Campaign to Protect Rural England Cheshire

Victoria Buildings, Lewin Street,
Middlewich, Cheshire, CW10 9AT.
Tel: 01606 835046
Email: info@cprecheshire.org.uk
www.cprecheshire.org.uk

Patron:
H M The King
President
Mary-Ann Ochota
Vice Presidents
Dame Fiona Reynolds DBE
Ali Miraj
Branch Chair
Jonathan Clarke

Mr. Paul Wakefield,
Cheshire East Council Planning Department

Friday October 30th, 2026

Dear Mr. Wakefield,

RE. APPLICATION 26/3607/EIA, SUBMITTED ON BEHALF OF BELPORT ADLINGTON LTD., FOR AN ENVIRONMENTAL IMPACT ASSESSMENT SCOPING OPINION ON RESIDENTIAL-LED DEVELOPMENT ON ADLINGTON HALL LAND TO THE NORTH OF MILL LANE & WEST OF LONDON RD., ADLINGTON

The Campaign to Protect Rural England (CPRE) welcomes the opportunity to comment on this scoping EIA, submitted on behalf of Belport Adlington Ltd., but would first like to make a point about Green Belt. CPRE, which was established a century ago, was largely responsible for the formation of the Green Belts. They have been especially effective in preventing urban sprawl into the countryside. It is regrettable that some recent planning decisions on the new designation of 'grey belt' are having serious impacts on Green Belts around the country. The proposed development here would fundamentally undermine the purposes of the Green Belt as well as being unsustainable. It fails the requirements of the National Planning Policy (NPPF) policy GB7 g i, particularly when considered in the light all the other schemes in the surrounding area. The SLR Consulting Scoping Report on this submission has no option but to admit that all three 'parcels' they target for development are Green Belt (last sentence, paras. 2.1 to 2.1.3 inc.)

CPRE understands how the scoping stage of an environmental impact assessment (EIA) fits within the planning process. It plays a critical role in identifying key environmental and social issues, stakeholders and the extent of studies required for an EIA. Its key output is a finalised and approved terms of reference which will guide the conduct of the full EIA. It is not about redesignating Green Belt. That said, the crucial part that this proposed development site plays within the Green Belt is evident from the 'Planning Context' map on page 67 of SLR Consulting's scoping report. It would be even more evident if the SLR map had included all the Green Belt sites currently being targeted by a raft of developers on either side of the Stockport and Cheshire East border in the immediate vicinity of the Adlington site. However, there is such a map which all too clearly depicts how seriously under threat the dividing Green Belt is between Stockport and between Poynton and Bollington and Prestbury. It demonstrates that the Greater Manchester conurbation is on the verge of encroaching into Cheshire East. See Annex A.

On the question of stakeholders, one of the issues that this scoping exercise is required to consider, we contend that CPRE – although not a statutory consultee – has much to offer as an environmental NGO.

We also wish to make another, very important, over-arching point before commenting on the scoping report and that is that Belport have already made patently clear their full development aspirations, both through their bid for 'New Town' status and also through the amount of land they have submitted in response to Cheshire East Council's most recent 'Call for sites' exercise. This pre planning application EIA scoping request therefore constitutes a first salvo in delivering their longer term development plans. This being the case, **CPRE strongly urges Cheshire East Council (CEC) to demand a master plan from Belport for the entirety of the land they wish to develop, not just for the current identified area,** even though this particular proposal (nominated by the developer as 'Adlington Park') has been pitched at just below the level that routinely requires one (a total of 1,500 houses).

Yours sincerely,

Lillian Burns, on behalf of CPRE Cheshire Branch

CPRE CHESHIRE COMMENTS ON SLR SCOPING REPORT SEEKING AN OPINION ON APP 26/3607/EIA

2. SITE AND SOUNDS
'The Application Site' (2.1) and 'Community Facilities' (2.2.4)

The proposed development site, divided into three parcels that cover 69.4 hectares, has been given the name 'Adlington Park' by Belport. The description of Adlington Park's location gives the impression that the towns of Wilmslow, Stockport and Macclesfield – and other significant settlements – all lie some distance away (and consequently there would be no likelihood of them joining up). This is not the case.

Quite apart from the fact that the measurements quoted are taken from the town centres and not from either their boundaries or the nearest settlements within them, the nearest towns are not those named. They are in fact Poynton to the north and Bollington to the south east and the large village of Prestbury is immediately to the south west. (It should not be forgotten that the Adlington Hall estate, which Belport acquired in its entirety, includes the northern part of Prestbury Parish).

In the 'Community Facilities' section of this chapter, the distance to Poynton is given as approximately 2.3 km, the distance to Bollington as 3.5 km and the distance to Prestbury as 3.7 km., but these, again, are measured to the town and village centres when in fact their parish borders and the nearest dwellings in each settlement lie close by.

Also, the site description fails to mention the fact that the north west corner of 'Parcel A' of the proposed Adlington Park almost touches the boundary with Stockport and that of the Woodford Garden Village development – although the southern extent of this ever-expanding housing estate on a former BAe airfield can be seen in the top left hand corner of the location plan (fig. 2.1) on page 6.

In conclusion, **CPRE urges CEC to require that the EIA covers a wider area in order to provide a fuller picture of the setting than is offered in the developer's scoping document**.

The Wider Environment (2.2) and the Environmental Constraints map (fig. 2.2)

Following on from the key point we made in the last paragraph of our covering letter – that multiple evidence exists to show that Belport's ultimate intention is to develop the entirety of their landholdings in Adlington – it is clearly not adequate for them to be allowed to only address environmental impacts within a limited area around the land parcels that are the focus of the current pre-planning application.

In addition, we would draw attention to the fact that the environmental constraints map offered as fig. 2.2 on page 7 does not depict agricultural land designations (although we acknowledge that these are featured on page 21 under 'Scoped in Topics'). It does, however, clearly indicate the intention of developing 'Parcel A' up to the eastern boundary of a wildlife site and it depicts Adlington Park sprawled out across either side of the Red Brook catchment area, a tributary of the River Dean. It does not depict Belport's declared wider aspirations which would impact on the catchment area of the River Bollin to the west and potentially on areas to the east of the A523 that have been mined in the last century.

In conclusion, **CPRE urges CEC to: call for (a) a composite master plan map (similar to the key diagrams in Local Plans) that covers a far wider area and (b) a full flood and river quality survey of the Dean and Bollin rivers and their tributaries, covering the whole of Adlington Parish and the northern part of Prestbury Parish that falls within the Adlington Hall estate land that is held by Belport**. **Similarly, the whole approach to environmental constraints should be extended to this wider area which Belport have publicly identified as being the extent of their development intentions – and that wider approach should be required to address the presence of former coal seam workings**.

Road Network and Public Transport (2.2.3)

Despite the title of this sub section, it only features rail and bus services and makes no mention of the wider road network. However, we would point to an overview of the current road capacity situation on page 76 of CPRE's report 'Why, on earth, Adlington?' which is available on the CPRE Cheshire Branch website here: https://www.cprecheshire.org.uk/news/adlington-new-town-report/. That featured the conclusion of transport professionals involved with the last road improvements carried out in this part of Cheshire East. It was that "the major road network in the area is sparse with limited capacity".

That same CPRE report also addressed rail capacity issues on page 73 and some of the problems that would have to be surmounted to deliver improved services to Adlington. Additionally, since then, the National Planning Policy Framework has been published, clarifying the criteria that would need to be met in order for a station to qualify as a top 'travel to work' area and fall within the presumption in favour of development around the station. Adlington does not meet the minimum requirement of having four trains per hour or two trains per hour in any one direction (NPPF Policy S5, Annex B). It is a typical, small, rural, unmanned station with short platforms either side of the double tracks, a handful of car parking spaces and no facilities. As explained in the CPRE report, the station lies on the busy West Coast Main Line and therefore increasing the number of services would be virtually impossible without affecting main line inter-city services and increasing the length of rolling stock would require longer platforms to be built not only at Adlington but at the other smaller stations north and south of it, not to mention a major adjustment and works at Stoke-on-Trent station where the current three carriage trains just fit neatly into a dedicated parking bay.

In conclusion, **CPRE urges CEC to call for the EIA to (a) address the long term road traffic capacity impacts on the wider road network. (Would any existing roads need to be widened or new ones need to be built? If so, what would be the environmental implications, inc. harmful emissions and run-off)? And (b) explain how the railway station could be upgraded and expanded and the services improved?**

3. THE PROPOSED DEVELOPMENT

Nature of the Proposed Development (3.1) and Alternatives Considered (3.2)

The proposal is to submit an outline planning application and to seek highway access permission – but just for the area that Belport have currently advertised as Adlington Park: https://adlington-park.co.uk/.

The introductory paragraph to 'Alternatives Considered' makes reference to the existence of a master plan. We re-iterate here how essential it is that Cheshire East Council is a party to the master plan and that it is consulted upon – because Belport's aspirations are not confined to building 'up to 1,275 homes', a primary school and a community centre and a sports offering as declared under this particular first foray into acquiring planning permission. It is far more substantial. Consequently, what might appear to be adequate access provision for this proposed development would likely be wholly inadequate for something of a far larger scale. It needs to be borne in mind that Belport's bid to the New Towns Taskforce was for a New Town of 14,000 to 20,000 houses covering over 1,000 hectares and its application via CEC's 'Call for sites' exercise covers an area far in extent of 1,000 hectares (all of it Green Belt). This being the case, it is not a matter of speculation on the part of CPRE that the ultimate plan for the area is much, much bigger in scale than is currently being revealed. (It covers just under 70 ha). The infrastructure necessary for what has so far been revealed of 'Adlington Park' is of a whole different scale than the infrastructure necessary for a small town – and it will not work to only consider infrastructure in a piecemeal fashion as applications come forward over a number of years.

In conclusion, **CPRE urges CEC to ask to see infrastructure plans adequate for the scale of development that is ultimately envisaged**.

Known Cumulative Development (3.4)

The issue of the cumulative effect of development is crucial in this case. In this submission, we focus on the southern part of the Greater Manchester Green Belt (also often referred to as the North Cheshire Green Belt), where it meets the northern part of Cheshire East. Scoping west to east, this is the land between Heald Green, Cheadle Hulme, Bramhall, Woodford and Hazel Grove and High Lane in Stockport and Handforth, Wilmslow, Mottram St. Andrew, Prestbury, Adlington, Poynton and Disley in Cheshire. We seek to demonstrate that it is under threat as never before.

Table 3.1 in the SLR report does not present the current situation accurately. It only focuses on some of the larger planning applications and therefore it fails to give a true picture of the cumulative threats. For instance, the table does not feature the following Stockport applications:

> DC/097985 – Full planning application by Bellway Homes for 134 dwellings on land associated with Mill Bank Farm to the south of Chester Road, Hazel Grove or
>
> DC/098620 – Outline application by Barratt David Wilson Homes North West and Michael Glen Kingsley for 455 houses on land at Upper Swineseye Farm, south of Chester Road, Woodford

And, in the case of Cheshire East, it fails to mention:

> The pre-planning application consultation by Jones Homes for 130 homes at 'Glastonbury Fold' on the northern edge of Poynton (https://glastonburyfold.co.uk/) or
>
> The Lovell Strategic Land outline application for 450 homes at Lostock Hall Farm, Poynton or the EIA (for up to 300 homes) that appeared a couple of months prior (26/0803/EIA & 26/3496/OUT)

These, and many more, are shown on the maps that are Annex A and B to this submission. Map 1 was drawn up by the Supporters of Adlington Green Belt: https://saveadlington.co.uk/objections/housing/. Map 2/Annex 2 indicates applications in and around Poynton, by permission of Poynton Town Council.

CPRE Cheshire urges CEC not to accept SLR's impact summary on a limited area around the proposed Adlington Park, but to make their judgements based on the maps in Annexes A & B to this submission

4. APPROACH TO EIA SCOPING

Proportionality in EIA (4.1) and Approach to the EIA process (4.2)

Neither of these sections choose to mention biodiversity net gain, although it is listed later in the Ecology and Biodiversity chapter.

5. ASSESSMENT OF ENVIRONMENTAL EFFECTS

Introduction (5.1)

An 'indicative masterplan' is promised, but this would seem to be only for the circa 69 hectares covered by this, the first planning application to come forward on behalf of Belport Adlington Ltd., and not for the total area of land they indicated through the Call for Sites exercise they already own or have options on and wish to see developed.

'Scoped Out' sections (5.5)

It is essential that light pollution impacts on the countryside and on wildlife are assessed (we note that SLR's report acknowledges the presence of light-sensitive species in para. 19.1) as well as air quality. **CPRE urges CEC to call for all potentially significant environmental impacts – including light pollution and air quality – to be assessed over the wider 'call for sites' area indicated by Belport.**

SCOPED IN TOPICS

6. AGRICULTURAL LAND

This section, whilst pictorially acknowledging that a large percentage of the agricultural land which Belport seek to develop is 'Best and most versatile', fails to declare the actual acreage that is covered by this designation. It should state this.

The soil survey, meanwhile, features two conflicting statistics. The text above fig. 6.3 (taken from the Soil Survey of England and Wales) states that there are 812b of Blackwood soil, whereas the key to the fig. itself puts it at 821b. However, the point to draw attention to here is that Blackwood soil, which exists in the Red Brook catchment zone, is defined as "Seasonally wet deep sandy and coarse loamy – affected by ground water". Much of the catchment is a flood zone as is evident from the Environment Agency maps and other maps on pages 13 and 14 of CPRE's report 'Why on Earth Adlington?': https://www.cprecheshire.org.uk/news/adlington-new-town-report/ and on page 7 of this submission.

CPRE urges CEC to demand (a) a detailed, quantitative, flood risk assessment and (b) an explanation of how the developers would intend to deal with the wet soil conditions and with traffic run-off in the Red Brook catchment whilst providing access roads and pavements, nearly 1,500 houses, garages, a primary school and a community facility.

9. CLIMATE CHANGE AND GREENHOUSE GASES

National and Local Planning Policy Context (9.5.1.1)

The local planning policy context needs to be updated. It does not include commitments that CEC have made in relation to climate change, nor plans adopted since the current Local Plan came into being. These are as follows:

- In May 2019, CEC declared a climate emergency and first resolved to become a carbon neutral council.
- In October 2021 CEC joined with other councils to make the UK 100 climate pledge.
- In January 2022 CEC made its second pledge to become a carbon neutral borough, this time by 2045.
- In 2025 CEC's Environment & Communities Committee adopted a borough-wide carbon action plan that committed to incorporating carbon reduction and climate change into all strategies, plans and policies: https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s122352/Appendix%201%20CE%20Climate%20Action%20Plan.pdf?utm_medium=email&utm_source=govdelivery. This was described as: a *"policy document intended to allow the council and its partners to build consensus and action across sectors such as housing, transport, agriculture and industry to encourage and enable carbon reduction across the borough of Cheshire East".* (Introduction: Overview and Aims, Carbon Neutrality Action Plan, January 2025).
- And, in March this year, CEC launched a climate emergency toolkit to support town and parish councils across the borough in considering their role in achieving targets and delivering change.

These localised commitments, of course, are in addition to governmental ones.

CPRE urges CEC to require Belport to fully take on board its climate change policies and commitments and explain how it intends to work towards complying with them.

10. ECOLOGY AND BIODIVERSITY

This section, whilst listing 'hedgerows with a role in habitat connectivity' (at the bottom of page 53) and, again, 'hedgerows' under 'ecological constraints' (para. 10.2.1.3 on page 55), fails to flag up ancient hedgerows. These must be separately specified in the EIA. Also, we note that whilst woods are listed, there does not appear to be an arboricultural report, (many trees are TPO protected), nor a bat one. Additionally, whilst the 'scoped in topics' include 'watercourses' and great crested newts, they do not specifically mention ponds. Being a low-lying part of the country, Cheshire is noted for its abundance of natural ponds and meres which foster healthy populations of invertebrates, water fowl and other wildlife. The 'Adlington Park' area proposed for development – and the wider area around it that is also being targeted by Belport for development – houses many ponds. It is essential that all are surveyed.

CPRE urges CEC to require the applicant to: (a) declare the acreage covered by the designation of 'Best and most versatile' agricultural land, (b) identify and map ancient hedgerows, (c) provide a detailed arboricultural report that identifies ancient and veteran trees as well as those covered by TPOs, (d) conduct a spring mapping and survey exercise of all ponds and (e) provide a bat survey.

11. LANDSCAPE AND VISUAL

Study Area (11.2)

Landscape impacts cannot be assessed over short distances. No explanation is offered as to why the main study area identified is only 2 km from the centre of the proposed development and a localised extension to 6 km applies only to the Peak District National Park. The Sandstone ridge that is 'The Edge' at Alderley Edge rises to the west and Nab Head at Pott Shrigley rises even closer by to the east and provides a stunning vista across Adlington. Neither are in the Park or in the 2km circle, but popular viewing point Nab Head in particular should be a point from which landscape measurements are taken.

CPRE urges CEC to require a more extensive landscape assessment.

13. SOCIO-ECONOMICS

Known Baseline Condition (13.2)

The opening sentence of the 'Current Baseline Conditions' paragraph (13.2.1) on page 85 wrongly describes Cheshire East as a 'district' and, on page 91, under 'Healthcare Facilities', there is a reference to 'Bollingwood Medical Centre'. We assume the latter was meant to be Bollington Medical Centre.

Future Baseline Conditions (13.2.2)

Cheshire East's population is forecast to grow to 445,069 by 2031 and the housing target is 2,500 units pa., but statistics alone do not make the case for locating mass housing on Green Belt/agricultural land.

Scoped out (13.4.2.2)

Tourism and the visitor economy are arbitrarily dismissed as not qualifying for scoping. Grade 1 listed Adlington Hall and the 15th century main street of Prestbury with its Grade 1 church and plethora of Grade 2 buildings have been destination tourist attractions for generations – and their rural setting is a crucial component. Their appeal would be lost if they were swallowed into an urban environment.

CPRE urges CEC to insist that tourism and the visitor economy are scoped into the EIA.

14. TRAFFIC AND TRANSPORTATION

Current Baseline Conditions (14.2.1)

Detailed traffic information and analysis is essential for a large development proposal but the information provided is scant and the only original analysis conducted took place over two limited time periods on one day in summer. The recognised optimal time for conducting traffic surveys is October. According to the MABCU data, in 2023, the average daily traffic flow for the A523 London Road just a little to the south of Mill Lane was 23,742, made up of 12,477 northbound and 11,264 southbound: https://mabcu.uk/traffic/location-18713-a523-london-road-east-cheshire and, according to 'How busy is my road?' the same stretch currently carries 24,319 vehicles a day: https://howbusyismyroad.co.uk/explore/?postcode=SK10%204ES.

It should be noted that the developer's proposal is to have one of its site accesses directly from London Road at a point where traffic on a major route is currently flowing freely and to have the other onto Mill Lane. (There is no reference to egress and it is unclear whether both or just one of the access points would also be exit points). Missing altogether is any reference to the access to the memorial park which lies immediately adjacent to the junction of London Road and Mill Lane

The text admits that, currently, no bus provision exists anywhere near the site and that two public rights of way would be impacted by the development. It also makes reference to the railway station, promising that access to it will be a key component of a transport strategy for the proposed development. It makes no reference to the huge constraints that would have to be overcome before any improvements could be made to the station or its services. (See our detailed comments under 'Road Network and Public Transport' on page two of this submission).

CPRE urges CEC to require a very detailed transport plan which includes an explanation of how access to (and egress from?) the site would be safely dealt with, what level of road collisions are envisaged, what traffic flows are planned for around the site, what new public transport provision would be made by the developer, how public rights of way would be dealt with and how the developer envisages improvements could be made to the railway station and the services to it.

15 WATER ENVIRONMENT

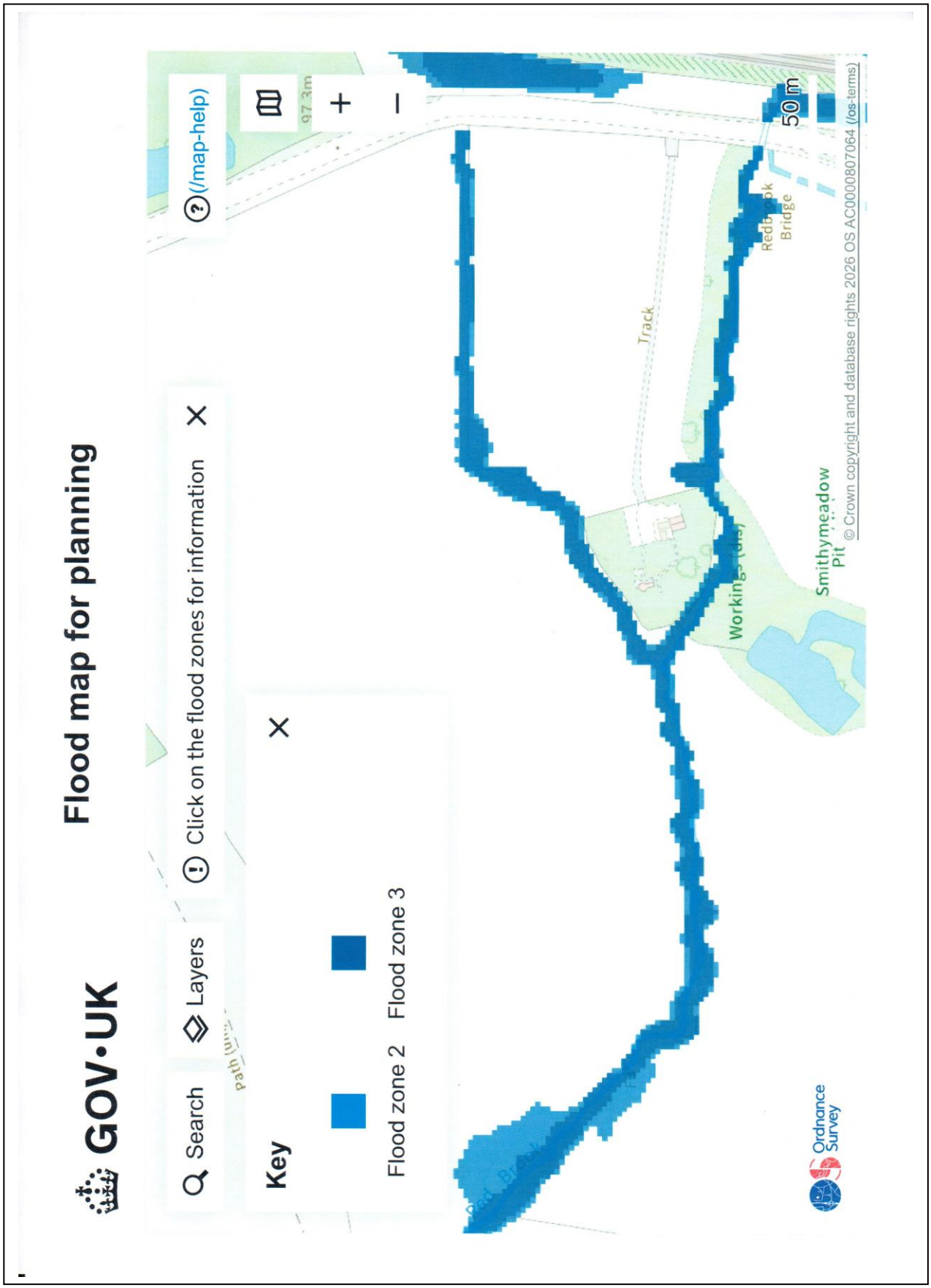
Current Baseline Conditions (15.2.1)

The extent of the surface water issues on the proposed development site is not made sufficiently clear. The SLR scoping document does show the Environment Agency flood map on page 1-4 (fig. 15.4) but at a scale that does not do justice to the situation on the ground and which does not show existing natural ponds. The impression that could be gleaned from fig. 15.4 is that the watercourse which is Red Brook, where it flows through the designated 'Adlington Park', is an inconsequential little brook meandering through the site. It is much more than that and, when viewed at a bigger scale, it becomes much more obvious. As already flagged up under our response to chapter 6 (Agricultural Land) on page 4 of this submission, the soil in this vicinity is described in Table 6.1 as "seasonally wet" and "slowly permeable seasonally waterlogged". Yet the developer, whose plans involve bridging Red Brook and building either side of it, proposes desk based studies and assessing site specific flood risk 'qualitatively' (para. 15.5.2).

Extending the same map to a bigger scale (see next page) not only reveals the existence of ponds, but of former coal mine workings. The Adlington and Poynton areas are riddled with former mine workings which need to be fully investigated before any development could be considered above them.

CPRE urges CEC to require thorough groundwater monitoring, a detailed drainage plan and on-site investigation of the Smithy Meadow Pits and the underground areas around them.

ENVIRONMENT AGENCY FLOOD MAP OF THE RED BROOK TRUBUTARY TO THE RIVER DEAN, (FORMING UP FROM TWO WATERCOURSES TO THE EAST), NORTH OF MILL LANE, ADLINGTON. THE MAP SHOWS THE A523 LONDON ROAD RUNNING NORTH-SOUTH ON THE RIGHT HAND SIDE, THE EXTENT OF THE FLOOD ZONES, THE DISUSED SMITHY MEADOW PITS AND ASSOCIATED PONDS



[Downloaded on October 23rd, 2016)

SCOPED OUT TOPICS

16. AIR QUALITY

Baseline Conditions (16.1.1)

The approach to air quality is contra indicative because the text admits that future traffic modelling may prove a case for air quality assessment. Yet the proposal is to rule it out based on the developer's own early assessment of traffic movements, which seems unrealistic. For instance, during the construction phase, traffic movements are estimated at 500 per day. This seems very low for such a large site.

Also, the point is made that the closest existing residential properties are around London Road. This lies to the east of the proposed development site. It should be noted that the prevailing wind is west to east and so any emissions from the site would combine with those of traffic from the A523 London Road and sweep over those properties … and the site emissions are not just those from traffic but those from the houses, both during construction and once occupied. Poor air quality impacts on human health.

CPRE urges CEC not to rule out air quality assessments.

17. CONTAMINATED LAND

Baseline Conditions (17.1)

Extraordinarily, the application site is described as including Whiteley Green – which is some distance away and on the opposite side of the A523 London Road to Parcel A. This section of the SLR request for a scoping opinion, in common with most of the others, would appear to be the result of a desktop survey. However, in this case it appears to have lifted information from the bid presented by Belport for a New Town at Adlington, a proposal which covered over 1,000 hectares of Adlington Parish.

There is the standard description of geology that is given elsewhere but, here again, it expands to cover a wider area than is the focus of this application. Coal measures are referenced but they are described as being "along the extreme eastern site boundary". As far as this application is concerned, the coal focus needs to be on Smithy Meadow Pits in the southern part of the site, south of Red Brook. See the map on the previous page.

CPRE re-emphasises its call for Smithy Meadow Pits to be investigated

18. LIGHTING

Baseline Conditions (19.1) and Cumulative Effects (19.2.3

This is yet another instance where only a desktop survey has been carried out. The facts of the matter are that the bulk of the proposed site (Parcel A) is currently wide open countryside with no light pollution (there is no street lighting on Mill Lane), but the proposal is to locate on the land a very large housing estate consisting of 1,275 houses, a community centre and a school along with associated access roads. All of these and probably the promised sports and open space provision as well would be lit. The light pollution from this development would be significant.

It is inconceivable that lighting should not be scoped, particularly bearing in mind the fact that parts of the proposed site away from London Road currently are 'dark skies' areas where it is possible to view and enjoy the night sky: https://www.cpre.org.uk/resources/night-blight-2016-mapping-england-s-light-pollution-and-dark-skies/.

CPRE urges CEC to assess the dark skies value of Parcel A

SUMMARY OF CPRE's 'ASKS' OF CHESHIRE EAST COUNCIL .. WE ARE URGING THE COUNCIL ..

i. **To demand a master plan from Belport for the entirety of the land they wish to develop, not just for the current identified area**

ii. **To require that the EIA covers a wider area in order to provide a fuller picture of the setting than is offered in the developer's scoping document**

iii. **To call for (a) a composite master plan map (similar to the key diagrams in Local Plans) that covers a far wider area and (b) a full flood and river quality survey of the Dean and Bollin rivers and their tributaries, covering the whole of Adlington Parish and the northern part of Prestbury Parish that falls within the Adlington Hall estate land that is held by Belport. Similarly, the whole approach to environmental constraints should be extended to this wider area which Belport have publicly identified as being the extent of their development intentions – and that wider approach should be required to address the presence of former coal seam workings**

iv. **To call for the EIA to (a) address the long term road traffic capacity impacts on the wider road network. (Would any existing roads need to be widened or new ones need to be built? If so, what would be the environmental implications, inc. harmful emissions and run-off)? And (b) explain how the railway station could be upgraded and expanded and the services improved**

v. **To ask to see infrastructure plans adequate for the scale of development ultimately envisaged**

vi. **Not to accept SLR's summary of impacts on a very limited area around the proposed Adlington Park, but to make their judgements based on the maps in Annexes 1 & 2**

vii. **To call for all potentially significant environmental impacts – including light pollution and air quality – to be assessed over the wider 'call for sites' area indicated by Belport**

viii. **To demand (a) a detailed, quantitative, flood risk assessment and (b) an explanation of how the developers would intend to deal with the wet soil conditions and with traffic run-off in the Red Brook catchment whilst providing access roads and pavements, nearly 1,500 houses, garages, a primary school and a community facility**

ix. **To require Belport to fully take on board CEC's climate change policies and commitments and explain how it intends to work towards complying with them**

x. **To require the applicant to: (a) declare the acreage covered by the designation of 'Best and most versatile' agricultural land, (b) identify and map ancient hedgerows, (c) provide a detailed arboricultural report that identifies ancient and veteran trees as well as those covered by TPOs, (d) conduct a spring mapping and survey exercise of all ponds and (e) provide a bat survey**

xi. **To require a more extensive landscape assessment**

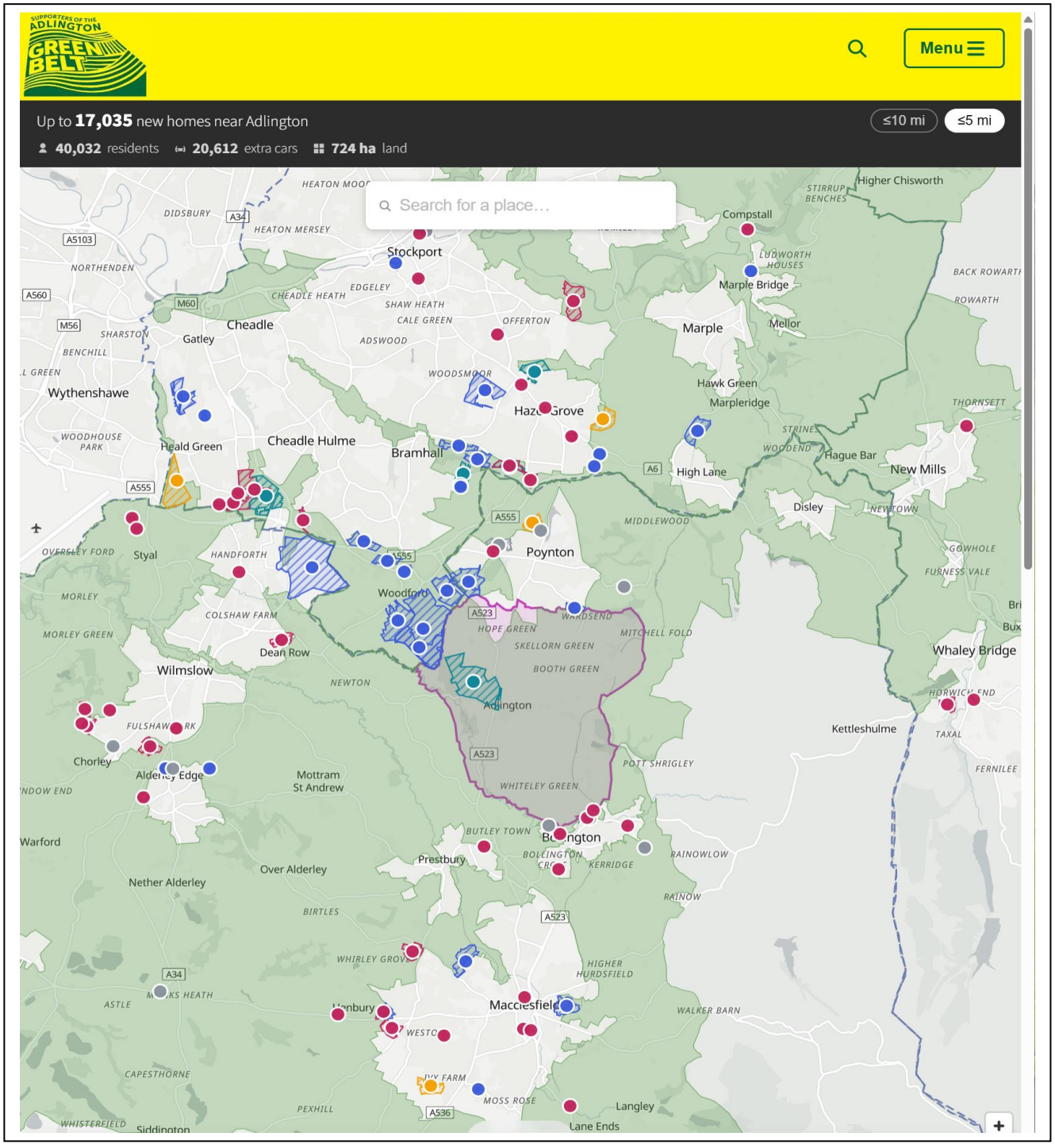
xii. **To insist that tourism and the visitor economy are scoped into the EIA**

xiii. **To require a very detailed transport plan which includes an explanation of how access to (and egress from?) the site would be safely dealt with, what level of road collisions are envisaged, what traffic flows are planned for around the site, what new public transport provision would be made by the developer, how public rights of way would be dealt with and how the developer envisages improvements could be made to the railway station and the services to it**

xiv. **To require thorough groundwater monitoring, a detailed drainage plan and on-site investigation of the Smithy Meadow Pits and the underground areas around them**

xv. **To assess the dark skies value of Parcel A**

ANNEX A

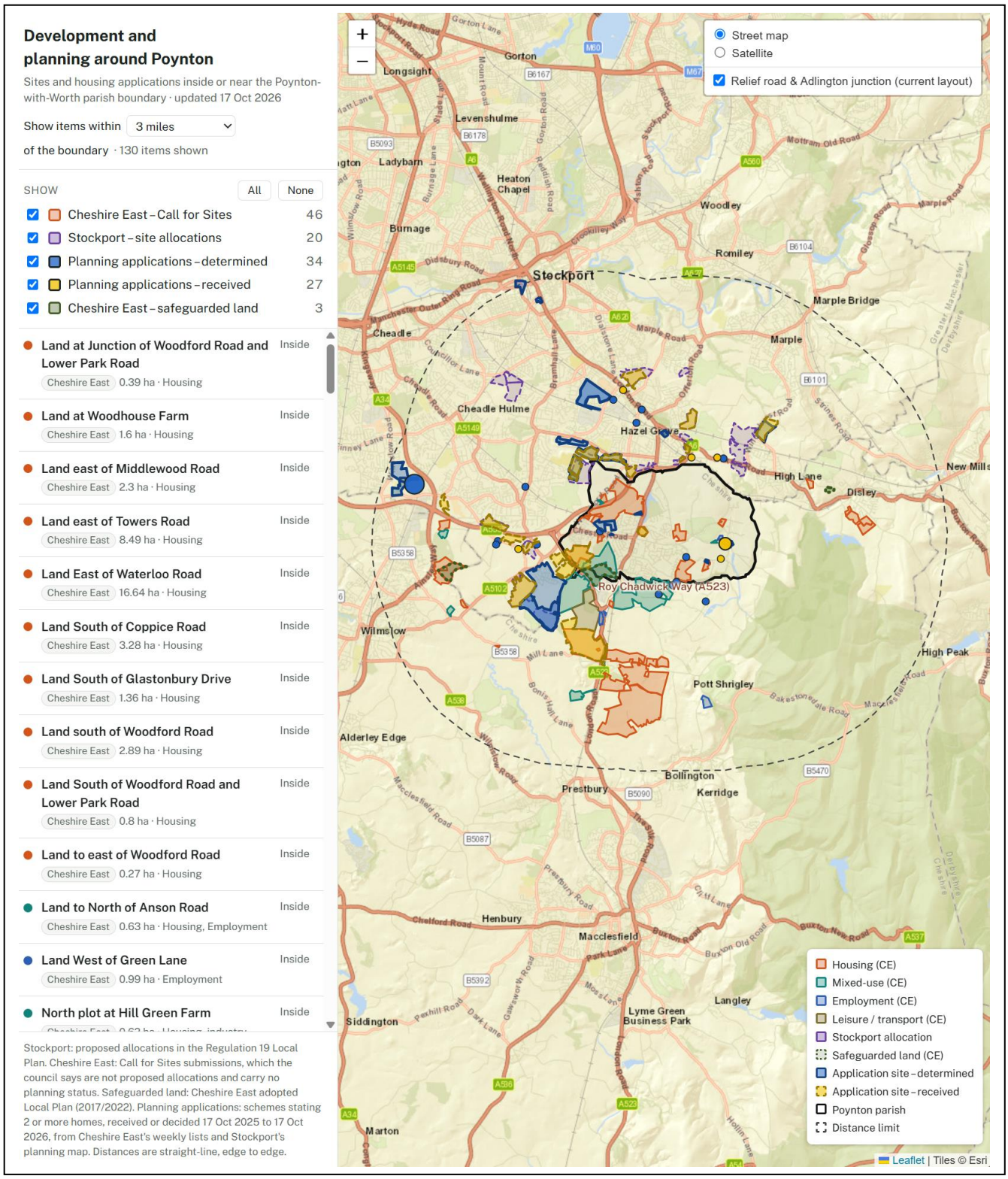


Web page from Supporters of the Adlington Green Belt website, updated October 25th 2026, showing planning applications on a Green Belt map in and around Adlington Parish, which is the light grey area with a purple boundary. Green and blue dashes mark local authority boundaries.

Light green blocked background = Green Belt
Dark Green circles = Call for sites housing
Orange circles = Call for sites other

Orange hatched – Pre application
Green hatched – EIA screening/scoping
Blue hatched – Outline
Red hatched – Full/ reserved matters
Grey hatched – Other/ not set

ANNEX B



Poynton Town Council map showing development and planning around their parish, Oct. 2026, reproduced with their permission

N.B. Not all of the legend is viewable from the screenshot, above