrease with the loss of AZ. This is not meeting a local need.
	More pressure on local infrastructure. Inadequate infrastructure in local area to accommodate any more significant housing development
	There is a brook ( river) running through the site which is a valuable wildlife habitat
	Use brownfield first. Brownfield available at Alderley Park
	No additional sites should be considered however they could be an alternative to Handforth East

	I would like to know if any Council member has any link with the developers either in an unpaid or paid capacity.
	Access from Heyes La to London Rd already congested.
	The access point would be about half a mile outside Alderley into the greenbelt, therefore the visual effect on the remaining green belt would be great. This access point would mean that additional green belt land between the proposed access road and the village would also be developed in the future- creating additional sprawl.
	The proposed country park may not happen
	Only acceptable if the number of houses proposed at White Moss counts towards Alsager's allocation of 1200 houses in the Local Plan.
	Will the homes be affordable?
	There are no pedestrian pathways on Heyes Lane plus there is no available land to construct such a pathway. Pedestrians would risk their lives using the A34.
	Access to village and major roads will be through an existing estate and minor roads unsuitable for additional traffic, roads merge onto village road network at unsuitable and dangerous junctions.
	Much of the site is in flood zone 3. If built on this could potentially cause flooding problems not only to new but also existing housing. The land is frequently water logged. The land that has been subsiding over the past 50 years (Black Pit) and now floods regularly making it totally unsuitable for high density. Sequential and Exception Tests would need to be carried out. Any proposed built development in FZ 3 is likely to require compensatory flood storage to be provided. A site-specific FRA will be required as part of any development.
	Altering the very fabric of the village in the few shorts years
	Sufficient brown field sites, including Astra Zeneca to meet the needs of Wilmslow and Alderly Edge especially when the need for homes is greatly reduced as a result of the Astra Zeneca announcement.
	Contaminated Land: -The site is within 250m of two landfill sites to the north -There are some former ponds on the southern boundary which may have been filled and could present localised contamination and ground gas risks. -Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use
	Noise: Parts of the site may be close to the WCML(Rail) and as such a transport noise assessment will be required with any development proposal.
	WCML requires transport noise assessment; AQA required. All developments: air quality, travel measures, noise & vibration important.
	Archaeology work to date: No work to date

	Work advised or likely to be advised: Nothing previously advised. The size of the site probably merits a desk-based assessment.
	A lot of the site is in Wilmslow. This site straddles the boundary between Wilmslow and Alderley Edge. None of this was made clear in the documentation. Thus making the exercise invalid.
Site C Sandbach Road North Alsager 48 representations by 48 4 Support 35 Object 9 Comment	The entrance to Sandbach Road North would be dangerous in view of the road width and proximity to the entrance/exit to a public house.
	This site should not be included. It has been refused by Cheshire East for good and sound reasons. Cheshire East is fighting the appeal and it would make no sense to include it now. A full suite of technical documents can be found in the planning application (12/4872C). The reason for rejection will not go away, it is in open countryside, supporting lots of wildlife on a very dangerous country lane, close to the Salt Line Leisure Walk and the Centre of Alsager is already at its limit from a Highways point of view.
	Unnecessary to build on greenfields when there are so many brownfield sites available in the area.
	A good site that due to being relatively small would be manageable in terms of impact on existing infrastructure
	Not part of Alsager Local Plan. Green field site and not needed.
	Other sites such as White Moss, Twyfords and MMU Hassall Road make more sense and provide sufficient housing supply
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed. However if these sites are to be considered, it should be as an alternative to say Handforth East.
	Increased traffic congestion and traffic safety issues
	This site has limited access to good transport links and, hence, is not preferred for development relative to many of the other potential sites presented in this document.
	Local infrastructure cannot cope with increased development
	Loss of wildlife
	Loss of amenity and recreational value, adjacent to the Salt Line
	Loss of agricultural land
	Subject to flooding from a brook which will be made worse by development
	Contaminated Land: The site is bounded to the northwest by a former landfill which has the potential to impact the site. Part of Site C is already in the planning process and we are aware that site investigations have been undertaken, and a gas monitoring programme is underway. Any application would require a suitable contaminated land assessment to prove the site's suitability for

	its proposed use
	Air Quality Management Area required. All developments: air quality, travel measures, noise & vibration important.
	Archaeology work advised or likely to be advised: A targeted programme of mitigation was recommended for this site with reference to 2012 application, with the work secured by condition.
	Not more than 1000 houses should be built in Alsager up to 2030. Building in excess of this will be contrary to potteries regeneration in North Staffordshire.
	Destruction of village character
	An ordinary watercourse runs along the northern boundary of this site. Flood Zones 2 and 3 affect land adjacent to the watercourse, although indicative only. This site has been subject to pre-development enquiries and a site-specific FRA has been carried out.
	The site should not be considered “strategic”
	The site is located in a sustainable location however it is unknown whether the site is developable
<b>Site D Land at Audlem Road, Audlem</b> 50 representations by 50 8 Support 32 Object 10 Comment	Proposal is out of proportion with the settlement
	Not sustainably located
	Infrastructure (such as sewage) in the village cannot cope
	No access to employment opportunities
	Village has poor access to surrounding centres
	Lack of public transport provision
	Demand will be met in other locations in Cheshire East
	There is no market for this proposal
	Traffic generation concerns
	This land is farmed designated Open Countryside with Public Right of Way
	Natural wildlife habitat / ancient trees
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed

	Brownfield sites first
	The site is too large
	A good site for development which is close enough to amenities and not too large to cause problems
	Support this proposal; providing that the environmental impact is kept to a minimum and no further housing developments take place
	Extends Audlem from a nuclear village development into an over-extended ribbon development
	Damages village character
	Any application would require a contaminated land assessment
	Any application would require Air Quality Impact Assessments
	Should include: <ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans</li> <li>- Investment in the Public Transport Infrastructure</li> <li>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc)</li> </ul>
	Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise / vibration. All internal habitable rooms achieve the "Good" standard in accordance with BS 8233:1999 and all external areas achieve the WHO Guideline Noise Levels
	This site is likely to require a The Cheshire Historic Environment Record desk-based assessment which is being produced but has not yet been submitted for consideration. No work has previously been advised on this site. It is fairly limited in extent and further mitigation will need to take account of the desk based assessment
	No account of the needs of the village of Audlem (as expressed in the Village Design Statement)
	This is a speculative money-making venture
	This is not a planned development born of diligent investigation into managed growth and should be refused on this basis
	Development will have potential landscape and visual impact on River Weaver and Canal corridor north of the village
	No heritage assets and distant from setting of Audlem Conservation Area
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in the Water Frame Directive status of watercourses
	In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements. This site is within

	Flood Zone 1 as the site is greater than 1 hectare in size a site-specific FRA is required as part of any planning application
	An application has now been submitted and is awaiting validation
	Two petitions submitted with 315 signatures (paper = 107; e-petition = 208 signatures). 'We strongly oppose any speculative development proposal for Audlem put forward before Cheshire East Council issues its Local Plan. In particular, we oppose the recent Gladman proposal for a large development on land at Little Heath, Audlem. This proposal does not comply with the Village Design Statement (a document outlining Audlem's needs in terms of sustainable development for housing and employment), is not even listed in the SHLAA* and does not take into account the infrastructure or general ambience of the village. We strongly urge Cheshire East Council to stop this land grab across South Cheshire by refusing plans for large scale developments until their Local Plan is in place for guidance. * (SHLAA-Strategic Housing Land Availability Assessment.- the contents of this have not been debated with the Parish Council or residents)
	It is difficult to justify how this site is large enough to be considered strategic in the Local Plan
	No information is known about the site; therefore, the deliverability remains questionable
Site E- Land Off University Way, Crewe 86 Representatives 83 28 Support 49 Object 9 Comment	Loss of prime employment land – should remain as employment use.
	Land is available and a natural extension to Crewe
	Houses may make site look better
	If combined with other additional sites nearby (Site F and Site K), it would result in the complete filling-up of the Green Gap between Crewe and Haslington.
	Not a suitable site for housing development - should remain as employment – need more employment land, as town is due to expand.
	Other suitable sites.
	Need to retain green space around Crewe
	A good, unintrusive area to develop.
	A good site that would further enhance the gateway to Crewe. Development should be focused on the Crewe gateway area.

	Support this proposal providing it isn't part of a larger plan to extend into neighbouring villages
	infrastructure will not cope with this development
	It will create significant traffic disruption
	It destroys the natural flora and fauna of the area
	Adjacent to other industrial sites - it is unsuited to residential use.
	Could result in complaints from new residents re noise from businesses.
	Close to good rail and road networks for transport and not far from local amenities.
	A good use of redundant land.
	Need to ensure that the environmental impact is kept to a minimum and the development is sustainable
	Good transport links to the area.
	Site should not be developed for anything, being adjacent to an SSSI and outside the built-up boundaries of Crewe
	During the enquiry prior to building University Way, the council committed to NEVER developing east of that road. The council has already broken that promise on Orion Way and should not do so again.
	Traffic congestion will get worse – especially Crewe Green roundabout.
	Proposal is not sustainable.
	Infrastructure cannot cope.
	Royal Mail cannot cope now
	Leighton hospital will not cope
	Schools cannot cope now
	Who will buy these houses/want to live there? Will they lie empty?
	Where are the jobs for all these people?
	Possibility of flooding from Valley Brook?
	Residential here would complete the development along this route and a number of industrial units remain un-let so the only current demand would be residential.
	HS2 station should be confirmed and the railway station should also be developed further, that way the town can support the housing planned
	Constraints: Contaminated Land - former pond on the north east of the site which may have been infilled and therefore may pose localised contamination and ground gas issues. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use; noise issues; Air Quality Assessment will be required
	Archaeology: negative results of previous work suggest nothing further likely to be required
	Unable to provide any formal view on the potential impact this site may have on existing United Utilities infrastructure

	Will increase pressure on the Valley Brook/Englesea Brook corridors and watercourses, both of which are of high known wildlife value. Prefer industrial development because can be buffered against watercourses, and is unlikely to have same pressures on wildlife (e.g. disturbance, domestic pets, garden refuse etc.) Development design should include segregation from and the protection of Valley Brook and Englesea Brook.
	An early driver for the Cheshire East Local Plan was the All Change for Crewe strategy, which envisages major growth in employment for the greater Crewe area, that will require the sites along University Way to be available for employment, they should not be sacrificed for the short term profit of speculative housing development
	In preference to Site K - development affecting character of village.
	Need conclusive evidence that the transport and infrastructure links are to be improved before developments can take place
	- Within setting of Crewe Hall Registered Park, and Crewe Green Conservation Area, including Listed Buildings (estate village). Crewe Hall Park and Garden is on the English Heritage "Heritage at Risk Register". The Heritage at Risk Register states that the setting of the park and garden has been harmed by adjoining development. Therefore, any further development would be considered detrimental to its setting. There will need to be some assessment of what contribution this area makes to the landscape setting of the conservation area. If this area does make an important contribution to its setting, then the plan would need to explain why its loss and subsequent development is considered acceptable
	Former estate land (it contains a copse of mature trees that were clearly planted by the estate) that ideally should be restored to countryside in order to help restore essential setting of significant national heritage assets
	Development will enhance the visual aspect and provide needed housing.
	120 houses may be more than required, a figure closer to 60 would be suitable.
	Site is unusable and often frequented by illegal motorbike activity.
	Lack of commitment to any high quality public transport provision
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. This site is significantly affected by Flood Zones 2 and 3, some Environment Agency modelled, some indicative only. Watercourses to north and east of the site are "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. Less vulnerable uses should be within areas of flood risk, preferably open space. Any proposed built development in FZ 3 is likely to require compensatory flood storage to be provided
	Petition with 36 signatures. These houses are not required the infrastructure in this area will not cope with any more houses.
	We do not need additional sites and object to any being considered for development
	Site is in a sustainable location
	The site is not well related to the settlement of Crewe or to local services and facilities; it should not be considered sequentially preferable to the sustainable urban extensions on the edge of Crewe.

	Deliverability is questionable.
Site F – Junction of A534 and Sydney Road Crewe 100 representations by 93 13 Support 78 Object 9 Comment	Site is in Green Gap & Strategic Open Gap, so why consult on it? Policy is about permanence
	A very prominent site in Green Gap; separate communities of Crewe and Haslington must be maintained & not merged into one large conurbation; it will adversely affect the visual character of the landscape.
	The towns and villages of Crewe, Shavington, Haslington and Weston would be merged into a Greater Crewe
	Too much housing land already committed around Crewe
	Roads already congested. Will increase traffic congestion at the roundabout where Eardley's garage is and routes in and out of Crewe are already congested enough at peak times as it is
	M6 J16 & 17 should be improved
	Site should be used to build bungalows
	If combined with other additional sites nearby (Site E and Site K), it would result in the complete filling-up of the Green Gap between Crewe and Haslington.
	Other sites already in the draft Local Plan provide enough land for any development in and around Crewe
	No proven need for so many new houses in the South Cheshire area.
	In Crewe and surrounding areas there is a decline in the terraced stock - this will be made worse & reduce house prices in the town.
	This is prime agricultural land, MAFF 2, priority should be given to growth of crops
	It will not satisfy required sustainability criteria
	Some of this land is required for road improvement around Crewe Green roundabout junction - housing here would just make the traffic situation very much worse
	Close to good rail and road networks and not far from local amenities.
	Outside the built-up boundaries of Crewe, and remote from most of its services
	Greenfield site & should not be built on

	Redevelop housing within Crewe centre
	Development could easily be absorbed if a small number of houses were to be built in each of the areas of the borough.
	Where are the jobs for the people who occupy these houses?
	Infrastructure ie roads; Royal Mail; Leighton Hospital; dentists; schools cannot cope
	Development will result in more urban sprawl.
	Use brownfield sites first & regenerate areas
	Constraints: Contaminated Land - There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. The north of the site is within 250m of a former landfill. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use; road traffic noise; Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area
	Development should be done based on a properly-formed democratic plan, rather than piecemeal based on proposals by developers.
	Unlikely to attract a recommendation for archaeological work
	Unable to provide any formal view on the potential impact this site may have on United Utilities existing infrastructure
	Site lies either partly or wholly within the Cheshire Brine Subsidence Compensation Board's formal Consultation Areas. If any development is proposed within these sites, it is a statutory requirement for the Board to be formally consulted
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. This site is within Flood Zone 1; as the site is greater than 1 hectare in size a site-specific FRA is required as part of any planning application.
	Should refer to Crewe Green Conservation Area 50 metres to the southeast and the various listed buildings included in it. In view of the duty on the Council to preserve or enhance the character or appearance of its conservation areas including their setting, there will need to be some assessment of what contribution this area makes to the landscape setting of the conservation area. If this area does make an important contribution to its setting, then the plan would need to explain why its loss and subsequent development is considered acceptable. The site's proximity to listed buildings will require development proposals for the site to demonstrate to English Heritage that they conserve those elements that contribute to their significance and setting
	Our Client remains committed to delivering their land interests, as our submission documents in October 2012 and February 2013, both outline. We want to work with the Council and the community, to explore the sustainable development of the Duchy land, to help Cheshire East deliver the All Change for Crewe Vision. We believe that our Client's land is integral to this objective.
	Petition with 36 signatures. This area is Green Gap and would join Crewe to Haslington. Local infrastructure could not cope from Sydney bridge to Crewe island, in the emerging Local Plan this is in the blue area.
	Site deliverability is questionable

<p>Site G – Land off Newcastle Road Willaston 83 representations by 80 5 Support 66 Object 12 Comment</p>	<p>Traffic generation concerns and concerns over impact on surrounding road network</p>
	<p>Green Gap to be retained at all cost</p>
	<p>Prime agricultural land (MAFF 2) - priority should be given to growth of crops</p>
	<p>Infrastructure will not cope</p>
	<p>An excellent site for development, good road connections for transport and not too large</p>
	<p>No evidence of need for this proposal</p>
	<p>A linear site, bound by the A500; I think this is a good site for a service station, hotel and emergency service depot</p>
	<p>Negative impact on the local environment / wildlife</p>
	<p>This is a residential area and commercial use is inappropriate</p>
	<p>It is completely outside the built-up boundaries of Willaston, and remote from most of its services</p>
	<p>Would provide local employment</p>
	<p>Not an appropriate location for a hotel</p>
	<p>Development will result in more urban sprawl</p>
	<p>Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use</p>
	<p>Noise assessment required for mixed employment / commercial use (plant/deliveries etc)</p>
	<p>Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area</p>
	<p>All sites will need EMP for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment</p>
	<p>Should include:  <ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans</li> <li>- Investment in the Public Transport Infrastructure</li> <li>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc)</li> </ul> </p>
	<p>Archaeological impacts assessed as part of the Crewe southern bypass desk based assessment. No work previously advised on this</p>

	site and in view of absence of remains during watching brief during construction of bypass immediately to the north, further mitigation probably not justified
	We do not need any more service stations
	It would damage character of the local area
	Attracting further freight to use the A500 and A51 will only serve to compound an already serious traffic volume problem on these roads
	The addition of hotel beds will add to business tourism in South Cheshire.
	Development south of the A500 would breach the strong southern edge of existing development in this area formed by the dual carriageway and could have a damaging visual impact on the approach to Nantwich, which effectively begins beyond the Cheerbrook Roundabout
	The site is crossed by several ditches, which may be of biodiversity value and are potentially important wildlife corridors
	No heritage assets and potentially sufficiently separated by from Manor Farm Grade II Listed Building
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses
	The document needs to include reference to the Manor Farmhouse (Grade II) to the north of the site on the opposite side of the A500 in its description of surrounding uses. This is clearly visible from the proposed site
	In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information. Flood Zones 2 and 3 affect a significant part of the site, although indicative only. The watercourse that runs through the western part of site is "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. An ordinary watercourse runs through the central part of site. Any proposed built development in Flood Zone 3 is likely to require compensatory flood storage to be provided. Sequential and Exception Tests are to be carried out. A site-specific Flood Risk Assessment will be required as part of any planning application
	Within the third most sustainable group of sites based on proximity to existing major roads and public transport links
	HS2 Impacts
	The site should not be considered sequentially preferable to the sustainable urban extensions on the edge of Crewe. The site should continue to be allocated for employment / commercial purposes, including a road side service station, a travel hotel and an emergency sub depot
	No information is known about the site; therefore, the deliverability remains questionable.

<p>Site H Land off Wistaston Green Road Wistaston 574 representations by 553 2 Support 559 Object 13 Comment</p>	<p>Intrusion into open countryside.</p>
	<p>The landscaping along Wistaston Brook gives a defensible boundary to the built up area.</p>
	<p>The provision of safe highway access onto the already substandard Wistaston Green Road must be doubtful; and any further traffic generated would have an adverse impact on the road's junction with Middlewich Road – the notorious spot by the Rising Sun. Middlewich Road is one of the busiest and most dangerous roads in the County - a "High Risk Collision Route". Need a proper plan to improve road infrastructure of Crewe.</p>
	<p>Too much housing already committed or available around urban Crewe.</p>
	<p>Infrastructure is already overloaded e.g. schools are full; hospital , medical centres, Royal Mail, gas, electricity, water &amp; drains can't cope. Sewers already overflow into the brook at peak times.</p>
	<p>Roads e.g. Middlewich Road already congested</p>
	<p>Site is unsustainable</p>
	<p>Unwarranted intrusion on the green gap between Crewe and Nantwich with a detrimental effect on the health/well-being of residents. Land separates Crewe from Nantwich and it is important to retain this separation of the two towns. The Council (Michael Jones and others) has pledged to maintain and strengthen the strategic green gaps between the villages in the area. The area should be kept as part of the wider Strategic Open Gap</p>
	<p>Build on brownfield sites first</p>
	<p>Must protect green spaces and the character of the area.</p>
	<p>Where will these people work?</p>
	<p>Site is a mix of arable and grazing land; it is prime agricultural land, MAFF Grade 2, priority should be given to growth of crops. UK grown food will produce jobs and reduce balance of payments deficit.</p>
	<p>It will destroy the rural amenity of the area.</p>
	<p>It will destroy the natural flora and fauna of the area</p>
	<p>Wistaston is already fully developed; it is a small village, to increase the size by 50% would destroy its character</p>

	Plenty of houses for sale in this area including many which are classed as affordable
	Ecological issue – development would have a massive impact on the green corridor around Joey the Swan & reduce amount of wildlife present eg kingfishers, newts, bats etc.
	The fields are home to all sorts of wildlife which will be completely eroded/erased if development is allowed to go ahead
	This is an important area for the local community & is well used as a recreational & dog walking area. The footpath along Wistaston Brook to Valley Brook is one of the remaining quiet areas where one can walk. It is part of the newly opened Connect 2 cycle & foot path link between Crewe and Nantwich. There is already a lack of green space in Wistaston. Adverse impact on health & well-being.
	A good site for development, not too large and close enough to local amenities
	Concerns re overhead cables/pylons – issues of effect on health due to electromagnetic radiation
	Too much pressure for development in Wistaston already – need to retain village character
	Greenfield site – should not be built on
	Remote from services.
	Site not justified
	Why is the majority of development around Crewe and surrounding area – it should be shared equally across the whole of Cheshire East to help minimise impact on our towns and villages.
	Out of character with local area – mainly bungalows, not two storey houses
	Threat to TPO trees
	The housing market in Crewe, Nantwich and Wistaston is saturated & stagnant
	Use empty properties
	Site is highly visible – new houses will change views, character and skyline – current views across site to Bickerton Hills.
	This area should be reclassified as a Green Belt area in order to secure the boundaries of Wistaston.
	Constraints: Contaminated Land & Landfill Buffer Constraint - a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There is a former landfill 10m south east of the site boundary which has the potential to impact the site from ground gas risks. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use; road traffic noise from A530; Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area.
	Archaeology work to date: Desk Based Assessment under way
	Land floods after heavy rainfall - flooding not only of Valley Brook but will also discharge both the foul and surface water drainage systems.
	Unable to provide any formal view on the potential impact this site may have on United Utilities existing infrastructure

	There is almost no public transport in the area
	Scale of development too large
	Localism is completely a farce if this is allowed to happen
	This site, together with the conservation area at Old Gorse Covert, golf course and park provide a green lung to the town offering open space and access to open countryside. Development of this site would close access and urbanise the area to the detriment of local residents
	Object to urban sprawl by infilling strategic open gaps in Wistaston Parish.
	There are large swathes of nearby Stoke on Trent, which could be used for additional housing for the South Cheshire/North Staff area. Most of these sites are brown field and in dire need of redevelopment.
	The 5 year supply has been fulfilled.
	The plans are unfavourably skewed towards the poorer areas. For example in Wilmslow, which has a lot of open green land and could accommodate a lot more people, there are only a proposed 174 homes which is considerably less than the 1,700 in the outskirts of Crewe
	The procedure that you have adopted to gain access to planning related sites is far from clear and misleading. This does appear to have been done on purpose in an effort to frustrate would be objectors
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. Flood Zones 2 and 3 affect the north/eastern boundary of site; modelled data is available for this location. The watercourse to the north/eastern boundary is "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. A site-specific FRA will be required by the Environment Agency as part of any planning application.
	Will result in increased crime rates.
	It is not needed. We have sufficient development over the next 15 years to satisfy Government requirements.
	Should refer to West End Farmhouse (Grade II*) on the opposite side of Wistaston Green Road. The NPPF designates Grade II* listed buildings to be of the highest significance. Therefore, any substantial harm to or loss of these designated assets should be wholly exceptional. As the site is adjacent to a Grade II* listed building, any development proposals for the site will require a need to demonstrate to English Heritage that they conserve those elements that contribute to its significance and setting.
	Site would appear to be of a relatively acceptable scale, being only 240 homes, is adjacent to the established settlement and therefore much more sustainable.
<b>Site I (i) - Village A Duchy Sites, South East Crewe 230 representations by</b>	The pressure on local infrastructure would be devastating as would be the impact on local businesses

<p><b>223</b> <b>9 Support</b></p>	
	<p>The site is also on open countryside, Green Gap and Green Belt land which must be retained.</p>
	<p>Strain on local infrastructure and services</p>
	<p>Impact on Crewe Hall - its views, vista, setting and surroundings</p>
	<p>There are numerous brownfield sites prime for employment and residential development in Stoke On Trent and allocated land throughout Cheshire East.</p>
	<p>This site is far too large</p>
	<p>Prime agricultural land - MAFF 2, priority should be given to growth of crops to ensure food security</p>
	<p>Due to its size and position it is not sustainable unless the developer provides its own infrastructure including shops, schools and most importantly a very large play area for the children with at least two football pitches and other amenity space</p>
	<p>Traffic congestion concerns</p>
	<p>Development should be focused on the Crewe gateway area</p>
	<p>Destroy the rural amenity of the area</p>
	<p>The site is close to good road networks and the railway for transport</p>
	<p>Impact on the character and identify of the local area</p>
	<p>I would like there to be large green corridors, pedestrian and bike access through this land if developed to enhance the living environment</p>
	<p>Severe environmental (on ecology and biodiversity) impact</p>
	<p>Represents urban sprawl</p>
	<p>Excessive over supply of housing</p>
	<p>The motorway link roads do not have enough capacity</p>
	<p>Contaminated Land: there are a number of former ponds and a former sand pit on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There may be localised contamination issues associated with Carters Green Farm. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use</p>
	<p>Noise impact assessment of commercial / employment use at Crewe Hall Enterprise Park Railway noise and vibration</p>
	<p>Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area</p>
	<p>In order to mitigate the potential effects of increased transport emissions we would look for the developments to incorporate a low emission approach such that all developers consider the likely increase in emissions, and propose measures which are aimed at reducing those increases. Such measures could be;</p>

	<ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans for each new householder/commercial travel plans - focusing away from private vehicle use</li> <li>- Investment in the Public Transport Infrastructure to reduce the need for private vehicles</li> <li>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc)</li> </ul>
	All sites will need EMP for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment
	Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise / vibration. Commercial / industrial uses in close proximity to residential properties for example have the potential to cause issues at the detailed planning stage and may require expensive extensive mitigation / redesign which could be avoided by careful early consideration. Presently that all internal habitable rooms should achieve the "Good" standard in accordance with BS 8233:1999 and all external areas achieve the WHO Guideline Noise Levels. Environmental Noise Directive: National mapping exercise has identified 'Important Areas' and 'First Priority Locations' where exposure to road noise is considered greatest. Noise action plans are to be proposed in these areas. Any new development proposals will need to consider if new exposures are being introduced, if they may impact on existing areas and if mitigation measures may be appropriate for existing areas
	Archaeology work to date: nothing specific has been done with regard to any of these sites but, given their size, they include areas considered in numerous earlier Desk Based Assessments. It is probable that development within the sections of the parcel adjacent to and within the Grade II Registered Park and Garden at Crewe Hall (i.e. the section north of the railway line) would cause substantive and significant harm to a number of nationally designated heritage assets and their settings. This section of the northern parcel should be excluded
	This development when viewed along the Basford East development will clearly cause continuous urban sprawl. It will connect Stowford to Crewe without a break, and Weston to Crewe by all but one small field
	The Basford East proposal already includes a large number of houses, and the Village A / Crewe Hall proposal should be viewed with the Basford East development in mind
	If greenfield sites need to be developed, this is a preferred site owing to its close proximity to the M6 / A500 interchange, local rail services & HS2. There is also good access to Manchester, Liverpool, East Midlands & Birmingham Airports via the motorway network and direct rail services from Crewe to Manchester International Airport & Birmingham Airport
	On the 17th of May 2013 BBC Breakfast Television showed a map of Great Britain. The map had been broken into regional areas which had been colour coded with regard to a scale running from house price % increase to % decrease. This area was indicated as having decrease in house prices
	UK grown food will produce jobs and reduce balance of payments deficit
	Englesea Brook is a small hamlet in a rural setting, with a historic Primitive Methodist Museum in its midst.
	Conservation Area

	All these housing proposals for the South East quadrant equate to approximately 1/3rd of ALL the proposed additional sites for the whole of Cheshire East
	There are currently no major employment prospects in the area that can justify this level of anticipated provision; certainly not around Crewe and the HS2 if ever constructed will merely serve to transport people to major centres of commerce, away from this area
	The Parish of Weston has already taken a large hit in housing terms with the development of the Wychwood Park and Wychwood Village. The village already has seen an increase in housing from 400 to over 1000 dwellings in the last fifteen years, and is earmarked for an additional 1000 dwellings as part of the Basford East development. In essence the area is already facing a fivefold increase in housing over a twenty year period without any significant investment in infrastructure
	Duty to co-operate issues with the Potteries. The proposals impact adversely on the Potteries redevelopment plan. There are plenty of brownfield sites available in the Crewe area which would benefit from development which is the sensible approach being taken by Stoke on Trent. Further allocations of this nature would have an additional and significant adverse impact on the regeneration and sustainability of North Staffordshire
	Of the sites put forward by the Duchy; this site would have the least direct impact on Alsager Infrastructure
	<p>The northern site is problematic as it would impact on the setting of the Historic Park &amp; Garden for Crewe Hall. The area of the site includes a significant number of Listed Buildings including Hollyhedge Farmhouse which is Listed Grade II*, which is located within the centre of this proposed development, and is surrounded by the site.</p> <ul style="list-style-type: none"> <li>- Within Crewe Hall Park which is a listed Grade II Park and Garden exists the Hall itself which is Grade I, the Stables Grade II*, and four other Grade II buildings / structures.</li> <li>- Crewe Hall Farmhouse is Grade II listed as well as the two converted Farm Buildings.</li> <li>- At Stowford there are a further nine Grade II listed buildings. Crewe Hall Farmhouse and the listed buildings at Stowford lie immediately adjacent to the site</li> </ul>
	The proposal covers an area of land which formed part of the 1643-4 AD Civil War Sieges (Battles) of Crewe Hall, before and after the Battle of Nantwich, January 1644AD. 17th Century Musket Shot has been recovered in the area. An archaeological assessment, evaluation and investigation are advised
	A large pond with associated habitat (possibly water voles (protected by law) and dragonfly species) exists to the rear of Hollyhedge Farm which marks the original course of Stowford Brook. This brook exists in drains and as a surface feature to the north side of the Railway, and flows through Crewe Park, to the Rookery Wood Roundabout and onwards into Basford Brook, on the south side of the Railway
	There are areas of localised peat deposits within the site, often recorded on historic mapping as mosses, or shown on geological drift mapping
	If your Vision for Crewe is for it to be a city, then surely Crewe needs a ring road all the way around, like Shrewsbury
	Provide a park and ride option for people who commute to Crewe to work

	Devastating impact on flora and fauna
	This site may well be prejudicial to the development of Basford East
	Any proposal to revise the Green Belt boundaries should be supported by a comprehensive Green Belt Review Process which follows an approved methodology to establish the nature and purpose of the existing Green Belt and its future purpose. There is no evidence of such a process in this case, nor is there any evidence of any public consultation on the subject.
	In proposing any changes the Borough Council would need to prepare a credible evidence base justifying proposed development, and supporting a case that the development cannot be accommodated on a more sustainable site outside the Green Belt. In the absence of such evidence the allocation and the Development Strategy document itself would be flawed and unsound
	The sites I I-V (Duchy land near Barthomley and Crewe) seem preferable of the sites near Nantwich currently under consideration although careful thought would need to be given to ensuring good road access, sufficient school places and health services to support such a development
	No market demand for such a development
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. If it is thought that any deterioration could be caused, then the developer has to put in place suitable mitigation measures. As part of any significant development we may also require a WFD assessment to be undertaken
	In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information. Flood Zones 2 and 3 affect a relatively small area of the north-eastern part of the site. This is unlikely to have any significant effects on any proposed development. The watercourses along the north-eastern boundary of the site are "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. As a majority of site is Flood Zone 1 any development greater than 1 hectare in size will require a site-specific Flood Risk Assessment to be undertaken
	The document fails to clearly state that this site contains part of the Crewe Hall Park & Garden (Grade II) and Holly Hedge Farmhouse (Grade II*). It also is adjacent to the curtilages of a large number of listed buildings. The NPPF designates Grade II* listed buildings to be of the highest significance. Therefore, any substantial harm to or loss of these designated assets should be wholly exceptional. The NPPF considers that any substantial harm to a Grade II Listed Building or Registered Park and Garden should be exceptional. Any development proposals for the site will need to demonstrate that they conserve those elements that contribute to the significance of the listed buildings and their settings. The site includes part of a Registered Park and Garden which is on the Heritage at Risk Register. When originally designated, these areas were considered an important part of its special

	<p>character and contribute towards its significance. Therefore, it is assumed that any loss or subsequent development would result in substantial harm to its setting and the elements that contribute towards its significance. It is therefore considered that any development should be avoided. Any development proposals that are put forward will need to explain why this loss and subsequent development is considered acceptable.</p>
	<p>Cheshire East Council should adopt a bold development strategy which involves the creation of two new settlements (Village A and Village B). Appropriate infrastructure and community facilities would be designed into these settlements. This is a far better solution than trying to ‘bolt on’ development to existing settlements via urban extensions as many of the settlements would simply not be able to cope with the pressure that would be placed on them by such a massive increase in development, resulting in a massive decrease in quality of life for a very significant number of residents in Cheshire East</p>
	<p>Scale of development will destroy the local village character</p>
	<p>Englesea Brook Chapel and Museum of Primitive Methodism is a fully accredited museum of national importance, being one of the four Key Methodist museums in England and indeed the only one devoted to Primitive Methodism</p>
	<p>The Duchy sites are ideally placed to take advantage of existing (A500 &amp; M6) and proposed (A500 improvements and HS2) transport infrastructure and the proposed location of the two villages is considered to be sustainable as they will also be in close proximity to the nearby employment sites which are also being promoted by the Duchy. It is understood that significant areas of the land earmarked for development is low grade agricultural land. In light of this, the benefits that would accrue from the development of the Duchy sites far outweighs any potential impacts on agricultural land and future food production. It is considered that Village A would not have any significant adverse effects on the setting of Crewe Hall Registered Park and Garden</p>
	<p>Stoke On Trent and Newcastle Borough Councils therefore wish to maintain their original objection to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor and furthermore consider that the sites do not appear to offer any reasonable alternatives. The Councils consider that insufficient information is included with these alternative site options to justify why these sites should offer more sustainable sites and be taken forward. In particular the sites have not been the subject of a sustainability appraisal, which the Councils consider to be an important part of the evidence. Furthermore without this information it is impossible to assess the potential economic and social impact on the North Staffordshire Conurbation, including its Travel to Work Areas. The City and Borough Councils trust the issues outlined above regarding the location of development to the South and South East of Crewe will be taken into consideration in the preparation of the pre-submission version of the Cheshire East Local Plan alongside the comments made by the Councils in respect of the Cheshire East Local Plan Draft Development Strategy earlier this year</p>
	<p>There has been no change to the position that these Duchy sites should be promoted and included within the Council’s Preferred Option in the Draft Development Strategy. We maintain that our proposals will be subject to extensive public consultation and discussions with all stakeholders before they are finalised</p>
	<p>Too much emphasis and focus is being given to housing provision to the South East of Crewe and that there is a need for a more even distribution of growth within the Borough</p>

	According to the Councils Sustainability Appraisal the site is outside the Council's recommended distances for the majority of key services and facilities, open space and public transport
	Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be included in the Plan in preference to any sites around Congleton or Macclesfield
	Of the 1986 responses to the Crewe Town Strategy consultation over 90% of them Disagreed with the development of the Green Gap site 'D1' yet this is the only Green Gap site from that consultation to be taken forward (as part of Village 'A')
	Given their size they are not available to become self contained settlements as such they will become commuter settlements and result in increased trips for work, retail and leisure facilities
	No information is known about the site and therefore its deliverability remains questionable
<b>Site I(ii) - Village B Duchy Sites, near Barthomley 193 (made by 187 people) 10 Support 171 Object 12 Comment</b>	Council do not need to be held to ransom by the Duchy of Lancaster for land to dual the A500
	Negative impact on local infrastructure and service provision
	Numerous brownfield sites available
	Negative impact on Stoke on Trent and Staffordshire
	Prime Agricultural Land - MAFF 2, priority should be given to growth of crops and food production
	Poor road access, road safety and traffic generation concerns
	As the Duchy cannot have Compulsory Purchase Orders made against it, one has to question the probity of proposing such a huge development at a time when the proposed dualling of the Barthomley Link requires a release of Duchy land.
	Destroy rural amenity of the area
	This development will lead to excessive over supply of new housing which is not required
	The development looks too dense
	This is a very large site, but is again served by a good road and railway system for transport, so would be suitable as a site to develop
	Negative environmental, wildlife and ecological impact
	Existing roads are in already poor state of repair
	This corridor is already at saturation level with regular extensive queues along the A500, the A5020 and on the new Crewe Green

	Link Road at peak hours
	Sufficient sites have already been identified in the Cheshire Local Plan and that additional site is clearly not required
	Crewe is already segregated by the lack of railway crossing points and each one causing delays in traffic, the motorway link roads don't have enough capacity and the roads and services in the rest of the town are poor
	The proposed developments are simply not in keeping with the current landscape or use of the area which is predominately agriculture and supporting businesses.
	There is little factual proof for demand of higher value properties, in greater volumes in this area. Given the long term economic forecast there will be little financial support for the purchase of new houses for many years to come
	Alternative sites should be promoted first
	Contaminated Land: There are a number of former landfills both on site and within 250m of the site, which have the potential to impact the site. There are a number of former ponds and pits on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There are former brick fields and a former mill on the site which would require assessment, and in addition there may be localised contamination issues associated with the farms within the site boundary. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use
	Railway noise and vibration/ road traffic noise will have to be investigated
	Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area. Any development has the potential to cause adverse effects on local air quality as a result of increased transport emissions. In turn this can lead to negative health impacts where exposure to such pollutants occurs. We would require Air Quality Impact Assessments for all developments, which consider the impact of not only that development, but the effect of all other developments (proposed or likely) in the area. The assessment would need scoping prior to completion
	All sites will need EMP (Environmental Management Plans) for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment.
	In order to mitigate the potential effects of increased transport emissions we would look for the developments to incorporate a low emission approach. Such measures could be; <ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans for each new householder/commercial travel plans - focusing away from private vehicle use</li> <li>- Investment in the Public Transport Infrastructure to reduce the need for private vehicles</li> <li>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc). For information, it may be that by the time these developments come along Cheshire East has a formally adopted a Low Emission Strategy and possible SPD's.</li> </ul>
	Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise / vibration. Commercial / industrial uses in close proximity to residential properties for example have the potential to cause issues at the detailed planning stage and may require expensive extensive mitigation / redesign which could be avoided by careful early consideration. Presently we would look that all internal habitable rooms achieve the "Good" standard in

	accordance with BS 8233:1999 and all external areas achieve the WHO Guideline Noise Levels
	Environmental Noise Directive: National mapping exercise has identified 'Important Areas' and 'First Priority Locations' where exposure to road noise is considered greatest. Noise action plans are to be proposed in these areas. Any new development proposals will need to consider if new exposures are being introduced, if they may impact on existing areas and if mitigation measures may be appropriate for existing areas
	Archaeology work to date: Nothing specific has been done with regard to any of these sites but, given their size, they include areas considered in numerous earlier Desk Based Assessments
	Disagree with building on Green Belt, but one major site in this area would be good, being big enough to generate its own infrastructure in terms of connectivity, schools, community buildings and space.
	If greenfield sites need to be developed, this is a preferred site owing to its close proximity to the M6 / A500 interchange, local rail services & HS2. There is also good access to Manchester, Liverpool, East Midlands & Birmingham Airports via the motorway network and direct rail services from Crewe to Manchester International Airport & Birmingham Airport
	We note the recent report from "The State of Nature" conservation group who have cited urban sprawl and development of the countryside as the major candidates for the decline in U.K wildlife in the last 50 years. The area in selected supports a variety of flora and fauna which will no doubt be lost should this development proceed. We therefore bring into question the environmental sustainability criteria for the Village B plans. This type of land for wildlife is finite not infinite
	If the entire extended Village B site were developed it would remove the need for a Village A in the Weston/Crewe Hall area. It would enable greater separation of development between Crewe and Alsager and allow for more efficient provision of new services
	For an increase of 1604 houses the developer will need to increase their S106 payment to provide, extra capacity in the on site schools (ages 5 -18), nurseries, doctors, dentists, supermarket, community club (hall/gym/pub), village green. A settlement of this size needs employment zones. Everything should be within walking distance to encourage sustainable transport
	Should this development go ahead it will undermine the regeneration of Crewe
	This is an opportunistic and unwelcome proposal to 'land bank' a vast area for a large scale village
	The proposal is unsustainable, requiring total private car dependence
	This area is of high landscape value and is likely to be of high biodiversity value - it is bisected by Valley Brook, an important local watercourse and wildlife corridor with some wooded banks
	All of the above proposals would be contrary to the Borough Council's own policy on Best Use of Natural Resources
	The Borough Council has expressed the view that development should only be allowed where it is consistent with its setting, appropriate in scale and character, and supported by adequate infrastructure. Rural areas are therefore not an appropriate location for large scale development which could be accommodated in or adjacent to existing urban areas. For these reasons the proposed sites identified above are unsustainable
	The Parish Council strongly supports the principle expressed in Policy CO1 (Sustainable Travel and Transport) of the Development

	Strategy document 'Shaping Our Future' policy, in particular the view that development should be directed to "sustainable and accessible locations"
	The Parish Council has practical concerns that the proposal is located on an area of open countryside with poor existing infrastructure, and there is no clarity as to how or whether infrastructure can be provided to service the development. In particular the Council does not feel that an allocation can be made in such an area without a very clear description of how the allocation can be serviced by road access and the provision of essential services
	No evidence has been supplied to justify ignoring these alternatives in favour of more distant allocations
	Any proposal to revise the Green Belt boundaries should be supported by a comprehensive Green Belt Review Process which follows an approved methodology to establish the nature and purpose of the existing Green Belt and its future purpose
	I also feel that the council should consider developing new villages as an alternative to just adding more and more to the Nantwich Town outskirts with the drain on resources and impact on traffic and other infrastructure that this brings
	In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information. The watercourses through the northern and eastern parts of site are "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. Flood Zones 2 and 3 affect land adjacent to these, although indicative only. Any proposed built development in FZ 3 is likely to require Sequential and Exception Tests and also compensatory flood storage. The remainder of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. If it is thought that any deterioration could be caused, then the developer has to put in place suitable mitigation measures. As part of any significant development we may also require a WFD assessment to be undertaken
	The Alsager Chronicle has 6 pages of houses for sale; the Crewe Chronicle has 5 pages of houses for sale. People are struggling to sell
	Development in this location has no regard for the regeneration of the North Staffordshire conurbation and policies currently contained within the North West and West Midlands Regional Spatial Strategies which urge Local Authorities to practice development restraint on the borders of North Staffordshire in order to help the regeneration of the area
	The site description should include reference to Mill House Farm (Grade II) within the site and Bridge House Farm (Grade II) on the boundary
	Cheshire East Council should adopt a bold development strategy which involves the creation of two new settlements (Village A

	and Village B). Appropriate infrastructure and community facilities would be designed into these settlements. This is a far better solution than trying to 'bolt on' development to existing settlements via urban extensions as many of the settlements would simply not be able to cope with the pressure that would be placed on them by such a massive increase in development, resulting in a massive decrease in quality of life for a very significant number of residents in Cheshire East
	The Duchy sites are ideally placed to take advantage of existing (A500 & M6) and proposed (A500 improvements and HS2) transport infrastructure and the proposed location of the two villages is considered to be sustainable as they will also be in close proximity to the nearby employment sites which are also being promoted by the Duchy
	This collection of sites cannot adequately be assessed in view of the scant detail available; therefore the consultation cannot be considered appropriate to the level of planning, nor transparent and accessible, as undertaken in the Cheshire East Statement of Community Involvement paragraph 2.1
	May have an impact upon Radway Green and Oakhanger level crossings
	Maintain the original objection to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor and furthermore consider that the sites do not appear to offer any reasonable alternatives. The Councils, Stoke On Trent and Newcastle Borough Councils, consider that insufficient information is included with these alternative site options to justify why these sites should offer more sustainable sites and be taken forward. In particular the sites have not been the subject of a sustainability appraisal, which the Councils consider to be an important part of the evidence. Furthermore without this information it is impossible to assess the potential economic and social impact on the North Staffordshire Conurbation, including its Travel to Work Areas. The City and Borough Councils trust the issues outlined above regarding the location of development to the South and South East of Crewe will be taken into consideration in the preparation of the pre-submission version of the Cheshire East Local Plan alongside the comments made by the Councils in respect of the Cheshire East Local Plan Draft Development Strategy earlier this year
	It is worthy of note that our Parish Plan achieved a 41% response rate and traffic/highway issues were the number 1 priority (75% of those who responded). Most of the rural roads within the parish are multi-functional in that in addition to traffic they cater for horse riders, cyclists and walkers. A recently opened long distance footpath 'Two Saints Way' runs W to E across the parish utilizing minor roads
	There has been no change to the position that the Duchy sites should be promoted and included within the Council's Preferred Option in the Draft Development Strategy. Our submissions made to the Development Strategy Preferred Option showed detailed boundaries for Strategic Sites supporting a new settlement comprised of 2 residential villages on the Duchy's Crewe Estate, totalling 4,250 homes between them and up to 124 hectares of employment land at Junction 16 of the M6. We maintain that our proposals will be subject to extensive public consultation and discussions with all stakeholders before they are finalised. The Duchy will continue to work closely with the Council to deliver a plan that will be for the benefit of the Town and meet the needs of the local community as a whole
	The response to both the Crewe Town Strategy Consultation and the Development Strategy and Emerging Policy Principles

	Consultation showed an overwhelming support for the retention of Green Belt, Green Gap and Open Countryside. The majority of Village 'B' is in Green Belt and is either grade 2 or 3 agricultural land that forms the Cheshire Countryside. This proposal will totally destroy the character of this area by ignoring Green Belt and Open Countryside policies by encouraging urban sprawl and increase the traffic on inadequate road infrastructure.
	This direction of expansion is contrary to the view expressed at a previous EIP which stated "The Secretary of State supports the retention of open countryside between Crewe and the M6 and between the M6 and the Potteries, and considers it desirable to direct expansion away from the south east quadrant of the District".
	Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be included in the Plan in preference to any sites around Congleton or Macclesfield
	No information is known about the site, therefore its deliverability remains questionable
<b>Site I(iii)</b> <b>Employment</b> <b>Parcel A Duchy</b> Site, between Barthomley + the M6 128 reps by 120 12 Support 103 Object 13 Comment	There are sufficient brownfield sites
	The site is Green Belt land and should not be developed on
	The impact on the local infrastructure would be too significant and for what benefit?
	This is prime agricultural land; MAFF 2; priority should be given to growth of crops
	I feel this area is too large. I can see benefit to this but would prefer to see employment land nearer to where people live so they do not require a car
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed
	A good site supported by excellent roads for transport
	Could increase traffic on the nearby over crowded roads, particularly on the A500 from Crewe towards the Junction 16 of the M6 and destroy the local environment
	Brand new development in the middle of nowhere, a new industrial site where none is needed
	It would put major additional traffic on the single carriageway stretch of the A500 (which is already highly congested) and the M6 Junction 16 roundabout. The only way in which this could be alleviated without a full cloverleaf junction (which would be prohibitively expensive to build) would create an additional roundabout on the A500 which would create congestion due to

	proximity to the M6 J16 roundabout, increase pollution by causing traffic to slow, idle and accelerate again, and provide no benefit whatsoever for users of the single-carriageway section of the A500.
	Jobs should be created before houses are built
	Access, traffic generation and road network concerns - the town is already segregated by the lack of railway crossing points and each one causing delays in traffic, the motorway link roads don't have enough capacity and the roads and services in the rest of the town are poor
	Contaminated Land: There is a former landfill adjacent to Cherrytree Farm which has the potential to impact the site and a petrol filling station on the south of the site. There are a number of former ponds and pits on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There may be localised contamination issues associated with the farms within the site boundary. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use
	Noise: Property adjacent to nearby M6 defined as 'Important Area' as part of the Environmental Noise Directive assessment of road noise exposure
	Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area. Any development has the potential to cause adverse effects on local air quality as a result of increased transport emissions. In turn this can lead to negative health impacts where exposure to such pollutants occurs. We would require Air Quality Impact Assessments for all developments, which consider the impact of not only that development, but the effect of all other developments (proposed or likely) in the area. The assessment would need scoping prior to completion
	All sites will need EMP ( Environmental Management Plan )for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment
	In order to mitigate the potential effects of increased transport emissions we would look for the developments to incorporate a low emission approach such that all developers consider the likely increase in emissions, and propose measures which are aimed at reducing those increases. Such measures could be; <ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans for each new householder/commercial travel plans - focusing away from private vehicle use</li> <li>- Investment in the Public Transport Infrastructure to reduce the need for private vehicles</li> <li>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc)</li> </ul> For information, it may be that by the time these developments come along Cheshire East has a formally adopted a Low Emission Strategy and possible SPD's
	Noise, Vibration: Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise / vibration. Commercial / industrial uses in close proximity to residential properties for example have the potential to cause issues at the detailed planning stage and may require expensive extensive mitigation / redesign which could be avoided by careful early consideration. Presently we would look that all internal habitable rooms achieve the "Good"

	standard in accordance with BS 8233:1999 and all external areas achieve the WHO Guideline Noise Levels. Environmental Noise Directive: National mapping exercise has identified 'Important Areas' and 'First Priority Locations' where exposure to road noise is considered greatest. Noise action plans are to be proposed in these areas. Any new development proposals will need to consider if new exposures are being introduced, if they may impact on existing areas and if mitigation measures may be appropriate for existing areas
	Wildlife, ecological and biodiversity impacts
	Archaeology work to date: Nothing specific has been done with regard to any of these sites but, given their size, they include areas considered in numerous earlier Desk Based Assessments
	Negative impacts on local character and amenity
	In the event of an emergency on either the roads or the employment village sorting it out will be made more complicated by placing the site right by the M6 and junction 16
	Disagree with building on Green Belt, but one major site in this area would be good, being big enough to generate its own infrastructure in terms of connectivity, schools, community buildings and space
	If greenfield sites need to be developed, this is a preferred site owing to its close proximity to the M6 / A500 interchange, local rail services & HS2. There is also good access to Manchester, Liverpool, East Midlands & Birmingham Airports via the motorway network and direct rail services from Crewe to Manchester International Airport & Birmingham Airport
	The plans will result in a continuous urban sprawl; linking Weston to Crewe. The whole character of Weston village will be destroyed and lost forever
	The proposed employment and residential 'villages' would be in open countryside, with poor access to local facilities. This would lead to a reliance on private car use which is contrary to national and local planning policies
	There are other more appropriate sites available around Crewe which would minimise traffic growth, allow better access by public transport, cycling and walking, and avoid building on the Green Belt
	Employment zones need to include nurseries, gyms, swimming pools, safe jogging routes and a supermarket - centrally located so that employees can walk to the facilities during their lunch breaks or after work
	Development in this location has no regard for the regeneration of the North Staffordshire conurbation and policies currently contained within the North West and West Midlands Regional Spatial Strategies which urge Local Authorities to practice development restraint on the borders of North Staffordshire in order to help the regeneration of the area. The latter policy has been adopted and practised in the latest versions of the Local Plans for both Staffordshire Moorlands and Stafford Borough
	Employment villages in the Junction 16 area will also directly compete with those at Crewe and any developments proposed at Basford East and West
	Stoke on Trent and North Staffordshire have substantial 'employment' zones currently underemployed and with numerous vacant premises
	Once brownfield sites are fully exploited, this site should be considered owing to its good proximity to major roads, the M6

	Motorway & national rail links
	The proposed location of this development would destroy the unique character of Barthomley village and well as destroy valuable agricultural land for both milk and food crops
	No demand exists for this development
	Development should be low-rise, aesthetic and with maintenance of green screening and sympathetic landscaping incorporating green space, but such development should be avoided if at all possible
	BAE Systems intend to promote the redevelopment of surplus land at the Radway Green site in the short term. Therefore, the company do have some concerns about the level of employment land (sites referred to above) being considered at adjacent sites and should these opportunities be considered suitable by the Local Planning Authority, the manner in which they are phased. BAE Systems' landholdings at Radway Green present an opportunity to redevelop an area of previously developed land for employment use. When considered together with the neighbouring land at Radway Green Business Centre it is a significant existing area of employment land. Given there is a significant previously developed site available in the short to medium term, BAE Systems believe the Local Planning Authority should apply a degree of caution to the development of greenfield sites and in particular their phasing in this area of the Borough
	The sites continue to meet the five purposes of Green Belt. There is no case for their release from Green Belt. If these sites come forward they would undermine the accessibility and viability of Radway Green Business Centre. There are ample more sustainable employment sites elsewhere and in less sensitive locations. The release of this land for employment is not required
	Research shows that exposure to high levels of freshly emitted particulate matter from near motorways has been credited to serious poor health in humans. (Brugge et al, 2007; Zhu et al 2004; Selix et al 2012). We would propose that the general location is not conducive to a healthy work environment
	We note the recent report from "The State of Nature" conservation group who have cited urban sprawl and development of the countryside as the major candidates for the decline in U.K wildlife in the last 50 years. The area in selected supports a variety of flora and fauna which will no doubt suffer and almost certainly be lost should this development proceed
	All of the above proposals would be contrary to the Borough Council's own policy on Best Use of Natural Resources. As these sites are distant from access to services they are contrary to this principle
	Strongly support the principle expressed in Policy COI (Sustainable Travel and Transport) of the Development Strategy document 'Shaping Our Future' policy, in particular the view that development should be directed to "sustainable and accessible locations". The Parish Council is of the view that the sites listed are likely to be even with the use of private motoring access to Crewe, Alsager and the Potteries would require use of substandard and/or already congested routes involving such pinch points as Junction 16 of the M6; the A5020 on Weston Road, Crewe; Gresty Road, Crewe; and the Crewe Arms/ Crewe Green roundabouts. As such this would be contrary to paragraph 30 of the NPPF which requires that development should "support reductions in greenhouse gas emissions and reduce congestion".
	The sites I i-v (Duchy land near Barthomley and Crewe) seem preferable of the sites near Nantwich currently under consideration

	although careful thought would need to be given to ensuring good road access, sufficient school places and health services to support such a development.
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. If it is thought that any deterioration could be caused, then the developer has to put in place suitable mitigation measures. As part of any significant development we may also require a WFD assessment to be undertaken.
	In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information. The watercourse along the (relatively short) northern boundary of site is "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. Flood Zones 2 and 3 affect land adjacent to this watercourse, although indicative only. This is unlikely to have any significant effects on any proposed development. The majority of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific Flood Risk Assessment to be undertaken.
	Development in this location has no regard for the regeneration of the North Staffordshire conurbation and policies currently contained within the North West and West Midlands Regional Spatial Strategies which urge Local Authorities to practice development restraint on the borders of North Staffordshire in order to help the regeneration of the area. The latter policy has been adopted and practiced in the latest versions of the Local Plans for both Staffordshire Moorlands and Stafford Borough. Employment villages in the junction 16 area will also directly compete with those at Crewe and any developments proposed at Basford East and West.
	A Listed Building, Cherry Tree Farm (Grade II) is within the site. The document in its description of the site's surroundings should also refer to Bartholmley Conservation Area and the various listed buildings within it to the southeast of the proposed site
	Appropriate infrastructure and community facilities would be designed into these settlements. This is a far better solution than trying to 'bolt on' development to existing settlements via urban extensions as many of the settlements would simply not be able to cope with the pressure that would be placed on them by such a massive increase in development, resulting in a massive decrease in quality of life for a very significant number of residents in Cheshire East
	The Duchy sites are ideally placed to take advantage of existing (A500 & M6) and proposed (A500 improvements and HS2) transport infrastructure and the proposed location of the two villages is considered to be sustainable as they will also be in close proximity to the nearby employment sites which are also being promoted by the Duchy
	Even for the purpose of a SHLAA, this collection of sites cannot adequately be assessed in view of the scant detail available
	Maintain the original objection to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor and

	<p>furthermore consider that the sites do not appear to offer any reasonable alternatives. The Councils, Stoke On Trent and Newcastle Borough Councils, consider that insufficient information is included with these alternative site options to justify why these sites should offer more sustainable sites and be taken forward. In particular the sites have not been the subject of a sustainability appraisal, which the Councils consider to be an important part of the evidence. Furthermore without this information it is impossible to assess the potential economic and social impact on the North Staffordshire Conurbation, including its Travel to Work Areas. The City and Borough Councils trust the issues outlined above regarding the location of development to the South and South East of Crewe will be taken into consideration in the preparation of the pre-submission version of the Cheshire East Local Plan alongside the comments made by the Councils in respect of the Cheshire East Local Plan Draft Development Strategy earlier this year</p>
	<p>This site could compromise the deliverability of Basford West</p>
	<p>There has been no change to the position that the Duchy sites should be promoted and included within the Council's Preferred Option in the Draft Development Strategy. We maintain that our proposals will be subject to extensive public consultation and discussions with all stakeholders before they are finalised.</p>
	<p>This direction of expansion is contrary to the view expressed at a previous EIP which stated "The Secretary of State supports the retention of open countryside between Crewe and the M6 and between the M6 and the Potteries, and considers it desirable to direct expansion away from the south east quadrant of the District"</p>
	<p>No information is known about the site; therefore, the deliverability remains questionable</p>
	<p>Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be included in the Plan in preference to any sites around Congleton or Macclesfield</p>
<p>Site I(iv) Employment Parcel B Duchy Site South West of Radway Green</p> <p>111representations by 109 13 Support 86 Object 12 Comment</p>	<p>Land is Green Belt - 'Exceptional circumstances' have not been proven to build on this Greenbelt.</p>
	<p>Major impact on infrastructure</p>
	<p>Use brownfield sites instead</p>

	Stop building on countryside
	Question the access for large lorries to the M6 along a small lane and the locality of the new housing (if approved) would make this site inaccessible at peak times. Extra pressure on Junction 16 of M6. Both J16 & J17 should be upgraded.
	Unsustainable development - remote from all services
	Prime agricultural land, MAFF 2, priority should be given to growth of crops – proposals would see the loss of 7 working farms.
	Will destroy the rural amenity of the area
	On the East side adjacent to Radway Green Industrial estate this would be an excellent place for extension of industrial use.
	Looks the best of the sites for industrial development.
	Few people live near here – would prefer to see development and employment near the towns e.g. Crewe
	A good site supported by excellent roads for transport.
	Environmental impact must be kept to a minimum
	People of Radway Green and Alsager must be fully consulted on any proposals.
	Country lanes will become a rat run for speeding traffic.
	The traffic light junction between the B5078 and Crewe Road should be widened to accommodate a lane for traffic in both directions on Crewe Road turning towards the M6, so as not to impede traffic going straight on.
	To increase the traffic on the B5078 to this extent will require a bridge to be built over the railway.
	Site is not required.
	No evidence that this employment area is required or could be filled. Radway Green factory site should be developed to its full potential; sufficient allocated employment land in Cheshire East and surrounding areas of Warrington and Stoke - there are 100's of warehouses across the Stoke on Trent and Staffordshire area that are un-used, why do we need more !
	Development will result in more urban sprawl.
	Railway crossings currently cause congestion at peak times – will only get worse.
	Constraints: Contaminated Land - There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There may be localised contamination issues associated with Foxley Farm. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use. Noise - Property adjacent to nearby M6 defined as 'Important Area' as part of the Environmental Noise Directive assessment of road noise exposure. Air Quality - Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area
	Archaeology work to date: Nothing specific. Work advised or likely to be advised: The Cheshire Historic Landscape

	<p>Characterisation records significant area of historic landscape (Ancient Field Systems) within the eastern half of each of these proposed areas. The size of these parcels should therefore be reduced to exclude these areas of Ancient Field Systems in order to maintain the cohesive historic landscape character of the wider area of Ancient Field Systems to the east.</p> <p>Previous consultations have advised the preparation of an overarching Desk Based Assessment to consider all of the remaining individual Duchy parcels proposed for development. This advice is applicable to all of the present sites. It seems certain, given the size of the sites, that further evaluation and mitigation will be required.</p>
	A flyover, so that A500 through traffic did not have to use the roundabout, would make it less objectionable
	Impact on health of reduced air quality due to increased vehicle emissions.
	Site would require detailed ecological surveys; it is in a local area known as the drumbles, a gorse unspoilt area which is rich with nature. The loss of wildlife and natural beauty would be tragic
	Unable to provide any formal view on the potential impact this site may have on United Utilities existing infrastructure
	Site would not help the regeneration of Crewe.
	Concerned over this development – Stoke on Trent and Newcastle Borough Councils have funding for regeneration of their own brownfield sites.
	Site in good location to access M6; airports and Crewe railway station
	There are other more appropriate sites available around Crewe which would be more sustainable
	Employment sites should include a nursery, gym, swimming pool, safe jogging paths, a supermarket, good bus links to the site and safe pavements/cycleways
	Too close to the ordnance factory – issues re safety and security
	Will adversely impact on adjoining properties.
	No land is required from the Duchy to widen the A500
	Employment villages in the junction 16 area will directly compete with those at Crewe and any developments proposed at Basford East and West.
	Need employment land for the increased population of Alsager.
	Must contribute to funding of J16, A500 improvements and local road safety requirements.
	Strongly object to Radway Green- detrimental impact on the estate's accessibility & will undermine any potential for investment in Radway Green & in turn its attractiveness & viability.
	Strongly object.
	Any proposal to revise the Green Belt boundaries should be supported by a comprehensive Green Belt Review Process – no evidence of this.
	Development should be directed to "sustainable and accessible locations". Public transport provision is weak & site is distant from

	the facilities of Crewe.
	Object - adverse impact on the parishes of Betley, Balterley & Wrinehill through increased traffic levels on the A531 and B5500.
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. The watercourses to the north-western and south-western parts of site are "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. Flood Zones 2 and 3 affect land adjacent to these watercourses, although indicative only. These are unlikely to have any significant effects on any proposed development. Some ordinary watercourses run through parts of the site. The majority of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken.
	Insufficient evidence provided to suggest that the Duchy plans for unsustainable remote settlements and employment villages meet any of the criteria stated by the NPPF to allow building on such a scale on Green Belt land.
	The development to fund the A500 dualling does not need to come from the South East Crewe Growth Corridor.
	Existing dwellings will be either lost or devalued.
	The sites cannot adequately be assessed in view of the scant detail available; therefore the consultation cannot be considered appropriate to the level of planning, nor transparent and accessible, as undertaken in the Cheshire East Statement of Community Involvement paragraph 2.1.
	It would change the character of the entire local landscape and especially tiny villages like Barthomley and other small settlements.
	Object to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor & consider that the sites do not appear to offer any reasonable alternatives. The sites have not been the subject of a sustainability appraisal – need to assess the potential economic and social impact on the North Staffordshire Conurbation and Stoke On Trent and Newcastle Borough Councils, including its Travel to Work Areas.
	Loss of character, features and identity to small rural communities.
	Strongly object - of the 27 sites out for consultation, 1/3 of the total number of sites are within the Parish of Weston & Basford. None of the proposals are compatible with the size of a rural village.
	Such development proposals would directly conflict with existing allocated employment sites including the Basford West site & undermine its ability to come forward; no links to existing settlements, where the workforce would be located which will exacerbate car borne travel; it would conflict with the overall Development Strategy for Cheshire East and the deliverability of All Change for Crewe; no over-riding economic need for employment uses of the scale envisaged; there are other better placed sites

	to meet identified employment needs that are not within the green belt; it will prevent the spin off benefits of employment development being realised for Crewe residents. If the sites are developed, they should be phased so that they can not come forward until Basford West is substantially completed.
	This direction of expansion is contrary to the view expressed at a previous EIP which stated “The Secretary of State supports the retention of open countryside between Crewe and the M6 and between the M6 and the Potteries, and considers it desirable to direct expansion away from the south east quadrant of the District”.
	Deliverability is questionable.
Site I(v) Employment Parcel C Duchy Site between Barthomley and Radway Green 125 representations by 120 12 Support	No evidence that this employment area is required or could be filled. Radway Green factory site should be developed to its full potential; sufficient allocated employment land in Cheshire East and surrounding areas of Warrington and Stoke - there are 100's of warehouses across the Stoke on Trent and Staffordshire area that are un-used, why do we need more !
	To increase the traffic on the B5078 to this extent will require a bridge to be built over the railway.
	Site is not required.
	Development will result in more urban sprawl.
	Railway crossings currently cause congestion at peak times – will only get worse.
	A flyover, so that A500 through traffic did not have to use the roundabout, that would make it less objectionable
	Impact on health of reduced air quality due to increased vehicle emissions.
	Unable to provide any formal view on the potential impact this site may have on United Utilities existing infrastructure
	Site would not help the regeneration of Crewe.
	Concerned over this development – Stoke on Trent and Newcastle Borough Councils have funding for regeneration of their own brownfield sites.
	Site in good location to access M6; airports and Crewe railway station
	There are other more appropriate sites available around Crewe which would be more sustainable
	Barthomley PC - strongly object.
	Any proposal to revise the Green Belt boundaries should be supported by a comprehensive Green Belt Review Process – no

	evidence of this.
	Development should be directed to "sustainable and accessible locations". Public transport provision is weak & site is distant from the facilities of Crewe.
	Object - adverse impact on the Betley, Balterley & Wrinehill Parish through increased traffic levels on the A531 and B5500.
	Insufficient evidence provided to suggest that the Duchy plans for unsustainable remote settlements and employment villages meet any of the criteria stated by the NPPF to allow building on such a scale on Green Belt land.
	The development to fund the A500 dualling does not need to come from the South East Crewe Growth Corridor.
	Existing dwellings will be either lost or devalued.
	The sites cannot adequately be assessed in view of the scant detail available; therefore the consultation cannot be considered appropriate to the level of planning, nor transparent and accessible, as undertaken in the Cheshire East Statement of Community Involvement paragraph 2.1.
	It would change the character of the entire local landscape and especially tiny villages like Barthomley and other small settlements.
	Too close to other proposed employment site
	Increase traffic on local roads – cause gridlock
	Will destroy character of area
	A good site supported by excellent road network for transport.
	Will lead to excessive over supply of new housing
	Land is Green Belt - 'Exceptional circumstances' have not been proven to build on this Greenbelt land.
	Major impact on infrastructure – it is overloaded & cannot cope
	Use brownfield sites instead
	Unsustainable development - remote from all services
	Prime agricultural land, MAFF 2, priority should be given to growth of crops – proposals would see the loss of 7 working farms.
	Will destroy the rural amenity of the area
	<p>Constraints: Contaminated Land - There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There may be localised contamination issues associated with Flash House Farm. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use.</p> <p>Noise - Property adjacent to nearby M6 defined as 'Important Area' as part of the Environmental Noise Directive assessment of road noise exposure.</p> <p>Air Quality - Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area.</p>

	Archaeology work to date: Nothing specific. Work advised or likely to be advised: The Cheshire Historic Landscape Characterisation records significant area of historic landscape (Ancient Field Systems) within the eastern half of each of these proposed areas. The size of these parcels should therefore be reduced to exclude these areas of Ancient Field Systems in order to maintain the cohesive historic landscape character of the wider area of Ancient Field Systems to the east. Previous consultations have advised the preparation of an overarching Desk Based Assessment to consider all of the remaining individual Duchy parcels proposed for development. This advice is applicable to all of the present sites. It seems certain, given the size of the sites, that further evaluation and mitigation will be required
	There is a joint venture between the RSPB and Defra here for a Lapwing breeding area; these birds should be protected and their habitat retained
	Development of this site, together with adjacent Parcel C, would effectively result in continuous development from the M6 motorway to Alsager which would be contrary to the general policy of the draft plan to maintain separation between communities.
	Contrary to NPPF paragraphs 79 and 80
	Support – site is in an accessible location
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. The watercourse just north of the northern boundary of the site is "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. Flood Zones 2 and 3 (indicative only) affect land adjacent to this watercourse, although possibly not the site. The majority of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken.
	The proposed siting of the industrial development is far too close to Barthomley, a classic example of a quintessential English village. The setting of Barthomley should be protected and enhanced.
	The Duchy's proposals will be subject to extensive public consultation and discussions with all stakeholders before they are finalised
	Use brownfield sites instead
	Stop building on countryside
	Question the access for large lorries to the M6 along a small lane and the locality of the new housing (if approved) would make this site inaccessible at peak times. Extra pressure on Junction 16 of M6. Both J16 & J17 should be upgraded.
	A good site supported by excellent roads for transport.
	Environmental impact must be kept to a minimum
	Country lanes will become a rat run for speeding traffic.

	Will adversely impact on adjoining properties.
	No land is required from the Duchy to widen the A500
	Employment villages in the junction 16 area will directly compete with those at Crewe and any developments proposed at Basford East and West.
	Need employment land for the increased population of SE Cheshire.
	Must contribute to funding of J16, A500 improvements and local road safety requirements.
	Strongly object - detrimental impact on the estate's accessibility & will undermine any potential for investment in Radway Green & in turn its attractiveness & viability.
	Object to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor & consider that the sites do not appear to offer any reasonable alternatives. The sites have not been the subject of a sustainability appraisal – need to assess the potential economic and social impact on the North Staffordshire Conurbation, including its Travel to Work Areas.
	Loss of character, features and identity to small rural communities eg Barthomley.
	Strongly object - of the 27 sites out for consultation, 1/3 of the total number of sites are within the Weston & Basford Parish. None of the proposals are compatible with the size of a rural village.
	Such development proposals would directly conflict with existing allocated employment sites including the Basford West site & undermine its ability to come forward; no links to existing settlements, where the workforce would be located which will exacerbate car borne travel; it would conflict with the overall Development Strategy for Cheshire East and the deliverability of All Change for Crewe; no over-riding economic need for employment uses of the scale envisaged; there are other better placed sites to meet identified employment needs that are not within the green belt; it will prevent the spin off benefits of employment development being realised for Crewe residents. If the sites are developed, they should be phased so that they can not come forward until Basford West is substantially completed.
	This direction of expansion is contrary to the view expressed at a previous EIP which stated “The Secretary of State supports the retention of open countryside between Crewe and the M6 and between the M6 and the Potteries, and considers it desirable to direct expansion away from the south east quadrant of the District”.
	Deliverability is questionable.
Site J - Gorsty Hill Golf Course, Weston 620 representations by 601 9 Support 601 Object	Gorstyhill Golf Club was part of the original design brief for the area & part of the planning permission for Wychwood Village & Wychwood Park. The whole design was to centre housing within a country park and golf course, lessening the impact on the surroundings, offering an environment and landscape so unique in south Cheshire, where house owners would feel safe and gain a sense of open countryside.

10 Comment	<p>Section 106 Agreement in place - clearly states that across both sides of Wychwood (Village and Park), no more than 725 dwellings can be built. There are currently 390 on Wychwood Park and once finished, 326 on Wychwood Village, leaving just 9 available to build across both sites. This is what residents were told when they bought their houses. The Section 106 Agreement also states that no building work on the golf course that results in loss of light is possible, which would be the case here. Also contrary to the restrictive covenant running with the land - restricts the development to 725 dwellings. Section 106 agreement and restrictive covenants should be enforced, by not allowing further building here.</p>
	<p>Adverse impact on house values – residents will suffer financial hardship.</p>
	<p>Adverse impact on residents’ quality of life; community spirit; character of local area; adjacent country park; &amp; environment.</p>
	<p>Damage to wildlife, flora &amp; fauna – variety of species on the site, including some protected.</p>
	<p>Road infrastructure already strained, within Wychwood Park &amp; especially on the A531 and A500. Traffic noise is significant &amp; would have a damaging impact on the environment. Small, local village roads are already "rat runs" &amp; there are 2 mile queues on the A500 towards the M6 at peak times – this will get worse.</p>
	<p>Site is not needed as there are already sufficient housing allocations in the Local Plan.</p>
	<p>Site is not sustainable – limited bus service, without a public footpath to the bus stop; local roads not safe for pedestrians; would encourage travel by car; no services on site &amp; only limited services proposed – contrary to NPPF.</p>
	<p>Loss of a key sporting amenity for residents, many of whom live here to be next to a golf course.</p>
	<p>Loss of open countryside.</p>
	<p>Flood risk - The golf course floods constantly; the sewage system isn't able to cope with the current demand, and the sewage pumps are constantly having to be maintained and fixed.</p>
	<p>Land is of high agricultural value and should be used for food production/ extended country park/woodland if its use has to change.</p>
	<p>Broadband is poor due to the poor BT exchange in Betley</p>
	<p>No demand for more houses in this area – new houses are for sale for long periods of time.</p>
	<p>No demand/interest in retail on this site. Further amenities on the site would take trade away from existing businesses nearby.</p>
	<p>Noise and disturbance to local residents if building work takes place</p>
	<p>Golf course has been intentionally poorly managed, closed &amp; left to become overgrown, with the intention of building houses on the site.</p>
	<p>Michael Jones stated "This is not going to happen. If you don't want it, the Council will back you 100%." and reject the proposed development.</p>

	Retail development will lead to anti social behaviour with youths buying alcohol and then taking it onto the country park.
	Would be a blight on the currently undulating local landscape; the beauty of the countryside will be destroyed.
	Those needing houses would not be able to afford ones that would be built here.
	There is no proven case that this number of additional houses are needed at this location; large number of houses currently for sale in the area.
	The number of already agreed new houses in the Crewe area is sufficient to satisfy the apparent demand.
	If site is developed, any proposals for additional facilities won't be delivered as they won't be viable and more houses will be built.
	There is no real employment in the area and the population already here often has to commute long distances to find work.
	Use brownfield sites & refurbish existing dwellings in Crewe instead – it needs regeneration
	Development will impact on other neighbouring villages with a massive increase in traffic flow through Weston and Betley.
	The Crewe gateway area needs further development.
	Currently a small-feel Village in the heart of the Cheshire countryside with views out to the Welsh hills - the development would destroy this
	Development would create a huge burden on local facilities (schools, GP's etc) - already stretched – need for a doctor's and new schools on site?.
	Some of the presumptions made in the local plan for housing needs between now and 2030 have been based upon growth projections which we have consistently failed to meet as a nation and local area – development could be left half built if properties don't sell.
	Concerns re safety of children on a building site & on a site that will have more traffic; be much busier & bigger.
	If affordable housing built here – the occupants would not be able to afford to travel to work; use facilities etc.
	The south of Cheshire, especially the Weston area is being hammered by countless speculative developers and Gorstyhill is a true example of this
	If Gorstyhill is no longer viable as a golf course, then the council, with the assistance of the surrounding community should look to compulsory purchase and run as a golf club.
	Adverse impact on lives of local residents
	Support - Development of this site for housing would be putting an old golf course to good use. Good surrounding roads for transport.
	Has there been a Health Impact Assessment completed on this site?
	Dark night sky would be lost with light pollution
	Adverse impact on the character of Weston village – it would join up with Wychwood Village.
	Would set a precedent for development of the nearby golf course at Wychwood Park.

	Site does not easily link with either of the two existing communities of Crewe or Nantwich
	Constraints: Contaminated Land - there are a number of former ponds and sand pits on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use Noise - Road traffic noise impact assessment Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area.
	Golf course was a source of employment in the village
	Adverse impact on country park & its flora & fauna e.g. moths, butterflies, wild flowers
	Concerned that further developments at Wychwood Park will adversely affect the water table locally. Since the original developments, the water flow in Tan House brook has reduced - this feeds the important wetland of Betley Mere, a SSSI.
	Loss of an important recreational facility - Gorsty Hill Golf Course is for the middle to high handicappers and was an excellent facility (built to PGA standard); it does not duplicate the nearby golf course at Wychwood Park which is for golfers of a higher standard. It was popular & should be retained as part of the 'Olympic legacy'.
	The country park currently is a well used area, enjoyed by many - the proposed development would surround it & it would no longer be countryside.
	Contrary to the National Planning Policy Framework section 74 - "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on..."
	Adverse impact on health and well-being.
	A highly valuable development site due to its close proximity to the M6 / A500 interchange, local rail services and HS2.
	Building work still taking place on this site (it has taken 10 years to build the current 326 properties, a further 900 would take many more years to complete) – it is dangerous & should end when the site with permission is completed & not be allowed to continue on this site.
	The character of the village is an 'open' theme (reinforced by withdrawing permitted development rights from properties) – this development would be contrary to this
	When residents purchased properties they were assured that no further development would take place here, due to the covenant and S106 Agreement.
	Local residents should be compensated for reduced house values.
	Village is family friendly at present – a new development of this size would not be safe for families & children – building work; increased crime rate & anti-social behaviour
	A number of potential sites encircle Weston village – the Council should protect the identity of the village which would be eroded by these proposals.
	Good use of a brownfield site (golf course); if all facilities are provided it would be a sustainable site.

	There has to be some conclusive evidence that the transport and infrastructure links are to be improved before developments can take place. This does not include the addition of bypasses and major link roads.
	The land is also of limited agricultural value
	Development on the site is against the Crewe and Nantwich Borough Council local plan.
	Site is shown as non deliverable in the Strategic Housing Land Availability Assessment
	A more even distribution of growth within the Borough is needed – should not all be in this area
	Residents have set up a facebook page and strongly object; residents have also set up the ‘Wychwood Village CW2 Community Group’
	Object & concerned re lack of sustainability of site with Barthomley Parish a poor bus service
	Object – concern re adverse impact on the regeneration and sustainability of North Staffordshire; increased traffic
	This site is in Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken. Some ordinary watercourses run through parts of the site. As part of any significant development we may also require a Water Framework Directive assessment to be undertaken.
	Many young people have already left Weston village due to lack of employment opportunities
	Site is a Golf Course. Sport England will object to any site allocation that results in the loss of a sports facility unless it conforms to paragraph 74 of the NPPF and Sport England's planning policy objectives
	Maintain the original objection from Stoke On Trent and Newcastle Borough Councils to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor and furthermore consider that the sites do not appear to offer any reasonable alternatives. Insufficient information to allow full consideration of sites; no Sustainability Appraisal
	Of the 27 sites out for consultation, 1/3 of the total number of sites are within the Parish of Weston & Basford – the PC strongly objects
	Deliverability is questionable
<b>Site K - Poole Meadows Road, Haslington 109 representations by 104 6 Support 91 Object 12 Comment</b>	This area is of natural green land and serves as a boundary between Crewe and Haslington

	This area is Green Gap and should not be developed
	Traffic impacts especially on Crewe Green Roundabout
	Impact on local infrastructure is too much
	The village of Haslington is totally distinct from the town of Crewe and should remain so.
	This proposal is directly adjacent to the proposed development of land at site F (at the junction of Sydney Road and the A534) meaning the two areas would merge, only to be separated by the A534
	Access to the site is problematic and unsuitable for such a proposal
	This development would affect a number of public footpaths which are currently across the land. These are used as a public amenity for walkers
	The number of already agreed new houses in the Crewe area is sufficient to satisfy the apparent demand
	This land provides huge spaces for a diverse ecology ranging from water birds, birds of prey, ground animals and flora & fauna
	There are insufficient public services within Haslington to accommodate these extra properties, i.e. school places, doctors surgery and leisure facilities.
	Object to development in the Green Belt
	There is no proven need
	Numerous brownfield sites for employment / residential in Stoke On Trent
	It will not satisfy required sustainability criteria
	The viability of this as a development is dubious
	It is vital for the village to retain its own, unique identity
	There is no capacity in the village of Haslington for further population growth
	Prime agricultural land.
	Brownfield sites should be developed with high density housing before any open space/green sites are developed.
	It will destroy vital natural habitats for local wildlife
	Are there really requirements for these new houses to be built on this land? When there are already plenty of local houses available for sale which are not selling
	The site is too close to the Bypass, which would make it a very unpleasant place to live, being subject to constant traffic noise.
	Contaminated Land: There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There is a former landfill 10 metres northwest of the site boundary which has the potential to impact the site. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use.
	Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area. Any development has the potential to cause adverse effects on local air quality as a result of increased transport emissions. In turn this

	can lead to negative health impacts where exposure to such pollutants occurs. We would require Air Quality Impact Assessments for all developments, which consider the impact of not only that development, but the effect of all other developments (proposed or likely) in the area. The assessment would need scoping prior to completion
	All sites will need EMP for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment.
	<p>In order to mitigate the potential effects of increased transport emissions we would look for the developments to incorporate a low emission approach such that all developers consider the likely increase in emissions, and propose measures which are aimed at reducing those increases. Such measures could be;</p> <ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans for each new householder/commercial travel plans - focusing away from private vehicle use</li> <li>- Investment in the Public Transport Infrastructure to reduce the need for private vehicles</li> <li>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc)</li> </ul> <p>For information, it may be that by the time these developments come along Cheshire East has a formally adopted a Low Emission Strategy and possible SPD's.</p>
	Noise, Vibration: Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise / vibration. Commercial / industrial uses in close proximity to residential properties for example have the potential to cause issues at the detailed planning stage and may require expensive extensive mitigation / redesign which could be avoided by careful early consideration. Presently we would look that all internal habitable rooms achieve the "Good" standard in accordance with BS 8233:1999 and all external areas achieve the WHO Guideline Noise Levels. Environmental Noise Directive: National mapping exercise has identified 'Important Areas' and 'First Priority Locations' where exposure to road noise is considered greatest. Noise action plans are to be proposed in these areas. Any new development proposals will need to consider if new exposures are being introduced, if they may impact on existing areas and if mitigation measures may be appropriate for existing areas.
	The Council would be better focusing on the dilapidated town centre
	Archaeology: No previous work on this site. The size of the site probably merits the preparation and submission of a Desk Based Assessment in support of any application, in order to establish the need, if any, for further evaluation and mitigation.
	The curse of the Bypass strikes again - It happens all the time - villages fight for a bypass to reduce traffic noise and to keep the area as a nice community to live in. The bypass creates small pockets of land prime for development; they get built on thus creating an urban sprawl
	Site within Cheshire Brine Subsidence Compensation Board consultation area; is a statutory requirement to consult with the Board regarding foundation requirements at planning permission and building regulations stages. Whilst this is normally done as part of application process, the Board welcomes pre-application discussions with developers to ensure smooth passage at the formal consultation stage.

	Pool Meadows is ancient right off way/un adopted bridleway and adjoining land owners will have specific ownership and way leave rights.
	An integrated Travel infrastructure Plan is required
	We were told by the power supply company that there is only just sufficient electric supply to the existing houses. There had been frequent power cuts to houses off and along Primrose Avenue.
	There are present / former ponds on the site
	Running sand caused problems when the By-Pass was built and is believed to be on other parts of this site
	Does Crewe need to grow further – where is the market / demand for this growth
	More jobs first rather than housing
	UK grown food will assist in the fight for global warming
	Haslington Parish Council has repeatedly made their position very clear in they do not support any development in the existing Green Gap between Haslington, Crewe Green and urban Crewe.
	This parcel of land is effectively useless for economic agricultural purposes and provision of housing would remove development pressures from other sites
	Overall noise would increase. Bypass traffic noise is already too noticeable either through volume (commercial or otherwise) or via motorcycles thrashing along in the early hours of the morning.
	Likely to affect setting of Crewe Green (estate village) Conservation Area
	The site is similar to SHLAA site 2945 that Cheshire East Council has considered “Not Suitable”, “Not currently developable”.
	The access to the site has not been identified; local residential roads can not support more traffic safely. The entire site is within the existing Green Gap, and some of it is within the proposed Strategic Open Gap - though the boundaries are not as yet fully defined.
	Could add to congestion at Crewe Green roundabout.
	No heritage assets and distant from setting of Crewe Green Conservation Area.
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. If it is thought that any deterioration could be caused, then the developer has to put in place suitable mitigation measures. As part of any significant development we may also require a WFD assessment to be undertaken.
	In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information

	This site is in Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken.
	We do not wish to repeat our previous detailed comments in respect of CEC's current failure to demonstrate a minimum 5.25 years (reflecting 20% buffer) future housing land supply, or our reasons for regarding the methodology on which the adopted Strategic Housing Land Availability Assessment / Housing Land Supply as flawed and unsound. It seems sufficient to comment, that our opinion in respect of these matters, as stated in our February 2013 representation, remain substantially the same. Indeed, having had the benefit of considering the content of the 20 May 2013 Housebuilders Consortium representations in respect of CEC's current housing land supply position, undertaken by Nathaniel Lichfield and Partners, we understand that this very recent and impressively robust analysis of CEC's current land supply position, concludes that, even on the most optimistic interpretation of the figures, CEC is unable to demonstrate anything more than a 3.28 years deliverable housing land supply at the present time. By any measure therefore there is a critical shortfall of housing land within Cheshire East that must be addressed as a matter of urgency. The Council is urged to address this shortfall rather than seek to hide the position through the adoption of a fundamentally flawed SHLAA.
	Our clients own the freehold of a large area of land to the western side of the A34 By-pass, (known as Land Adj to Bradeley Hall Farm, Haslington). The site is suitable to support some 450-500 approx dwellings on some 47 approx net developable acres. Other adjacent land owners are also willing in principle to explore the possible inclusion of their land ownerships to form an even larger strategic land opportunity. It would offer a comprehensive mixed development for housing; formal leisure and recreation facilities; informal POS; extension of the public footpath network to open up public access/etc; ecological benefits; the establishment of a far more functional reconfigured "Green Gap" wholly within public ownership/control etc. it may also afford an opportunity to bring forward a substantial improvement to the general highway network to the north and east of Crewe.
	Following review of the open space, sports and recreational facilities in the general eastern Crewe/Haslington areas, undertaken by our clients' specialist consultants, JPC Strategic Planning and Leisure Ltd, in 2008, a significant undersupply of sports pitches, formal parks and recreational facilities was found to exist. We understand that this position is unlikely to have improved. We have recommended that this assessment is updated, to include a review of developments in the area since this date and a specific review of CEC's own Open Space Assessment, and which we anticipate will be advanced by our clients shortly. As previously referenced, the opportunity to make a very valuable contribution to local leisure and recreational facilities is substantial with a strategic development proposal of this nature, as well as opening up significant parts of the site for general public access via public footpath/cycle links etc and general improvements to the quality and functionality of the Green Gap, in terms of still safeguarding the separation of eastern Crewe with the distinctive settlement of Haslington, and enhancing landscaping/ecological features etc.
	Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be included in the Plan in preference to any sites around Congleton or Macclesfield
	No information is known about this site; therefore, the deliverability remains questionable.
	While this site is admittedly larger than our client's site off Clay Lane, Haslington, we suggest that our client's site (which could accommodate around 45 houses) could reasonably be deemed to be 'strategic' when considered against the context / size of the

	settlement of Haslington. Crucially, our client's site (see the star on the aerial image attached) is not located within the Strategic Green Gap, whereas development of Site K is (marked with red boundary attached) would fundamentally erode the purpose of the Green Gap. We object accordingly to Site K, and contend that it should remain undeveloped and should continue to form part of the Green Gap.
	While your document suggests that Site K could accommodate around 120 houses (with no explanation), that does seem to be underplaying a site of 11.5ha (we note that other objectors have made this same point). Ordinarily a site of that size would be expected to achieve around 330 units (possibly even up towards 400 units). So why is a figure of only 120 being presented? Is that realistic?
Site L - Booths Hall Estate, Knutsford 107 representations by 106 33 Support 57 Object 17 comment	Land of Toft cricket club should be safeguarded and views of the original Booths Hall building. Cricket club is a valuable asset.
	Ideal site with excellent road infrastructure, site is hidden, no impact on views of neighbouring properties, access established
	Knutsford Rugby Club and Toft CC could share a new state of the art club house, two pitches each and the site could provide open space and public realm
	Possible development site as it is poor wetland - ground conditions too poor for farming
	Could a car parking scheme be incorporated and a small business development for start up firms?
	Mixed use sites preferable as long as in keeping with the local area
	Any development must be in keeping with the rural character
	Sensible site that will not result in an unacceptable loss of countryside
	Development sites in the north and east are badly needed – focus in the south of the county is unsustainable
	Across the borough land allocated to business remains undeveloped. This site should be considered for mixed use development – sustainable development balancing housing and employment with mix of housing to match employment profile (serviced meeting rooms etc for home based professionals).
	Will need to demonstrate “very special circumstances” however this site is less visible than other green belt locations at Knutsford
	Must be considered part of the 400 houses for Knutsford
	North Knutsford Community Group: support as an additional site limited to 50 to 100 houses within the 400 for Knutsford, include protection of recreational grounds, and maintain protected open space. Undertake a comprehensive traffic assessment and implement a traffic management plan and parking solution for Knutsford. Create green corridors and protect the ecology

	Need to protect the historic parkland, the scheduled ancient monument, the two areas of biological importance, the mere/wetland and the mature trees
	Loss of local supply of milk/ a sustainable business
	Need for road and infrastructure improvements
	If necessary, a small housing development would be appropriate and could be used to round off the green belt boundary. Do not believe there is a requirement for additional employment space
	Brownfield sites and conversion of buildings in Knutsford should be considered first but if demonstrated that those are not enough then residential and employment uses only with sensitive planning.
	Limit number of houses to 50
	Knutsford Conservation and Heritage Group (KCHG): supports development at Booths Hall Estate only if there is evidenced need exceeding that which can be met at non-Green Belt sites and through building adaptations in Knutsford and adjacent to the edge of Knutsford (at Parkgate) – providing no development would compromise the existing setting and character of Booths Hall or Scheduled Ancient Monument, nor of long-distance views of them; - Toft Cricket Club facilities to remain, including to enhance the environmental quality of the locality; - additional development to be screened if necessary from existing dwellings nearby; - appropriate protection of wildlife and vegetation.
	The site could be used as a way to spread the load of expected development around Knutsford.
	CE Employment Land Review appears to provide evidence for including this site for mixed development or housing for specific market eg older residents
	On the basis that there are sufficient and valid exceptional circumstances to warrant developing Green Belt, which we do not believe there are, we would support the inclusion of this site in the Core Strategy.
	Former pond and area of disturbed ground - contaminated land assessment required. Assessment of road noise exposure required; AQA required. All developments: air quality, travel measures, noise & vibration important.
	The site contains a Scheduled Monument; Norbury Booths Hall Moated Site, fishponds and connecting channels. In describing surrounding uses, the document should refer to the Scheduled Monument, St Johns Church and surrounding burial ground, 100 metres to the north of the site.
	Unable to provide any formal view on the potential impact on United Utilities until the Council has confirmed its suitability, scale and delivery programme
	The watercourse, along the eastern boundary of site is "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. The majority of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA.
	Archaeology: Likely to need full DBA due to the size & presence of the statutorily-designated Booths Hall moat Scheduled Monument. Area is categorised as Ornamental Park. Development would cause substantive & significant harm to the historic landscape. Impact of development on the Scheduled Monument and historic landscape needs to be assessed in the DBA

	Within the third most sustainable group of sites based on proximity to existing major roads and public transport links
	Lyme Walk is protected and has a Tree Preservation Order.
	Traffic is a major problem; additional traffic will be intolerable and may require a bypass.
	The transport network requires improving before further significant developments can be made
	Spring Wood is a valuable nature area and must be protected. Booths Mere must remain
	Site is unsustainable – access to community services, impact on community infrastructure that is at capacity already (schools, health, sports and roads), loss of important recreational space, loss of land important for milk production delivered locally, adverse impact on open environment. Less than ideal location for road and national rail links. Traffic would have to cross Knutsford to get to M6 and MIA.
	Area between hall and Chelford Rd bounded by lake, hall and house would be good infill if there is a need for development. But greenfield; prime farmland; Green Belt; margin by lake should be parkland. All other areas encroach into countryside and make Knutsford an absurd shape.
	Room for development in western section but lake area is SSSI and south east of the site has exception landscape value thus would need top of the range housing with aesthetic considerations. Issues with accessibility; traffic issues - would need a Knutsford bypass.
	Site does not meet the requirements in the Sustainability Appraisal. It will not promote economic prosperity.
	Development here will not benefit or support Knutsford shops nor schools. Resources are already overstretched. People will use their cars rather than walk
	Object to the Eastern part – keep woodland and stream as green belt
	Priority must be brown field sites – green belt land must remain
	Site constrained by flood risk, ecology issues, nature conservation priority area, 2 sites of nature conservation importance, historic parkland, Booths Hall, a Scheduled Ancient Monument, woodland, recreational/sport facility, local infrastructure capacity
	Conflicts with CE Sustainable Community Strategy – making the most of heritage and natural assets. No evidence of proper landscape character assessment to assess the suitability of any potential sites given the established Green Belt boundary
	Site falls within the statutory definition of playing field, therefore needs to conform to Sport England’s Playing Fields Policy (para 74) – appropriate mitigation required for any loss of playing field
	Object because site includes 2 local Wildlife Sites and an Ancient Woodland Site, all of which could be negatively impacted by adjacent development. Sets a precedent for further development of this edge of the town Weakens strong urban edge.
	Site already being reoccupied for industrial use
	Site should remain as Business Park – excellent location for employment uses
	Would negate the constraints defined in the Booths Hall Estate Development Brief Supplementary Planning Document.
	Development would impact on the character of the town

	Development would generate too much congestion and pollution
Site M - Glebe Farm, Middlewich (extended site 39 representations by 38 5 Support 26 Object 8 Comment	Support the site but need traffic improvements to Booth Lane and Long Lane South and keep environmental impact to a minimum
	The local amenities wont cope
	The roads will not support it
	Not a strategic site
	None of the additional sites should be considered as the requirement is already met by the sites already discussed. However if these sites are to be considered it should be as an alternative to Handforth East
	Object, green field outside the built up area remote form services. Middlewich is already lopsided
	Brownfield first
	Former ponds – contaminated. Land assessment required. Road noise exposure assessment required. AQA required. All developments ; air quality travel measures, noise and vibration important.
	The site is incorrectly designated as Middlewich when it is in Moston, designated as a strategic open gap in the original draft Local Plan. Inappropriate greenfield development
	The impact of this plan coupled with the extension of Middlewich 4 ( Warmington Lane) would have a major impact on Warmington Lane
	The site may merit some limited mitigation in view of proximity to Tetton Hall Roman site. Development would effectively separate two sizable and good quality areas of Medieval Townfield as categorised in the HCL. Impact of development on historic landscape needs to be assessed in the DBA
	Site within Cheshire Brine Subsidence Compensation Board Consultation area. Statutory requirement to consult with the Board regarding foundation requirements at planning stage.
	The site has relatively poor connectivity to the wide range of transport links available to other sites in the consultation
	Damage to rural character and way of life and ecology
	Unsuitable urban sprawl
	The site is in Flood Zone 1 any proposal greater than 1 hectare in size will require a site specific FRA to be undertaken
	The site should be allocated as a Strategic Site as it is sustainably located on the edge of Middlewich ( a Key Service Centre) There

	are no physical or political constraints. It is suitable available achievable
	Within the forth most sustainable group of sites based on proximity to existing major roads and public transport links
Site N - Land to the North West of Booth Lane, Middlewich 49 representations by 47 12 Support 22 Object 15 Comment	There is an opportunity, using the canal as an existing asset, to develop an improvement to this area of Middlewich. The site would be suitable for a marina.
	The impact on the Trent & Mersey Canal should be fully considered and mitigated if this site is taken forward for mixed use development. Canals and Rivers Trust must be kept informed
	The road infrastructure is not capable of handling any more traffic. Redevelopment would have to be subject entirely to completing the eastern bypass as the centre of Middlewich cannot accommodate any more traffic.
	Sustainable transport should be encouraged by providing few parking spaces and providing shuttle buses between the town and pedestrian priority on site.
	Infrastructure in Middlewich could support a development of this size and the road network would not cope
	Already part industrial and will adjoin J18 Pochin Industrial Park
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed. However if these sites are to be considered, it should be as an alternative to say Handforth East.
	This area is suitable for development as it is close to other similar sites.
	A good location, providing that only sustainable development is built in the area and the environmental impact is kept to a minimum.
	This area is much more suitable than other sites as it has large areas of old works that are unused already. Site suitable for a mixed use development as part of it is derelict land and an eyesore which should be developed!
	A much smaller development solely on the brownfield areas of this proposal would be acceptable with conditions, if the Middlewich by-pass is completed & extensions to school capacities are achieved. Developers should contribute funding to both schemes.
	Object to loss of green fields, no justification
	Object to building on green fields, would damage to rural way of life and ecology.
	outside of built-up boundary; remote from services; Middlewich is already lopsided and this would make it worse

	Brownfield sites should be developed with high density housing before any open space/green sites are developed.
	Not a suitable site for development
	Contaminated land, There are a number of former ponds on the site which may have been in filled and therefore may pose localised contamination and ground gas issues.
	Landfill buffer; Part of the site has a current and former industrial use and there is a former landfill within 250m of the site boundary which has the potential to impact the site. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use.
	Noise issues; AQA required. All developments: air quality, travel measures, noise & vibration important.
	This site is incorrectly designated as Middlewich. In fact the site is in the Parish of Moston
	The area between Middlewich and Sandbach i.e. Moston was proposed as a Strategic Open Gap in the original Draft Local Plan.
	Archaeology work to date: Much of area already covered by DBAs. Development west of A533 and east of railway line would harm historic landscape (Medieval Townfield). These areas should be excluded. If remainder of area comes forward, an overarching DBA advised to identify areas with min archaeological impact, where mitigation can be specified & where more info is needed.
	Possible flood risk that could be caused by development on this site. Any changes to the water level in Sanderson's Brook will cause flooding in the Parishes of Bradwall and Sproston. Careful planning of drainage and groundwater run-off must be included in the detailed planning process.
	This site has limited access to good transport links and, hence, is not preferred for development relative to many of the other potential sites presented in this document.
	Object to retail development on this site which is of a scale which could prejudice retail growth and success in Crewe Town Centre.
	Should not be developed owing to weight of already proposed development, the need to access the M6 by passing through either Middlewich or Sandbach and the absence of a railway station
	Retain green corridor through the western part of the site and enhance canal side GI PDL is suitable for redevelopment but pipeline corridor should provide a strong eastern boundary.
	Middlewich getting more than its share
	The Town Council recommends that the proposal for mixed use development on this site (including employment, retail, leisure, tourism, hotel and residential) is not supported as this would be a change of use from the use identified in the Draft Middlewich Town Strategy;
	As part of any significant development we may also require a WFD assessment to be undertaken. A relatively small area is Flood

	Zone 2 affecting the south-eastern part of the site. This is unlikely to have any significant effects on any proposed development. Ordinary watercourses run through parts of the site, some in culvert. The site has been the subject of planning proposals with a FRA carried out.
	The Trent and Mersey Canal Conservation Area runs through the middle of the two southern parcels. This includes two mileposts and a lock all of which are Grade II listed. There are also various cottages adjacent to and within the site that are possibly historically linked to the canal and may be of local significance.
	The site contains land that falls within the statutory definition of playing field. For that reason any proposal that affects those sites will need to conform to Sport England's Playing Fields Policy and paragraph 74 of the NPPF.
	Land adjacent to railway inc old sidings
	Within the third most sustainable group of sites based on proximity to existing major roads and public transport links
	The site is located on the edge of Middlewich in a sustainable location. Middlewich has good access to a range of public transport and certain key services and facilities
Site O - Ilfords, Ilford Way, Mobberley 73 representations by 72 19 Support 35 Object 19 comment	Excellent choice of land for developing and regenerating – brown field site which would benefit from both new housing and mixed use development, close to amenities and other housing
	Support: Brown field sites should take preference over Greenfield sites
	Retain public footpath and tree screening
	Traffic created will create a serious safety issue
	New infrastructure will be required – new school, retail units, health care
	Housing numbers proposed seem high
	Will impact on Knutford's infrastructure – roads, health, schools are already pressurised.
	Road congestion is a particular issue
	Site identified in the SHLAA as available for housing development – suitable, achievable, deliverable for part of the site within next 1-5 years. Employment land Review – site has limited appeal as an employment site. Adjacent SBI would not be affected
	Any development should be more sympathetic than the previous high density development, should enhance the village with open spaces, landscaping and community facilities
	The site immediately abuts the Mobberley Conservation Area to the east, which includes a number of listed buildings. Need to

	assess the impact on the Conservation area
	The watercourse adjacent to north-eastern boundary of site is "main river" and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures. The majority of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken. Consideration must be given to supply of water and the sewage network capacity
	Site has been marketed for a significant period of time and therefore the Council needs assurance that it will come forward for residential development.
	When considering applications for residential development in areas that are near sources of aircraft noise, aircraft noise should be taken into account as a material consideration.
	Within the third most sustainable group of sites based on proximity to existing major roads and public transport links
	The Crown and Tatton Estates note that that additional sites in this northern part of Cheshire East, for example sites O and P at Mobberley, serve a different housing market to Knutsford. Therefore in the event of those sites coming forward, these would not detract from the housing requirements of Knutsford itself.
	Increased population and employment land in Mobberley is unsustainable from a highways perspective. It will be detrimental to surrounding towns such as Knutsford.
	No infrastructure -Schools already at maximum capacity. Village becoming more of a town ,Urban sprawl. Increased traffic risks/parking problems. Village loose rural identity What would be the future of businesses/jobs More housing goes against the wishes of the residents
	Development could be especially damaging to the visual amenity and landscape qualities of the wider area, including views from the Conservation Area. For this reason it is essential to ensure that adequate natural screening is established to reduce the visual impact of any new development on the surrounding open countryside. A Development Brief should be drawn up for local consultation.
	Has been in Industrial use for 60 years and should continue in Industrial use
	No further housing development in this part of rural Cheshire; employment is needed and should remain in employment use
	Within the Public Safety zone therefore should not be developed – serious safety issues. Site subject to airport noise
	Additional housing to Mobberley will ruin the character of the village
	Roads can not take any more traffic
	School is full and already turns away children from the village
	Access is down a narrow country lane
	Permission been previously refused for this site
	Mobberley had too much development in recent years (250 dwellings in last 10 years) – affecting its character. Infrastructure can not take any more – including medical facilities, Sewage disposal as well as school, doctors, dentists, roads, shops etc

	Should remain as employment site. Mobberley has one of the highest start up rates for new businesses and this site should be retained for that purpose
	Contrary to CE commitment to plan led, jobs led sustainable development – contrary to this: removes jobs, short term building employment for out of area contractors, no exceptional circumstances to build more houses, school full.
	Will result in loss of employment at Ilford's which employs local people who can work to work
	Green belt sites must be resisted. No special circumstances. Protected by green belt legislation/NPPF
	E-petition with 5 signatures and 52 signatures and petition with 191 signatures – against large housing development in Mobberley village; school is full; local amenities overstretched; Smith Lane is too narrow and dangerous; development too large for village and will destroy its character and identity.
Site P - Land at Junction of Town Lane and Smith Lane, Mobberley 91 representations by 88 9 Support 73 Object 9 Comment	This would make an excellent site – if linked to Ilford's site for housing and mixed use development
	Creating jobs too would be preferable
	Preferable to using green field sites
	Support if: new primary/junior school provided, railway station re sited to Broadoak Lane, inclusion of shops, access road are onto Town Lane, Smith Lane and Broadoak Lane needs to be included
	Site is deliverable; well contained; will deliver community benefits.
	Former ponds - contaminated land assessment required; railway noise; aircraft noise; AQA required. All developments: air quality, travel measures, noise & vibration important.
	Archaeology: The size of the site probably merits the preparation and submission of a DBA in support of any application
	Unable to provide any formal view on the potential impact until the Council has confirmed its suitability, scale and delivery programme
	Adjacent to the railway with Broad Oak Farm to the West
	This site is in Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken.
	when considering applications for residential development in areas that are near sources of aircraft noise (e.g sites O and P), aircraft noise should be taken into account as a material consideration.

	Within the fourth most sustainable group of sites based on proximity to existing major roads and public transport links
	Additional sites in this northern part of Cheshire East, for example sites O and P at Mobberley, serve a different housing market to Knutsford. Therefore in the event of those sites coming forward, these would not detract from the housing requirements of Knutsford itself.
	Increased population and employment land in Mobberley is unsustainable from a highways perspective. It will be detrimental to surrounding towns such as Knutsford.
	It would be in the Green Belt and prime agricultural land. No village education facilities. Mixed use with small scale retail would detract from the village centre, create dangerous junction, traffic concerns, parking problems. Mobberley Village identity is gradually being eroded. More housing goes against the wishes of the residents as highlighted in the Parish Plan.
	This is green belt separating Knutsford and Mobberley and should remain as such. It is good agricultural land and should be retained for farming
	No further housing development in this part of rural Cheshire; greenfield; prime farmland; aircraft noise; scale of development proposed too large for Mobberley.
	Infrastructure can not support further development; facilities do not support the existing population. School full. Drainage, power supply, medical facilities and roads could not cope. Foul drainage system grossly overloaded
	Green belt sites should not be developed
	Pavements too narrow and road too busy – dangerous for children to walk to school
	Would have detrimental impact on the character of Mobberley
	On the fringe of the Airport Public Safety Zone. Site under the flight path; too noisy. Existing houses not selling
	Site serves green belt function – separates Knutsford from Mobberley; would destroy the openness of the green belt; would materially change the boundary of the village and lead to threats of further release of land
	Parking and traffic congestion already an issue. Roads too narrow
	Site has poor connectivity in terms of transport links in comparison to other sites
	Contrary to CE commitment to plan led, jobs led sustainable development
	Site of wildlife importance
	Inadequate publicity and awareness of this consultation
	Detrimental impact on water table – frequent flooding in several areas particularly Town Lane
	Not deemed necessary by Cheshire East Development Strategy
	Site not sustainable – need to own and use car
	Mobberley had a lot of development in recent years
	E-petition with 5 signatures and 52 signatures and petition with 191 signatures – against large housing development in Mobberley village; school is full; local amenities overstretched; Smith Lane is too narrow and dangerous; development too large for village

	and will destroy its character and identity.
Site Q - Land West of Cooksmere Lane, Sandbach 293 representations by 280 5 support 279 Object 9 Comment	Opposed to all new build homes on greenfield areas.
	There are numerous brownfield sites prime for employment and residential development in Stoke On Trent, and allocated land throughout Cheshire East.
	The impact on the local infrastructure would be too significant and for what benefit??
	There are sufficient brownfield sites which could and should be used.
	Object to loss of farmland which we will need just to feed the people in the UK by 2050
	Wildlife will be severely affected also, at a time when many species are rapidly declining in the country as a whole.
	Objection to the number (scale) of houses been proposed on green fields with no regard to countryside, wildlife and infrastructure.
	Housing on this site would NOT be a sustainable development as it is too far from the town centre and other facilities. The site is not easily accessible. The only way to make the site accessible would be to build a northern bypass going from J17 all the way through to Middlewich Road north of Elworth. However, there is no mention of this in the plans.
	Sandbach is a great location for further development and expansion.
	If greenfield sites need to be developed, this is a preferred site owing to its close proximity to the M6 / A500 interchange, local rail services & HS2. There is also good access to Manchester, Liverpool, East Midlands & Birmingham Airports via the motorway network and direct rail services from Crewe to MIA & BHI.
	Sites Q, R and S are all farm land with nearly 3000 houses proposed and can be described therefore as monstrous. The pressure on the golf club which they will surround is obvious. The town will find it hard to provide a proper infrastructure for these houses which are not therefore sustainable.
	No to large housing developments that destroy our communities, green space, wildlife and agricultural land and threaten our well being and quality of life.
	No to commuter estates that contribute nothing to the local economy but increase demand on our already overstretched services and infrastructure.
	There is inadequate access for development from Cookesmere Lane / Bradwall Road / Vicarage Lane / Marsh Green Lane. North of

	Marsh Green Road. This is a very narrow country lane just wide enough for 1 car. 3000 houses here would be a nightmare. Traffic congestion is already very bad getting out of Marsh Green Rd in the morning with permanent queues stretching to town.
	Land prone to flooding - marshland.
	Threat to wildlife
	This proposal could only be viable if it helps create a thriving and sustainable community, including one new primary school, several play areas, a skate park with appropriate facilities for older children, community allotments, cycle tracks and dedicated space for woodland and wildlife.
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed. However if these sites are to be considered, it should be as an alternative to say Handforth East.
	The town needs investment and bringing in new people will encourage local businesses to stay in Sandbach. I hope this will force the changes needed to improve local roads and in particular to junction 17 on the M6.
	There is no offer to develop the centre of Sandbach to cater for this large increase of population
	It is contrary to Policies PS8 & H6 of the CBC local plan.
	The site would erode the "Green gap" between Elworth and Sandbach.
	Planning permission has already been granted for 1,639 new houses in the Sandbach area. This together with a planned housing growth of 700 dwellings represents a growth of over 30%
	These developments detract massively from what makes Sandbach a good place to live
	Bradwall Road is used by dog walkers, runners, cyclists for recreational purposes, this must be taken into account. Public rights of way linking Cookesmere/Wood Lane to Elworth Hall and Bradwall Road would be lost forever.
	Given that houses not required to meet local need and not included in local plan there is no justification in approving the appeal. Exceeding housing demand already satisfied by approved schemes.
	There is not enough employment within the local area to sustain the additional working adults who will live on the proposed development.
	Do not believe 600 jobs will be created and will be very surprised if any additional jobs will last beyond the build programme
	"When the last tree is cut down, the last fish eaten, and the last stream poisoned, we will realise that we cannot eat money"
	The site is not deliverable. The current land owner is totally opposed to development and does not want the site to be included in the local plan. Therefore the land is not available, rendering the site undeliverable in respect of meeting the Council's targets.
	Former ponds; former landfill; farms - contaminated land assessment required. Noise impact assessment required due to railway; AQA required. All developments: air quality, travel measures, noise & vibration important.

	Who will be financially gaining from this venture.
	Archaeology work to date: A pipeline has passed through this site and been subject to a watching brief but without significant results Work advised or likely to be advised: Advice was provided on this site as part of the draft SHLAA in 2009. A DBA would be advised if the site was brought forward for development.
	What's needed is sustainable, mixed use development on brown field sites, NOT more houses on open countryside.
	United Utilities is unable to provide any formal view on the potential impact until the Council has confirmed its suitability, scale and delivery programme
	The homes are not included in the emerging local plan; there is no justification for their inclusion.
	1. Public Safety. Risk especially at M6 Junction 17 2. Danger on main roads. e.g. A50 3. Danger on Country Roads. Those are crumbling and full of pot holes
	Why are you engaged with Majolica Ltd, when a search suggests the Company is dissolved? Struck off register 2009.
	Before we expand Sandbach any further we need a 21 century town plan which takes through traffic away from the centre. This requires strategic land to be designated for this purpose before it has all been built on by ad hoc developments put forward by a large number of developers.
	A development of this size needs to include schools, doctors, dentists, a supermarket, leisure facilities, bus stops and safe footpaths and cycle ways. Sustainable transport should be encouraged. Employment zones should be included so that people can walk to work.
	There are also many sites which are undeveloped which already have planning permission - these should be developed first to stop the practice of property developers "land banking".
	Currently on rightmove.co.uk there is in excess of 1000 affordable (i.e. under £140,000) home within a 15 mile radius of the CW11 postcode, why build more when these could be inhabited?
	Location joins with resident area to south and also to proposal site R to the east making a total of over 2,000 new homes! Where is the infrastructure?
	This country is facing a major housing crisis and unless we start building more now we will be in a real mess. The planning laws need to be brought up to date so it is easier to get permission
	The watercourses along the northern boundary and through the central part of site are both ordinary watercourses. Flood Zones 2 and 3 affecting land along the northern boundary, although indicative only. Any proposed built development in FZ 3 is likely to require Sequential and Exception Tests and also compensatory flood. The remainder of the site is Flood Zone 1 and requires a site specific FRA
	Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be

	included in the Plan in preference to any sites around Congleton or Macclesfield
Site R - Land East of Cooksmere Lane, Sandbach 287 representations by 289 5 Support	Sites Q, R and S are all farm land with nearly 3000 houses proposed and can be described therefore as monstrous. The pressure on the golf club which they will surround is obvious. The town will find it hard to provide a proper infrastructure for these houses which are not therefore sustainable.
	This site links with site Q to the west, therefore the impact of both sites should be considered as one huge block of housing development. It is dishonest and misleading to present them as two separate sites.
	Why are you engaged with Majolica Ltd, when a search suggests the Company is dissolved? Struck off register 2009.
	Opposed to any new build houses on greenbelt areas.
	Opposed to building on a designated Green Gap, will result in urban sprawl
	The impact on the local infrastructure and services such as schools and doctors would be too great, it is stretched already
	Would cause traffic congestion
	Car parking in Sandbach is already full.
	Sandbach needs an overall traffic plan to divert through traffic away from its centre. This site provides part of an obvious route for removing the Middlewich traffic which must not be lost due to a premature housing development which based on its size would also overload the current local road system.
	There are sufficient brown field sites
	There are brownfield in Stoke on Trent
	Too much housing planned already
	Housing will not meet local need. Planning permission has already been granted for 1,639 new houses in the Sandbach area. This together with a planned housing growth of 700 dwellings represents a growth of over 30%. There is therefore no need for additional sites in the area, and there is no provision or plan to support any further sites with upgraded infrastructure.
	Knock on effect new homes will have on the prices of existing properties. This could put some existing home owners into negative equity. Currently on rightmove.co.uk there is in excess of 1000 affordable (i.e. under £140,000) home within a 15 mile radius of the CW11 postcode, why build more when these could be inhabited?
	Object to the damage to wildlife. Planners should read The State of Nature report, launched on 21 May 2013, showing why 60% per cent of UK wildlife species are in decline. This will just subtract yet more land from the habitat that wildlife needs. And we

	need wildlife, not because it's pretty but because it is vital.
	Object to the loss of farm land. Development on graded agricultural land, which supplies the food chain of the country and provides employment on the land for the farm and support industries. This 75 acre site produces grass, wheat, barley, fodder beet and oats for animal and human food.
	The site is not sustainable as it is too far from the town centre
	There is inadequate access for such a development Cookesmere Lane/Bradwall Road/Swallow Drive. Vicarage lane and Marsh green lane roads are insufficient for the capacity of cars that would be generated by the extra volume of houses.
	The site is not easily accessible and would need a bypass from J17, especially if the adjacent sites were also developed.
	1. Public Safety. Risk especially at M6 Junction 17 2. Danger on main roads. e.g. A50
	To make rapid expansion on this scale viable for a sustainable community, it requires a large investment in not only technical but also social infrastructure, including a primary school, play areas, skate park with appropriate facilities for older children, community allotment, cycle tracks and woodland and wildlife areas.
	Lack of local employment opportunities and poor public transport links
	Would be a commuter estate and would not contribute in any way to the local economy but rather would drain and place additional strain on services and facilities. Turning a pleasant market town into a faceless dormitory
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed. However if these sites are to be considered, it should be as an alternative to say Handforth East.
	This proposed site is totally unjustifiable, unsustainable and is contrary to policies PS8 & H6 of the adopted CBC local plan.
	The development will do significant and demonstrable harm to the open countryside and local wildlife. There are a number of Ancient Hedgerows (as defined by The Hedgerows Regulations 1997) on the site. Northern Crested Newts, a protected species under Schedule 5 of the Wildlife and Countryside Act 1981, have been seen in the area of the site. Given that the houses are not required to meet a local need and are not included in the emerging local plan there is no justification for approving these sites.
	Loss of amenity. Local residents and visitors use the area for recreational activities.
	Loss of footpaths
	The site is of such a significant size that it will significantly impact on the character of Sandbach.
	"When the last tree is cut down, the last fish eaten, and the last stream poisoned, we will realise that we cannot eat money"
	The trees to the north of the site should be protected as a wildlife habitat. Sustainable living and transport measures should be included in the plans and paid for by the developer (ie safe pathways, play areas, skateboard park, cycleways)
	I object because it is too close to the site of the Bradwall Horse trials and the rugby club. The road is falling to bits and is not suitable for all the additional traffic.
	It would set a precedent for future development of open countryside for the next 20 years if this was to be included in the Local

	Plan.
	The site is not deliverable, the current land owner is totally opposed to development and does not want the site to be included in the local plan. Therefore the land is not available, rendering the site undeliverable in respect of meeting the Council's targets.
	This site is adjacent to land north of Marsh Green Road, an area already considered by Cheshire East Council as an alternative site and rejected as unsuitable. - Preferred sites in the Sandbach area are for mixed development, this site is housing only and its use as an alternative site would result in a failure to meet the strategic development goals of the local plan.
	Why not convert some of the vacant pubs and banks in the centre of Sandbach into housing? Bringing life back into the town centre
	Contaminated Land: There are a number of former ponds and pits on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There is a former brick works on the east of the site. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use.
	Air Quality Assessment would be required due to scale of development. There is presently 1 Air Quality Management Area in the Sandbach area, and a number of areas where levels of pollution are known to be close to statutory limits.
	All sites will need EMP for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment.
	Good for Sandbach to grow, but ensure smooth traffic flow and all types of properties are built.
	Archaeology work to date: A pipeline has passed through this site and been subject to a watching brief but without significant results Work advised or likely to be advised: Advice was provided on this site as part of the draft SHLAA in 2009. A DBA would be advised if the site was brought forward for development.
	United Utilities is unable to provide any formal view on the potential impact until the Council has confirmed its suitability, scale and delivery programme
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. There are ordinary watercourses along the northern boundary and through the site, some in culvert. Flood Zones 2 and 3 affects a relatively small area at the north-western part of the site. This is unlikely to have any significant effects on any proposed development. The majority of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA
	Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be included in the Plan in preference to any sites around Congleton or Macclesfield
Site S - Land to the Rear of Park Lane	Sites Q, R and S are all farm land with nearly 3000 houses proposed and can be described therefore as monstrous. The pressure on the golf club which they will surround is obvious. The town will find it hard to provide a proper infrastructure for these houses

and Crewe Road, Sandbach 136 representations by 134 5 Support 121 Object 10 Comment	which are not therefore sustainable.
	Opposition to any new build homes on green belt areas.
	Object to infilling
	Would join Sandbach with Elworth; more suitable sites available; too many houses; would change nature of Sandbach
	To build on this land would destroy the villages of Elworth and Wheelock, amalgamating them into one large housing estate. There is also no suitable vehicular access.
	The Green Space Strategy document state that; "Sandbach has no accessible countryside on the urban fringe" and also "little public open space". Building on this land would not alleviate the situation.
	Infrastructure is not present to support this.
	Congestion is already seen at certain hot spots around the town and increasing the number of homes will only make this dramatically worse. Between 600-1500 vehicles trying to exit Park Lane early in the morning and returning at night doesn't bare thinking about.
	There are numerous brownfield sites prime for employment and residential development in Stoke On Trent, and allocated land throughout Cheshire East.
	We must preserve all green space at all costs to preserve our countryside for future generations.
	Should leave farm land alone
	Wildlife will be severely affected also, at a time when many species are rapidly declining in the country as a whole.
	Object to the scale of development 714 houses would mean approximately five times the number of houses
	This site fits in well with the strategy for further development of the south Cheshire area.
	We already have speculative housing developments going ahead and certainly do not need any more. The Development Strategy should be about jobs and economic investment not house building which is of no benefit to our community.
	None of these additional sites should be considered, as the requirement is already met by the sites already discussed. However if these sites are to be considered, it should be as an alternative to say Handforth East.
	This site is not sustainable It is outside the development area of Sandbach

	Would be a great loss of open green space for recreation, wildlife and the wellbeing of local people.
	The site has for many years been subject to brine extraction collapse. Site within Cheshire Brine Subsidence Compensation Board consultation area; is a statutory requirement to consult with the Board regarding foundation requirements at planning permission and building regulations stages.
	M6 Junction 17 is already very severely congested, taking much more traffic than it is designed to take. Increasing the population of Sandbach in this way will make the problem worse
	The proposal is on open countryside in contravention of both the local adopted policies and the NPPF. It should not be considered in isolation. It is one of a number of similar developments submitted recently. Planning permission has already been granted for 1,639 new dwellings in the Sandbach/Elworth area.
	The houses are not required to meet local need and are not included in the emerging local plan.
	Based on the evidence to date, sufficient housing will be provided in Sandbach though the two sites for Sandbach as identified in the Development Strategy.
	Impact on listed buildings ( Abbeyfields grade 11) which would no longer be visible from the Wheelock Trail.
	It is contrary to Policies PS8 and H6 of adopted Congleton Borough local plan,
	Building on Countryside which has been designated as "Green gap" in the draft strategy.
	Contaminated Land: There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use
	Noise: Crewe Road identified as 'First Priority Location' as part of the Environmental Noise Directive road noise assessment.
	Air Quality: Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area
	Light pollution will be caused
	Good for Sandbach to grow, but ensure smooth traffic flow and all types of properties are built.
	Archaeology work to date: Part of this site has been considered in a report by the Cheshire Gardens' Trust (ECH4709) as part of their wider project to examine gardens in Chester Work advised or likely to be advised: Advice was provided on this site as part of the draft SHLAA in 2009. A DBA would be advised if the site was brought forward for development.
	this and other developments that are proposed for the town are only going to spoil our beautiful town and turn it into urban sprawl
	The Local Planning Authority can demonstrate a 5 year supply of alternative housing land supply in accordance with the National Planning Policy Framework, and as such the application is also premature to the emerging Development Strategy. Consequently, there are no material circumstances to indicate that permission should be granted contrary to the development plan.

	An application to develop this site has already been refused; nothing has changed to warrant its inclusion.
	I object to this site because it affects ancient woodlands
	Unable to provide any formal view from United Utilities on the potential impact until the Council has confirmed its suitability, scale and delivery programme
	If greenfield sites need to be developed, this is a preferred site owing to its close proximity to the M6 / A500 interchange, local rail services & HS2. There is also good access to Manchester, Liverpool, East Midlands & Birmingham Airports via the motorway network and direct rail services from Crewe to MIA & BHI.
	With adequate road access onto Crewe Road partial development here would be better than at Sandbach Heath/ Heath Road where there is no suitable road access for significant housing increase. Site S provides easy access to secondary schools and Wheelock Primary School and would avoid the need for a new primary school at Sandbach Heath
	This is a proposed local plan which doesn't even consider the 1000's of houses proposing to be built at present outside of the local plan. If proposals Q,R and S are approved then that will add a further 2,800 houses to what used to be a small market town and which is now experiencing unsustainable growth.
	Sandbach is already being overdeveloped, planning granted for 1600+ dwellings, WITHOUT any major 21st century infrastructure improvements.
	If this proposed site should be included for whatever reason then Sandbach Housing provision should be reduced accordingly.
Site T - Land on Crewe Rd along A500 Linking to Park Estate Shavington 102 representations by 98 14 Support 77 Object 11 Comment	No need for this development in Shavington eg Triangle site recently approved for housing.
	Site is Greenfield and should not be built on.
	Infrastructure cannot cope – local schools, doctors are full; BT; Royal Mail cannot cope
	Where is the social housing that is so desperately needed?
	Viability depends on the new "pinch point" road being built from A500 to Gresty Road, (just south of railway bridge). Traffic levels will still overwhelm Mill St/Nantwich Road junction at busy times.
	It will create unmanageable traffic congestion

	Contrary to current Green Gap policy & would join Shavington with Crewe.
	The Gresty Oaks proposal would make more sense. If the intention is for Crewe to join up with Shavington, then you have to choose carefully between the land options available.
	Site is unsustainable
	Short sighted to build housing here – site next door will be employment development – need a gap between it and the village of Shavington
	Shavington is a village with no parks to walk dogs or for leisure activities, so pieces of farmland like this serve a dual purpose in that respect & should not be built on.
	Will spoil the rural character of the area & Shavington village.
	Land should be used for agriculture
	Crime will increase
	Decent transport links to the site.
	It is completely outside the built-up boundaries of Shavington, and remote from most of its services.
	It would reduce the appeal of Shavington village & reduce local house prices.
	Not a suitable site for development
	Use empty properties
	Where will people work?
	Use brownfield sites first
	Development will result in more urban sprawl.
	Part of the SE Crewe corridor where development is being proposed – this area already has major traffic congestion which will be made worse
	Major employment is located to the north of Crewe – housing to the south will have to use congested routes through the town.
	Before any development is contemplated both junction 16 and 17 of the M6 should be redeveloped and their subsequent link roads upgraded, the HS2 station should be confirmed and the railway station should also be developed
	Constraints - Contaminated Land: There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use. Noise: Road traffic noise will be a big constraint. Noise impact assessment from adjacent commercial / leisure use on proposed residential. Air Quality: Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area and proximity to existing main road
	Archaeology: work to date – Desk Based Assessment (DBA) and mitigation carried out on the parcels adjacent to the A500 as part of the works associated with the construction of the bypass. DBA likely to be advised in order to establish the need, if any, for further evaluation, with particular reference to the less disturbed southern area. In addition, this site is within a sizeable area of

	Ancient Field Systems, as characterised in the Cheshire Historic Landscape Characterisation. The impact of any development on the historic landscape needs to be assessed in a DBA.
	Will cause more pollution & congestion & significantly affect people's health
	Object to the destruction of wildlife and the ecology of the surrounding area
	Unable to provide any formal view on the potential impact this site may have on United Utilities existing infrastructure
	The main site to the South of the A500 is suitable for a carefully considered housing development whilst at the same time creating a better defined green buffer between the A500 and Shavington with appropriate tree planting and landscaping. Site has excellent access & potential to strengthen green buffer. Possible Emergency Centre site on one of the parcels. Number of potential dwellings overstated.
	Site has good highway links to M6, A500 & rail services
	The proposed development is too large.
	The two smaller sites bordering the road are unsuitable for housing - the residents would find it very difficult to walk anywhere safely - which is unsustainable. The site is more suitable for commercial use or emergency vehicles.
	Site is close to industry & the local community. This site is on existing bus routes, proposed cycleway to Basford West, in walking distance of Basford West; Basford East employment site also in close proximity. Shavington has existing schools, Doctors & leisure centre.
	Part of the site off the roundabout has possible potential for a roadside and emergency service centre.
	Care must be given to development design and sympathetic landscaping.
	A reduced amount of housing on the site is needed to allow this site to blend into its surroundings & making it an ideal site for development.
	Added to other proposals in the Crewe area means 10,000 properties not 5,000.
	Loss of biodiversity.
	It would fill in the last piece of green gap land between Shavington and Crewe.
	Site is important ecologically e.g. protected species on site
	The local people of Shavington say NO to this development
	Any expansion of Shavington should be further south, closer to the centre, so that residents can walk to the shops and other local facilities
	Land adjacent to this site (N of Weston Lane) & in a different ownership should have also been included in this consultation; land could be phased with this site.
	The two small parcels of land beside the on/off ramp of the A500 are of questionable delivery.
	Density too high – the main site could provide 165 to 329 homes.

	Object - the need for further large housing developments in the Shavington-cum-Gresty Parish could not be proven; will destroy village character; if all sites are developed it will double the housing stock in the village.
	Residential development in this location could suffer from increased noise levels and air pollution.
	Pedestrian and child safety could be compromised by the 'island' location of part of this allocation.
	Not a viable agricultural site.
	Site is suitable for mixed usage and recreation, benefitting the local community
	Site is often subject of anti-social behaviour
	It would have an adverse impact on the setting of the Grade II Listed Shavington Hall - the NPPF considers that any substantial harm to or loss to a Grade II listed building should be exceptional. Any development proposals for this site will need to demonstrate that they will conserve those elements which contribute to the significance of the listed building and its setting.
	Application on adjacent land has been refused, so this should not be supported either.
	Shavington getting more than its share
	Plans are unfavourably skewed to poorer areas eg large amount of new housing proposed for the outskirts of Crewe & very little for places like Wilmslow.
	The site to the west, known as Shavington House Farm, Crewe Road, is better suited & more sustainable as a prospective allocation for housing development.
	The Council should allocate sites that have been considered developable in the evidence base, the findings of which inform the formulation of the Local Plan.
	Any development should have regard to the EU Water Framework Directive. Ordinary watercourses affect the site, some in culvert. This site is in Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific Flood Risk Assessment to be undertaken.
	Of the 27 sites out for consultation, 1/3 of the total number of sites are directly within the Parish of Weston & Basford and would contribute a further 3500 dwellings (excluding Basford East) – 3 and a half times the number of dwellings currently existing within the parish. Over the last 15 years the number of dwellings has increased from around 400 to over 1000. In addition the Parish Council has supported and accepted the principle of Basford East which will provide a further 1000 dwellings.
	Too much emphasis and focus on housing provision to the SE of Crewe; there is a need for a more even distribution of growth within the Borough
	There is an urgent need to increase Green Belt and Green Gap protection around the settlements of Weston, Stowford, Basford and Wychwood.
	Adverse effect on the character of Basford

	Potential adverse effect on existing road system within the parish in particular Weston Lane Basford, Whites Lane (narrow country lanes) and Main Road, Weston.
	The Site is not part of an agricultural holding; it is farmland grade 3
	Part of the site is physically detached from Shavington and is separated by the A500.
	The emerging Local Plan identifies Shavington as a Local Service Centre (LSC). LSCs are only expected to accommodate modest growth. A proposal for 850 dwellings is not considered to be modest growth and could damage the character of the settlement.
Site U - Rotherwood Road, Wilmslow 193 representations by 190 14 Support 162 Object 17 Comment	Site suitable for development. Part brownfield land – strikes a balance
	Minor impact on existing housing
	Some support for brown field only part of the site
	Potential in preference to other proposed sites
	Appropriate improvements to local roads required
	Preserve any trees on site
	Suitable location – for occupants to commute to Manchester and where there are jobs, much needed houses for Wilmslow
	Wilmslow's allocation is disproportionately low – around 1500 would be proportionate
	Brown field sites must be used first
	Green belt sites must be resisted. No special circumstances. Protected by green belt legislation/NPPF
	Roads leading to Moor Lane are narrow and already congested and unsuitable for construction traffic and then the additional traffic the development will create
	Opposed to any development of Greenfield/greenbelt land.
	No need having regard to loss of jobs at Astra Zeneca
	Large area of disturbed ground; within 250m of landfill; garden centre - contaminated land assessment required. Road noise issues; AQA required. All developments: air quality, travel measures, noise & vibration important.
	Archaeology: in view of the proximity of Lindow Moss, a DBA may be appropriate to assess the presence absence of peat, early

	boundaries, etc
	United Utilities is unable to provide a formal view
	Will seek the preservation of all footpaths through East Cheshire Ramblers, affected by this potential development.
	Poor proximity to major roads and national rail links
	The strong wishes of Local communities to retain Green Belt for its own intrinsic and frequent ecological value, for the appreciation of it by their own and future generations should be paramount
	Existing buildings may be of local heritage interest - an assessment of their value should be made
	Ordinary watercourses affect the site, some in culvert. This site is in Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken.
	Within the third most sustainable group of sites based on proximity to existing major roads and public transport links – less preferable to group 1 and 2 sites
	Oppose development on undeveloped Green Belt part of site but don't oppose development on the brownfield part provided it forms part of the 400 homes identified for Wilmslow.
	Roads flood following development on Cumber Lane recently
	Roads and narrow pavement mean it is unsuitable for more residents. Children have to walk in the roads – further development would create unacceptable danger. Roads widely used by walkers, horse-riders, cyclists and dog-walkers.
	No new housing required in the Wilmslow area. Over 600 houses for sale within 1 mile and will increase due to Astra Zeneca move
	Soil/ground conditions /drainage unsuitable
	Site adjacent or on Lindow Moss – which could be damaged by construction ie depth of piles.
	Alderley Park should be added to list of strategic sites for development
	Potential impact on the flora and fauna due to moss and moisture levels. Impact on peat extraction. Bog area is fragile
	Adverse impact on Saltersley Moss Nature Reserve and the wider Lindow Moss environment
	Insufficient green infrastructure already and this would destroy more
	Gipsy site rejected – similar arguments apply
	Local health care would be stretched
	In the light of the latest national housing projections housing numbers should be reduced by 17% so the allocation for Wilmslow should be 320 houses
	Area prone to flooding
	The site is made up of 3 areas of land unrelated to each other, as such isolated blocks of land; they represent piecemeal and unsustainable development.
	Roads could not cope with cumulative impact of proposed developments in and around this vicinity
	Schools do not have capacity for more children

	Infrastructure is not capable of coping with this proposed level of development
	Object to development within the Green Belt. There are sufficient Brown Field sites available within Wilmslow for all proposed housing needs.
	There are lots of empty offices that could be used
	Consultation misleading/not honest – doesn't make it clear that most of this site is green belt.
	Has an archaeological survey been carried out
	Site is on periphery of Wilmslow – there are better sites closer to the centre
Site V - Land South of Weston, Crewe 200 representations by 193 7 Support 184 Object 9 Comment	The pressure on the infrastructure of Weston would be devastating as would be the impact on local businesses
	The site is also on high grade agricultural land (MAFF 2) which must be retained
	Two neighbouring sites (Basford East and West) have been given the green light and must surely be enough for this area
	This proposed development is out of character with the surrounding areas and will swamp the existing village of Weston
	850 new houses would have a detrimental effect on the existing infrastructure which would not cope with the additional traffic (already overloaded at peak times) and school places required
	These will almost double the size of Weston Village, making it difficult to see how it will retain its character
	In terms of Primary School there is one in Weston, but we already have such huge development going at Wychwood that pressure for places will be high. The issue of secondary schools is of greater concern
	This is open countryside and provides a gap between Weston village and Wychwood Park and Chorlton
	It is close to the West Coast Main Line and will be adversely affected by the HS2 and its new viaduct. Considerable sound proofing will be necessary.
	It will destroy the natural flora and fauna of the area and loses the Green Gap separating this village from its nearest conurbation
	A good site for development with good road and rail network. Any trees on site should be preserved
	It would adversely affect the beautiful and rural nature of Crewe Hall
	While it has the excuse of being near Weston, it completely dwarfs the village and would require a complete new set of services. Destroys the character of this area
	There is insufficient employment to support such a housing development in the foreseeable economic future

	The village will lose most of its green space
	It's all about speculation and land banking
	No demand for these homes
	The land proposed has much needed industrial units for rent with competitive rents for small businesses and is presently occupied by a number of small businesses adding value to the local area
	Is Crewe and Nantwich going to be littered with empty old properties?
	The telephone exchange which covers Wybunbury and Hough are experiencing extreme problems
	The result would be chaotic on surrounding roads around Weston, particularly Wychwood village
	It is an unsustainable, unnecessary and unwanted development
	Brownfield sites should be developed for housing
	Urban sprawl
	The size of the community as is only manages to support the Post Office and, just about, the White Lion Public House. More people being resident in Weston would bring more amenities to the area
	We note that sufficient sites have already been identified in the Cheshire Local Plan and that additional sites are clearly not required
	Contaminated Land: There are a number of former ponds on the site which may have been infilled and therefore may pose localised contamination and ground gas issues. There are also two former landfills within 250m of the site and there may be localised contamination issues associated with the farm at Weston Hall. Any application would require a suitable contaminated land assessment to prove the site's suitability for its proposed use
	Air Quality Assessment will be required due to the scale of development and potential cumulative impact in the area. Any development has the potential to cause adverse effects on local air quality as a result of increased transport emissions. In turn this can lead to negative health impacts where exposure to such pollutants occurs. We would require Air Quality Impact Assessments for all developments, which consider the impact of not only that development, but the effect of all other developments (proposed or likely) in the area
	All sites will need EMP for construction noise / hours of work, piling etc. All commercial catering activities end use would require a kitchen extract odour and noise assessment
	In order to mitigate the potential effects of increased transport emissions we would look for the developments to incorporate a low emission approach such that all developers consider the likely increase in emissions, and propose measures which are aimed at reducing those increases. Such measures could be; <ul style="list-style-type: none"> <li>- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology)</li> <li>- Individual Travel Plans for each new householder/commercial travel plans - focusing away from private vehicle use</li> <li>- Investment in the Public Transport Infrastructure to reduce the need for private vehicles</li> </ul>

	<p>- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc)</p> <p>For information, it may be that by the time these developments come along Cheshire East has a formally adopted a Low Emission Strategy and possible SPD's.</p>
	<p>Noise, Vibration: Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise / vibration. Commercial / industrial uses in close proximity to residential properties for example have the potential to cause issues at the detailed planning stage and may require expensive extensive mitigation / redesign which could be avoided by careful early consideration. Presently we would look that all internal habitable rooms achieve the "Good" standard in accordance with BS 8233:1999 and all external areas achieve the WHO Guideline Noise Levels. Environmental Noise Directive: National mapping exercise has identified 'Important Areas' and 'First Priority Locations' where exposure to road noise is considered greatest. Noise action plans are to be proposed in these areas. Any new development proposals will need to consider if new exposures are being introduced, if they may impact on existing areas and if mitigation measures may be appropriate for existing areas. Noise impact assessment on Community Infrastructure required</p>
	<p>Archaeology works to date: No previous work on this site. The size of the site merits the preparation and submission of a Desk Based Assessment in support of any application in order to establish the need, if any, for further evaluation and mitigation</p>
	<p>Weston does not have the facilities to provide for a new influx of residents, the nursery and surrounding schools are already full</p>
	<p>Development would destroy the character of the historic site of Weston Hall (where approval for a replacement Weston Hall has already been granted)</p>
	<p>The site is physically detached from the settlement</p>
	<p>This reflects the sustainability credentials of the settlement. There are more sustainable settlements than Weston. Developments should be directed towards the most sustainable settlements</p>
	<p>No information is known about the site; therefore, the deliverability remains questionable.</p>
	<p>Weston is a village settlement. Paragraph 5.75 in the emerging local plan identifies Weston sustainable village. Sustainable villages are only expected to accommodate small scale infill and change of use or conversion of existing buildings. A proposal in excess of 850 dwellings is not considered to be appropriate and does not accord with the emerging local plan. It is also considered that this level of development will damage the character of the settlement.</p>
	<p>Within the second most sustainable group of sites based on proximity to existing major roads and public transport links. Should be included in the Plan in preference to any sites around Congleton or Macclesfield</p>
	<p>Unable to provide any formal view on the potential impact on United Utilities until the Council has confirmed its suitability, scale and delivery programme</p>
	<p>A provision of a bus service would be necessary that would transport people to Newcastle, Crewe and the Railway Station. The houses would need to be built to the highest eco standard and inspected</p>
	<p>The housing density would need to be reduced so there is a feeling of space and the house are not crammed in</p>
	<p>If greenfield sites need to be developed, this is a preferred site owing to its close proximity to the M6 / A500 interchange, local rail</p>

	services & HS2. There is also good access to Manchester, Liverpool, East Midlands & Birmingham Airports via the motorway network and direct rail services
	None of these proposals are tolerable or indeed justified on any conceivable measure of economic / growth / or the buzz word sustainable for Crewe
	Englesea Brook is a small hamlet in a rural setting, with a historic Primitive Methodist Museum in its midst
	Imbalance would be created between population and currently available local services
	Agricultural land should be protected to ensure food security
	Impact on Weston Conservation Area
	Once brownfield sites are fully exploited, this site should be considered owing to its good proximity to major roads, the M6 motorway & national rail links
	There are areas of woodland on the boundaries of this development which are home to much wildlife and their ecosystems, Basford Brook runs adjacent to the site as well. There are a number of protected species which have been found along this waterway as part of the investigation into the Basford East development
	Too much emphasis and focus is being given to housing provision to the South East of Crewe
	Object to this allocation as a large residential development would have potentially seriously damaging impacts on important Local Wildlife Site (Basford Brook) and woodland and other wetland habitats within the site boundary. Loss of greenfield with biodiversity value. Loss of landscape character and distinctiveness of Weston village
	Houses are struggling to sell in the North West currently (see recent government figures) identifying that there is no need for additional housing
	No heritage assets and potentially sufficiently separated from Weston Conservation Area and its Listed Buildings
	The proposal of this site shows a disregard to the Councils policies, the 'Vision for Cheshire East' and Development Strategy. The response to both the Crewe Town Strategy Consultation and the Development Strategy and Emerging Policy Principles Consultation showed an overwhelming support for the retention of Green Belt, Green Gap and Open Countryside
	Coppenhall East could take more development
	Of the 27 sites out for consultation, 1/3 of the total number of sites. Are directly within the Parish of Weston & Basford
	Objection to proposed sites to the South of Crewe and in the South East Crewe Growth Corridor and furthermore consider that the sites do not appear to offer any reasonable alternatives. The Councils consider that insufficient information is included with these alternative site options to justify why these sites should offer more sustainable sites and be taken forward. In particular the sites have not been the subject of a sustainability appraisal, which the Councils consider to be an important part of the evidence. Furthermore without this information it is impossible to assess the potential economic and social impact on the North Staffordshire Conurbation, including its Travel to Work Areas. The City and Borough Councils trust the issues outlined above regarding the location of development to the South and South East of Crewe will be taken into consideration in the preparation of

	<p>the pre-submission version of the Cheshire East Local Plan alongside the comments made by the Councils in respect of the Cheshire East Local Plan Draft Development Strategy earlier this year.</p>
	<p>Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. If it is thought that any deterioration could be caused, then the developer has to put in place suitable mitigation measures. As part of any significant development we may also require a Water Framework Directive assessment to be undertaken. In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the Council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information. Basford Brook ("main river") runs along the western/south-western boundary of the site and as such under the terms of the Water Resources Act 1991 our prior written consent is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank. Ordinary watercourses also affect the site. Flood Zones 2 and 3 affect land along the western/south-western boundary, although indicative only. Any proposed built development in Flood Zone 3 is likely to require Sequential and Exception Tests and also compensatory flood storage. The remainder of the site is Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific Flood Risk Assessment to be undertaken.</p>
	<p>A 'Vision' document for the site is attached - the site could create a sustainable development of 850 dwellings. As long as the Council's favoured development strategy is to identify new settlements to the south of Crewe within the emerging Local Plan; credible non Green Belt &amp; Green Gap sites should be favoured ahead of Green Belt release. We do not consider that 'exceptional circumstances' have been demonstrated that justify Green Belt release to facilitate Village B. Site V, as evidenced by the Vision Document attached is capable of delivering the same benefits as Village B without encroaching into Green Belt. It is essential that in addition to simply consulting on this site that a full sustainability appraisal of this site is undertaken ahead of completing the next stage of the plan. Site V represents an opportunity for the Council to allocate a sustainable, non Green Belt site as a strategic location within the next draft of the Local Plan. Site would provide financial contribution to the upgrading of the A500. Site is available, achievable and suitable for development. Site would bring a range of social, economic and environmental benefits e.g. job creation; high quality new homes; new homes bonus; support for local services; employment opportunities; increased GVA; improved public transport and sustainable transport infrastructure. Local community infrastructure would be provided e.g. a primary school; mixed use/retail/workshop; open space; community health provision. The site is well aligned with the Development Strategy that advocates substantial housing growth to the south of Crewe in the form of a new standalone settlement and safeguards the individuality of existing villages to the south of Crewe</p>
	<p>All of the above proposals would be contrary to the Borough Council's own policy on Best Use of Natural Resources. As these sites are distant from access to services they are contrary to this principle</p>

	The Borough Council has expressed the view that development should only be allowed where it is consistent with its setting, appropriate in scale and character, and supported by adequate infrastructure. Rural areas are therefore not an appropriate location for large scale development which could be accommodated in or adjacent to existing urban areas. For these reasons the proposed sites identified above are unsustainable
	The Parish Council strongly supports the principle expressed in Policy CO1 (Sustainable Travel and Transport) of the Development Strategy document 'Shaping Our Future' policy, in particular the view that development should be directed to "sustainable and accessible locations".
	The proposed allocations fail to meet the following policy set out within the Borough Council's own Development Strategy document 1.3 .1 Policy CS9 (Sustainable Development Principles) sets out (in Section 2 ii) a range of access to facilities which residential development will be expected to meet. None of the proposed residential allocations appear to meet these standards.
	The area this development is proposed on contains the crop marks of the main area of medieval strip open field systems of farming in Weston township. There will be an abundance of archaeological material which if not recovered and recorded would be lost to future generations and the local area. There is also a unusual crop mark adjacent to Hodge Lane (Main Road) opposite the Cricket Club which would require further investigation to ascertain its age and function
Site W - Land Adjoining Lark Hall, Macclesfield 334 representations by 321 19 Support 299 object 16 Comment	Disagree with any building on green belt land and brown field sites must come first, it would be a great benefit to the hospice
	Site is close to amenities – town centre, bus and rail links, schools, parks, canal and Middlewood Way
	Preserve the trees and protect the wildlife if developed
	Minimal impact on roads and adjacent wildlife and can incorporate open space within it – site better than some other potential sites
	Ensure minimal impact on the environment
	Site is within 250m of a known landfill site which may pose issues/risks. Air Quality Assessment will be required due to the scale of the development and effect on other developments proposed or likely in the area.
	Possible candidate for a DBA but marginal in view of size and limited obvious archaeological potential.
	United Utilities is unable to provide a formal view
	Will seek the preservation by East Cheshire Ramblers of all footpaths affected by this potential development.

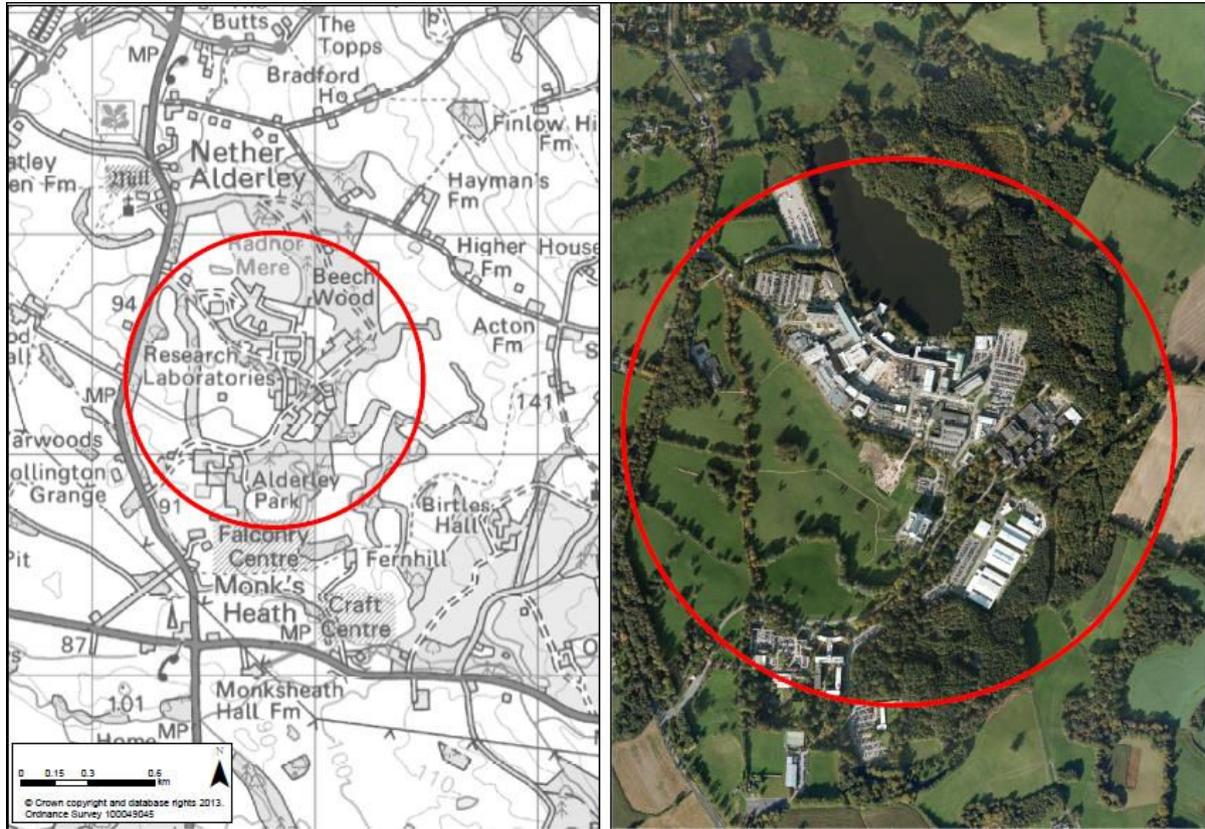
	Concerned about access and impact/increase in traffic using the narrow one-way road system of Barracks Lane/Cottage Lane and traffic passing Puss Bank School. Concerned about the impact on the landscape which was recognised in past development plans. Difficult site to develop without harm to natural and heritage features including Macclesfield Canal Conservation Area.
	Any development should have regard to the EU Water Framework Directive (WFD) and not cause any deterioration in WFD status of watercourses. If it is thought that any deterioration could be caused, then the developer has to put in place suitable mitigation measures. As part of any significant development we may also require a WFD assessment to be undertaken. In accordance with paragraph 7 of the National Planning Policy Framework Technical Guidance, the council should use the Strategic Flood Risk Assessment as a basis to apply the sequential and exception test in any development allocation. Where there is a main river watercourse within the site boundary any proposals should seek to enhance and integrate this with the overall development. Consideration should be given to existing infrastructure and the plans for future improvements e.g. is there enough water available to supply the new homes (resource availability), can the sewage network cope with the increases in dirty water etc. As such we would advise you contact United Utilities for this information. There are lakes/reservoirs affecting/adjoining the site. This site is in Flood Zone 1 and any proposals greater than 1 hectare in size will require a site-specific FRA to be undertaken.
	There are various listed buildings that are immediately adjacent to the site two on the northern edge and three on the southern, all of which are listed Grade II. Surrounding uses should include reference to the Macclesfield Canal Conservation Area, which is in the east of the site.
	Within the fourth most sustainable group of sites based on proximity to existing major roads and public transport links – should not be developed
	Access to site would be extremely difficult
	Development would guaranteed future loss of greenbelt between site and centre of town
	Object: Plenty of other brownfield sites within Macclesfield town suitable for houses
	Little merit in additional housing in this part of Cheshire
	Object: Protected wildlife species. Wildlife should be protected and local amenities useful to local people and dog walkers etc.
	Serious/problematical access/highway issues. Detrimental access/ egress roads such Barracks Lane, Higher Fence Avenue, Cottage Lane etc . Buxton Road already congested and can not take additional traffic
	Dangerous impact on school children attending Puss Bank School and traffic to and from School
	Land is located on the site of old mine workings therefore unsuitable for development. 2 properties on Telford Close had to be demolished because of extensive subsidence
	Development would be in contradiction to retaining the natural landscape
	Enough brownfield sites – do not build on Greenfield/greenbelt sites
	Beautiful countryside enjoyed by many local residents – a green lung and used for tourism
	Risk of flooding and would cause more potential flooding to lower areas

	No need for this development – no evidence/need over estimated and Government has reduced household projections/targets
	Development not justified on green belt, no exceptional circumstances. Land currently serves the function of green belt land as laid down by Government, no good reason for removal from greenbelt.
	Area of Special County Value adds to protection required for this land. Wildlife on site will be destroyed along with mature trees. Swans pool threatened by this.
	Puss Bank School is full to capacity.
	Important area for children to play
	Site was carefully considered and rejected at previous local plan inquiry (1995) see paras 4.317 to 4.322 of Inspectors report where the harmful impact on the green belt, Peak Park Fringe, and Areas of Special County Value etc were fully considered.
	A Nature Conservation Priority Area
	Not needed with changes and loss of jobs at Astra Zeneca
	Planning permission been dismissed on several occasions in the past and the reasons still stand
	Very strong opposition to this site in the town strategy consultation
	CEC is proposing to upgrade the public footpath between Ecton Avenue and Bibbys Lane to a bridleway. Area of high amenity and wildlife value
	Important visual and physical link between the Peak Park Fringe, Victoria Park and the town centre.
	This area is deficient in public playing field provision so retaining open space should be a priority
	Contrary to Emerging Policy Principles SE3, SE4, and SE5 relating to areas of high biodiversity and geodiversity, wildlife corridors and green spaces.
	Serious lack of water pressure that can not be resolved in this area
	This site is totally unnecessary and should not become a designated development site and is not needed as there is overprovision of land to meet the estimated growth distribution
	Petition of 540 signatures against any development on this site (and land behind Kings School) having regard to destruction of green spaces and increased traffic and affects on schools and services
	Petition submitted with 532 signatures and e-petition submitted with 371 signatures against development of this site as it is green belt, sufficient brownfield sites exist, site is haven for wildlife, important open space, old mine workings in the area and subsidence, significant infrastructure issues including roads, drainage, power, can we afford to keep sacrificing farming land –we need it for animal feed, detrimental impact on Macclesfield town and views to and from it, area well used by people for leisure pursuits, impact on character of the area and landscape, no arithmetical need to develop this site, would have wider impact on the character of the area, significant opposition to Town Strategy consultation for this site, would result in dangerous conditions for children attending Puss Bank school
	Site not deliverable

	Variety of brown field sites within Macclesfield suggested instead
	Other sites put forward by landowners/agents as more suitable than this site

## ANNEX 3: EXISTING KEY EMPLOYMENT SITES

### ALDERLEY PARK



Currently AstraZeneca's largest research facility and the company's global centre for cancer research, Alderley Park is home to 2,900 jobs<sup>1</sup> the majority of which are highly skilled research and development posts. Indeed, Alderley Park is at the forefront of research and development in Cheshire East which currently accounts for 4100 jobs in the Borough, and represents 36.9% of R&D jobs in the whole North West region<sup>2</sup>.

The next stage of evolution for the site is to develop a 'Science for Life' Park which will increase the overall numbers of jobs on the site over the next five years up to 4000 (with 1,000 already in the pipeline). Delivery of this vision and provide the transition from a single occupier of the site to a 'cluster' of life science businesses as Astra Zeneca relocate their main operations by 2016, leaving approximately 700 employees on site<sup>3</sup>.

<sup>1</sup> AstraZeneca UK website information on individual sites ([www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites/](http://www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites/)), September 2013

<sup>2</sup> Business Register and Employment Survey (BRES) 2011, ONS, NOMIS.

<sup>3</sup> AstraZeneca press release, March 18 2013: <http://www.astrazeneca.com/Media/Press-releases/Article/18032013--astrazeneca-to-invest-research-centre-and-global-hq> .

To facilitate the delivery of the vision, a masterplan for the site will be developed over the next 12 months. The objective of the masterplan will be to maximise the employment potential of the site to deliver the Science for Life Vision, and also to look at wider uses for all aspects of the site which would both meet community and local need, and also enable the delivery of the vision. These wider uses may include some changes to current planning policy such as limited higher value uses, however this would be taken forward through a formal planning process or as part of the next stage of development of the Local Plan.

### HURDSFIELD INDUSTRIAL ESTATE, MACCLESFIELD



As the largest traditional industrial estate in Cheshire East, Hurdsfield Industrial Estate is home to a number of major multinational companies, including AstraZeneca and BASF Performance Products Ltd. The site is home to AstraZeneca’s second largest manufacturing plant, employing in the region of 2000 people and is home to the firm’s £63m Pharmaceutical Development laboratory<sup>4</sup>. This is within the context that chemicals and pharmaceuticals account for 3200 jobs in Cheshire East and 1.8% of the Borough’s total employment<sup>5</sup>. Within this key industry, therefore, Hurdsfield Industrial Estate represents an important concentration of activity. Work is ongoing to maximise the employment uses and land uses on the Hurdsfield estate to ensure it plays its role in delivering our

<sup>4</sup> AstraZeneca UK website information on individual sites ([www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites/](http://www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites/)), September 2013

<sup>5</sup> BRES 2011, ONS, NOMIS

economic vision for the Borough and create growth opportunities for local and new companies seeking to locate in North Cheshire

**BENTLEY MOTORS, CREWE**

Bentley Motor's manufacturing plant on the former Rolls Royce site at Pym's Lane in Crewe is the town's largest private sector employer, currently employing 3500 people. As the company's UK Headquarters, the site is home to all aspects of car production from design, engineering, manufacturing, quality, and sales and marketing<sup>6</sup>. Following an announcement in July 2013 of an £800m investment by the company at Pym's Lane in order to manufacture its new SUV, plans for significant growth at the site are expected alongside the creation of 1000 new jobs<sup>7</sup>. With advanced manufacturing accounting for 12.3% of employment in Cheshire East<sup>8</sup>, the Bentley site is at the centre of this growing sector, and is responsible for a growing supply chain in the nearby area. More than 700 businesses from 32 countries supply the site at Crewe, 82 of which are within a 50 mile radius of the factory<sup>9</sup>.

<sup>6</sup> Bentley Motors Website ([www.bentleymedia.com/page-category-9.htm](http://www.bentleymedia.com/page-category-9.htm)), September 2013.

<sup>7</sup> 10 Downing Street Press Release, 23<sup>rd</sup> July 2013, (<https://www.gov.uk/government/news/bentley-suv-prime-minister-welcomes-800-million-investment-and-1000-new-jobs>)

<sup>8</sup> 2011 Census, DORIC Online, September 2013

<sup>9</sup> Bentley Motors Website ([www.bentleymedia.com/page-category-9.htm](http://www.bentleymedia.com/page-category-9.htm)), September 2013.

**RADBROKE HALL, KNUTSFORD**

Radbroke Hall is the current UK Strategic Centre for Barclays Bank Plc, and is home to the Global Infrastructure and Service Delivery teams. 3200 Barclays' employees are located on site, performing mainly IT and support functions<sup>10</sup>. Radbroke Hall is at the forefront of a growing IT and Financial/Insurance Services industry in Cheshire East which currently accounts for 8.3% of employment in the Borough, of which Radbroke Hall accounts for 20% of jobs. This is in comparison to the fact that IT and Financial/Insurance Services account for 6.4% of employment in the North West region as a whole, demonstrating a higher concentration of these activities in Cheshire East than in the region as a whole<sup>11</sup>.

Whilst saved planning policies will apply to any developments at these specified locations for the time being, fresh consideration will be given to the needs of these sites within the Site Allocations section of the Local Plan. This will allow for any revision to policy, detailed boundary changes and master planning necessary to ensure that these sites continue to contribute to the economy of the Borough.

<sup>10</sup> Barclays Bank Plc Website (<http://www.lifeintechology.co.uk/global-locations/radbroke-hall-uk/>), September 2013.

<sup>11</sup> 2011 Census, DORIC Online, September 2013

## JODRELL BANK, HOLMES CHAPEL



Located in the heart of Cheshire East, the Jodrell Bank Observatory is a leading site in the Astrophysics and academic research sectors in the UK. As a rapidly expanding facility, there is a clear vision for the future of this unique resource.

The Observatory, part of the University of Manchester's School of Physics and Astronomy, remains to be an active research facility, particularly through the location of the headquarters of the Square Kilometre Array (SKA) Project. This is complemented by a rapidly growing Discovery Centre.

In April 2011, it was announced that Jodrell Bank would be the inaugural headquarters for the global **Square Kilometre Array Project (SKA)**. The Project is a groundbreaking global science and engineering project to build the world's largest and most sensitive radio telescope.

The importance of Jodrell Bank for wider science in the UK cannot be doubted, and a clear vision is developing for the future of this unique flagship resource.

**BOOTHS HALL, KNUTSFORD**

Booths Hall combines a 220 acre beautiful parkland setting with flexible, high quality office accommodation which is home to a growing number of small high growth, high tech companies and major multinationals. The site offers a quality employment location in the heart of Cheshire with good links into public transport and road/rail links.

Since 2004 Bruntwood has invested £35m in Booths Park not only in renovating the Hall but also transforming it from failing a park of 2 occupiers to a thriving employment site with 60 companies employing 1,300 highly skilled people. The park is a major contributor to Knutsford and the wider regional economy with many leading international and knowledge based businesses located there. 80% of the existing occupiers operate in Cheshire East's growth sectors.

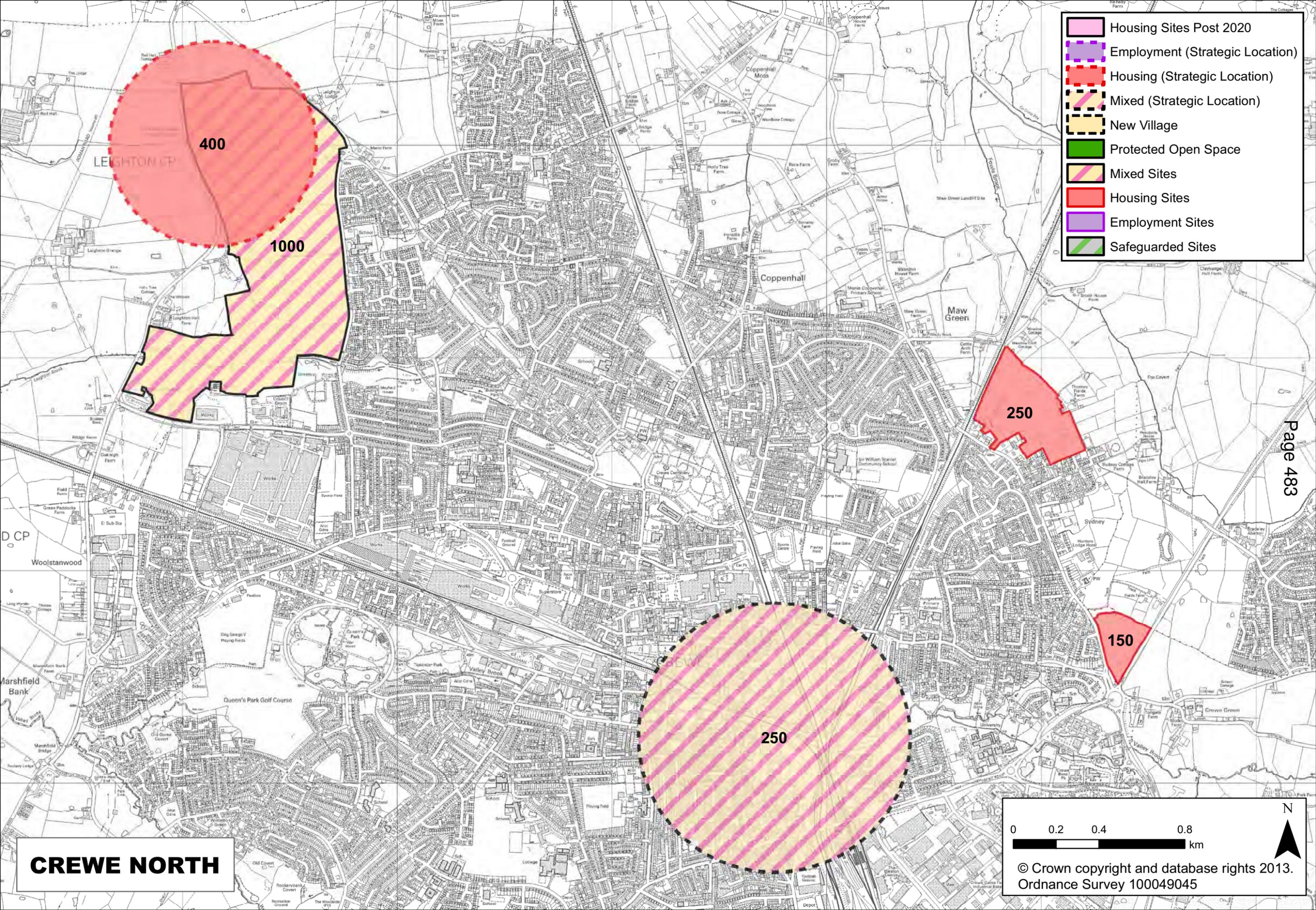
## MIDPOINT 18, MIDDLEWICH



Located close to Junction 18 of the M6 in Middlewich, Midpoint 18 is a mixed use business park currently home to major companies such as Wincanton, Kuehne + Nagel, and Tesco. The current development footprint provides 128,130m<sup>2</sup> of mixed employment use, including office, distribution, and manufacturing space. The park currently supports in the region of 2500 jobs and there are further plans for expansion of the site<sup>12</sup>. The logistics industry currently accounts for 5.2% of employment in Cheshire East and 4.8% of employment in Middlewich itself, making Midpoint 18 a key location in both the immediate local and Borough-level economies<sup>13</sup>.

<sup>12</sup> Midpoint 18 Website (<http://www.midpoint18.co.uk/availability>), September 2013

<sup>13</sup> 2011 Census, DORIC Online, September 2013



- Housing Sites Post 2020
- Employment (Strategic Location)
- Housing (Strategic Location)
- Mixed (Strategic Location)
- New Village
- Protected Open Space
- Mixed Sites
- Housing Sites
- Employment Sites
- Safeguarded Sites

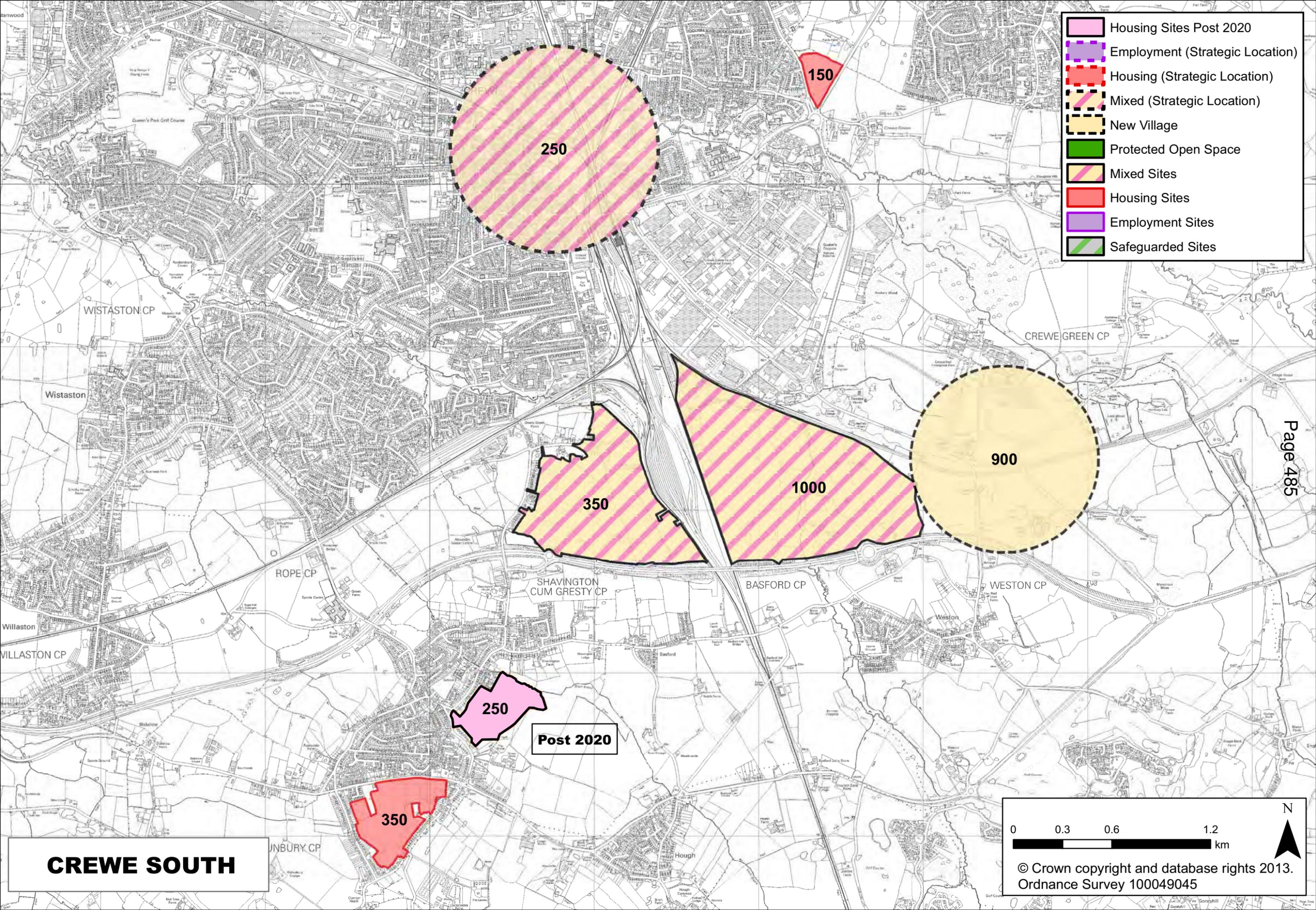
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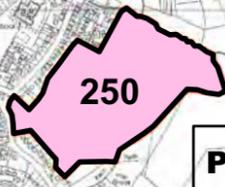
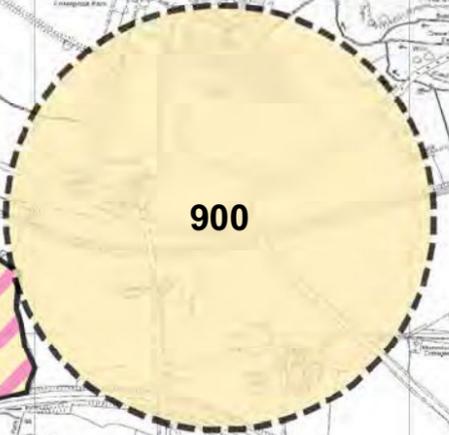
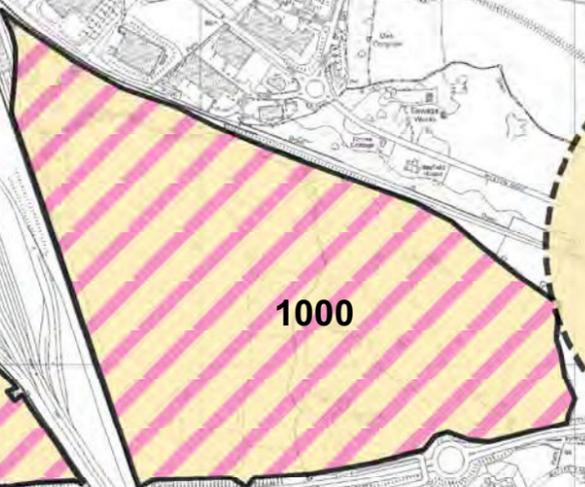
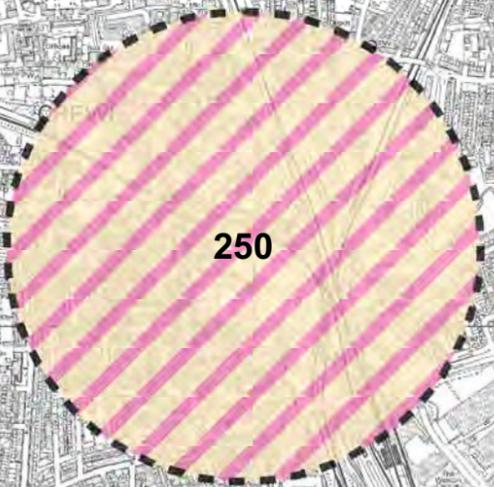
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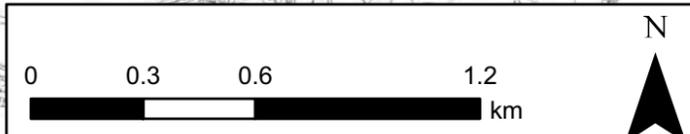
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- Employment Sites
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**Post 2020**



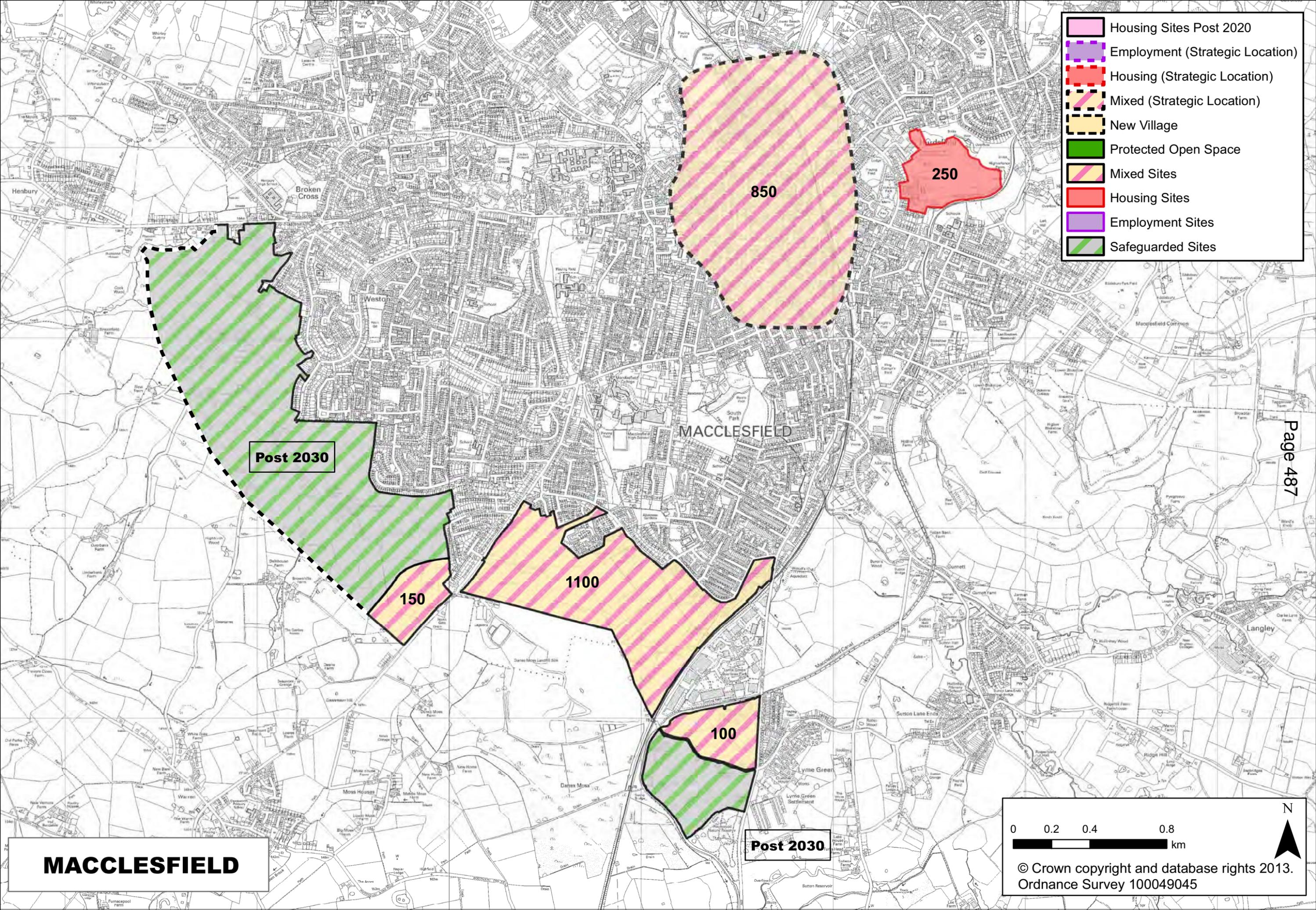
**CREWE SOUTH**



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-  Employment Sites
-  Safeguarded Sites



**MACCLESFIELD**

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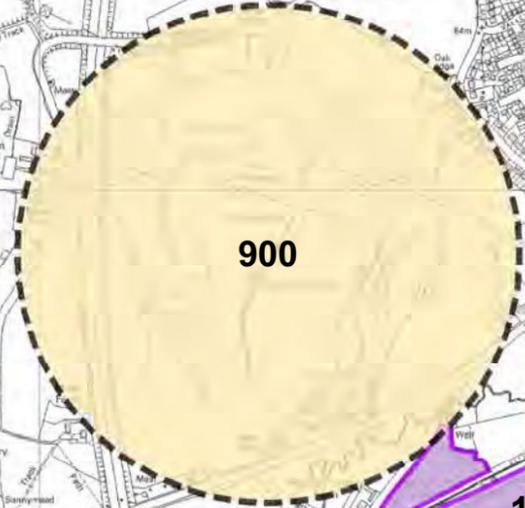
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HASSALL CP

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-  Employment Sites
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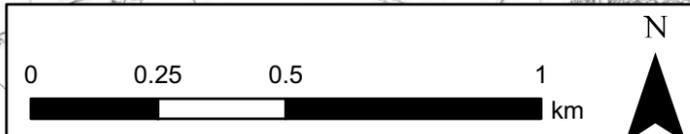


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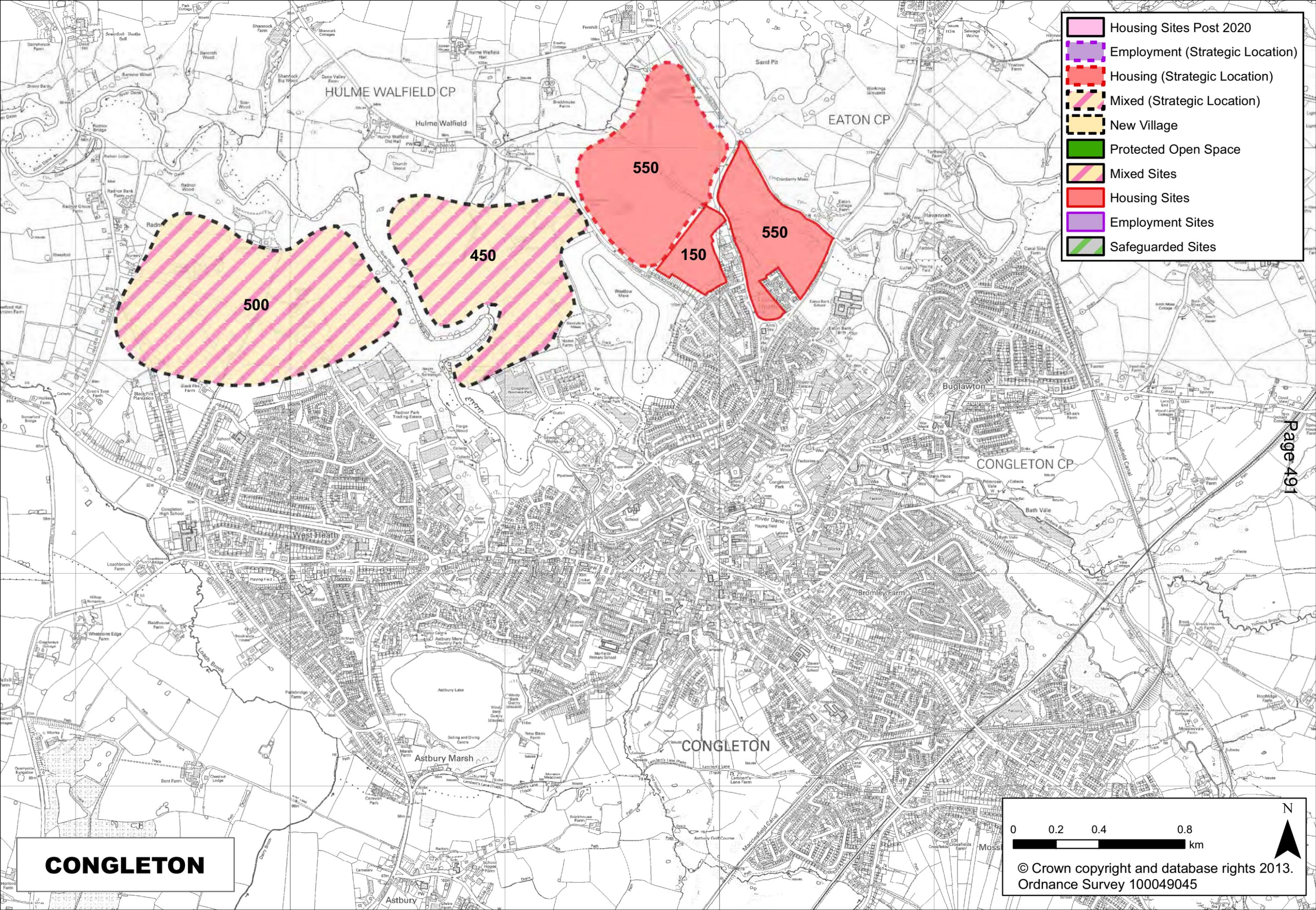
CHURCH LAWTON CP

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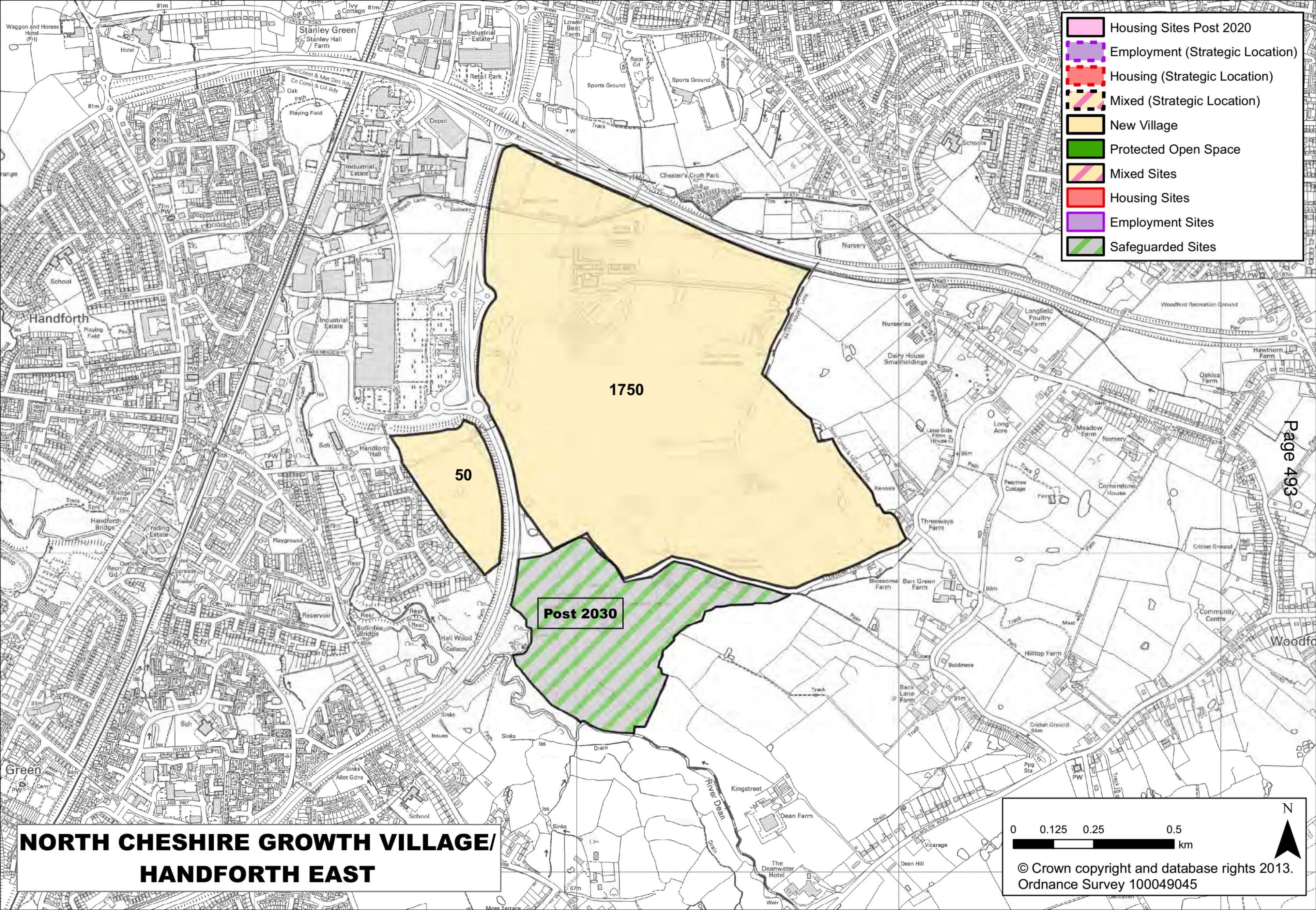
**CONGLETON**

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- Mixed Sites
- Housing Sites
- Employment Sites
- Safeguarded Sites

1750

50

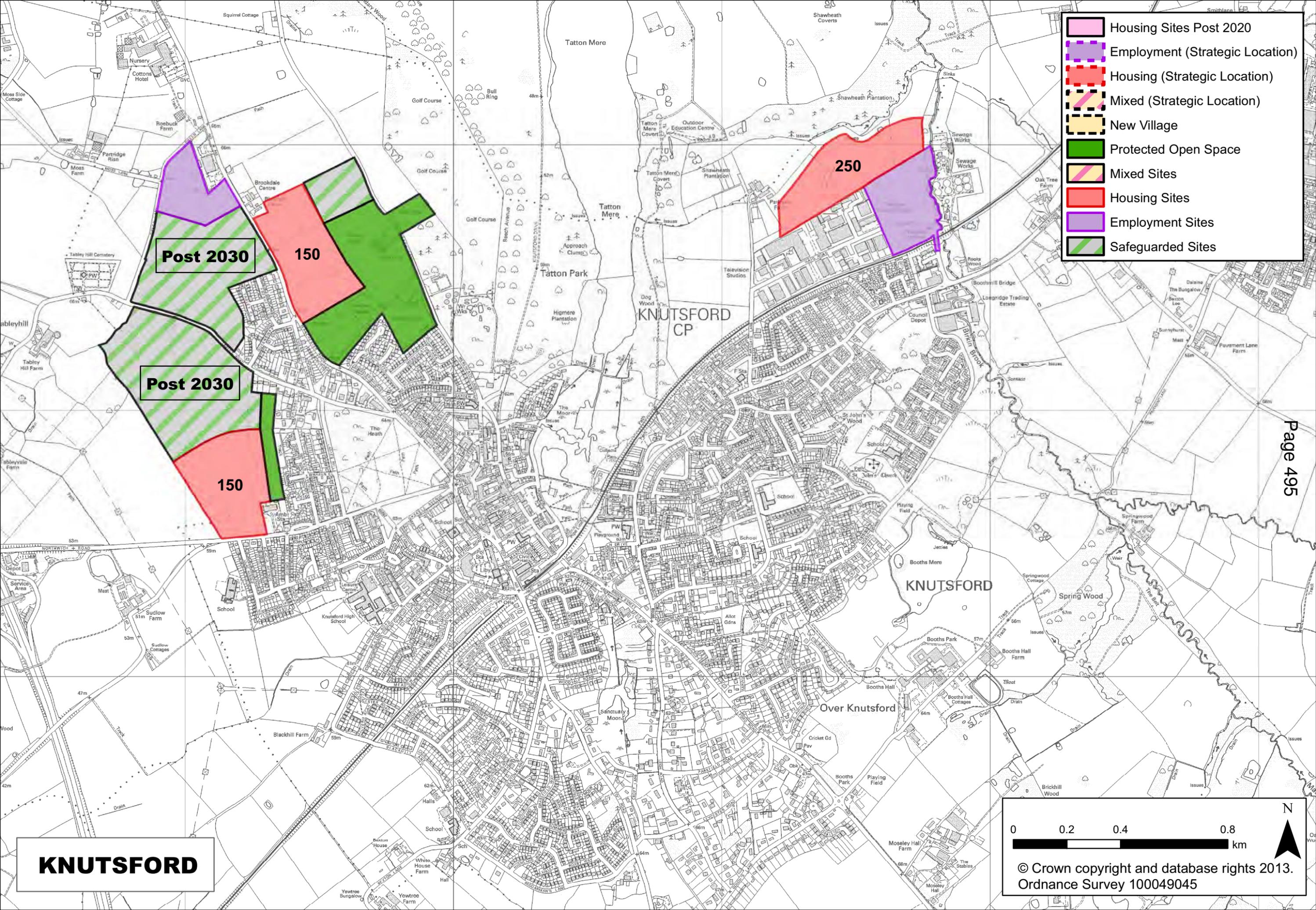
Post 2030

**NORTH CHESHIRE GROWTH VILLAGE/  
HANDFORTH EAST**

0 0.125 0.25 0.5 km

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- Housing Sites Post 2020
- Employment (Strategic Location)
- Housing (Strategic Location)
- Mixed (Strategic Location)
- New Village
- Protected Open Space
- Mixed Sites
- Housing Sites
- Employment Sites
- Safeguarded Sites

**Post 2030**

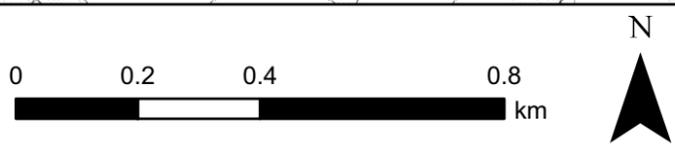
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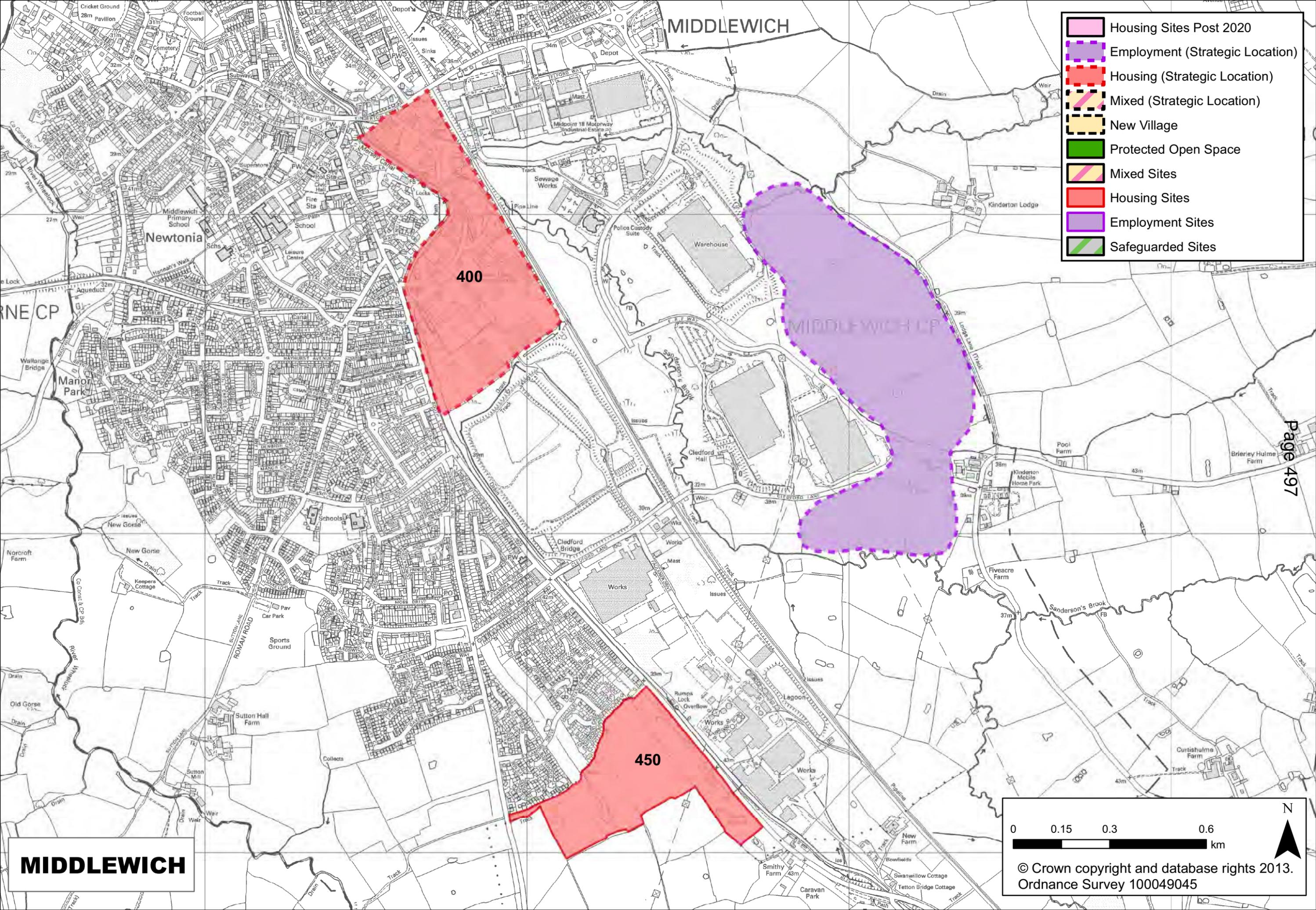
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**KNUTSFORD**



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- Housing Sites Post 2020
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- Housing Sites
- Employment Sites
- Safeguarded Sites

0    0.15    0.3    0.6

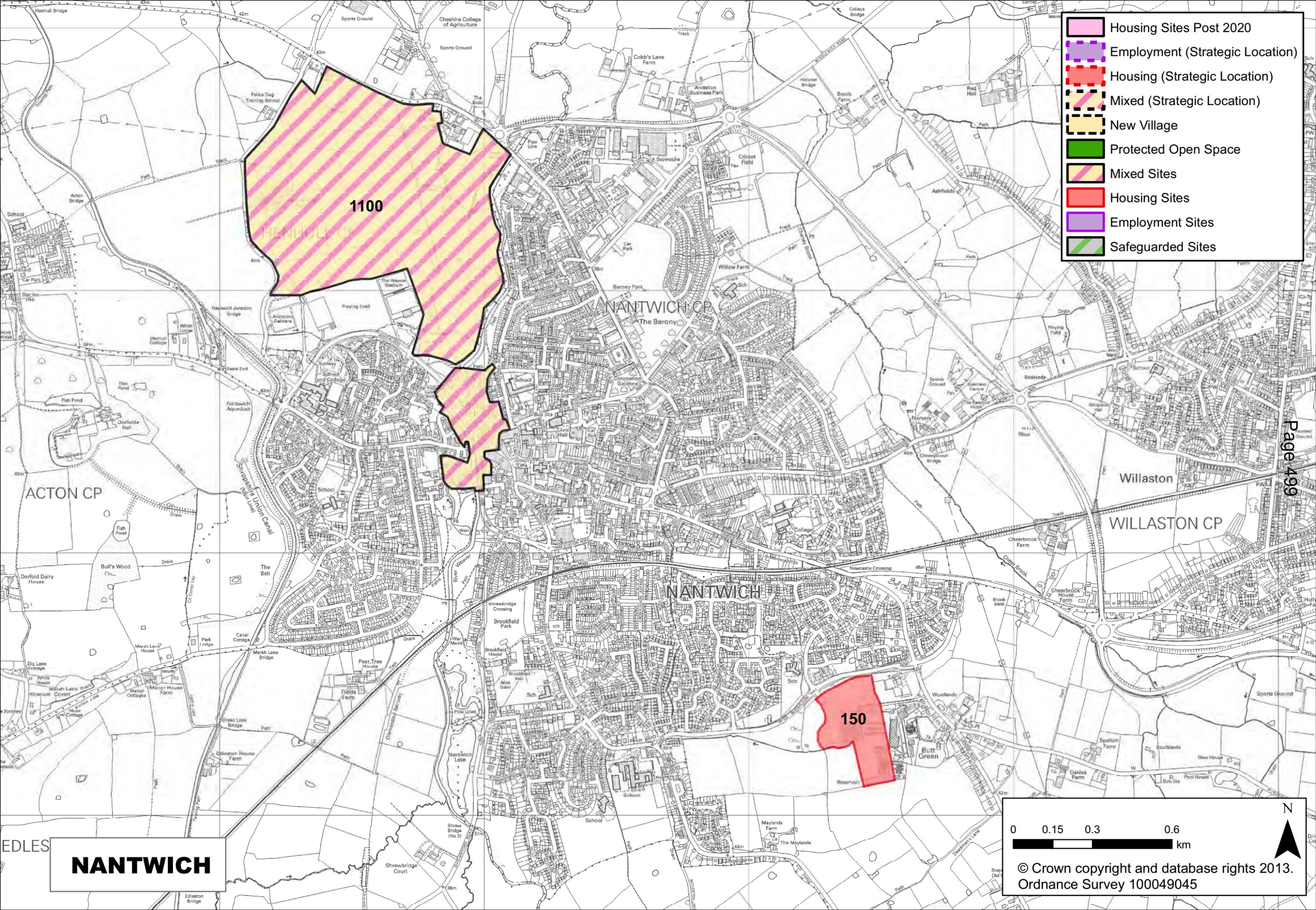
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**MIDDLEWICH**

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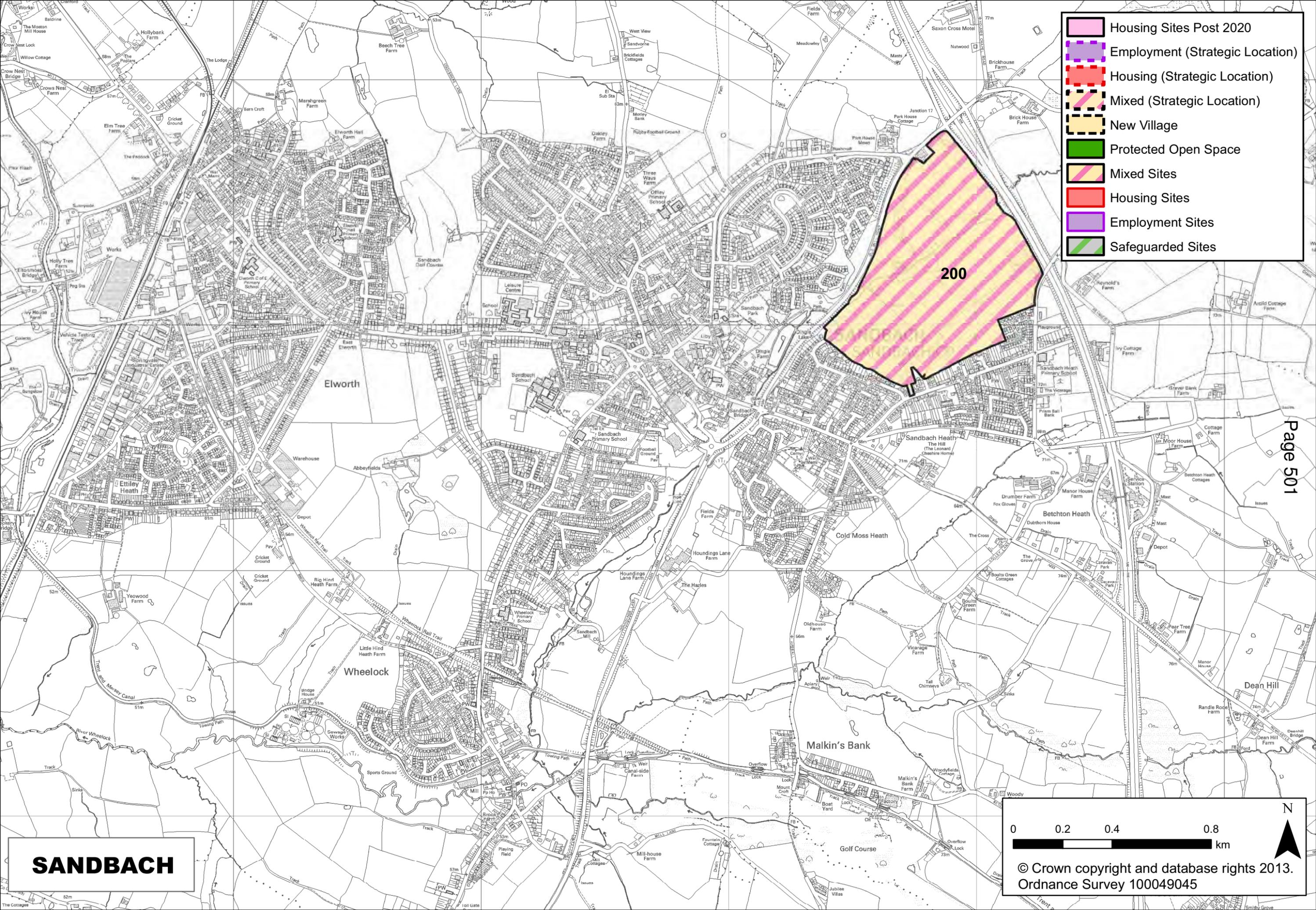
- Housing Sites Post 2020
- Employment (Strategic Location)
- Housing (Strategic Location)
- Mixed (Strategic Location)
- New Village
- Protected Open Space
- Mixed Sites
- Housing Sites
- Employment Sites
- Safeguarded Sites

**NANTWICH**

0 0.15 0.3 0.6 km

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-  Housing Sites Post 2020
-  Employment (Strategic Location)
-  Housing (Strategic Location)
-  Mixed (Strategic Location)
-  New Village
-  Protected Open Space
-  Mixed Sites
-  Housing Sites
-  Employment Sites
-  Safeguarded Sites

200

Elworth

Wheelock

Malkin's Bank

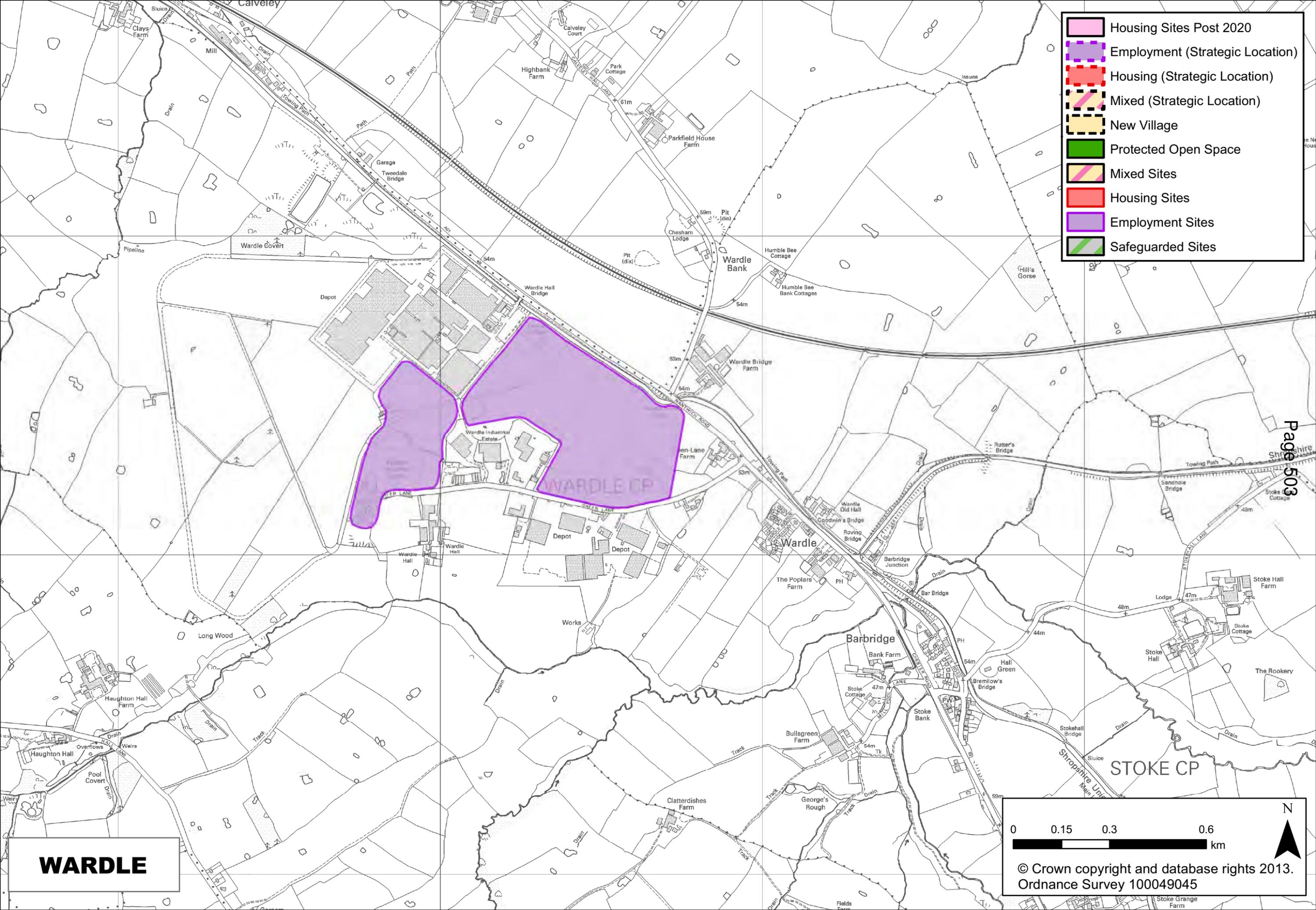
# SANDBACH

0 0.2 0.4 0.8 km

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- Housing Sites Post 2020
- Employment (Strategic Location)
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- New Village
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- Mixed Sites
- Housing Sites
- Employment Sites
- Safeguarded Sites

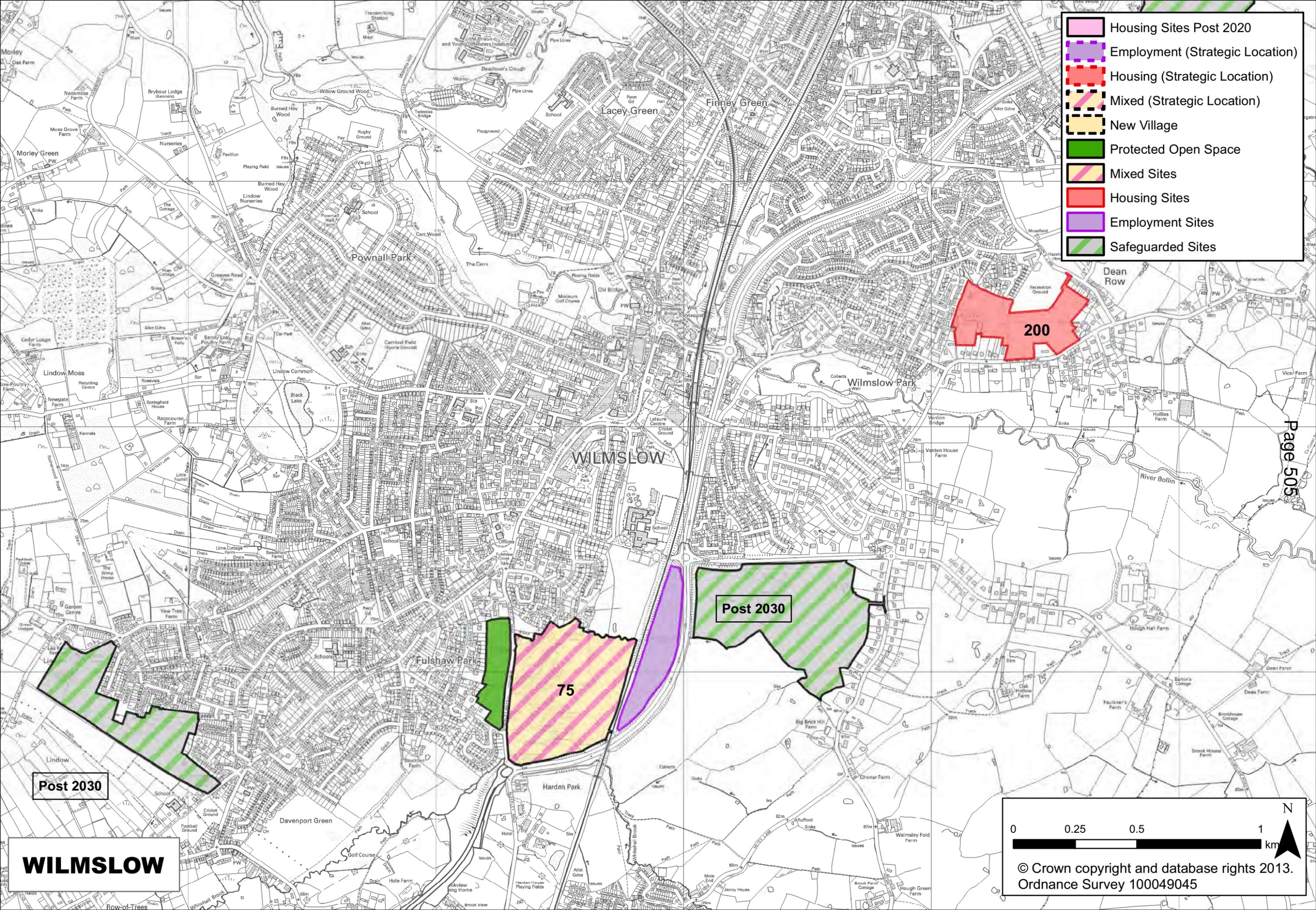
**WARDLE**

N

0    0.15    0.3    0.6  
km

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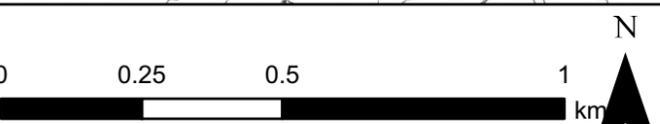


- Housing Sites Post 2020
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- New Village
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- Mixed Sites
- Housing Sites
- Employment Sites
- Safeguarded Sites

Post 2030

Post 2030

75



**WILMSLOW**

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