





We do not need any more houses the infrastructure and roads can't cope with the houses we do have	1
Unlikely to result in any additional infrastructure for the village, which is already needed (school, gp, improved public transport). Also risk of flooding more likely be poorly managed and to impact existing residents homes which is very worrying.	1
Traffic effects through the centre of the village? - not a concern, more concerned about speeding drivers on Main Road therefore traffic humps should be built New primary school required, east/west of Crewe Road? - This is going to add to traffic Some areas within flood risk 2 and 3. Drainage concerns? - No Maintains gap to Crewe in green corridor between A500 and the railway line. - Agree with this New green buffers would be required to constrain further outward sprawl. - Agree with this Reinforces Shavington as two communities, north and south of the by-pass. - who actually cares about this, is this an issue? Some development outside of the parish - as long as it's on the Crewe side Piecemeal development means likely insufficient funding from each site to secure meaningful infrastructure. - describe meaningful infrastructure Improved walking routes and public transport required to access everyday services. - no comment	1
Traffic effects - the roads are in a disgraceful state already and the level of traffic in the village is already a major issue. Fix what is broken first, I've had 2 new struts and 3 new tyres in 2 years New primary school required- the school has just had a new extension. The present infrastructure is poor and unmaintained. It's only a matter of time before a child gets hurt from speeding in the areas roads. Children run around unsupervised into peoples drives, leaving their rubbish behind and they pull up plants. The parents park over driveways & block access, when asked to move politely you get verbal abuse sometimes in front of younger children. We have received threats of harm to ourselves and property. Grandparents sitting in their cars from 2.45pm with radios playing loud music and engines running. A new school will take pressure off the area and the land can be used to create an new village centre. Some areas within flood risk 2 and 3. – stop developers building on moss land &	1
Too scattered and the high probability of excess traffic through the village	1
Too much inconsistency, developments aren't large enough to warrant infrastructure improvements.	1
Too many small sites	1
Too disjointed. Smaller sites would not give the weight required to improve infrastructure or amenities. Part of the scenario is in Wybunbury so would require a degree of co-operation with that Parish.	1

This seems to be the most disruptive to the village with regards to the construction at many different locations, and then the traffic will be greatly increased on the local road network within the village.	1
This scenario ensure growth doesn't reflect negatively on the area in terms of impacting the countryside, heritage and wildlife. It always spreads the development and impact throughout the area.	1
This is a good a good plan, all for keeping green gap land as much as possible.	1
This doesn't really feel like a plan and is perhaps a little fatalistic (waiting for contractors to propose what they want to do). It will create ongoing uncertainty for current residents waiting to understand if any green space near their home will built upon, impacting their lives during construction (which also may be prolonged if applications come from smaller contractors building and selling in phases). By its nature, it is likely to increase village traffic. It will also be difficult to secure infrastructure investment due to the fragmented nature of the builds and the contractors. This scenario should be avoided at all costs in my view.	1
Think we need to keep some green space between us and other areas. Will the local schools be able to cope with extra places	1
There should still be green spaces within the village which could maybe be used for recreational needs, otherwise it is all urban built up sprawl	1
there is a lack of infrastructure at present and I feel that this would not change if we did more of the same.	1
The village is now over populated with no added services. Traffic/parking is dangerous. High School parking at pick up time is dangerous.	1
The village cannot deal with what has happened to it over the past few years. It will not be able to deal with these new developments.	1
The traffic especially the large vehicles that are coming back and forth to burial ground plus other highway maintenance vehicles are making my house and my bed literally shake, this worries us as a family that as just moved in to a house on the main road in the village., surely this should not be a loud ? Very worrying indeed for our property.	1
The positives are maintaining separation from Crewe and other surrounding settlements to maintain Shavington as a villanelle its identity. Negatives are a non-cohesive outcome for transport infrastructure and community facilities.	1
The infrastructure can't cope now. Schools full, carpark full, doctors full. We can't carry on	1

without investment or increase in these.

The barrier between Gresty and Shavington feels 'normal' and historic, I'd be fine if it became more prominent to create more distinction between Crewe and Shavington. 1

Takes smaller parcels of green field land which are perhaps less useful for food production in this time of increased need for local food production. Keeps so called community in much the same area as currently occupied. Should mean access to existing 'local facilities' schools/doctors/businesses. Should increase traffic locally hopefully exerting pressure on those in Government to the urgent requirement for the roads, or potholes and deteriorating patch repairs linked by tarmac, and the pavements to be reconstructed to provide safe passage for both bicycles/cars and all pavement users. Good to maintain gap from Crewe New green buffers need to be guaranteed, protected from future development and used as an environmental resource to protect the demise of nature and provide somewhere for the displaced creatures to live. 1

Slower growth needs to be a consideration at this point given the large scale the area has seen so far, we are now seeing the impact of so many new homes and people coming into the village. The schools, GP surgery and traffic passing through is high at this moment in time. Road infrastructure and amenities need time to also expand and be upgraded. Public transport improvements and a proper safe cycle / walking lane would help too. There are many, many empty commercial properties in and around the Crewe area that surely now should be looking at developments for housing over again using our nice green spaces. 1

Shavington, Nantwich, Crewe the whole area preach has far too much new development and doesn't need more. It will lead to more overcrowding, loss of identity, overly stretched resources and a gradual economic decline of the whole area. This is all be driven ultimately by a clueless government who have no understanding of basic economics or social geography. Stop it now. 1

Shavington is growing at a level when there isn't the infrastructure to support it's growth. 1

Shavington is a village and should remain as such. I don't want to see our green spaces eroded to the point where it's irreversible and I don't want to feel like I'm part of a town, hence why I moved here In the first place 1

Shavington already has shops, education, docotors, local facilities and entertainment all within 15 minutes walk no matter where you are in the village. However concerns over expansion will overcrowd these facilities like schools and doctors. 1

Scenario 1 appears to be more isolated and not really part of a cohesive village. Any new school facility would not be easily accessible from outlying areas of the present village housing provision and could create increased traffic at school start and finish times. More people means more health provision and the present Rope Lane Surgery is already hard to access for 1

appointments and parking is difficult at some times so additional provision will be necessary.

Piecemeal developments meaning no one developer would have to provide further infrastructure that would be needed given the further increase in population. The already well over capacity local services would be further impacted. As most of the traffic for workers and schools would flow north, this would further impact Main Road, Rope Lane and the centre of the village - again over capacity already at peak times. Traffic returning to the village in the evenings would increase the chaos that already occurs on Rope Lane from Crewe to the railway bridge. This option will have the greatest impact on existing home owners with buildings close to their boundaries and the upset that will cause, whilst offering no additional benefits. The fact that 2 pelican crossings have recently needed to be installed in close proximity on Rope Lane, shows how the increase in traffic is already affecting the lives of the residents.

Piecemeal development not acceptable 1

Piecemeal development is very likely to be negative for negotiation of everyday services and getting the funds/ support/ building of these... also disruption across the village rather than in one concentrated space. I have seen this scenario or similar destroy the village of Winterley where I grew up and my parents live

No further development of land on either side of Crewe Road between The Hickory Smokhouse and Chestnut Avenue Further resources need to expand health provisions 1

Newcastle Road is already regularly flooding by the traffic lights. The pharmacy and GP cant cope with the numbers now. There is no adequate bus service to Nantwich and no bus service in the evenings 1

More houses more speeding traffic 1

Maybe this option prevents the large anonymous developments that have no "heart" to them. And maybe it leaves more of our agricultural land farmable. Once these huge green spaces have gone that's it. 1

Maintaining the green gap is important, if at all possible. Keeping each development relatively small is a positive thing; the downside is the lack of funding for improving infrastructure. 1

Main concern is re infrastructure. I like the plan to improve walking routes and public transport. Not keen on building on flood risk land. Not sure the green buffer will materialise. Don't like more traffic through village. 1

Limited opportunity for amenities development with this scenario. 1

Less house building more schools and doctors surgeries needed 1

Less chance of including any meaningful infrastructure in small developments.	1
Key issues are maintaining a meaningful green gap, not an afterthought, and suitable infrastructure. Currently the traffic is building on roads unsuitable for the volume of cars, especially on Rope Lane so more housing will exacerbate this, School provision is inadequate, and with a piecemeal approach, developments will not be cohesive.	1
Just make sure the land between Shavington Academy and railway line is not development. Land around the farm/nursery (opposite the Academy) is not developed. It's open, and gives a feeling of space. All trees Inc all the Oaks, or hedgerows to be kept. Houses if they have to be built, must include bungalows and small apartment blocks and should be for renting with Guinness not private individuals or shared ownership.	1
Its too sprawling and causes a lot of construction and extra traffic through the village, making the village less safe and damaging roads. Constant traffic lights causing problems	1
Incremental growth is good, but there should be more funding and planning devoted to amenities and services to accommodate that steady population increase.	1
Impact on centre of village and current layout without any benefit of additional infrastructure. Less likely to gain substantial areas of green space to compensate for land lost to development. There are now limited spaces within shavington for development and these small green spaces are imperative to be maintained to keep up the village identity. Wildlife and flora have been significantly diminished by ongoing development and will be further impacted by ongoing patterns of building	1
If we continue to have more of the same, we will have no green gap left, there is also no new infrastructure leaving the schools and doctors which are already at capacity struggling to cope. It mentions above maintaining green gap between a500 and railway line, but a development has already been approved on this land with another bigger one in consultation, so effectively, we allow building on the last remaining green gap before the a500 with this plan with the view that the gap will be maintained the otherside, meanwhile the green gap the other side of the a500 will simultaneously be built on. It feels like Shavington is just set to sprawl until it is just part of crewe and that our previous village development plan is just being ignored completely.	1
I understand this is being proposed as a managed scenario - ie building with local improvements - but it doesn't feel like it at all. In this piecemeal scenario I feel we'd get swamped, could end up with 2000+ new houses, all over the place, and no guarantee of any contributions to the village eg improvements to health, education or infrastructure. Green belt will get swallowed, we'll be an outer suburb of Crewe. Bluntly we'd have no control at all of our future, control would be in the hands of developers, who have no interest per se in the village and its infrastructure, but purely in building more houses / making money.	1

I understand the need for more houses, but shavington has had enough built. It can not cope with the amount that have already been developed. There would need to be more schools, more doctors, more dentists.....	1
I feel this piecemeal development, whatever the sum total of houses, will not be deemed to be large or important enough to warrant funding to secure a meaningful infrastructure. To serve a number of sites, maybe simultaneously, will cause an increase of village traffic particularly at school times. There are also some drainage concerns as some of the developments are within flood risk areas.	1
I feel that traffic through the village and to the north of Shavington wouldn't work. I have already looked at how many cars come from Gresty and the A500 and there are around 50 cars per minute. The Top of Crewe road can't be changed as it is a narrow road and can't be widened andi can't get my car off the drive to go to work. Having a school in this area would mean more cars running through this road. There would only be one exit on to the road as they can't come out onto the A500 which will encourage more traffic.	1
I don't feel that those kind of developers would add anything to Shavington, no extra infrastructure - schools, local shops and amenities etc. But would increase traffic, and wouldn't be able to get their children into an already over subscribed school.	1
I do not want more pressure on traffic volume. Increase in volume together with the impact of large and heavy, vehicles have on the current roads is not good. A new school comes with a huge increase in traffic which needs careful consideration. People will still drive to school when they live very close to it. I do not believe that improved walking routes and public transport would materialise.	1
I do have concerns about infrastructure being properly funded.	1
How we can continue to grow at the current rate without further infrastructure is beyond me. My plan is to potentially leave the area due to poor planning around growth. The roads are poor and accessing the local primary school is impossible. The village and surrounding area do not have the ability to grow further without growth of infrastructure	1
Having seen the village expand over the last 10 years with no additional infrastucture I have no faith that further development will change this situation. Many of the roads within the village are in worse condition than some third world countries. The doctors surgery already struggles to cope with the additional housing and will possibly collapse with these intended developments. I moved to Shavingtom some 11 years ago because I liked the village atmosphere. Should any of these proposals transpire then I will be looking to move from this area.	1
Given the stated aim of Cheshire East to grow Crewe to a small city by 2050 the Parish need to ensure development maximises funding for services required within the Parish	1

<p>Flooding areas and the amount of traffic through the village. It is becoming increasingly busy</p>	1
<p>Don't do anything that makes drainage or traffic worse.</p>	1
<p>Doesn't feel like a holistic strategic approach - however anything which preserves as much of the village and rural feel is welcome - otherwise it might as well be called Crewe and everything developed</p>	1
<p>Disruption caused by a number of different building sites throughout the village. The traffic through the village will be increased greatly, once completed Small plots of land would be open to expansion in the future, resulting in urban sprawl.</p>	1
<p>Despite there being a better route that fulfilled the total objective of bypassing Shavington, Basford and Hough, the A500 bypass was built along its present route following pressure applied by the former Cheshire County Council and the Crewe &amp; Nantwich Borough Council to provide access to their designated "employment land" at Basford. The 1992 Public Enquiry supported the councils' route, but issued the caveat that the "green gap" would remain intact. Now, this green gap is under significant threat. Why? Surely, the law does not change because governments change, so why should decisions made and agreed by former councils not stand firm even though the councils change? Given that the large building companies are entities on the stock market, they are obliged to keep building, come what may, to ensure that their shareholders get their profits. This ransoms the whole country to the bulldozer and the inevitable loss of countryside and open spaces, both of which are irreplaceable.</p>	1
<p>Designated Green Gap between Crewe and Shavington must remain. A reason for buying our house on Chestnut Avenue was because of the Green Gap behind us. The roads around are already very busy, increased housing will only make it worse. Shavington needs to remain a village and not an extension of Crewe.</p>	1
<p>Concerns about a 'piecemeal' approach rather than upgrading the cohesive community village. Increase of even more cars zooming through the narrow village roads.</p>	1
<p>CheshireEast should not allow any development, including the 900-1000 prospective homes currently gestating, to go forward without a detailed and acceptable plan for the required infrastructure. Road improvements, traffic management, safe walking routes, school places, doctors and dentists (there is no allowance for failure with the medical aspects, the current facilities and patients lists are now forcing some local residents to go further afield). Flooding as an issue should not be left to the detailed planning stage, as we have had, and expensive, evidence of the failure of CE to undertake this authority after-the-fact when developers are able to get out of their responsibilities. Is the possibility that a multi-site programme, spread across the village, not provide the necessary infrastructure to support these developments? Surely CE would not be allowed to permit this?</p>	1

cant get a Doctors appointment now , can take up to two weeks . Has anyone tried to walk along Main Road and along Rope lane from 8am and again in the evening . The density of traffic is is alarming .Its also very dangerous if a lorry or Bus is trying to get by as well .	1
Are smaller developments likely to bring much needed infrastructure eg doctors, dentists, school, retail outlets? There is still no evidence of work starting on retail outlets on Newcastle Road	1
Already too many piecemeal developments leading to a bitty overall development of the village	1
All these issues regarding development come up time and time again and regardless of any resident's concerns, they are ignored and development is granted planning. The council and more so our government is hell bent on destroying this country. But development will go ahead regardless. Stopping referring to Shavington as a village, as it is not a village. It is just a housing estate! Yes, time and time again, the effects of traffic on Shavington are addressed and dismissed by those reporting, fudging the figures to basically say there will be no effect! Shavington used to have a decent bus service to Crewe and Nantwich, that ran until 22.00/23.00 hours. That service was reduced significantly so that now you can't get a bus into Crewe beyond 21.00 hours and to Nantwich, there is nothing later than 16.50 hours. That service is incredibly unlikely to be returned or improved	1
Adding infrastructure to the already established south shavington is not needed when the increasingly populous north area (Gresty) is suffering from just being houses. This is not inline with accessible communities with active travel and requires car travel more often than not.	1

Answered: 76 Skipped: 33

○ Scenario 1: use this box to continue your answer, if needed

The word cloud requires at least 20 answers to show.

Response	Count
They should not be allowed to build where there is a flood risk.	1
The above answer really does need addressing. Its making us as a family very anxious.	1
The A500 bypass was designed to reduce traffic on the Newcastle Road and through Shavington along Crewe Road. Since construction has been applied to the Shavington Triangle and Alfred King Close, traffic through the village has increased significantly. The primary school is already full to capacity and causes a bottle-neck at the start and end of the school day, with cars parked such that through traffic is significantly impaired. Where would a new primary school be located and how would it interact with the present one. Over time, local streams have disappeared and surface water has become more prevalent, with Gresty Lane particularly prone to flooding. There is already a (diminished) green gap, so why provide new green buffers? Shavington and Gresty are distinct communities delineated by the A500. The open green land opposite the houses along Crewe Road, is vulnerable to "development", but remains a pleasant vista for all, both locals and passers-by.	1
It is possible that this scenario will be adequate for decades to come - if the numbers being considered fall within the predictive requirements of CE.	1
flood risk. – protected areas which impacts on the environment and causes land shift and damage. green corridor- what's left of it, recreate the habitats destroyed by building. Plant trees to improve air quality and designate the area as protected. New green buffers -as above, although make these areas recreational and promote wildlife. As a child there were areas in the parish for school trips, these are gone now. Reinforces Shavington -why split a parish which is centuries old, create a better community by engagement, than division caused by roads. The road don't care about their impact. Some development outside of the parish- enough is enough, no more. Piecemeal development means likely insufficient funding from each site to secure meaningful infrastructure- the same as ever. Develop on existing sites for retirement house, to free up the 3/4/5 bed homes with sole occupants. Improved walking routes/public transport- would be amazing but has to be accessible to all.	1



**Response** **Count**

Would need to see more in depth effect on the Parish	1
Would keep development and impact contained and would potentially deliver improved infrastructure eg a school	1
With this there appears to be a possibility of constraining further development. Emphasise possibility. Is there a problem with Gresty functioning as a separate entity? Some in the 'Charlcott 'area don't consider themselves as being part of Shavington. Must have green 'wedge' south of the development.	1
With the growing population north of the A500 there is little in terms of amenities to serve those houses. Access to Shavington Secondary school is achieved down Gresty Lane which already suffers from flooding, but also high volumes of and fast moving traffic. Children walk this route with no footpath available on a single track road which in summer is risky but in the darker hours in winter is dangerous. Adding more people to use this inadequate route is a recipe for disaster. The proposed cycle way across Crewe road would be good if this is actually a proper route rather than a lane in the road due to the number of parked cars making the cycle lane on road useless if not protected. Local infrastructure would need improving such as local amenities. A super market for south Crewe and surrounding areas is highly needed with the closest being car journeys through dreadful Crewe traffic	1
Whist there is a potential loss of Green gap land, the effect on the Village would be minimal. The potential for infrastructure improvements is high.	1
We have enough traffic on Jack mills way to direct it all that way would be unsafe and unfair to residents in that area. There are already significantly more accidents along this route	1
We desperately need more cycle infrastructure and a safer route along Gresty Lane for Children to reach the secondary school.	1
This would severely impact the already busy roads, increase cars and danger on country lanes and destroy historical parish boundaries, countryside and wildlife. It brings Gresty in line with crewe which was severely opposed previously.	1
this would mean that there would be less of a gap between the parish and crewe and this could be swallowed up quickly	1

<p>This would again impact traffic on Rope Lane at peak times. As this has boundaries of the bypass and the railway line, this option has a lesser impact on existing homes that would be impacted by loss of view and privacy. This option would need primary school, doctors and local shop(s)</p>	1
<p>This sounds like it will impact the character of the village a lot. Also will schools doctors etc cope</p>	1
<p>This simply joins Shavington to Crewe. That said, it is a better scenario than scenario 1, but not as palatable as scenario 3 in my view.</p>	1
<p>This scenario's success depends on strategic, major infrastructure and the developer doing what will be planning conditions and legal requirements, scheduled early in the building phases. CE is incapable or unwilling to implement cessation force on developers when they ignore the basis on which they obtain planning permissions. Who will be the Manager of this implementation? With what legal power to stop the development if it strays outside the agreed programme? May be far too risky for the village. The isolation of the Gresty residents from the folks of Shavington is not desired. Looking inward to a separate village centre is not the best for social cohesion.</p>	1
<p>This option may result in Gresty being swallowed up into Crewe in the future, plus the roads going into Crewe are very congested at the moment so this will be much worse. There are haulage companies in this area which are very busy on the narrow roads, Frizells and the cold food store which will only increase the danger to pedestrians.</p>	1
<p>This makes more sense to reduce the strain on the current village as previously stated. Again a worry around green spaces being targeted too freely presumably because it's cheaper to develop and easier for planning. This option gives greater scope to develop and fully incorporate transport links and infrastructure as part of any plans and new development whereas the village is already built up and isn't able to support much more development.</p>	1
<p>This is a truly awful option. It's already busy enough, let alone adding more traffic onto Jack Mills way. Even with extra infrastructure.</p>	1
<p>This is a green field boundary for our village. Once they are gone they are gone forever.</p>	1
<p>This builds on new development in the same area and presumably allows funds to be raised for community services such as schools. It also is close to access to the bypass. Some roads would require improvement such as the junction opposite Hickorys</p>	1
<p>This area will never feel part of Shavington cum Gresty, ever. It's a whole new community with no integration. The roads would be overwhelmed. It would be Shavington cum Gresty in name only.</p>	1

There needs to be minimal vehicles through the village and the speed of traffic near a school is absolutely crazy, a school patrol at starting and the ending of school should definitely be considered	1
There is too much house building in the surrounding area. With proposals off Greasy lane, rope lane and new housing off David Whitby way.	1
There is already planning permission for 120 houses as part of this scenario, therefore additional houses, would encourage the development of infrastructure, such as small shops, dentists practice and medical drop-in centre. It could improve the walking access for schools and the doctor's surgery. The site is closest to Crewe railway station, the new Basford school and to access Shavington Bypass. It also, avoids extra traffic going through the centre of the village.	1
The road is unusable and dangerous for drivers and pedestrians past Shavington Academy at the start and end of the school day currently. I do not think that adding a primary school close by is a good idea. I like the idea of all traffic through Jack Mills Way. I don't think a cycleway would be used much, others are not being used in the area currently. Would land be set aside for buffers? Or would it just quietly be ignored. I think it is a good idea to minimise further traffic pressure on Shavington village. I think it would be a bonus to be nearer to the railway station plus easy access to the A500. Careful master planning is a positive. Thinking rather than just plonking houses down.	1
The proposal to limit Crewe Road to residents only and moving through traffic to Jack Mills Way puts an increased load on the A500-B5071 roundabout, especially at peak hours. It is bad enough now; this would make matters much worse. Traffic to/from Crewe along the Crewe Road ensures that only traffic for the A500 or the service area have any impact on the roundabout. There is already a (diminished) green gap, so why provide new green buffers? The open green land opposite the houses along Crewe Road, is vulnerable to "development", but remains a pleasant vista for all, both locals and passers-by. Optimism over walking and cycling does not reflect the reality of people's habits. Few people would use any specialized routes when the motorized option is available. Gresty Lane particularly prone to flooding. Roads are no constraint to development demands - they are notional boundaries.	1
The loss of the current green wedge would be devastating for the village as a whole and for those who have lived here decades. Access to Crewe is already quite decent in the village; access to Nantwich should be expanded.	1
See previous comment	1
See previous	1

See my comments on Scenario 1	1
See all my comments regarding scenario 1 and treble them as a result of the increase in properties to be built	1
Provided that adequate green spaces, footpaths and cycle tracks are provided this could be a good option. However it is away from the traditional village centre and easy access from the centre would be required to connect this area so that walking and cycling rather than driving would be encouraged. Schooling and health provision will be needed for the increased population.	1
Potential for Crewe Road north of the by-pass to be resident access only, reducing the speed limit, directing all through traffic to Jack Mills Way and introducing a cycle way along its length to facilitate local movement across the by-pass. - so what happens if Jack Mills Way is closed for whatever reason? Supposing people need an alternative route to Crewe Station if they are in a taxi for example? Loss of the current green wedge – would require land set aside as green buffers. - don't like this Minimal traffic impact on Shavington village. - good Potential to create additional walking/cycling links around Gresty Lane and Rope Lane. Nearer to Crewe for access to facilities and railway station. - indifferent Small areas within flood risk 2. Drainage concerns? - No concerns Road infrastructure constrains further outward sprawl. - This is good Would need careful masterplanning, could result in Gresty functioning as a separate community to Shavington. - who cares, is this an issue?	1
Potential for a new local centre to the north of the parish would be welcomed. There needs to be more for the residents to do locally without the need to travel to Nantwich or Crewe. Minimal traffic impact is definitely a plus. I live on Crewe Rd and heavy traffic is already too disruptive. School parking etc causes chaos.	1
possibly better than scenario 2, although cars ultimately always want to get to Nantwich, which is already gridlocked on surrounding routes. Doctor's surgery - last week couldn't park on car park - full, and queueing regularly out of door of pharmacy. Cannot cope with hundreds more patients. All well and good to mention walking / cycling routes - reality is everyone drives solitary too fast in vehicles - roads can't cope as now!	1
positive that it reduces impact on Shavington village, but concerns over the real traffic flow if all traffic currently using Crewe Road North would be encouraged to use Jack Mills way - this already gets a lot of congestion at peak times and could result in excessive tailbacks and secondary congestion if not managed sufficiently	1
Not mad about any of the options but do feel that this Scenario probably offers the most positive options to future residents as well as to Shavington's existing residents. However, with	1

this option there would need careful planning in order to ensure that Gresty remains as part of Shavington cum Gresty and does not become separated.

No building on land within a flood risk area. 1

Nearer to Crewe may mean less pressure on existing village infrastructure/services (schools, to, traffic in the village centre). 1

My answer is very much the same as for the previous scenario. Build your cycle routes but have you noticed how many people actually use them? Money would be better spent on the roads which are pothole ridden and the council should make sure that developers contribute to the maintenance of the roads they destroy whilst they are busy wrecking our green spaces! 1

Master planning!! There's a statement after the diabolical way that the town centre has been entrusted to Cheshire east !! As for the road infrastructure, wow!! How about put them money into correcting issues already!! We don't need another white whale in Shavington !! Minimal impact of traffic - has someone walked around in blinkers here!! 1

Limited impact on traffic with potential for the development of transport links (e.g. bus routes) with the greater connection to Crewe. I am very concerned about the floor risk though. 1

Likely increase of traffic on Rope Lane in particular the bridge over the railway which is one way and already problems at peak times. It will impact on the Drs surgery which is already stretched to capacity. 1

Like it or not, Gresty is to ideal location for more houses. Impact on the village is minimal, the land proposed doesn't really change the village dynamics 1

Key feature and observations do not read good for Gresty, the traffic would be a massive concern. The speed at which cars and heavy goods vehicles come round by the Hickory is unbelievable at times. 1

Jack Mills Road already has a problem with to much traffic, speeding and noise. Further traffic will increase this problem for Willowbrook Estate which already has to deal with cars using the estate as a cut through. 1

It looks like this scenario would push the village boundaries towards Crewe which will likely lead to Shavington being swallowed up as a suburb of Crewe. I think the closing off of Crewe Road North of the by-pass and forcing Crewe bound traffic on to Jack Mills Way would be a positive. 1

It is a shame to lose all the green fields. Although not happy with this option there is so much development in this area already. We are creating a corridor of houses all along the by-pass, 1

especially once Basford has been built	
Increase in traffic and congestion on small roads around the area like Gresty lane. Increase in people going to rope green medical centre.	1
If this is in Rope then it wont benefit shavibgton but the people in these houses will still use shavington infrastructure	1
I would however feel happier if traffic was diverted away from Crewe road down to Jack Mills way as this would mean the traffic isn't going down Crewe road as presently I can't get my car out to go to work.	1
I think this scenario might be divisive for the community. Some of the potential benefits are good - improved walking/cycling routes, cycle way on Jack Mills Way and improved access to Shavington centre. The downside is the potential joining of Crewe and Shavington-cum-Gresty into one urban sprawl.	1
I don't think the road infrastructure in that area would be able to cope with more traffic	1
I believe that Scenario 2 is the best solution as the area has instant access to major roads to Crewe/Nantwich and the motorway without impacting traffic through the village Good ability to create walking/cycling lanes around Gresty & Rope lanes	1
Housing is very close to A500 and not good for quality of living for people who would live there	1
Green space surrounding current transport links improves mental wellbeing and prevents people living in unhealthy environments close to busy bypass with pollution and noise difficulties. Current traffic difficulties with early morning commuting likely to be exacerbated by additional housing. With total loss of green space from between housing wildlife will be decimated with no ability to utilise wildlife corridors as between housing. Would have a detrimental impact to overall ethos of the village and it's identity.	1
Green space and wildlife corridors are crucial and must be protected. The area would become disjointed.	1
Good idea residents only access on Crewe Rd and additional walking/cycling routes. Minimal traffic through village, good. Like the idea of new local centre. Like that close to Crewe facilities etc.	1
Good idea for Crewe Road north of the by-pass to be resident access only with reduced speed limit, with all through traffic to use the existing Jack Mills Way. A cycle way along length of Crewe Rd north to facilitate local movement across the by-pass could link to others and increase safe bike and foot travel Requires replacement protected 'Green' land buffer as a	1

substitute for the existing Green land which would be forfeited to this development. Good to have minimal traffic impact on Shavington village as existing road/pavement infrastructure is dire and very unsafe.. Although the development should be used to provide the funding to replace the existing road and pavement structure to make the Shavington-cum-Gresty community a safer and better place to live Potential to create additional walking/cycling links around Gresty Lane and Rope Lane. Nearer to Crewe for access to facilities and railway station. Good that road infrastructure constrains further outward sprawl.

Feels good as development is more Crewe-oriented, leaving Shavington as a village on the outskirts. 1

Every other option is better than Scenario 1. This would impact Gresty far more than Shavington and thus it's easy to say it's better than Scenario 1 (for Shavington). Gresty ends up being largely a housing sprawl, the Green Belt north of the A500 in ScG largely disappearing. Clearly there are opportunities to improve ScG infrastructure (such as transport links and improve local road management), if managed appropriately. However, Gresty will pay the "price"...

Don't want to lose green areas because of wildlife or join towns together but otherwise this sounds ok. 1

Do not support this as it would further connect Shavington and Crewe, do not think cycle paths are necessarily the best use of money unless properly segregated and designed so they are used, also, do not support any reduction of speed limits. Also think an access only route would be a good idea, plus this would be tricky to enforce. Given the number of roadworks that seem to be occurring, this seems shortsighted. As a semi rural community, people are reliant on cars as transport. Would support Gresty being seen as its own community, think it fits better as part of Crewe as it is above the A500 (which aside from the high school and medical centre) provides a clear boundary and separates Crewe and Shavington. 1

Direct access from A500. It will provide safer walking paths to the Secondary School. 1

Cycleways are not used by cyclists. There is no enforcement if you speak to a lycra clad cyclist who is blocking up the road when there is a cycle lane you just get abuse. There is inadequate policing for the number of residents now. Gresty will become a part of Crewe. The traffic at the Jack Mills roundabout is terrible during rush hour this would make it even worse 1

Crewe road would need improving as traffic and parking is unacceptable at the moment. Schools are full at the moment, have not heard any senior school developments in any plan. Doctors and health care are at an all time low in the area and would need to be included in this plan. 1

Crewe Road resident access only- Speeding in the parish is already a massive problem, with a lot of traffic still using Shavington as a short cut. The potholes and drainage sinking is terrible and dangerous. Jack Mill way is already gridlocked, although introducing a cycle way would be possibly safer for cyclists in the area. Green wedge –land set aside as green buffers would have to have protected status, as we have all seen the greenbelt land used for development. Minimal traffic impact- too little too late, traffic is already a problem. Potential to create additional walking/cycling links -nice idea but they would have to cycle in existing poor air areas. Nearer to Crewe – no thanks, it already feels like we are part of Crewe. Small areas within flood risk 2- use these areas not to build but for wetland recreation.

By building in this area it's not just a school you need it a doctor's / shops/better access to major roads and more parking for existing schools.

Assessing all the options, I feel this is the best solution as it focuses the development to an area of unused land that should only affect a few households. The expansion of the crewe alex centre would be great from a community perspective. It's already struggling with parking facilities. Link wise, being next to the A500 would limit further traffic coming through the village. The village is already starting to loose its village feel with the sprawling numerous developments. Keeping the development outside the village would be the least disruptive for all villagers. Hopefully there can be some invest in and around the school/chip shop to offer a village feel. New park, coffee shop etc to bring the community together

All possibly positive apart from the fact that Shavington would move nearer to Crewe. Shavington needs to keep its identity separate.

A problem on the motor way , Leads to diversions, through Jack Mills Way The congestion of early start workers completely blocked. The roundabout causing 30 to 40 minutes delay to get to your destination Losing future green land is criminal For the wild life and residences

A larger development gives a better chance of a community coming together- perhaps another village hall or some kind of centre in the north of the village.

○ **Scenario 2: use this box to continue your answer, if needed**

The word cloud requires at least 20 answers to show.

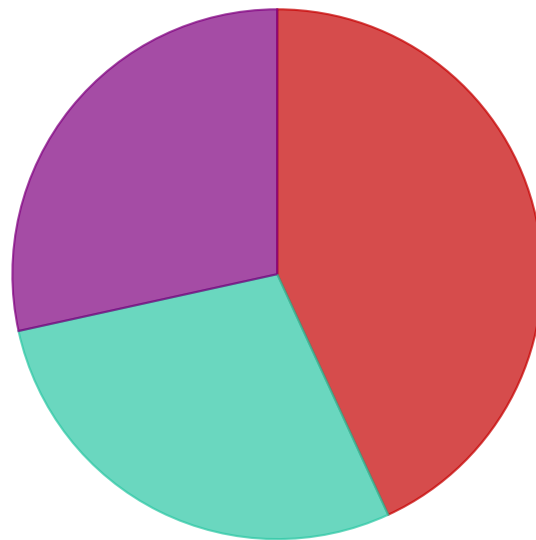
<b>Response</b>	<b>Count</b>
Would need careful masterplanning, could result in Gresty functioning as a separate community to Shavington. A new local centre to the north of the parish could provide additional facilities and help ease/reduce car use and traffic congestion	1
Would need careful masterplanning, could result in Gresty functioning as a separate community to Shavington. - who cares, is this an issue? Some development outside of the parish Potential for a new local centre to the north of the parish.	1
Gresty is mainly located east of the Crewe Road, with some properties extending north of Gresty Lane from the corner opposite Hickory's Smokehouse. Some potential "development" beyond the parish will still have an impact on the precious green gap. What local centre is envisaged? Where would it be and what would it comprise?	1
FOR ALL SCENARIOS AND DEVELOPMENT SITES:- consideration of play areas and green/open spaces and access mitigation (roads, circuitous routes, lighting) is essential from the beginning and should be firmly stated in the NP, for consideration by CE in applying the NP to application considerations. Does ScG need to have its own 'standard' by which to gauge this requirement?	1
Road infrastructure constrains outward sprawl- to late. The existing roads are shameful. Careful masterplanning- instead of splitting a centuries old parish promote community not derision. Connectivity, use existing links instead of trying to create new ones. Some development outside of the parish- no what about that greenbelt we used to have Potential for a new local centre- yes use the school fields if they move.	1

Answered: 5 Skipped: 104

**Scenario 3: Western Growth**

Do you feel positively or negatively about Scenario 3: Western...

\*



- Negative
- Positive
- Not sure / don't know

Answers	Count	Percentage
Negative	47	43.12%
Positive	31	28.44%
Not sure / don't know	31	28.44%

Answered: 109 Skipped: 0

Do you have any comments about Scenario 3: Western Growth?



Response	Count
Would need to see more in depth effects	1
Will be an impact on services e.g. schools and medical centre. Use again of Green Gap land!! Will have an impact on traffic in Shavington Village this will increase as there are no alternative routes available.	1
why direct growth from Crewe with all the funds spent on the town? It needs a better quality growing community as opposed to descending into a ghetto town. The need for better cycling routes are limited - we unfortunately rely on cars, courier vans and lorries - so improve the infrastructure of current town, Crewe. Drainage risky. Shavington by pass already too noisy everywhere in the village.	1
Where would the access points for this development be? Rope Lane? Main Road? I can't see that the only access would be on to Newcastle Road. Therefore I cannot accept the observation that there would be minimal traffic impact on the Village.	1
Very positive cycling and safety wise along Gresty and Rope Lane!	1
Traffic from Scenario 3 will impact Shavington village as undoubtedly traffic heading towards Crewe& the motorway will take the shortest route through Shavington village	1
this would keep the green gap.	1
This sounds good on paper But as with 2. Building on flood plain is a concern	1
This scenario would develop the village without disruption to the core of the village. There would be potential for infrastructure improvements such as s a new school, medical drop-in centre.	1
This scenario seems to be almost separate from either Shavington or Gresty.	1
This scenario produces the least impact on both residents and infrastructure.	1
This plan looks like it would split the districts up	1
This option would see traffic on Newcastle road increase as there would be no other access. You say good access to shavington bypass, but this would have to be at Cheerbrook roundabout which is already difficult enough to access at peak times and any road works by cheerbrook or on the bisect causes traffic to go through willaston. This options access would in	1

reality be closer to Nantwich with two secondary schools, the preferred these days being Brine Lees, and this would no doubt increase vehicles on the already over capacity Peter Destapeleigh Way. This area to the West of Shavington/East of Nantwich cannot cope with anymore traffic. A consequence of the bypass following the wrong route as decided by short sighted planners. This would also be ripe for infill to the south of newcastle road at the west side of this plan, near to the proposed new development beyond the vagrants. Mains drainage infrastructure is sparse in this area and there would be no further capacity to the

This option appears to provide development but in a more limited manner. A country park would be a good idea. 1

This is also a decent development proposal with access to the bypass assuming funds raised for local services 1

This gives the space for future growth and seems to the least disruptive to Shavington village and may be less pressure on the local roads in the village. 1

This feels like expanding Shavington towards Wybunbury and Nantwich which is better than being incorporated as a suburb of Crewe but makes the village bigger and less village-like. 1

There is nothing definitive about the boundries of roads and natural features. We have seen this in the current stages of development. CE does not think like this and developers take full advantage of expanding and not complying with approved plans. Numerous examples are available. Would be attractive with positive links to the existing village - cycle and foot paths and planned vehicluar access, considering the overall duration of development. If the proposed homes are built in 5-10 years this scenario, or any other or combination, will be added to within the period. There will be pressure by CE to build where the locals don't push back hard on any and all deviations from any agreed plan. 1

The should be no further impact on the green gap, as defined by the 1992 A500 Public Enquiry. While the area has already been violated by developments north of Meadow Close and Park Estate, further destructive proposals are already in the pipeline. The area west of Rope Lane, between the Newcastle Road and the A500 is substantial and presents a valuable green asset to the area, not to be desecrated by a huge development, designed (allegedly) to relieve further development in and around Shavington. Again, the green-gap argument persists: why build on green-gap land only to have to create green buffers and/or add a "country park"? These are already available in the present landscape. Eastern Road is susceptible to flooding in bad weather. This area is close to Willaston and would have an effect on its own Neighbourhood Plan. The addition of another primary school could also have an impact on the primary school in Willaston. Again, what is meant by a "local centre"? 1

The possibility of less traffic through Shavington is a benefit. I am hopeful this option would 1

open up more opportunities for walking and cycling spaces. Dog walking tracks and safe cycling spaces for kids are almost none existent at this point in Shavington. Having areas to safely walk are essential for the wellbeing of residents.

Talk of removing traffic from "village" - it would still pass through 1

Spreads growth towards other areas - away from Crewe. Located in Green Gap Flood Zone 1 – 1  
some areas of surface water flood risk Road infrastructure constrains further outward sprawl.  
Why explore this option if there is no indication as yet that the land is available

See previous 1

See my comments regarding scenario 2 with the addition of maybe 3-5 years of heavy building 1  
vehicles passing through village roads that already are under maintained and in fragile  
condition.

See my comments on Scenario 1 1

Same as previous comments. The reports only report what the councils want to hear. 1

Rope lane is dangerous to walk on tgd paths are ridiculously narrow 1

Realizing that people need homes But the consequences leads to more vehicles on the road 1  
We can't cope with the potholes in the roads now I can just see chaos

Pros and cons on both sides- but if the land may not be available then could take a very long 1  
time to come to fruition.

Potential new primary school? Well were the hell do they go after primary school?? The high 1  
school is already bursting!!

Positive although concerned that village will see increased traffic as used as a rat-run to get 1  
around actual congestion at peak times. Roads in the village and near areas are already badly  
potholed and degraded in overall structure and this will increase pressure as drivers seek  
alternatives. Not clear on proposal map what the good access to bypass will be.

Not sure, but understand that there will be less impact on the village. There would also be the 1  
benefit of added facilities, i.e. additional primary school. Newcastle Road has often referred to  
as "No Mans Land" due to the proximity to the village and being transferred from Wybunbury  
parish some years ago. This development would extend the village to the west, which again  
would mean remoteness to the village, there would need to be access to the village on the side  
nearer to the by-pass. It would add to the traffic using Newcastle Road. It is already difficult  
exiting on the roundabout at the end of the by-pass. A large number of houses, this would add  
more pressure to the Health Centre. A large number of houses which would help to fulfil the

requirement

Not keen on Green Gap development Land May not be available Although good access to bypass will make that access extremely congested for Shavington locals. 1

No plans for development here already whereas there is already outline planning at Gresty for a development. 1

No indication that land is available at the moment is the main reason I'm not positive about this going into the plan, concerned that if we propose this and land is not available then will end up with an alternative which is not suitable for the village 1

Located in Green Gap – would require land set aside as green buffers; potential for a country park. - I don't think green buffers adequately compensate for loss of open green fields 1

Land owners are a problem, the land isn't up for sale so how can we propose building on the land 1

Land isn't available and is currently being farmed. As the land is available and may not become available, it could mean we end up with developments nobody wants. 1

Impacts on traffic into Nantwich should also be considered. The public transport access into Nantwich from Shavington is already abysmal, and if traffic increases between Shavington and Nantwich from a new development and new residents, this should be accounted for in planning. 1

If we have to choose any thus seems best but still infrastructure issues will remain 1

If Shavington need to provide more housing towards government future targets (given the growth that shavington has already provided), then scenario 3 would be my preferred option. Single site construction which would reduce the impacts to current residents, facilitating infrastructure investment, good access from both ends of Newcastle Road including utilising the by pass. This would in turn reduce the impact to village roads. 1

I think we should maintain the green gap. Can Brownfield sites in Crewe be used to help with the housing demand? Is a country park better for nature? If so I would love to see one. I guess its better than chemically treated farmland. A country park would be very good for the community, for sociability, for mental and physical health. 1

I think this is the ideal location, design an estate like Cherry Tree Park with open green areas, cycle pathways, local amenities, a new primary school and more importantly the potential to have direct access to the A500 with a new roundabout. A village within a village. Different house types mingled throughout the development. This also maintains a distinct boundary between Crewe & Shavington but uses the natural boundary of the A500 between Wistaston. 1

Design an estate around existing trees and the natural habitat. Has the proposed David Lloyd Leisure Centre been given the go-ahead? Work alongside them to increase their potential footfall.

I think people could still use the village as a cut through fro construction traffic., plus this backs on to many homes and is a green area for locals 1

I don't believe shavington needs anymore housing development whatsoever so opposed to all. This seems out 3 proposals best placed but we shouldn't be eroding any green gaps . 1

Housing is very close to A500 and not good for quality of living for people who would live there 1

Gresty Lane already suffers from flooding, amd also high volumes of and fast moving traffic. Children walk this route with no footpath available on a single track road which in summer is risky but in the darker hours in winter is dangerous. Increasing the use of this road is not suitable as the main route for the new developments to reach the supposedly close amenities 1

Good area for development surrounded by green space maintaining the semi-rural feel of the village. Good links with amenities and opportunities for further green space expansion improving quality of life for people in local area 1

Flood zone again. 1

Expands the sprawl of Shavington, resulting in loss of green gap land and potentially joining with Willaston. Increases traffic on Newcastle Road travelling East, past Shavington Park (300 houses) and Queens meadow (200), which all exit the estates onto Newcastle Road. No transport links from Newcastle Road. This site is a distance from both Primary school and Secondary school. Builders will only build one school, if any. 1

Every other option is better than Scenario 1. This has the benefit of retaining the green belt between ScG and Crewe, leaving current ScG relatively untouched while developing ScG towards Nantwich. New cycleways / paths / bus routes could improve access to Nantwich for all Shavington residents. There'd still be green gaps all around ScG. The access to current ScG infrastructure (Academy, Sports Centre, Medical) would be reasonable, and not necessarily affect the current Shavington centre roads (if configured correctly). 1

Enough green area has already been lost. Enough is enough. This can not go forward. 1

Doctors and schools cannot cope now. 1

Directs growth away from Crewe- good, as we pay a premium in council tax to live here, and yet we have to pay extra for bins and to use dangerous roads with potholes, and poor drainage damage, making the road even more dangerous in winter, with water causing a skating rink. 1

Located in Green Gap – wonderful, but we have heard this before and my 50+ years it has never happened. Move the primary school too. Minimal traffic impact on Shavington village- concentrate on fixing the current problems of traffic and road damage. Potential to create additional walking/cycling links- that would be amazing but worry about the air quality people will be in.

Cycling links do not work. Cyclists ignore them. This appears to be the least worst option. 1  
There still needs to be an integrated approach with health to ensure adequate access to services. This does not happen now so any increase will only exacerbate the situation.

Could see how this would work, and I would say this is a slightly better option than scenario 1 and a much better option than the poor option (in my opinion) of scenario 2. The land and area would suit an additional primary school, traffic impact would be minimal, and providing access roads and through routes are designed correctly, it should not impact the area much. From memory, a new shop is being built closer to this area, so there would be some services. Providing there is still a green gap, this also would provide clear delineation between Crewe and Shavington. The only question I have about this is Shavington becoming a town and not remaining a village. All development would be below the A500 boundary, which I would consider as my personal definition of Shavington. 1

Closing the gap between Shavington and Nantwich even more 1

Awful option. Rope Lane is already ridiculously congested from school traffic, and cars park down Burlea Drive and dangerously down Rope Hall Lane at school start and end times. The area can't take another school nearby. The doctors is working well at the moment, more patients would ruin this for the whole town. I bought here because it's surrounded by fields and is quiet. We don't want the green areas to go. 1

As with scenario 2 1

Appears to provide a good option with the opportunity for an area with all the facilities to support a development providing provision for a range of ages and needs. Careful landscaping and connections could encourage more use of the outside space for walking, cycling and play and encourage community cohesion, especially if leisure facilities are provided inside and outside. 1

Another huge, detached from the village development. No heart, no sense of community. I lived on the Wistaston off Laidon Avenue development, soulless, completely. 1

Although overall this looks quite the better scenario, the trade off is that countryside walking routes will be lost along with their mental health benefits. Although the footpaths will likely be retained, they will be through housing estates or artificially created 'green' corridors which are 1

not the same (as experienced with other local housing developments ) and people in the centre of the village will have to walk much further to access those open countryside areas.

All you will do is fill all the green gaps up with houses and no problems will be overcome just more traffic. 1

Again, the negative aspects of this scenario would be that Shavington would seem to merge with Willaston, and thereby lose its identity. 1

Again, fairly positive with this scenario. Good points are the potential for a new primary school, good access to the by-pass and minimal traffic impact on the Village. Another good point will be to direct growth away from Crewe, also the constraints on further sprawl. 1

A country park sounds delightful, as does minimal traffic. Green gap location - buffers are questionable. this looks like too high a concentration of housing and damage to local roads, throughcuts etc when new residents arrive. of the 3 concentrated scenarios this seems the worst. 1

Answered: 66 Skipped: 43

○ **Scenario 3: use this box to continue your answer, if needed**

The word cloud requires at least 20 answers to show.

<b>Response</b>	<b>Count</b>
The sports facilities: the cricket and rugby clubs are not to everybody's wants or needs. It is better that the land in this scenario remains in the hands of its present owner(s) and does not become part of some builder's land bank.	1
north west of the plan. You say potential for a country park - the land is already crossed by several footpaths, and is a haven for wild life (was even more before the bypass) there is no need for a country park here - it already exists. This option looks to increase the size of Shavington by at least a third of its present size. Too much in one place, go and build a new town somewhere else.	1
Flood Zone 1 – make these or return these to protected areas. Road infrastructure sprawl- would be great, include one way areas where the roads are narrow, and create low traffic areas, eg by the chip shop or by both schools. Some development outside of the parish- no again enough I enough we already have this in mixed units. Good access to Shavington by-pass- current access works but makes people speed from the by-pass into the village. We need better spending prevention measures. Potential for new primary school/ new local centre- move the school as this reduces the impact on the parish, use this area to create a village centre for community recreational use and community event space. Link to existing sports facilities to the south of Newcastle Road- I am concerned that this will irrevocably damage the rural landscape No indication as yet that the land is available- if available ensure that this is protected.	1
As an extra thought are there any brown sites that can be used to reduce use of green belt	1

Answered: 4 Skipped: 105

**Scenario 4: Eastern Growth**



## Response

## Count

Would continue development around this part of the village, already stretched away from medical centre etc Concerned more traffic on Newcastle Road	1
Whilst traffic will come onto Newcastle Road, Eastbound traffic will avoid the village, travelling to the M6. However, some traffic will travel along Crewe Road, to get to Crewe. Should this development join into Cherry Tree, there will be existing access onto Crewe Road, avoiding congestion at the traffic lights on Newcastle Road. The development alongside the A500 would have good traffic access to the bypass, therefore avoiding the village. Also, would be close to the proposed new school and Nice shop.	1
Village already sees too much traffic - this is my major concern to all proposals - the link road would be essential. Flooding is not desirable and could increase costs and impact on environment incrementally.	1
Traffic heading towards Nantwich / Chester will impact Shavington village	1
Too much negative impact on the village. Flooding would be huge problem	1
Too many negative points to stand any reasonable chance of success.	1
This scenario seems to have the most positive impact on our community and less of the negative impacts. It seems to create a less sprawling community than some of the other scenarios and should be less impactful on traffic through the community.	1
This scenario lends itself to further absorption of green land, all of which - nationwide - is being lost to this constant barrage of housing development. It is alleged that there is a vast need for new housing, but who gains by it all? Not the first-time buyer; not the homeless. Added to the loss of more agricultural land, there would be the potential for increased traffic volumes throughout the area, especially using country lanes, such as Back Lane and Weston Lane as rat-runs to the A500. Such a development will lack ready access to any medical services and other amenities provided by the parish. Implied with this scenario is the need for a new primary school and, possibly some sort of shopping facility.	1
This scenario has the potential to be the least disruptive, but many downsides are asmentioned. The additional bypass access would be a non-negotiable requirement, prior to building works, to prevent what could be thousands of cars through the village or down the Newcastle Road for access to Nantwich, Crewe and further via the M6. Higher level	1

consideration needs to include the issue of food supply. Prime agri land will be more important as the countries' populations increase, food transport costs increase, good quality farm land continues to be covered with solar panels some 210+ square miles of solar panels promised at the last election, much of which is currently being considered located on agri land. Major flood mitigation works will be required (some work will undoubtedly be required even without major housing in the near vicinity). This again will take firm management by CE, which has yet to be demonstrated regarding our local flooding issues.

This option seems to be less disruptive to the village but the roads are very narrow in a large part of the development near Basford, Hough area but if addressed with Newcastle Road access it may be a good option if traffic can exit to Nantwich or Crewe or Stoke to avoid going through the village 1

This is the least positive of the three controlled plans but still better than the current uncontrolled development 1

This is probably the most ideal scenario in terms of housing growth, but I can also understand the issues around the loss of farmland. Think Newcastle road would need resurfacing, although I think the 40mph speed limit would still be appropriate. Would not support further building towards gresty, and I would limit this so it's focused around the south of the area. Could also see the benefit of a school between Shavington and hough if this scenario took place. 1

This is at least a slightly better option. 1

This is again better than Scenario 1, and leaves the current space around the north and west untouched. ScG would sprawl towards Hough, and impact significantly on Newcastle Rd. All newcomers would have to cross current Shavington village to access the main Rope Lane facilities. 1

There is way too much traffic coming through the village as it is iymts absolutely ridiculous that its not been looked at for safety reasons alone. 1

There are very few green spaces for decent walks through the village, so removing more of the open countryside, especially where there are nice walking trails will spoil the village and feel more like a built up town rather than a countryside village 1

The village will be busy 1

The transport links are limited to Newcastle Road, which is not built for any more traffic. That land is prone to flooding and the Swill Brook then runs through Shavington which will increase the flood risk through the village. 1

The impact of traffic on the village and increased pressure on village services (school at gp) as 1

further from Crewe and nantwich services. And building on land flood risk 3 concerning.	
The ground is wet during a good part of the year and drainage could be problem from off the land and housing, and connecting to existing sewers could create issues. Would be a step nearer to creating a bigger populated area in years to come by expanding towards Hough, eventually merging.	1
Stops shavington being a suburb of Crewe. Also means that the existing northern infrastructure isn't overwhelmed as I remain to be convinced developers will ever produce what they claim to for the community when building new estates	1
Still leaves the north of the bypass open for further speculative development.	1
Split across two sites making infrastructure investment more challenging and likely negatively impacting current infrastructure, including current village roads.	1
Similar to 3, it makes the village bigger and distinct and I'm not sure if I'd want that, it feels like Shavington becoming a small distinct town and I'd need to reflect on that as its more than just housing then, it's the entire community and culture.	1
Seems a good idea	1
See previous. Why are you so determined to destroy green space and all the positivity it provides. Stand up to the governed environment and tell them that ill conceived housebuilding programmes are not wanted	1
See my comments regarding scenario 3	1
See my comments on Scenario 1	1
Same reservations as answer to scenario 3.	1
Same as the western approach...there would be even more construction traffic passing through the village, damaging roads, loss of green space...more road works likely. There has been too many road works at the traffic lights in recent months.	1
Same as previous comments. I do have a suggestion. Why don't Cheshire east allow developments elsewhere in the county? There is a lot of land around Mobberley, Alderley Edge, etc. Infact Adlington would have been a great choice	1
Same as my comment in scenario 3.	1
Quality of life for people there is good and could help to create new local centre and balance out the village	1

Preferred option as no erosion of green gap and less congestion around medical centre.	1
People will be Crewe Road for A500/M6 mostly rather than Newcastle Road - which directs impact into shavington village and Crewe Road near the Shavington club is hard to drive through as it is during busier hours.	1
Overall this is the best scenario as it would be all in one area and facilities, roads etc would be able to be planned around it	1
Of the four options this would seem to be the least bad (none are good). There would be less impact on existing residents, and several access points for traffic could be used giving multiple direction options. These would be close enough to the new developments to the north of the bypass that should be provided with public services. A new primary school to the south east of the plan could serve the new developments od Shavington Park and Cherry Tree Park, that would ease the burden from the centre of the village. A new doctors surgery would also be/is needed for this area too. The new sainsbury's and the esso garage shop would serve this area well too. If the village must continue to grow this would seem to be the least worse option - but no more after this, this area is being ruined by developments. Try a new town between Crewe and Middlewich.	1
No new schools will be built and all we will get is more traffic on the Newcastle road and less on the shavington bypass	1
My worry again is green belt and flood plains	1
My number 2 scenario. Not located on green gap. new link (cost?) road a stipulation to new developers? Hough residents may well think differently but it seems an area that could benefit from additional services and roadworks/ improvements.	1
Most of this scenario is away from the centre of the village. The distances to the Secondary School and the medical centre are too great. There is a likelihood of increased traffic North to South through the village. The flood risk in this area is too great.	1
More bad plans!!	1
Let's be realistic, we aren't going to see an improved infrastructure so anything that uses existing land that's not green belt, and diverts it away from the currently overworked infrastructure the more the better	1
In directing growth away from Crewe but also away from Gresty it changes 'community' of Shavington-cum-Gresty The potential for increased traffic through the village in which the roads, a collection of potholes and disintegrating patches , together with largely unsafe pavements is a negative. The money from the development should be used to relay the existing	1

roads pavements and add a cycleway through Shavington rather than using more land to create a new link road from Newcastle Road to the north. Drainage concerns, Central parcel flood risk 2 and 3 (Swill Brook) and the effects on the brook/wildlife etc Requirement of strong defensible green gap preventing future sprawl to other 'villages'. It is away from the medical centre, secondary school, leisure centre increasing inconvenience and traffic flow,

If houses are needed and I don't know why they are as there are plenty for sale, away from the town would be good but shouldn't be anywhere that would affect drainage or nature. 1

I think that this scenario should be presented in integration with Hough especially if access / exit via Newcastle Road. Could Hough have similar plans for the fields the opposite side of Newcastle Road? Could integration of plans help with recognition that added infrastructure requirements are needed eg a reasonable size supermarket, a new gp surgery, a dentist..... 1

I feel this would significantly impact through traffic in Shavington to local amenities etc. plus increased impact on local services. 1

I don't want more traffic through the village nor new roads to be built so I don't like this idea. I do not have faith that future sprawl would be prevented. Growth away from the medical centre, secondary school and leisure centre means more traffic as people travel to and from them which I do not agree with. 1

Growth here is the least impactful. Protection from merging with Crewe is essential and Tim's would avoid that. 1

Growth away from the medical centre, secondary school, and leisure centre should prompt additional access to these services for new residents, either by the planned incorporation of additional medical centres, secondary schools, and leisure centres, or by increasing the frequency of/access to public transportation through the village. 1

good to keep a green gap for the village 1

Flooding, increased traffic, cutting into a large green area and will still not stop other developments. 1

Flooding management would be necessary. Some of this land is excellent agricultural land and once it's gone to housing we are closing the door on future farming opportunities. 1

Flood zone risk again! 1

Feel fairly negative in respect of this scenario - there appears to be too many negative features linked to this option. Directing growth away from the medical centre, secondary school, leisure centre plus the potential for increased traffic through the village. There could also be drainage 1

concerns causing serious problems.	
Families in hough can't get into Shavington Primary School despite it being the nearest school. Same infrastructure issues. There is no other doctors near. It's a good rural area that should remain.	1
Dislike everything about this proposal.	1
Directs growth away from Crewe but also away from Gresty- great but protect existing gaps. Not located in an existing designated green gap- great. Potential for increased traffic through the village unless new link road from Newcastle Road – link road would have to avoid Shavington due to existing pressure and poor roads Central parcel flood risk 2 and 3 Swill Brook- reinforce brook and make it a recreational feature. defensible green gap to prevent coalescence with Hough and future sprawl- yes great but ensure it is protected or create woodlands to improve air quality. Directs growth away from the medical centre, secondary school, leisure centre- great as they are all oversubscribed.	1
Building of another link road would damage countryside more than building	1
as long as there is a plan for new school,roads etc	1
Agree with the scenario that was made at the meeting	1
Again utilises space within other green space maintaining current feels of the village. Good opportunities for residents to access green space providing improved quality of life. Ongoing support for environment with ability to consider wildlife corridors. Minimal noise and light pollution with near transport links	1
Absolutely out of the question, I don't want any more development in Shavington	1
A less built up are, would support the previous decision to retain a boundary between shavington and crewe. Roads much more able to support increased traffic.	1

Answered: 64 Skipped: 45

○ **Scenario 4: use this box to continue your answer, if needed**

The word cloud requires at least 20 answers to show.

**Response**

**Count**

Directs traffic along Newcastle Road to access A500 – great if it reduces traffic through the village. Could create a new local centre near a new primary school which would also serve Cherry Tree Park. – as before remove the school to improve area and reduce traffic and its impact. Southern parcels are Grade 2 agricultural land- use these to help create green belts and corridors, but minimising the lands use.

1

Cherry Tree Park development was designed with walking access including pedestrian crossing to access the existing primary school. Why is it necessary to use/destroy any agricultural land. (Southern parcels are Grade 2 agricultural land) when the increasing population/global warming /world uncertainty are decreasing food supply and increasing food costs At some point in the next 20 years we will need agricultural land.

1

Answered: 2 Skipped: 107

○ Do you think there are any locations which belong in a different scenario to the...

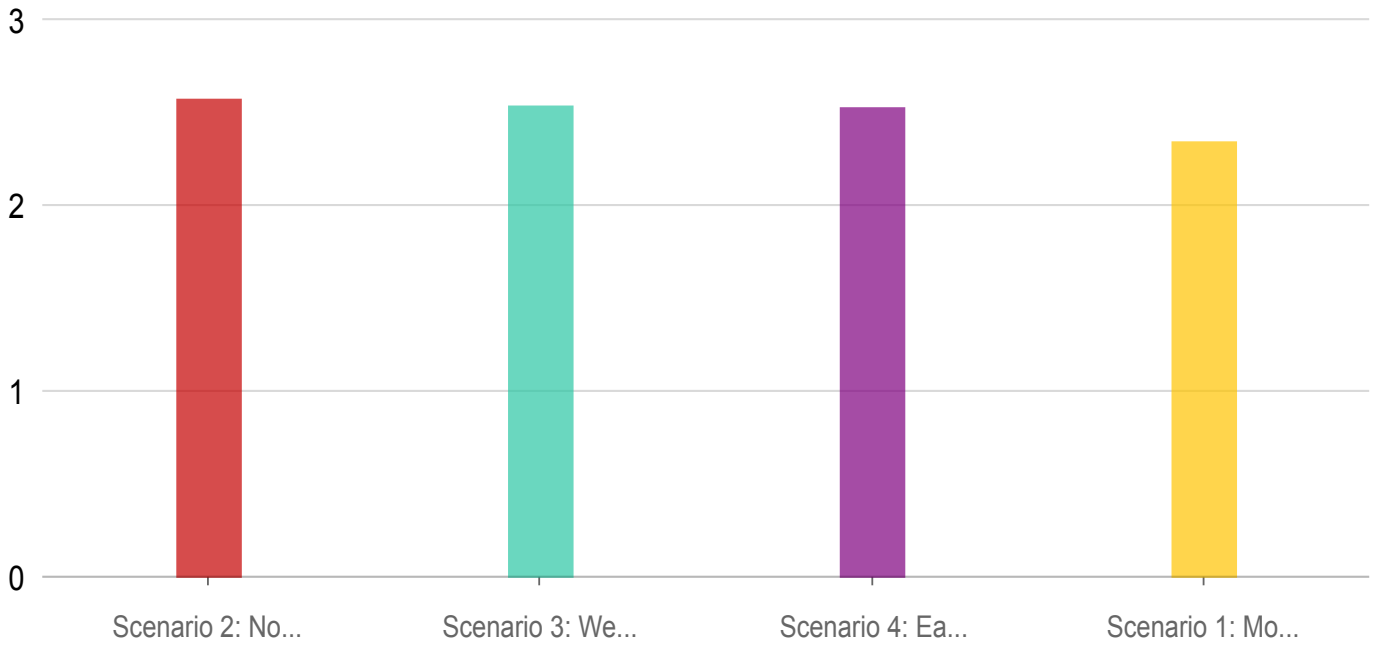
The word cloud requires at least 20 answers to show.

Response	Count
<p>With the current information available - CE Local Plan update to take until 2028, nearly 1000 homes already being discussed before ScG begins this very necessary effort to update the Neighbourhood Plan, pressure from the Gov't to build anywhere, even on inappropriate sites (proven during the last phase of development), and the determination of 'how many new homes, in which areas' still not scheduled, many questions still exist about how much this updated NP should be specific about potential sites. It is therefore very likely that there may be a hybrid of designated areas, possibly smaller than the 'full scenarios' presented, and those sites that will get permission before this revised plan is made and takes on significant weight in the village's fight against over-development. This will be one of the significant challenges in the preparation of this NP.</p>	1
<p>No, I think the last two are the best option to restore shavington to something like it used to be.</p>	1
<p>No</p>	1
<p>I suggest different locations, not Shavington. ( see above ) Cheshire is a big county and like it has been pointed out, Shavington has grown considerably and it is purely because of Cheshire east councils lack of planning that the developers are running riot. Also how can Cheshire East council also be the planning department? Is that not a conflict of interests. A developer applies for planning to Cheshire east planning, then a Cheshire east councillor opposes it.....crazy! Try developing somewhere else in the county instead of Shavington !</p>	1
<p>I don't understand the question but you shouldn't build near existing housing. Shavington should stay the size it is surrounded by fields.</p>	1
<p>Build these houses on the north side of the A500 well away from Shavington, Hough, Weston and Wybunbury. Crewe has the facilities to absorb these developments, not the villages mentioned above.</p>	1

Answered: 6 Skipped: 103

**Future Shavington-cum-Gresty Scenarios**

Thinking about all of the Scenarios, please rank them in order of... \*

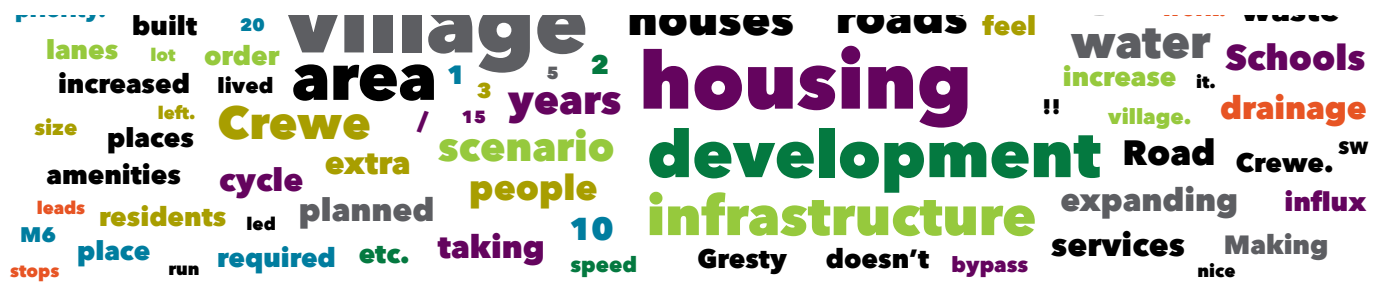


Rank	Answers	1	2	Average score
1	Scenario 2: Northern Limits	29.36% 32	21.1% 23	27.52% 2.58
2	Scenario 3: Western Growth	22.94% 25	26.61% 29	32.1% 2.54
3	Scenario 4: Eastern Growth	24.77% 27	28.44% 31	22.02% 2.53
4	Scenario 1: More of the Same	22.94% 25	23.85% 26	18.3% 2.35

Answered: 109 Skipped: 0

Please use this box for any other comments you would like to make about th...





Response	Count
Your drag and drop facility isn't working on mobile so I vote 3, 4 ,2,1 in that order	1
Would prefer none of them as we feel Shavington has been over developed in the past few years already	1
Would prefer no additional development, but I know this is unrealistic. I would prefer any development away from the direction of Crewe, and also ensuring housing is affordable in any development. Maintaining the green gap and a clear boundary between Shavington and Crewe should be of the utmost priority. Would not support any reductions in speed limits, access only roads, or anything that stops people from driving. Antisocial driving would be better deterred with more effective enforcement of the currently existing, and appropriate limits. Think east and west developments have the most merit, could site an extra school, and also would likely keep the character of Shavington mostly intact. These should however be focused to the south of the village (Newcastle Road) and not towards Crewe. Think a strong thing to consider (speaking from experience) is that Shavington is a nice area to locate to as a young professional family from areas like Sandbach and Nantwich, and this should be kept.	1
Weat or North both appear sensible	1
We really need a pavement along Gresty Lane or path across the fields to consider safe commuting and safe paths for schools. This also benefits transit to Willaston. As much as the recent new housing for opposite Hickorys / Football Training ground asked for feedback - more often than not developers fail to commit to this type of thing. Living in English Oak Avenue for 10 years we are still UNADOPTED - this means a nightmare for utility firms eg Broadband etc. Even ZZooomm didnt come down our road yet their cables run on the main road towards Hickorys. As much progress as we get still seems steeped in red tape that cannot be resolved 10 years on sadly. Too many patches of land owned by nameless companies that rarely maintain the areas or charge a lot. The petrol station and late night carwash / and maybe 24/7 Costa soon has brought about boy racers most weekends from 10pm esp in summer months and Sundays. We need more police engagement on car noise and speeding on the bypass	1

<p>We need green open spaces within walking distance. Expanding around David Whitby way makes sense - especially with the new police station being built, but expanding towards Hough will take away the only accessible countryside walking paths</p>	1
<p>We are really very very concerned about the amount of fast and large heavy vehicles coming down main road causing damage to houses and to the roads, im shocked its not been stopped before now!!</p>	1
<p>Transport infrastructure is a key worry, A500 and routes into Crewe and Nantwich get very congested at peak times and this will only get worse when incorporating thousands more houses. All development in the area should not be allowed until such time as the A500 is fully dual carriageway up to the M6 and better flow through the M6 junction towards and away from Stoke. A bypass for Nantwich from A 500 towards Chester and Whitchurch should also be a high consideration, particularly taking into account the increased development in Nantwich - no thought seems to go into the knock on effects of these separate but linked areas of development.</p>	1
<p>To be honest none are fit for purpose, as all it goes to prove is what ever we think, this will go ahead!! The question to be asked is where does the money go !! As the council is on its arse, and we are footing the bill, for what are shit planning ideas!! Car park /foot path !!</p>	1
<p>To be clear, I don't have an actual preference for the order of the scenarios above as I don't feel any of them are beneficial to the village. Shavington is supposed to be a village, but the developers and cheshire east seem hellbent on making us the size of a town with no infrastructure to cope with it. Even if we had new schools and a few new shops, etc, the narrow roads of the village were not designed for a massive influx of new traffic. Anyone who lives in the village can see standing water on a lot of the fields when its been raining, so where does this water magically disappear to when the village green spaces are all concreted over? Cheshire East has plenty of other spaces that could be used to meet their housing quota, but it feels as if the Crewe and Nantwich area (including Shavington) have become the dumping ground for crammed in poorly designed estates.</p>	1
<p>This area has enough development. If not stopped there will be no countryside left.</p>	1
<p>The objective of assuming that we suggest enough housing to get the required infrastructure, medical and school places seems to be the wrong emphasis. We need to get agreements with CE that they will not allow development, the managed process of expanding our village by possible 50% more (on top of the 75% increase since 2011). The utilities issues are enormous: recent announcements by gov't regarding home heating - no gas connections after 2027-28. The additional roads and hard surfaces - roofs, etc. will dramatically increase the flooding potential. (Developers deliberately do not undertake the proper FRA and is becomes the new home owners or legacy residents to fight this issue - local examples are available)</p>	1

<p>The NP needs to make housing allocations. Difficult decisions are necessary and many will be against growth - mainly people sitting in their Ivory towers. Housing towards the east of the village is logical. Merging with Crewe would mean Shavington is no longer a village.</p>	1
<p>The GP surgery needs expanding not just in availability of appointments for physical parking space. School places will become more competitive so expansion of school places required. Increased traffic leads to worsening safety for locals and children commuting.</p>	1
<p>The dragging the boxes wont work. My order is scenario 1, 4, 3, 2</p>	1
<p>Stop building in and around Shavington. It should stay as it is - it's why we all bought here. If houses are needed despite there being plenty for sale then they should be in a new area where it doesn't affect drainage, traffic, facilities and where wildlife can relocate nearby.</p>	1
<p>Since Shavington and its environs have been inundated with housing projects, filling in all available green spaces (and beyond), it is surely time to relieve the parish of Shavington-cum-Gresty from further development. It must have reached its numerical limit.</p>	1
<p>See my comments on Scenario 1</p>	1
<p>ScG comprises about 1.7% of Cheshire East's population and housing stock. If CEC need 26000 new houses over next 10 years, our contribution - and there must be one - should proportionately be about 450 new houses over the next 10 years, or maybe 900 over a 20 year period. It's clear that uncontrolled development, led by house builders / land owners would be a significant multiple of this, and has the potential to overwhelm us and result in ScG becoming the SW suburb of Crewe. I don't know what the correct level of new housing is that we should propose - 450, 600, 800? I also don't know what each Scenario might provide - eg is Scenario 2 capable of delivering 600 or more houses? However we cannot "just say no" - and we must try to lead how and where these houses get built, and what accompanies the new housing, rather than resisting.</p>	1
<p>Purely for negotiation purposes, less disruption across whole area and additional everyday services for village residents the one centre growth is preferable.</p>	1
<p>Prefer no further developments in the Shavington/ Rope area. Disgusted that Green Gap land is being considered by our current government.</p>	1
<p>Please make appropriate drainage provision as the priority. We never used to flood with heavy rain, now we do and it's due to the drainage from new housing development not being able to cope with the climate and increased usage.</p>	1
<p>Personally I find the scale of housing areas that we are having to provide very upsetting. We should be rewarding farmers enough to encourage them to use the land productively not</p>	1

forcing them out of farming with poor prices for their hard work. The provision of enough water and water pressure and removal of sewage and waste water is a big concern. The infrastructure won't be in place when needed.

People in Shavington and, I think Gresty, are now fed up of constant building and would rather see no more. To be honest none of the "scenarios" are of any benefit except to planners, builders and maybe Parish Council would obtain more money from Community Charge. 1

Only having recently moved to Shavington from a very built up area it would be a real shame to lose the character of a village Any further building needs to be planned carefully taking into consideration schools doctors local amenities and extra traffic 1

It really doesn't make any difference which scenario gets the green light, Shavington is still going to be destroyed and will still get more developments. Shavington is NOT a village! Shavington IS a housing estate! 1

It is imperative that Shavington remains a village environment and not become the latest in a line of new towns that then go on to the neglected list as finance doesn't permit the balance of expenditure required to maintain all public services and social aspects. 1

Is the northern area will ever get the improved amenities and infrastructure that seems suitable as it promotes active transport to both the village and Crewe 1

Infrastructure needs for the area may be better understood and would have greater weight if they reflected the local area not just Shavington. For example any planned development on the Hough Shavington boundary in addition to Shavington 4 1

I'm all for more houses as people have to live somewhere BUT we need a new doctors, primary school, high school, and shops in place before one more brick is laid. 1

If improvements are not made to services eg health and schools none of these options are viable. Cycle lanes are a complete waste of time. Cyclists do not use them They are not enforced. Motorists have speed cameras and fines for illegal parking. Nothing happens to cyclists who do not use cycle lanes Cycle lanes simply narrow tge roads making it impossible for drivers to pass cyclists who ignore the cycle lanes. 1

I think as someone who has lived in the village for over 58 years and has seen the expansion of the village double plus and most of the shops have shut ,the doctor's is a waiting game and hopefully you feel better before you get a appointment to see a doctor . They will do what they want to do anyway so this is a waste of time because they promise new schools/ facilities and don't deliver 1

How are we supposed to get an appointment with the doctors, as now it takes days to get an 1

appointment, that is if you can fill in the appropriate form. Also you never get to see the same doctor, just a different one each time. Also the roads around the village are full of potholes and will obviously get worse with all the extra cars.

Funding from any building development is required for the urgent reinstatement of high quality and safe roads/pavements (cycling routes) throughout Shavington -cum- Gresty ie critical and essential infrastructure which should be completed prior to any development taking place. 1

Don't prefer any , so not moving any above, DO NOT WANT ANYMORE HOUSE IN SHAVINGTON 1

Do something about the roads, and pinch points, and the everyday anti social behavior of parents at the primary school. 1

Concerned that Shavington will be lost as a community in its own right, and be absorbed by Crewe. Multiple smaller developments being allowed just because there is not a 5 year plan is not cohesive, and will result in unsuitable developments being approved as a tick box exercise to meet quotas. There is also the potential for developers to add in extra houses in addition to those planned as has happened in Haslington. 1

Been proud of been a village With out heritage Not wanting to turn into a town Not wanting more traffic Making life harder for the people who have lived here all their lives Is so important 1

As the community grows it's important that stipulation about local amenities are made, new schools, transport links, shops etc. 1

As stated in the above comments, Shavington has doubled in size (1300 new homes taking it to 2700 over the past 15 years), is it really our turn to grow substantially again? If so, we must do everything possible to provide certainty to current residents, minimise construction impacts and ongoing infrastructure pressures. The "more of the same" scenario provides none of these and should not be the selected option. 1

Any planned development should take the strain on local healthcare and the strain on local secondary education (not just primary) into consideration. The Rope Green Medical Centre and Shavington Academy would suffer from the influx of new residents. Further NHS support and educational provisions must be put in place if the population of Shavington increases. 1

Although there has been a large increase in housing in the Shavington area, the services provided by Cheshire East Council do not appear to be matching the amount of additional Council Tax payments that will be collected. For example health provision has been crammed into the Rope Lane Surgery and the Junior and Secondary Schools have little capacity for additional pupils. Crewe Road and Newcastle Road are full of potholes and the solution has been to slap a bit of tarmac into the holes every so often which is not an acceptable solution. 1

So as far as Council Tax is concerned, Shavington does not appear to be receiving value for money.

A key thing with all the scenarios is that infrastructure is robust and capable of supporting the development; sufficient water and electricity supplies along with a robust drainage system that can cope with waste water from the additional dwellings. In addition, can the already overstretched education and medical systems cope with the influx of significantly more households?

Answered: 43 Skipped: 66

○ **Other comments: continue your response in this box if required**

The word cloud requires at least 20 answers to show.

**Response**

**Count**

There is a great deal of heavy lifting necessary to get this revised NP over the line. Best wishes to all involved!

1

I have witnessed first hand years of similar development in Winterley Sandbach which has destroyed the feel of the village

1

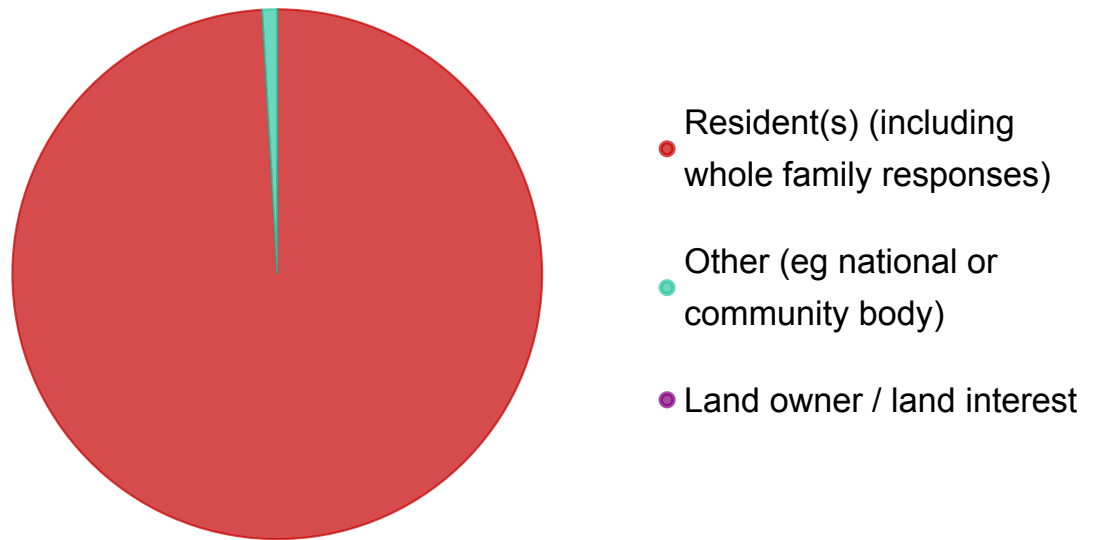
Given we must accept many hundreds of new houses being built here, I feel that building these north and / or west of ScG makes most sense, retains elements of the Green Belt around all of ScG, impacts less on the current ScG, and means the growth areas do have reasonable access to Rope Lane and its facilities. It will be vitally important to ensure that along with these housing developments we are able to address critical issues - extra schooling places and facilities; health and welfare; roads; communication; new shops / restaurants / coffee shops.

1

Answered: 3 Skipped: 106

**Tell Us About You**

○ Are you responding to this survey as a resident or land interest? \*



**Answers**

**Count**

**Percentage**

Resident(s) (including whole family responses)	108	99.08%
Other (eg national or community body)	1	0.92%
Land owner / land interest	0	0%

Answered: 109 Skipped: 0

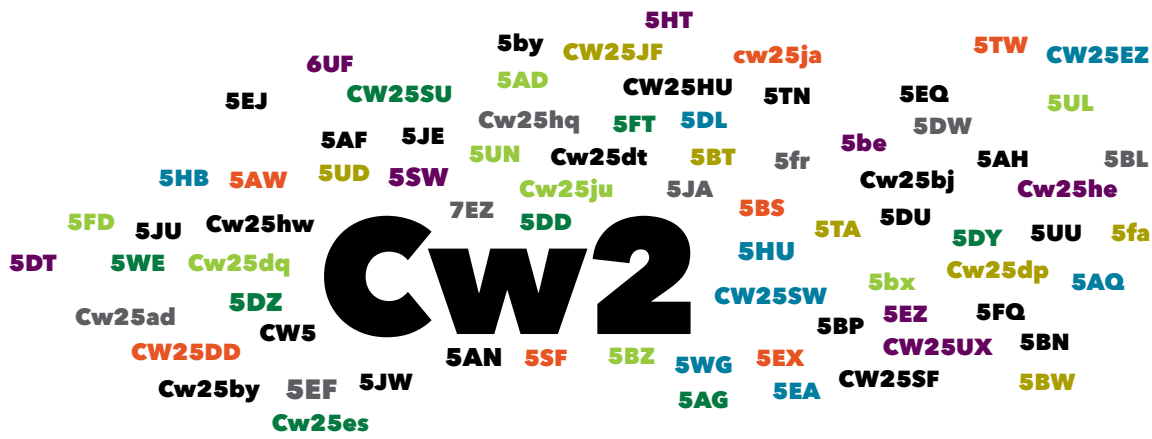
○ If you responded 'Other' to the question above, please tell us more about your interest in this...

There are no answers to this question yet.

○ If you responded 'land owner / land interest' please provide contact details and either a short...

There are no answers to this question yet.

○ If you are responding as a resident(s) please provide your postcode



## Response

## Count

Response	Count
CW2 5EF	4
CW2 5SW	3
CW2 5HU	3
CW2 5DZ	3
CW2 5AN	3
CW2 5UN	2
CW2 5TA	2
CW2 5SF	2
CW2 5JW	2
CW2 5JE	2
Cw2 5fr	2
CW2 5EZ	2
CW2 5EA	2
CW2 5DY	2

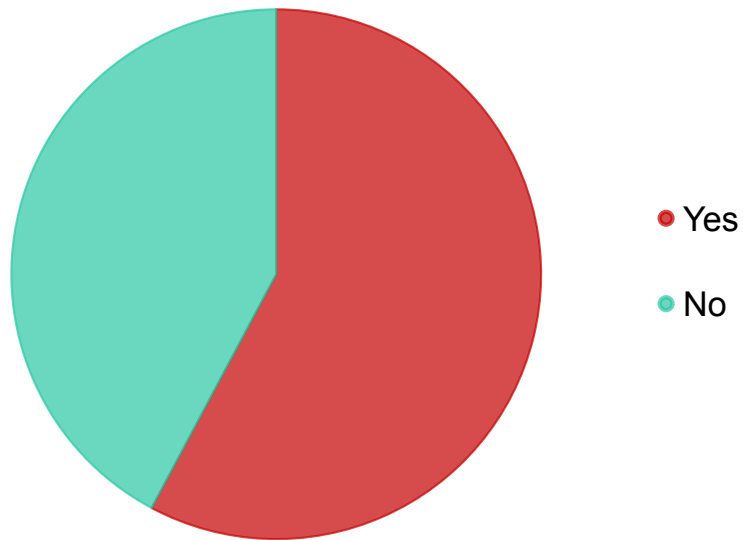
CW2 5DU	2
CW2 5BZ	2
CW2 5BW	2
CW2 5AW	2
CW2 5AH	2
CW5 7EZ	1
CW25UX	1
CW25SW	1
CW25SU	1
CW25SF	1
Cw25ju	1
CW25JF	1
cw25ja	1
Cw25hw	1
CW25HU	1
Cw25hq	1
Cw25he	1
CW25EZ	1
Cw25es	1
Cw25dt	1
Cw25dq	1
Cw25dp	1
CW25DD	1
Cw25by	1

Cw25bj	1
Cw25ad	1
CW2 6UF	1
CW2 5WG	1
CW2 5WE	1
CW2 5UU	1
CW2 5UL	1
CW2 5UD	1
CW2 5TW	1
CW2 5TN	1
CW2 5JU	1
CW2 5JA	1
CW2 5HT	1
CW2 5HB	1
CW2 5FT	1
CW2 5FQ	1
cW2 5FD	1
Cw2 5fa	1
CW2 5EX	1
CW2 5EQ	1
CW2 5EJ	1
CW2 5DW	1
CW2 5DT	1

CW2 5DL	1
CW2 5DD	1
cw2 5by	1
cw2 5bx	1
CW2 5BT	1
CW2 5BS	1
CW2 5BP	1
CW2 5BN	1
CW2 5BL	1
Cw2 5be	1
CW2 5AQ	1
CW2 5AG	1
CW2 5AF	1
CW2 5AD	1
Cw2	1

Answered: 101 Skipped: 8

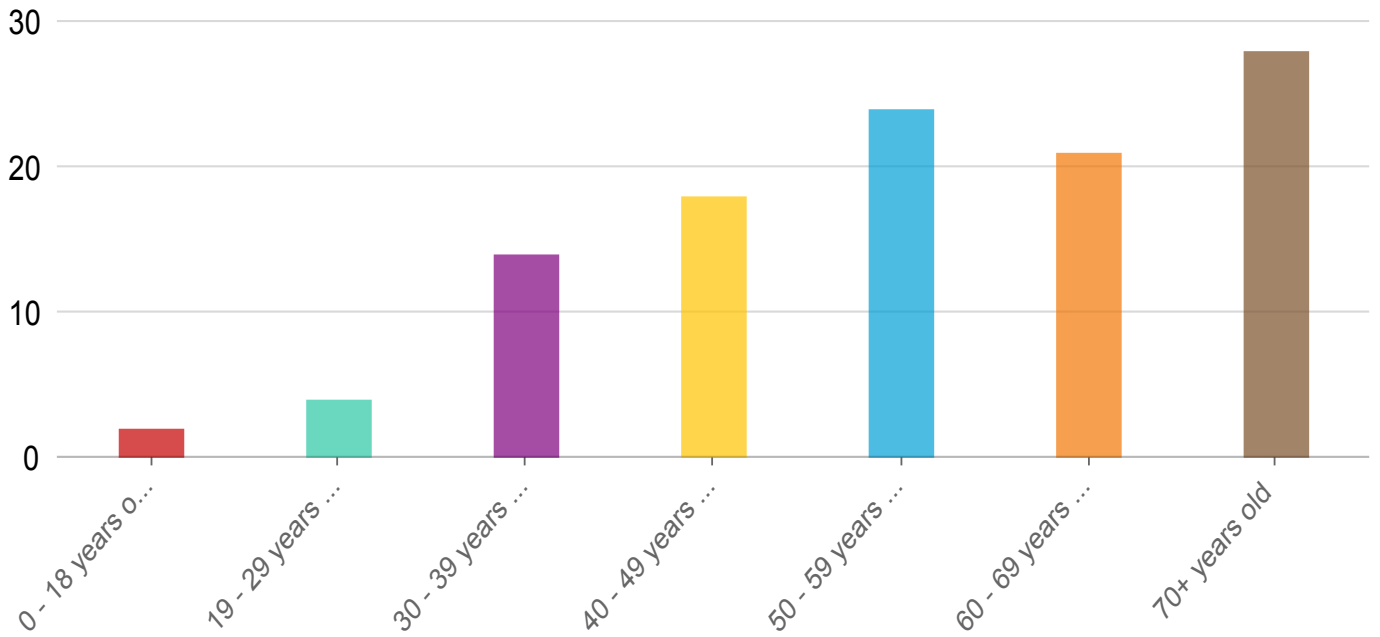
○ Would you like to sign up for email updates about the Shavington-... \*



Answers	Count	Percentage
Yes	63	57.8%
No	46	42.2%

Answered: 109 Skipped: 0

○ ○ What is your age?



**Answers**

**Count**

**Percentage**

Answers	Count	Percentage
0 - 18 years old	2	1.83%
19 - 29 years old	4	3.67%
30 - 39 years old	14	12.84%
40 - 49 years old	18	16.51%
50 - 59 years old	24	22.02%
60 - 69 years old	21	19.27%
70+ years old	28	25.69%

Answered: 106 Skipped: 3

○ ○ What is your gender?

nonbinary.

kids) Female/males house  
wife Male/

Male/female (1) required (in Mail  
 / female 1  
 male (couple) Femsle

**Word** **Count**

female	55
male	47
/	3
1	2
(1)	2
required	1
Male/female	1
Male/	1
(couple)	1
(in	1
house	1
wife	1
kids)	1
Mail	1
Femsle	1
Female/males	1
nonbinary.	1

How would you describe your race/ethnicity?



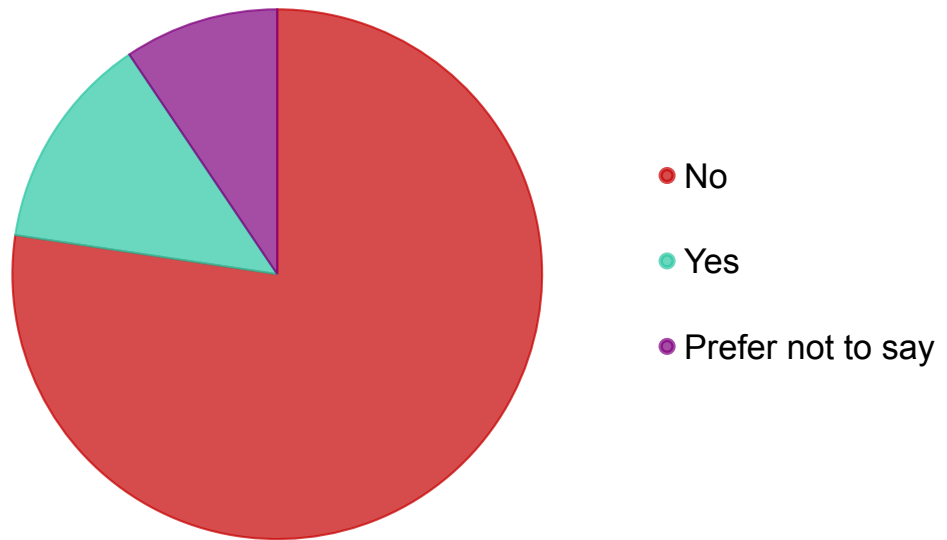
Word Count

Word	Count
white	69
British	53
English	7
White/British	3
-	3
caucasian	2
White/	1
European	1
English.	1
other.	1
Britiesh	1

/	1
(wife	1
kids	1
mixed	1
race)	1
Welsh	1
Shouldn't	1
bearing.	1
prefer	1
required	1
Green	1
Christian	1
Celtic	1
origin	1
Black	1
African	1

Answered: 91 Skipped: 18

○ ○ Would you describe yourself as having a disability?



**Answers**

**Count**

**Percentage**

No	82	75.23%
Yes	14	12.84%
Prefer not to say	10	9.17%

Answered: 106 Skipped: 3