

CHELFORD PARISH COUNCIL

Minutes of the Parish Council meeting held

Thursday 3rd July, 2025 at 8:00p.m.

at Chelford Parish Hall, Knutsford Road, Chelford.

Present Councillors D. Wilson (Vice Chairman), B. Brindley, J. Fielding, S. Mort,
M. Shepherd, S. Wilson.

Members of the public (56).

Cheshire East Council Ward Member: Cllr. A. Harrison.

Dr. E. M. Maddock – Clerk & Responsible Financial Officer.

Councillor D. Wilson welcomed residents to the meeting and provided background information regarding the series of events that had taken place since 2017 leading to the designation of land east of the railway line as safeguarded land. A brief overview was also provided of recent national changes to planning policy which appeared to be relevant to the progressing of planning application 25/1584/FUL.

Residents were invited to share their thoughts about the proposed development of the land to the east of the railway line.

Many residents raised comments including the following:

- A query was raised as to whether David Wilson Homes were aware of the meeting this evening. It was confirmed that David Wilson Homes were aware of this meeting. The developer had previously attended two Parish Council meetings and held a local exhibition event.
- Chelford currently has poor infrastructure. Residents reported experiencing frequent electricity power cuts; low water pressure, poor broadband speeds and inconsistent telephone service. It was considered that infrastructure upgrades would be required prior to any further development within the Parish.
- The railway platform is too short to enable effective train services.
- Concern regarding the current available capacity for growth at Chelford Primary School and Chelford Surgery. Investment is needed to ensure that both of these vital services have suitable premises and facilities to continue to achieve effective service delivery.
- Concern that any s.106 funds arising from the proposed development would not be administered appropriately by Cheshire East Council to deliver tangible benefit for the recipient services.
- Queries regarding local demand for additional housing within the Parish. It was noted that there are many properties for sale within the Parish suggesting that any local demand could be met through natural turnover of existing properties. The types of houses on the proposed development were queried as it was unclear whether the proposed properties would be financially accessible for first time buyers. Also unclear how the affordable homes would be allocated and whether local residents have priority.
- The growth of Chelford needs to be considered on a longer term basis (e.g. 50+ years) to ensure that such growth can be supported by suitable infrastructure and services. It was noted that Chelford went through a significant growth period in the 1980s resulting in the current primary school and doctors surgery. Future growth needs to be planned to ensure delivery of high quality, sustainable development rather than unsupported, piecemeal 'add-ons'. Development should be infrastructure led rather than dwelling led.
- Concern regarding the loss of trees and hedges.

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- Concern regarding the impact of development on biodiversity, including protected species.
- Concern that planting schemes and other matters subject to planning conditions will not be fully delivered.
- The proposed development is too dense.
- The proposed development site is prone to flooding and building on this land is likely to exacerbate existing issues. The proposed footpath link is also prone to flooding under the railway. Knutsford Road floods outside of the proposed development site as the highway drain cannot cope with the level of water and silt that arises in this area.
- Access to the railway station needs to be improved. Need for improved pedestrian pathways and a footbridge between platforms.
- More emphasis should be placed on including more trees, hedges, green space, play areas, walking spaces.
- The proposed highway access is considered dangerous. There have been several accidents near this location. The road is not wide enough to accommodate an additional turning lane. The proposed highway design does not appear fit for purpose. Knutsford Road is a key transport route between Knutsford and Macclesfield, including for emergency vehicles.
- Support expressed for the concerns raised by the NHS regarding the proposed development.
- Unrealistic expectations regarding use of cycling by occupants of the new development.
- Access to Chelford Parish Hall is already challenging for pedestrians, especially those with small children. The proposed development access will further exacerbate issues relating to cars accessing the Parish Hall.
- Existing congestion at Chelford roundabout will increase as the development will bring more cars to the area.
- Existing congestion near to shops and services in the village will increase as there will be greater demand. This will negatively impact on the safety of children walking to school.
- Lack of sewer infrastructure to the east of the railway line. The existing sewer network is struggling to meet existing demand due to insufficient pipe capacity. It is also understood that part of the sewer network is collapsing.
- Growth of Chelford has already been significant, however, infrastructure investment has not matched the growth.
- Traffic calming measures should be included as part of the proposed scheme.

9:18p.m. – The public forum session was brought to a close with an expression of thanks to all those who had attended. All members of the public and Councillor J. Fielding left the meeting.

9:30p.m. – The meeting re-commenced.

1. Apologies for absence

Councillor C. Howlett – Personal reason.

Councillor C. Montaldo – Personal reason.

Councillor T. McCrum – Personal reason.

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268/25 RESOLVED (a) To receive and approve the apologies for absence. (All in favour)

2. Declarations of interest: None.

269/25 RESOLVED (a) To note that no declarations of interest had been made. (All in favour)

3. Public forum for questions

(a) **Questions from residents:** Members note the comments raised by residents at the start of the meeting.

270/25 RESOLVED (a) To receive and note the comments from residents. (All in favour)

4. Planning application:

(a) 25/1584/FUL: Land East of Knutsford Road, Chelford.

Full planning application for the erection of 104 dwellings with landscaping and sustainable drainage, vehicular access off Knutsford Road, public open space including play space, and non-vehicular link to Dixon Drive.

Members discussed the issues raised by residents, along with points that had been identified at previous meetings.

271/25 RESOLVED (a) That the Clerk draft comments based on the points raised during the meeting.

(b) That the drafted comments be submitted to Cheshire East Council in respect of application 25/1584/FUL. (Appendix A) (All in favour)

5. Date of next meeting: Thursday 10th July, 2025 at 7:30p.m. at The Hub.

The meeting was declared closed by the Chairman at 10:00p.m.

Signed:.....

Approval date: 10th July, 2025

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APPENDIX A

Representation in respect of application:

25/1584/FUL: Land east of Chelford Station, Chelford.

Full planning application for the erection of 104 dwellings with landscaping and sustainable drainage, vehicular access off Knutsford Road, public open space including play space, and a non-vehicular link to Dixon Drive.

Summary

Chelford Parish Council raises an objection to the above application on grounds relating to the following:

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OBJECTION:

Chelford Parish Council objects to the above application on the following grounds:

Premature use of safeguarded land

The proposed development site is designated as safeguarded land. The SADPD states at paragraph 2.16, “Safeguarded land remains in the open countryside and is not allocated for development at the present time”. Policy PG11 states, “LPS PG 4 ‘Safeguarded land’ will be applied to all areas of safeguarded land”. It is, therefore, considered that development of this site is premature given that safeguarded land is referred to as possibly being required to meet longer-term development needs.

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The Cheshire East Local Plan Policy PG4 clearly states, “Development of safeguarded land for uses other than those appropriate in open countryside will not be permitted, unless a review of the Local Plan has taken place to allocate the land following an assessment of the need for development at that time, and the identification of the most appropriate locations for development to take place”

The proposed development does not meet any of the exception criteria listed in Local Plan Policy PG6, nor is the Parish Council aware of a need in Chelford for development of this nature at this time. Local Plan Paragraph 8.67 states, “Development in the Open Countryside will normally be unacceptable unless it can be shown to be essential to local needs and the rural economy and cannot be accommodated within existing settlements.”

Chelford Parish Council vigorously objected to the designation of this site as safeguarded land, particularly given the justification set out in report ED53 (Local Service Centres Safeguarded Land Distribution Report) to, “take the unmet requirement from Mobberley and redistribute it to Chelford”. The allocation of this site as safeguarded land, therefore, did not relate to a housing need in Chelford and was merely pursued to meet arbitrary targets for local service centres. This was despite all of the land parcels in Chelford considered during the Green Belt Assessment Update as making a major or significant contribution to the Green Belt.

Biodiversity Net Gain

Chelford Parish Council is disappointed that the national Biodiversity Net Gain target will not be met on site. Given the rural setting of Chelford, it is considered this approach represents a missed opportunity to not only improve biodiversity within the Parish but to demonstrate a respect for the rural environment within which the proposed development is located.

SADPD Policy PG 11 – compensatory improvements

SADPD Policy PG 11 stipulates a requirement to provide compensatory improvements to the environmental quality and accessibility of remaining Green Belt land to offset the impact of the removal of the land from the Green Belt.

Given the disappointing approach that has been adopted in respect of Biodiversity Net Gain obligations, Chelford Parish Council requests clarification of what ‘compensatory improvements’ are being provided along with evidence that these measures are of sufficient quantity and quality to offset the loss of this land. It is considered that the compensatory improvements required under this Policy should be in addition to those required for biodiversity net gain.

Loss of Grade 2 agricultural land

The proposed development will cause the loss of a significant parcel of Grade 2 agricultural land. The premature use of this land for development would appear to be contrary to the Cheshire East Local Plan Policy SD1 which refers to protecting, “the best and most versatile agricultural land” and making, “best use of previously developed land”. The proposed development site is not previously developed land and is capable of supporting the sustainable production of food. This is evidenced by the ‘Agricultural quality of land east of Knutsford Road, Chelford’ report which states, “1.4 At the time of survey the land was under arable rotation.”.

The Chelford Neighbourhood Plan Policy NE2 recognises the importance of protecting the open countryside and farmland setting of the parish. Map F (Chelford Neighbourhood Plan page 23) highlights the distribution

of Grade 2 and Grade 3 agricultural land. Grade 2 agricultural land forms the minority share within the Parish and the loss of this will be detrimental to future local agricultural productivity.

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Impact on Chelford Primary School

The population of Chelford Primary School has grown significantly since the recent housing developments. There is now a growing demand for places in Reception illustrated by the fact that for entry in September 2025, first choice applications exceeded the 13 available places. This has resulted in the School agreeing to accept 3 children over and above its planned admission number. The proposed housing development of 104 houses will, without doubt, further heighten the demand for more places. Unless there are significant improvements in the School infrastructure and its planned admissions capacity, then children will be unable to access places at the School. Already the School is facing challenges in terms of accommodation, both in terms of physical infrastructure and classroom organisation, which will allow effective delivery of the curriculum. Although the School received an additional classroom in 2018 due to a new housing development, there was no investment in upgrading the infrastructure. Consequently, the staff accommodation is now wholly inadequate, there are no spaces for music tuition and no spaces for supporting pupils with complex needs. More housing developments will exacerbate the already existing problems. The School currently does not have the physical capacity to accommodate more children living within the Parish and deliver the required curriculum in the most effective way. A substantial financial investment is required to sustain the proposed increase in housing.

Impact on Chelford Surgery

The proposed development of 104 houses (and a further 20 from another application) will put significant strain on Chelford Surgery. In the last 10 years, the number of registered patients has more than doubled to nearly 5,000 and this is already providing major challenges. The current Surgery site does not have the capacity for further expansion, both in terms of physical space and also the suitability of the existing building structure. Car parking is limited and often spills over into the adjacent narrow road, causing safety concerns for residents. The dispensing pharmacy lacks adequate storage space and space to employ more up to date equipment to improve efficiency. Further increases in patient numbers, arising from this proposed development and one other, will lead to a detrimental impact on patient care and the future success and sustainability of the Surgery. The pressures facing surgeries and clinical staff are already well documented and so even at the most basic level of impact, expansion of patients will result in even longer waiting times for doctor consultations which will impact negatively on patient care. More importantly, an even greater burden will be placed on already stretched surgery staff and patient care resources. Doctors have already expressed their growing concerns about the negative consequences of even more houses in Chelford. Unless a significant financial investment is made to improve Surgery facilities, then the increase in housing is not sustainable. In our view, this will mean a new surgery.

Impact on highway safety and traffic flow

There are concerns that increased traffic, arising from the proposed development, using the proposed single access onto Knutsford Road will create a hazard to all road users including pedestrians.

The following comments relating to The Transport Assessment prepared by SLR Consulting Limited.

Paragraph 1.2 Pre-Application details correspondence between the applicant's consultant and Cheshire East Council regarding the need for off-site junction surveys. A decision was made not to conduct one of these. Chelford Parish Council is aware that at peak commuting times traffic regularly queues from the Chelford Roundabout back as far as Chelford Parish Hall and on occasion as far as the main village centre. The Parish Council requests that the off-site junction survey is carried out to assess the impact of the additional traffic arising from the proposed development on existing traffic problems.

Chelford Parish Council considers that the information contained in Paragraph 4.6 Collision History Review is out of date. There are several local witnesses to at least two accidents on Knutsford Road within the last 12 months. An accident took place on 16th May, 2024 outside of the proposed development site. The situation was exacerbated by flooding on the highway following heavy rain. The accident resulted in the demolition of signage and the total destruction of a speed indicator device and left the car in the hedgerow.

A second accident took place, again outside of the proposed development site, on 16th February, 2025. This

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resulted in damage to a street lighting column.

Another accident took place on 29th April, 2025 at the junction of Pepper Street and Knutsford Road, at lunch time in clear conditions.

Evidence of accidents at outside of the proposed development site, along with damage sustained, can be viewed in the attached image gallery at Appendix A.

In addition to the above, there are numerous local reports of near-miss incidents along Knutsford Road involving vehicle-vehicle encounters and, of significant concern, vehicle-pedestrian encounters.

The Chelford Community Speed Watch Team have worked tirelessly over a number of years to influence the speed of vehicles along Knutsford Road and have successfully identified a large number of drivers travelling in excess of the speed limit along Knutsford Road immediately outside of the proposed development site.

Chelford Community Speed Watch data identifies that:

- Over the course of 28 community speedwatch events which have taken place outside of the proposed development site, there has been an average of 398 vehicles per hour passing the site travelling from Knutsford to Macclesfield with a peak of 626 vehicles per hour. This is not a quiet rural lane.
- During the 28 community speedwatch events, there has been an average of 42 offences per event with two events identifying 64 offences per hour and a further event identifying 60 offences per hour. Simplistically, the team is averaging in excess of a 10% offender rate with each event session, recording speeds of between 43mph and 52 mph.

Data collected by Cheshire East Council in autumn 2023 identified that, during the 7-day survey period, nearly 9% of vehicles using Knutsford Road are heavy goods vehicles, 1% were bicycles/motorcycles and the remaining 90% cars and vans. The survey was undertaken on Knutsford Road, to the east of Highland Drive, on the approach to the railway bridge which is immediately to the west of the proposed development site. The survey also identified that during this 7-day period there was a weekday average total of 12,539 vehicles travelling along Knutsford Road (6,182 eastbound and 6,357 westbound).

Of particular interest during the 7-day survey was the speeding data which identified that 72.1% of vehicles travelling eastbound (i.e. towards the proposed development site) were travelling in excess of the speed limit of 30mph. 44.3% of vehicles travelling westbound were also recorded as travelling in excess of 30mph. These data clearly demonstrate that the proposed new access is in a challenging position and that serious consideration will need to be given to ensuring the safety of all highway users including pedestrians with small children / prams.

Paragraph 5.2 Site Access refers to an ‘operational assessment’ of the vehicular access proposed to the site at Section 6 and states that, “This demonstrates that the arrangement will operate well within design capacity and will serve movements associated with the site efficiently”. Reference is also made to the proposed junction layout at Appendix D.

Before analysing this information, it is noted that the drawing at Appendix D is at 1:1000 scale and only provides limited information in terms of layout dimensions, kerb lines and sight line. The Parish Council considers this inadequate and requests that a more detailed drawing is provided for review before this application proceeds to potential consideration. It is also requested that a red line drawing for the application site boundary which overlays the works required onto it as it is currently unclear if all the work areas are within the ownership of the applicant or Cheshire East Council.

An indicative survey of the existing road width immediately outside of the proposed site access area suggests that each carriageway may be in the region of 11ft/3.35m wide. Whilst this stretch of the road is within the 30mph speed limit zone:

- The existing width is at the lower end of the recommended range for road widths with 3.65m or 3.70m being considered more appropriate
- This 30mph road is the main A road linking Macclesfield to Knutsford – it is NOT a minor side or estate road. It is continually used by Heavy Goods Vehicles, ‘normal’ tractors and wider specialist agricultural

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- vehicles as the parish forms part of an active farming community
- The road has a steep gradient as it is coming down from the top of the railway bridge adjacent to Chelford Railway Station. This makes sight-lines problematic.
- The road has a history of repeated deep flooding outside of Chelford Parish Hall which may have contributed to at least one of the known recent accidents at this location. Whilst efforts have been made to clear silt from the drains in this area to reduce the frequency of flooding, this issue will continue due to the agricultural nature of the land use in this area. The introduction of expanses of hardstanding associated with the proposed development are likely to lead to increase run off down the hill to this flood risk point.
- Chelford has a significant problem with speeding which we are attempting to address with the excellent support of Cheshire Constabulary. A key speed watch location lies outside of the proposed development site where significant numbers of vehicles are recorded travelling in excess of the 30mph speed limit. It is, therefore, considered that any assessment of this area needs to consider the actual conditions on site rather than the approved, desktop conditions.

The indicative junction drawing at Appendix D appears to suggest that the eastbound and westbound lanes will be reduced in width to 3.25m. It is understood that this may be the MINIMUM width for a 30mph lane and does not appear to acknowledge the volume of large and heavy traffic using this route.

Given the factors noted above, it is considered that reducing the lane width and inserting what has been described to us by a Transport Planning Consultant as a “tight” right turn lane can only further increase the risk of collisions in the village.

It is, therefore, requested that Cheshire East Council independently tests the proposals as it is considered that they may not be fit for purpose.

The Parish Council welcomes the proposal at Paragraph 5.2 Pedestrian Access to extend the existing narrow footway to a two metre width from what it is believed is circa 1.25m at present. The existing footway has been considered inadequate for access to Chelford Parish Hall and beyond for families. The Parish Council requests clarification, however, on how this will be achieved given that the Design and Access Statement states that, “The existing boundary vegetation is to be retained and protected where possible”. The diagram at section 8.4 labels the hedge along the roadside boundary of the site as, “Retention of existing trees and hedgerows at Site Boundaries”.

It is also requested that a red line site boundary overlay for this proposal is provided in order that the Parish Council can understand how this can be achieved relative to third party landownership.

Pedestrian link to Dixon Drive

Paragraph 5.2 New Pedestrian Link to Dixon Drive. A connection of this type, between Dixon Drive and Chelford Parish Hall, to avoid the narrow footway adjacent to the high-speed A-road has been suggested for many years and, in principle, is a positive element of the proposed scheme.

However, the footpath from Dixon Drive and under the railway line is prone to severe flooding of up to 12 inches in depth multiple times each year. This is supported by The Flood Risk Assessment accompanying the application which identifies, at Figure 4, a significant portion of the proposed pathway as being at high risk of flooding.

It is requested that more information is made available regarding the proposed surfacing and drainage specification of the proposed pathway as use of hard surfacing may exacerbate existing significant problems.

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Framework Travel Plan limitations

The Framework Travel Plan sets out ambitious targets for the use of bicycles, trains and buses by residents of the proposed development. Unfortunately, there are significant limitations to these proposals including:

- Bus services from Chelford are limited to the route between Knutsford and Macclesfield.
- Train services use the Crewe to Manchester line, therefore, travel, other than in a north/south direction, is limited or prohibitively time consuming other than for occasional use.
- Key employers in the area are not situated along either the direct train or bus routes e.g. Radbroke Hall (Barclays), Alderley Park (various employers), Manchester Airport.
- Cycling is not a realistic option for many residents as the hazards encountered, including speeding vehicles, are a deterrent.
- The proposed link pathway from the proposed development to Dixon Drive joins a Public Right of Way (Chelford FP1). Is it the intention of the applicant to upgrade this footpath to a bridleway to enable use by cyclists?

Land availability for development

For the avoidance of doubt, the Parish Council would like to make clear that the triangular parcel of land outside of the proposed development site (between the proposed access point and Chelford Parish Hall) was purchased some years ago by the Parish Council in order to improve visibility when egressing from Chelford Parish Hall. The Parish Council has not given any permission for this land to be utilised to facilitate any of the proposals contained within this application.

Road classification

The Design and Access Statement sets out details for Movement and Street Hierarchy. It is noted that a significant proportion of the road layout has been designated as 'Private drive'. Clarification is requested regarding this designation and the implications for future maintenance, public access within the development area and access to services such as refuse collections.

Impact on drainage by use of impermeable surfaces

There are concerns that the proposed increase in impermeable surfaces to approximately 55% of the site (Flood Risk Assessment para. 3.1.2) will lead to increased flooding incidents on adjacent property. Figure 1 within the Flood Risk Assessment identifies that current site topographical fall is such that the surface water run off leaves the development site. This is consistent with local experience of flooding along Knutsford Road immediately outside of the proposed development site.

It is interesting that within the 'Historical and Anecdotal Flooding Information' section no flooding has been identified. Cheshire East Council is very aware of flooding at Knutsford Road. Ironically, the highway drain serving this section of the highway drains into a soakaway within land immediately to the rear of the development site, therefore, the introduction of significant impermeable features will directly affect existing drainage in the surrounding area.

Images of flooding on land opposite the proposed development site which, being at a lower elevation, receives run-off from the development site, can be viewed at Appendix A along with images of flooding on Knutsford Road.

Any surface water run-off from the site onto Knutsford Road will exacerbate existing frequent flooding issues which, in turn, affects the safety of users of Knutsford Road along with the those using Chelford Parish Hall and nearby residents.

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Sustainability of proposed SuDS

It is noted that the Drainage Management Strategy and the Phase I Geo-Environmental Assessment Report are both somewhat vague as to whether the proposed sustainable drainage systems are suitable for this site. Given that parts of the site are identified as being at risk of flooding and the implications of surface run-off to either Knutsford Road or the railway would be significantly detrimental to the wider community, it is requested that further evidence is provided to demonstrate that the proposed drainage scheme is both deliverable and sustainable.

Impact on biodiversity

Chelford Parish Council objects to the loss of trees and hedgerows within the site. This is contrary to the Chelford Neighbourhood Plan Policy NE3. The trees and hedgerows are valuable assets within the Parish as they make significant contributions to the biodiversity and landscape character of Chelford.

Chelford Parish Council is aware of local information indicating that the site supports a rich biodiversity including several species of newt, badgers and bats. It is, therefore, considered that any development which will negatively impact upon biodiversity is not acceptable.

The Ecological Impact Assessment confirms that the proposed development will impact on biodiversity by the loss of habitat, therefore, loss of ecological features which support local wildlife, including trees and hedgerows, cannot be supported.

Impact on utilities and service infrastructure

Concerns are raised regarding the ability of existing utilities to service the proposed additional dwellings. Existing issues relating to the sewer network, water supply, electricity supply and broadband are likely to be made worse by increased demand from the proposed dwellings.

The application form states that the development will be served by an existing mains sewer for the disposal of foul sewage. The drainage management strategy refers to an intention to, "discharge foul water generated by the development into the nearest public foul water sewer, which is within Knutsford Road to the west of the site." A pumping station is proposed, however, the point of outfall appears to be unknown.

It is interesting, however, that within the Drainage Management Strategy United Utilities state that, "Our preferred point of discharge [of Foul Water] would be to the west of your proposed development on Knutsford Road...Manhole reference SJ81742923". This manhole is located at the junction of Highland Drive with Knutsford Road which is on the opposite side of the railway line. The Parish Council requests details of how the proposed foul water sewer system will cross the railway.

The Parish Council has received reports that, following previous development in the Parish, the current sewer system struggles to accommodate existing levels foul water discharge. It is considered inappropriate to proceed with a scheme where the full details relating to the disposal of foul waste are unknown. Inadequate foul waste drainage provisions will be detrimental to the existing community of Chelford and local biodiversity.

Design relating to car parking

There are concerns that the design of the proposed development will lead to car parking issues. The design of the development leaves little available space for visitors or multiple car owning families to park off the highway. It is also considered that the spatial design of the car parking arrangements will lead to cars being a prominent feature of the street-scene which is considered to detract from rural setting of Chelford. This is clearly evident in recent housing developments in Chelford.

The Proposed Parking Layout plan indicates that a large proportion of the allocated parking spaces for the

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proposed dwelling will be of 'one behind the other' style. Whilst this may enable car parking policy targets to be met it does not reflect the reality that this does not offer a practical approach to car parking. It is the experience of Chelford Parish Council that using this approach leads to increased levels of on street parking which not only poses a hazard to all other highway users but detracts from the overall visual appearance of the area. See images in Appendix A for examples in a previous development in Chelford.

Use of car parking strategies which lead to cars dominating the street scene is contrary to the character of Chelford which takes pride in being a rural parish with landscaping features which diminish the impact of increasing car ownership.

Provision of affordable housing

Chelford Parish Council supports the objections raised by the Cheshire East Strategic Housing Officer.

Obligations set out in Local Plan Policy SC5 relating to the provision of affordable housing should be honoured. The proportion of affordable homes; the spatial distribution of the affordable homes and the tenure, size and type of homes should all conform to Policy.

Chelford Parish Council consider that the cascade system of allocating the affordable homes should also be attached to all proposed affordable homes in order that local residents have the opportunity to live in a property in their 'home village'.

Pedestrian link to Chelford Activity Park

It is noted within the plans that a pedestrian link into the Chelford Activity Park site has been indicated. No request for permission to create this access or details of the proposed access have been received by the Parish Council (which owns Chelford Activity Park) nor has any permission been given by the Parish Council for this to be created.

Chelford Neighbourhood Plan

It is requested that all policies of the Chelford Neighbourhood Plan are taken into consideration during the determination of this application. In particular, this proposed development is at odds with policies HP1, HP3, NE3 and T1.

Conclusion

Finally, it is considered that the proposed development prioritises delivery of housing stock over the creation of a sustainable, well serviced and attractive development. The addition of 104 dwellings in Chelford will have a considerable and detrimental impact upon local infrastructure, including the primary school, doctors surgery, sewer network, electric and water utilities and the highway infrastructure.

Chelford Parish Council is disappointed that the proposals have not been infrastructure led, with wider community benefit, such as a new doctors surgery, significant investment in school facility provision and improved sewer and utilities networks, being delivered to support sustainable growth of the village.

The proposed development site is designated as safeguarded land and should remain undeveloped, in line with Cheshire East Council policy, as there is an absence of demand for development at this site and inadequate infrastructure to support growth of this scale.

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Appendix A

(a) Images of accidents at Knutsford Road outside of the proposed development site



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(b) Flooding of land opposite to proposed development site



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(c) Images of flooding on Knutsford Road outside of the proposed development site



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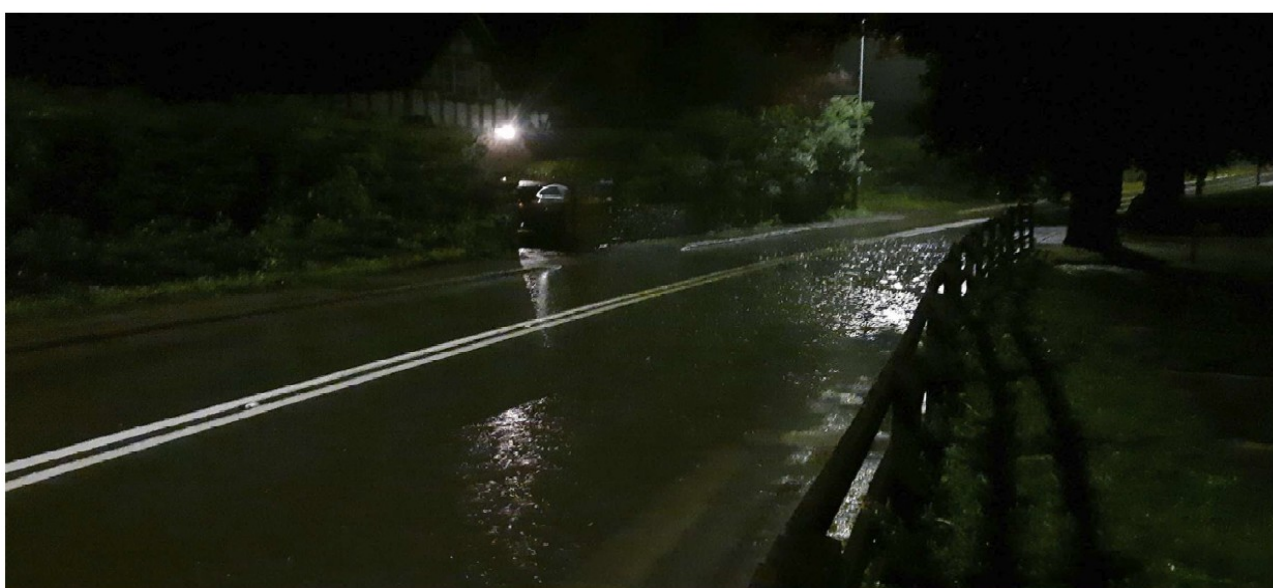
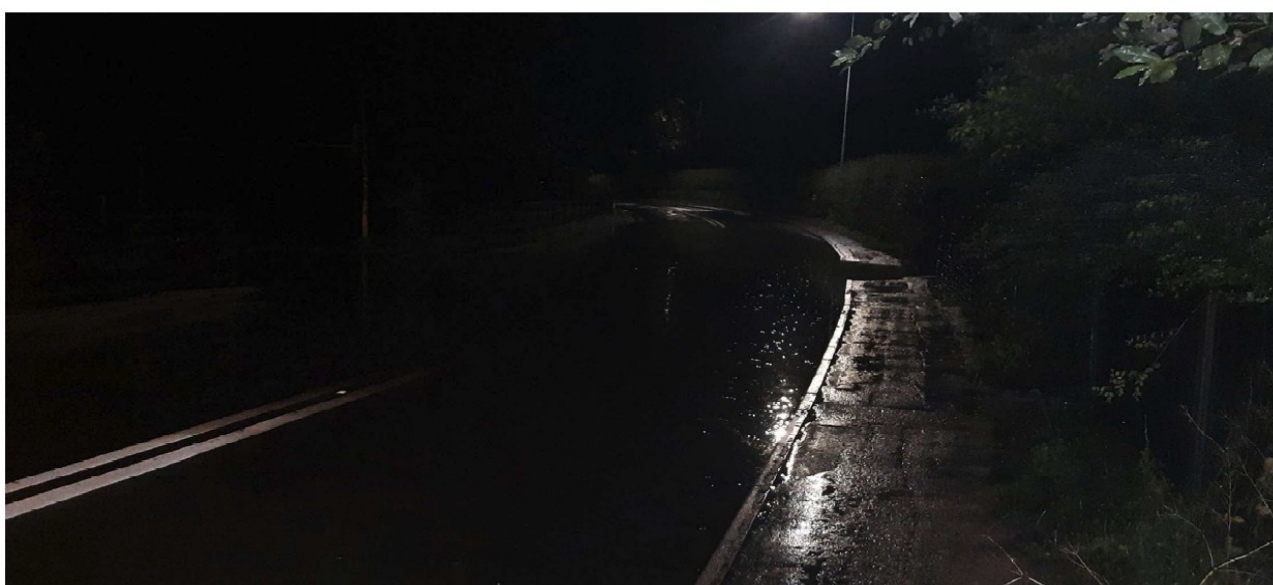
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(d) Images of street scenes dominated by car parking which is contrary to the rural character of Chelford



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