

Strategic Planning Board

Agenda

Date: Thursday, 11th July, 2019
Time: 10.00 am
Venue: Council Chamber, Municipal Buildings, Earle Street, Crewe
CW1 2BJ

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

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

It should be noted that Part 1 items of Cheshire East Council decision meetings are audio recorded and the recordings are uploaded to the Council's website.

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

1. **Apologies for Absence**

To receive any apologies for absence.

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

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

3. **Public Speaking**

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

A total period of 5 minutes is allocated for each of the planning applications for the following:

- Ward Councillors who are not members of the Strategic Planning Board
- The relevant Town/Parish Council

A period of 3 minutes is allocated for each of the planning applications for the following individuals/groups:

- Members who are not members of the Strategic Planning Board and are not the Ward Member
- Objectors
- Supporters
- Applicants

4. **Crewe Hub Area Action Plan - Development Strategy and Further Options**
(Pages 3 - 116)

To consider the above report.



Working for a brighter future together

Strategic Planning Board

Date of Meeting: 11 July 2019

Report Title: Crewe Hub Area Action Plan – Development Strategy and Further Options

Portfolio Holder: Cllr Toni Fox - Planning

Senior Officer: Paul Bayley, Director of Environment and Neighbourhood Services

1. Report Summary

- 1.1. This report seeks approval to consult on the next stage of the Crewe Hub Area Action Plan (CHAAP). The Plan is designed to guide and manage development in the environs of the new HS2 Hub Station at Crewe. The proposed consultation is on a series of 'preferred options' relating to both policy and land use configurations. Much of the document sets out the Council's preferred options on these issues. It also seeks feedback on a series of route options for a 'Southern Link Road Bridge' as part of the wider Transport Strategy for the CHAAP. Responses to this issue will inform the selection of a preferred option on this matter.
- 1.2. The CHAAP has been the subject of two previous consultation events the first being a four week 'issues consultation' during November and December 2018, with a series of local engagement events. The second consultation event was a six week consultation on a CHAAP 'development strategy' and parts of the emerging evidence base during February and March 2019. The general area of interest for a Southern Link Road Bridge was explored in the second consultation.
- 1.3. Alongside further evidence, feedback from these consultations has helped shape a 'preferred options' draft CHAAP which represents the next stage of developing the Area Action Plan ahead of a final submission version.

- 1.4. Importantly the CHAAP Development Strategy and Further Options includes a series of route options for the delivery of a Southern Link Road Bridge crossing the rail line south of the station and connecting Gresty Road and Weston Road. These will be presented alongside proposals for other additional highway and transport improvements.

2. Recommendations

- 2.1. To consider the summary of responses to the Crewe Hub Area Action Plan: Development Strategy as set out at Appendix 1.
- 2.2. To recommend that the Planning Portfolio Holder approves the CHAAP Development Strategy and Further Options attached at Appendix 3 for consultation under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

3. Reasons for Recommendations

- 3.1. The proposed consultation forms part of the engagement and consultation phase of plan making that will inform the Council's final 'publication' version of the Plan which in due course will be submitted to Examination.

4. Other Options Considered

- 4.1. The preparation of an Area Action Plan is discretionary; the Council could simply opt to manage development as best it can with existing policies. However this is unlikely to provide the clarity and strategy appropriate for managing an area of rapid change and opportunity.

5. Background

- 5.1. The Local Plan Strategy recognises the importance of Crewe Station as a Transport hub – but it does not plan directly for the implications of HS2 and acknowledges that a more detailed Area Action Plan might be necessary in the future. The Local Plan Strategy is a pre-HS2 document and if the Council is to manage the change associated with the new station, and the increased connectivity at Crewe through high speed rail, it needs to have a robust and up to date development plan in place which addresses the additional development directly associated with the station.
- 5.2. Via the Local Development Scheme, the Council, through its Strategic Planning Board and Portfolio Holder, agreed in August 2018 to prepare an Area Action Plan for the Crewe Hub Station and its environs. The Area Action Plan will have a very narrow geographic focus, being

confined to the area close to Crewe Railway Station to plan for economic growth emerging from the increased connectivity.

- 5.3. The Council continues to campaign for a full HS2 station (enabling north and south connections) to be provided in the town, in order to maximise the opportunities for inter-regional connectivity and economic growth. The Plan is conceived as a means of managing and coordinating the significant change likely to arise from the Government's investment in HS2 at Crewe.
- 5.4. Since the autumn of 2018 the Council has gathered additional evidence and sought the views of stakeholders on a range of issues associated with the delivery of a HS2 Hub Station at Crewe. This has enabled key development principles to be drawn up for the area Action Plan. The strategy is supported by Sustainability Appraisal and a number of evidential documents; these are accessible [here](#).

The Form of the Crewe Hub Area Action Plan Development Strategy and Further Options

- 5.5. Firstly, building on previous work, the CHAAP Development Strategy and Further Options selects a proposed plan boundary. Unlike all other development plans which match the boundary of Cheshire East as a Planning Authority (the Peak District National Park having its own planning powers) a fundamental choice for the Area Action Plan is how far it should extend. In simple terms the wider the area covered, the more comprehensive it will be – but equally the more issues that will be provoked and the longer it will take to prepare. Conversely a more confined plan may prove more agile but also may fail to address all of the development implications of the enhanced station. Accordingly it is recommended that a balance is struck between these two positions and a preferred boundary is set out in the document. The boundary includes land west of the rail line to Gresty Road in the south and to Mill Street in the north west and extending north east to Macon Way, south east across Second Avenue to Gateway.
- 5.6. Secondly the CHAAP Development Strategy and Further Options sets out a series of key policy principles for the Area Action Plan which all new development would be expected to adhere to. These include:
- Improving accessibility to the Crewe Hub Station
 - Facilitating transport interchange
 - Improving Linkages between the Town Centre and Station

- Maximising the opportunities derived from 5-7 trains per hour
- Integrating development around the station with the rest of Crewe
- Safeguarding Crewe's Railway & Built Heritage

- 5.7. Thirdly the Strategy sub-divides the Plan into six development parcels for which a masterplan, detailed spatial policies and principles are drawn up. Foremost amongst these are:

Crewe Commercial Hub / Station Central – The Weston Road gateway – creation of a new main entrance to the station, alongside supporting facilities and transport interchange. Opposite this will be the new Crewe Commercial District – a fresh business location which capitalises on the enhanced connectivity afforded by the upgraded station. This area will be characterised by land mark buildings and higher density development

Mill Street Area – a revamped commercial and residential area focussing on a direct link between Nantwich road and the Town centre via Mill Street Bridge. There are also important heritage assets in this vicinity which require preservation and integration.

Gresty Road Gateway - This area will safeguard a potential future pedestrian entrance directly into the station. There is scope for additional development to complement the retained Crewe Alexandra stadium and improved public realm.

Infrastructure & accessibility

- 5.8. The enhanced rail service requires significant improvements in accessibility in and around the station. The benefits of HS2 will not be realised if major cities can be reached in minutes by train but grid lock prevails beyond the station entrance resulting in the benefits of high speed rail travel and enhanced connectivity being undermined by poor accessibility. Accordingly, the Area Action Plan must anticipate new and improved transport infrastructure as within the station all passengers are effectively pedestrians and thought must be given initially to the movement of people by non-vehicular modes. Allied to this there will be complementary strategies for public transport interchange, public car parking, proposals to improve traffic management within the town of Crewe and additional highway capacity at key pinch points.
- 5.9. To help address this, the CHAAP Development Strategy and Further Options builds on the previous Development Strategy to propose a

number of route options for a new high capacity road bridge located to the south of Crewe Station. This will carry through traffic away from the congested station area and enable Nantwich Road to be significantly amended to improve the environment for pedestrians accessing the station – offering the flexibility to allow multi modal improvements on the Nantwich Road corridor.

Next steps

- 5.10. This current CHAAP Development Strategy and Further Options brings together the Council's proposals for the planning and management of development around the Hub Station into a draft Area Action Plan. It reflects many of the matters raised during the period of engagement during the autumn and winter. If approved, Regulation 18 consultation is planned to take place over a six week period between 12th July 2019 and 3rd September 2019.
- 5.11. Following this it is proposed to move towards a publication draft plan later in 2019, subject to any additional consultation or engagement considered appropriate in light of responses received. The Publication Plan will be the subject of formal consultation (Regulation 19) and will then be submitted to the Secretary of State for Examination.

6. Implications of the Recommendations

6.1. Legal Implications.

- 6.1.1. The Planning and Compulsory Purchase Act 2004 (as amended) requires local planning authorities to prepare Local Plans. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) sets out the procedures to be followed in the preparation of such plans.
- 6.1.2. The Regulation 18 consultation marks the start of the formal engagement stage of the Plan and represents the scoping stage to decide what should be included in the Plan and requires that various bodies, community and stakeholders be notified that the council is preparing a plan. It invites them to comment about what that plan ought to contain.

6.2. Finance Implications

- 6.2.1. The full cost of preparing the Crewe Hub Area Action Plan will be funded from the Councils HS2 Programme budget.

6.3. Policy Implications

6.3.1. The Area Action Plan sets out the Council's policies for the development of land in and around the Crewe Hub Station.

6.4. Equality Implications

6.4.1. The sustainability Appraisal that accompanies the preparation of the Area Action Plan considers the implications for equalities.

6.5. Human Resources Implications

6.5.1. There are no direct implications for human resources

6.6. Risk Management Implications

6.6.1. There are no direct implications for risk management

6.7. Rural Communities Implications

6.7.1. The Area Action Plan concerns land within the urban area of Crewe

6.8. Implications for Children & Young People / Cared for Children

6.8.1. There are no direct implications for children and young people.

6.9. Public Health Implications

6.9.1. Appropriate Development Plan policies can help foster healthier living and working environments.

7. Ward Members Affected

7.1. All Crewe Wards

8. Consultation & Engagement

8.1. The Area Action Plan was subject to a period of engagement during the late autumn of 2018. Consultation on a Development Strategy was held during the February and March 2019. A series of events were held for local businesses and residents alongside an online consultation. A summary of the comments received on the Development Strategy is attached as Appendix 1.

9. Access to Information

9.1. Aside from the supporting information referenced in paragraph 5.4 the relevant section of the Council's [website](#) includes the previous Area Action Plan Issues Paper and related supporting information

10. Contact Information

10.1. Any questions relating to this report should be directed to the following officers:

Name: Adrian Fisher

Job Title: Head of Planning Strategy

Email: adrian.fisher@cheshireeast.gov.uk

Name: Tom Evans

Job Title: Neighbourhood Planning Manager

Email: tom.evans@cheshireeast.gov.uk

APPENDICES

Appendix 1 Crewe Hub Area Action Plan: Development Strategy – Summary of Responses

Appendix 2 Southern Link Road Bridge: Route Options

Appendix 3 Crewe Hub Area Action Plan: Development Strategy and Further Options

[The documents in the following appendixes can be accessed electronically via this link.](#)

Appendix 4 Supporting Documents: Sustainability Appraisal

Appendix 5 Supporting Documents: Habitats Regulations Assessment

Appendix 6 Supporting Documents: Evidence Base Reports

Appendix 1 Crewe Hub Area Action Plan: Development Strategy – Summary of Responses

The below is a summary of responses received in response to the CHAAP Development Strategy. The responses are set out in an order related to chapters of the document.

1. Introduction

- CEC should object to HSE Ltd about the Handscare Link near Lichfield and about HS2 services to Stafford. CEC should campaign for its cost neutral replacement by the 'Meaford Curve' near Stone.
- The immense cost of HS2 could be avoided by improved rolling stock and ongoing normal track maintenance on the existing system.
- CEC needs to allow improved flexibility of B-class uses at the allocated Basford East site in order to ensure that the future development of the site does not undermine the B1 proposals at the Crewe Station Hub, and the opportunity presented by the site to accommodate the relocation of existing businesses currently located in the AAP area to ensure local jobs and businesses are retained in Crewe.
- Triton Property Fund is the owner of Grand Junction Retail Park in Crewe and is currently working with CEC to help improve linkages between the Retail Park and the primary shopping area in Crewe. To ensure the full potential of HS2 is realised, a greater degree of emphasis needs to be placed on enhancements to access and infrastructure to Central Crewe which also needs to be extended to include the Grand Junction Retail Park.
- There is still some uncertainty on the future of HS2 and it seems premature to base an AAP on something that may not happen.
- The LPS should be revisited rather than spending time and resources on the AAP for Crewe when the implications of HS2a and Constellation Growth Partnership have significantly greater implications for the whole of Cheshire East.
- To plan for 5 HS2 trains from the south and 7 trains from the north is too ambitious and costly. It should not be at the expense of existing regional services. Only 3 trains per hour should be catered for.
- There was no consultation on the Constellation Growth Strategy. Based on the Growth Strategy there is a significant amount of employment and housing growth 'unallocated' in any current Local Plan. By placing reliance on this and failing to revisit the LPS there will be pressure to build on greenfield on the periphery of Crewe (in particular the corridor linking Crewe to A500) leading to the erosion of green gaps and the coalescence of settlements.
- The Strategy offers the opportunity to "realise Crewe's full potential as a regional and national hub through HS2 bringing transformational growth and significant economic and social benefits to the community of Crewe and beyond" (¶ 1.1). However the limited geographical nature of the Strategy undermines this first paragraph of the draft plan.

- The development consent (for Lidl/B & M) has caused problems for the plan because of the large surface car park where the green space was intended. The plan is being pushed forward even though other events are overtaking it.
- HS2 will have a much wider impact than just around Crewe Station. The plan is too restrictive to ensure the appropriate level and mix of housing is provided in Crewe.
- The AAP should clearly state that it only relates to Crewe Hub Station and ensure that development outside the designated area to support HS2, such as housing, is not stifled. Or the AAP should be delayed to align with the review of the LPS.
- Royal Mail owns and occupies the freehold of Crewe Delivery Office and the adjacent car park which lies centrally within the CHAAP designated area. The Delivery Office is critical to Royal Mail being able to meet its statutory duty and operate effectively. Royal Mail's concerns have not been addressed. The Delivery Office is still located within the "Core" boundary, and more significantly the Southern Link Road Bridge is shown to be located on operational Royal Mail land which is a major concern. The GRIP 2 Feasibility report identifies land to the east and west of the bridge alignment is industrial units and businesses which may need to be relocated. Royal Mail has confirmed they have no intention to relocate.
- Remodelling is a railway term usually associated with changing track layout. HS2 requires little work at Crewe Station. Re-modelling is required around Basford Hall Junction south of the station and outside the consultation zone.
- Objection to ¶1.22. CEC is required to maintain an effective and up-to-date Local Plan to support growth and meet future development needs. The LPS is a "pre-HS2" plan since the full details and implications of the major transport proposal are not yet known. It is therefore crucial that before the CHAAP the Local Plan is reviewed to take into account HS2. Having reviewed the Local Plan's growth estimates and data release by the Office of National Statistics, the Local Plan review should be conducted at least eight years earlier than the adopted plan is aiming for without even considering the growth by HS2. The annual growth rate in CE employment is significantly higher than the target growth rate of 0.7% per annum in the Local Plan. If job numbers continue to grow at the same rate they have done between 2015 and 2017 (2.3% per annum) the target of 228,000 jobs will be achieved by 2022.
- The CHAAP must be agile and flexible to support growth planned. It must also improve the accessibility to Crewe Hub Station; improve linkages between town centre, retail park and the station; promote and accommodate 5-7 trains per hour; integrate development around the station and the rest of the area; and safeguard Crewe's Railway and Built heritage.

2. Key Assumptions

- The four key assumptions are focused around the 'delivery' and various aspects (vision, objectives, growth aspirations, Crewe commercial hub and improved connectivity) which are supported as it implies the Council are taking a positive approach to delivering the Crewe Hub.

- Assumption 2 (Delivery of Growth Aspirations) is supported as it clearly sets out CEC's intention with regard to housing delivery and the creation of jobs in and around Crewe.
- The arrival of HS2 will provide great opportunities for growth and regeneration but at the same time will need to assess the impact on local infrastructure and the environment.
- To maximise the potential for growth, the CHAAP should include a greater focus on connectivity with existing assets. This accord's with the strategic objectives within the NPPF and development plan which seeks to make effective use of land and assets, particularly those in sustainable locations.
- To ensure full potential of HS2, a greater degree of emphasise needs to be placed on enhancements to access and infrastructure to Central Crewe.
- The LPS and SADPD, which were used to inform housing targets, have not fully addressed the implications of HS2, and the housing numbers are not sufficient to fully capitalise on the demand from the HS2 investment.
- The Gresty Lane site represents a deliverable site that can progress towards a full application to help address the housing shortfall and demand from HS2.
- The delivery of town centre housing (expected to be apartments) will not allow for well needed family housing. It is paramount that the promotion of housing through the Strategy does not undermine the ability for sustainable, suitable and deliverable housing sites to come forward to meet such need.
- It is not clear how the delivery of 3,750 homes will be generated through the Crewe Commercial Hub as suggested at ¶2.6. Evidence needs to be provided to clarify how these numbers will be delivered. The Strategy must clearly caveat that it is accepting of the fact that growth expected from HS2 cannot be expected to be accommodated within the Strategy area alone.
- Assumption 3 (Delivery of the Crewe Commercial Hub) - a "strongly office-led development" as suggested at ¶2.9 could potentially further undermine the town centre and would conflict with town centre first approach. What assessments have been undertaken to indicate that new office development would pass relevant assessments?
- Assumption 4 (Delivery of Improved Connectivity) - Crewe has issues with traffic congestion, constrained by Victorian railway bridges and road network. If funding to improve infrastructure is not forthcoming the proposed development of 7,150 apartments would exacerbate the traffic issue. Lower density housing located outside of the CHAAP (such as the Gresty Lane site) would alleviate traffic concerns.
- It's a shame only "pedestrian focused routes" has been mentioned (¶2.12) rather than routes for cyclists. Most housing, and almost all new developments are too far away to walk, but within comfortable cycle commuting distance. CEC Cycling Strategy emphasises the importance of these routes.
- It would be interesting to see how a green link (Figure 2.1) is delivered by the Strategy. Physical constraints to the north would hinder the desirability of the route and by the recent approval of the Mill Street/Lockitt Street development (18/5040N).

- An “increased focus on public transport, pedestrian and cycle access to station” (¶2.12) is supported. However the “delivery of multi-storey parking at multiple locations” (¶2.12) is opposed, in particular at Weston Road entrance.
- “A southern link bridge: this infrastructure is intended to enable greater network capacity through Central Crewe” (¶2.12) – this does not seem to affect what people of Crewe would consider to be Central Crewe, although it has a massive impact on Crewe South.

3. Emerging Issues

- A key issue to raise is security – these trains will be operating at high speeds so will be vulnerable to sabotage so adequate security screening and surveillance must be in place at the station.
- An area for existing emergency services needs consideration and careful planning.
- Maintenance costs should be considered when designing the structure of the building. One thought is to incorporate solar panels into the structure. Other areas that need consideration is to do with climate and the impacts on station design and passengers being able to get to/from car parks.
- The CSHAPP does not plan for enough homes, of the right kind, in the right places. There is an ageing population in Crewe (¶3.2). High density housing will appeal to mainly young professionals. The CHAAP does not therefore adhere to the NPPF which requires that “plans should positively seek opportunities to meet the development needs of their area.” The Gresty Lane site should be incorporated into the Basford development area to help provide a variety of housing for the wider population.
- Historic England welcomes the commissioning of a Heritage Impact Assessment and agrees with the assessment of significance set out in ¶3.7.
- Objection to the Southern Link Bridge (¶3.9). Implications for residents of the homes in Gresty Road and South Street are barely mentioned, road widening would require demolition of homes. By referring to Laura Street as the desired area of the junction on Gresty Road there is the implication that Manor Way is being viewed as an alternative route from Wistaston. Manor Way is not able to accommodate an increase in traffic flow.
- There will be an increased risk to local safety. Manor Way is used by local residents daily accessing local schools by foot/bike and bus routes to Nantwich schools. The area is also popular for walking/cycling for residents accessing local businesses, bus stops and railway stations. Pebble Brook School is at the bottom of Manor Way and is already congested at peak times.
- The bypasses developed in the last few years were to reduce traffic accessing Nantwich Road, and whilst this has resulted in a reduction in traffic to some degree it has not achieved

the desired effect. How can we assume a further bridge will reduce traffic along Nantwich Road?

- Traffic on Nantwich Road has seen a noticeable reduction since the opening of the David Whitby Way. There is immediate scope to improve pollution without major investment.
- There is still bottleneck around the railway station pelican crossing which has never worked for pedestrians or traffic, but since Nantwich Road station entrance cannot be retained in the new design, due to security concerns, they can be removed and replaced by one zebra crossing at a better location.
- Loss of traffic along Nantwich Road could impact business revenue for local businesses located along Nantwich Road.
- “Crewe is well served by bus routes” (¶3.10) is inaccurate. Crewe has a terrible bus service with few routes operating outside of 07:00 -19:00.
- ¶3.11 is misleading mentioning pedestrians and cyclists but then only mentioning facilities for pedestrians. Currently Crewe town centre is not open to cycling, but allowing cycling is strongly supported.
- Cycle routes in the area around Crewe town centre needs to be improved as recommended in Cheshire East Council’s “Crewe Cycle Network Masterplan”. This involves creating good cycle routes connecting to Tipkinder Park; Northwest end of Leighton Greenway to Leighton Hospital; Southeast end of Leighton Greenway to Crewe Town Centre; Crewe Railway Station to Crewe Town Centre.
- Cycle routes are hindered by pedestrianised streets because provision for safe shared use was never made.
- ¶3.19 sets out that “a housing strategy is being developed to instigate the approach to delivering residential development...” This must be made available for public consultation. There is a disagreement with the assumption that because Crewe has smaller household sizes then the borough average, a requirement for smaller property types may be needed. Similarly, current low car ownership rates suggesting the potential for higher densities of development is disputed. The Strategy should promote additional family housing within other higher value areas of the town.
- The Strategy should incorporate flexibility to ensure that it does not stifle suitable and deliverable housing sites coming forward and should even go as far as identifying potential sites to accommodate the growing need. Potential sites include – Land to the rear of Hunters Lodge Hotel, Crewe; Land south of Bradeley Hall Farm, Crewe; Crewe Road, Winterley.
- The comment for the development of the former Gorstyhill golf course in Appendix 3 was rejected by the Parish Council through the Neighbourhood Plan, through CE Local Plan and by the secretary of state through a public enquiry. How can the landowner keep offering up this site when it has been rejected at each and every stage?
- ¶3.19, refers to “low car ownership rates.” Has DVLA statistic been used? The Bentley employee car scheme means that a significant proportion of residents use cars leased at discount rates but don’t actually own them.

4. Area Description

- Grand Junction Retail Park should be included within the definition of 'Central Crewe'. The Retail Park performs an integral role in the commercial offer and wider function of Crewe town centre.
- The boundary will need to be fluid and flexible in order for a relationship to be established between the future development and that which is established.
- The boundary should not be limited to the location of key infrastructure of development. Instead the boundary should reflect the relationships between the proposed development and the existing communities. This includes the communities who will benefit and be affected by development to the North and West of the station, but also emerging communities within Basford East and West (strategic locations for growth).
- To use the name 'Central Crewe' to describe the area is likely to cause confusion. It is neither town centre, as known to residents, nor is it the CEC Crewe Central Ward. Much of this area is in the East and South wards whilst parts of Central Ward are not in this area.
- To "rationalise the road hierarchy" mentioned in ¶4.6 is not clear and worrying – assume it means increasing road capacity for cars?
- Reducing vehicle access through the town as mentioned in ¶4.6 is supported, but it needs good integrated public and active travel options.

5. Vision

- There is general support for the vision which seeks to maximise the potential for growth through the delivery of HS2 and a new station hub.
- The vision should be aspirational and ambitious, creating an environment for the private sector to prosper for the good of the local community.
- The vision should reflect the associated environmental benefits associated with a large sustainable transport infrastructure plan including reduced air pollution and biodiversity gain.
- The vision makes no reference to present or future residents. It should spell out what is hoped for investment and physical development will do for the community. This must include reference to how Crewe residents will benefit for example through improved housing, job opportunities, environment, leisure provision, living spaces and improved air quality.
- The AAP is vital with regards to the economic benefits and opportunities that will arise, and it is essential that it is broad and ambitious, which currently it is not. An extra bullet point to the vision should be added to discuss the knock-on impacts/effects HS2 will have on the wider area.
- Is there any case study evidence that the arrival of High Speed rail in towns of our size in Germany or France achieved growth like this?
- The AAP does not contain any recognition or consideration of the value of existing business to the economy of Crewe and the success of the future Crewe Station Hub Area. This is contrary to ¶182 of the NPPF. The Council should acknowledge the importance of Royal Mail

and MECX as an employer and strategic operator, and the need to ensure the long-term retention of the asset for Crewe and the wider CW postcode area. Alternative locations for the Southern Link Bridge should therefore be considered.

- Objection to ¶5.6 which states “the local highways network will see significant investment in infrastructure, capacity and parking facilities.” Increasing road space is unwise as many studies show that more roads generate more driving.
- Objection to ¶5.7. How can you “improve the amount and quality of new and enhanced public realm and green spaces”, and “increase infrastructure, capacity and parking facilities”. Take a look at what they did in Groningen.

6. Plan Objectives

Objective 1 – Crewe Commercial Hub

- The objectives would be supported if it is clear that they are intended to deliver a vision which includes improving the quality of life for existing and future local residents, and businesses of Crewe.
- The primary objective of development in the AAP area should be to create employment uses.
- Objective 1 is supported. It is essential that national retailers and flagship companies should be encouraged to move into the area, which would lead to the knock-on effects and would encourage other companies and businesses to invest in the area.
- To support the growth that HS2 will bring, the Council should reconsider the Garden Village concepts well beyond the AAP area – and not just those considered through the Local Plan Examination – in particular to create communities and housing that suits the work force required to support growth industries.
- Objection to "supporting improved transport infrastructure..." (¶6.7). It is unwise to increase road capacity for cars.
- Objection to ¶6.9. The paragraph should be changed to “new and improved pedestrian AND CYCLIST links between the town centre and the HS2 Hub Station”.

Objective 2 - Connectivity

- The Gresty Lane site is in a sustainable location well positioned to adhere to the CSHAPP objective of delivering improved connectivity.
- Strongly support the concept of stopping more HS2 services at Crewe (¶6.14). Without good connections, the benefits of HS2 will not be spread so widely.
- The AAP is far too narrow and it is absolutely crucial to local economic growth in Cheshire. The design of the Crewe Hub needs to allow for sufficient local train services to call. There is a lack of platforms in general and in particular of bay (terminus) platforms accessible from the Manchester direction. It is essential for the AAP to require new platforms to be in place to provide growth before the earlier completion of Phase 1 and the commencement of construction of Phase 2a.
- Crewe North Junction - It is imperative that the North Junction is completed in time for HS2 Phase 2b operation and the AAP should emphasise and allow for this. The objective should

therefore be updated and expanded to cover the full requirements of the new platforms, the Mid-Cheshire Rail Link and the North Junction.

- To ensure that the potential for growth generated by HS2 and the Station Hub and the elements of the Vision are realised, it will be necessary to deliver greater enhancements to infrastructure. A greater level of improvement schemes should be considered to other local commercial areas to create greater cohesiveness around Crewe's wider town centre. In particular the CHAAP should include provision for: 1. Roads to the north of the town centre, including Earle Street, are also in need of upgrading to enhance the functionality of Central Crewe. These works should be considered as part of the wider works to deliver HS2 and the Station Hub area through cross funding or Community Infrastructure Levy; and 2. Significant improvements to pedestrian and cycle infrastructure should underpin the Strategy in order to address connectivity issues and minimise congestion and the reliance on private modes. This should include direct links to Grand Junction Retail Park and the commercial areas along Macon Way and the areas of the town to the north east.
- Having the "Nantwich Road entrance reconfigured with a focus on pedestrian, cyclist and public transport" (¶6.16) is unnecessary and at odds with Department for Transport security rules.
- Creating a new southern link road (¶6.18) is unwise as new roads generate more car traffic.
- Whilst there is a Bridge Feasibility Report provided as Appendix 4 to the Strategy document, there is no information provided regarding the effect of the proposed Southern Link Bridge upon traffic movements in the area. Vectos have sourced some traffic data on behalf of Esso Petroleum Ltd to understand the effect on Crewe Arms Service Station – this shows Nantwich Road and Weston Road experience the greatest traffic flows of all the arms of the Crewe Arms roundabout. Diverting traffic between these two roads via an alternative route will result in a significant reduction in traffic passing Crewe Arms Service Station. More detailed information is required regarding the effects of the proposed Southern Bridge Link and also that on Nantwich Road, to enable a better understanding of the likely effects of this upon passing trade at the Crewe Arms Service Station.
- The need for a new southern link road bridge has not been proved. CEC cannot have accurate figures for Nantwich Road traffic with David Whitby Way open and Sydney Rd open and improved since that project will not be ready for a few more weeks. It will then take some months for traffic flows to settle down into their new patterns.
- The Southern Link Bridge will require Royal Mail and MECX and its other tenants to relocate. Royal Mail strongly opposes this.
- Locomotive Storage Ltd occupies the 10 acre Crewe Diesel Depot site south-west of Crewe station. Concern is raised on how the proposed Southern Link Road overbridge, crossing the northern end of the depot, will affect business. Locomotive Storage Ltd cannot contemplate any bridge abutment, or similar structures, being placed within their long leasehold which would severely curtail present and future railway operations.
- "Wider improvements and investment in the local highways network to upgrade junctions, roundabouts and capacity" (¶6.19) will merely draw more traffic. Other towns are creating modal filters, cutting roads and narrowing them (even in Crewe, e.g. Minshull New Road and West St).

- Change ¶6.19 "g Vastly improving the pedestrian experience to, from and around the HS2 Hub Station in terms of pedestrian and cyclist priority, accessibility, safety and comfort " to "g Vastly improving the pedestrian AND CYCLIST experience to, from and around the HS2 Hub....."
- "Establishing new primary routes for cars" (¶6.20) and "delivering increased parking capacity" (¶6.21) will increase driving.
- "Promoting sustainable travel options" (¶6.22) is supported through there needs to be challenging targets. The latest Crewe Station Travel Plan was extremely weak, simply aiming to maintain the small number of people arriving by bicycle rather than increasing it significantly.
- Past experiences of promoting sustainable travel options is not good. CEC have never promoted the Cheshire Travelcard despite it being valid on buses in this area. Given that CEC cannot fix the bike pump on platform 5, considerable convincing is required that this is a serious aspiration.
- New and improved pedestrian and cycle links (¶6.24 and ¶6.26) is welcome through building high quality or at least to standard guidance is important.
- Providing new and improved pedestrian links to the town centre (¶6.26) seems thwarted by the recent approval (18/5040N), where one of the suggested relatively narrow pathway connections to Mill Street is alongside the proposed supermarket. This is not an inviting route.

Objective 3 – Sustainable Development

- Support for Objective 3: Sustainable Development.
- The CHAAP should include a significant increase in improvements to infrastructure and connectivity to create a town centre with greater cohesion. Improvements in sustainable links will also help reduce reliance on private modes for movement around Central Crewe and the Station Hub; consistent with the overarching objective to deliver sustainable development.
- The Strategy area should to be expanded given the impact HS2 will have on the whole Borough, particularly in terms of the anticipated increase in population growth. The Strategy should incorporate flexibility to ensure that it does not stifle suitable and deliverable housing sites coming forward and should even go so far as identifying potential sites to accommodate the growing need- Land to the rear of Hunters Lodge Hotel, Crewe; Land south of Bradeley Hall Farm, Crewe; Crewe Road, Winterley.
- The boundary of the Strategy area should be enlarged to encompass key sites to support the deliverability of family housing. If this is not feasible, the Strategy needs to be revised to remove the reliance on housing delivery within the area only. Based on the available evidence, it is difficult to see how CEC can deliver sufficient housing within the urban area of Crewe to meet the growth requirements of HS2.

Objective 4 – Environmental Quality

- Objective 4 contains very little on the natural environment. Natural England would like to see something included around habitat creation (biodiversity net gain) that links in with HS2's Green corridor concept.
- Sustainable drainage is an integral part of improving the environmental quality of an area. The existing drainage system in the area is largely dominated by combined sewers which take both foul and surface water, and the combined networks include several overflow points that are permitted by the Environment Agency. The purpose of such overflows is to prevent network flooding by discharging into a nearby watercourse at times of high flow. If surface water entering the sewer network is significantly reduced by discharging to more sustainable forms, it subsequently decreases the discharges from such overflow points. This will result in the discharges occurring less frequently, possibly not at all, with resultant environmental improvements for the wider environment. United Utilities recommends the following addition to Objective 4: *"6.41 Creating a sustainable solution to the water environment as a result of new development."*
- Given that car tyres are by far the greatest cause of ocean micro plastic pollution everything should be done to cut down vehicle movements, especially given the nearness of the brook and flood plain.
- Support Objective 4 which aims for "outstanding station design" (¶6.33). Aspiration for the design of the Crewe Hub Station should be taken from the design of Kings Cross station in London. The transformation of King's Cross Station for Network Rail involved three very different styles of architecture: reuse, restoration and new build. The train shed and range buildings had been adapted and re-used, the station's previously obscured Grade I listed façade had been restored, with a new, highly expressive Concourse that had been designed as a centrepiece. The images shown to date of both the station and public realm lack inspiration and charm and create spaces that feel inhuman and unlikely to age well. Design and materials are essential to the success of the AAP and need a significant revisit.

7. General Development Control Policies

- The General Development Policies are generally supported.

GD1 – Policy Hierarchy

- Support for Policy GD1, recognising that the policies within the Area Action Plan (AAP) will take precedent ahead of the policies within the CELPS should a conflict arise. An alignment between the Strategy and the adopted Local Plan is encouraged, so as to be in conformity with the NPPF, but also to ensure the strategic and detailed policies outlined within the Local Plan are not lost within the AAP document. The AAP should be an extension of the LPS as opposed to a separate document.
- Morning Foods objects to Policy GD1 whereby the policies and proposals of the AAP will take precedence over any Local Plan; specifically, outside the 'core' and 'primary' areas. The AAP covers over 150 acres of what is currently the "Crewe Gates Industrial Estate". The AAP is therefore directly opposed to the continuing development of, and investment in, the existing

uses of many successful local businesses. Nowhere does the AAP support the activities of, or provide an alternative location for these existing industrial users.

Policy GD2 – Supporting the development and maximising the opportunities of the Crewe Hub Station

- Support for Policy GD2, recognising that the areas closer to the Crewe Hub will gain from the proximity. It should also be noted that additional communities, of greater distance from the Hub, will still benefit from this location. The development opportunities and improved transportation links will provide benefits across Crewe and to the wider Borough.
- It should be noted that 'locational advantages' are not limited to areas within the immediate vicinity. Although land to the West of Crewe Road and South of Gresty Lane may not be considered to have 'locational advantages' as stated in the Strategy, the improved pedestrian and cycle route to the station and the proposed future development along Gresty Road means that even though this site is considered to fall outside of the CHAAP boundary, it still benefits from its proximity to the Crewe Hub. It is crucial to the development of the CHAAP for the Council to recognise the need for fluid and flexible boundaries in order to provide sufficient growth and foster better connections between the Crewe Hub and existing communities.
- The design of the Station is critical to maximise the benefits of investment locally. The Station must be of a high quality design building on the heritage locally, and that all development locally facilitates its function as a high quality, accessible location. The Hub also has the potential to be a destination in its own right, with the development of conferencing and meeting spaces to serve Crewe and major employers. There are also opportunities to bring new ways of working and build a community at the Station, through flexible workspaces, incubators, and other innovative models.

Policy GD3- Facilitating New Infrastructure

- Natural England notes air quality impacts, as a result of increased traffic, has been recognised. Roads within 200m of a designated site that is sensitive to air quality need to be included in any future assessment. This initial level of assessment could perhaps have been included at the Screening stage. The HRA does not refer to hydrological pathways that could be impacted at the development stage; evidence of this consideration should be presented in the HRA. Natural England agrees with the overall conclusion that further assessment of air quality impacts on West Midland Mosses SAC is required.
- Support for Policy GD3, recognising the importance of transport and digital infrastructure within new development. However, more detail needs to be provided regarding the types of infrastructure required and the reasoning behind this, as high infrastructure costs will need to be taken account of at both concept and detailed viability stage. In addition, the policy wording states that "all new development" shall make provision for new infrastructure, therefore more detail needs to be provided on the specific types and location of development that qualifies for making this contribution. CEC will need to provide further and more detailed information regarding this and how such proposals will align with the recently adopted CIL charging schedule.

- The facilitation of new infrastructure is the foremost benefit of the HS2 expansion to Crewe. Investigation would be welcomed into multi-modal solutions (e.g. park and ride), especially as the densities in the area increase and to service major employers and employment areas such as Crewe Business Park, the Science Corridor, and Bentley Motors.
- Infrastructure should maximise opportunities for energy generation, for example through car park solar canopies, and minimise embodied energy in construction and design wherever possible, including utilising the current PAS 2080.
- The intention for a Southern Link Bridge is noted and agreed. It is suggested that this is an ideal conduit for protected ducting to carry necessary infrastructure (including digital) across the rail lines in a manner that is accessible and economical. The specific reference to digital infrastructure is welcome. The Skills and Growth Company would like to explore with CEC how to accelerate deployment of digital technologies (fixed line and wireless), potentially beyond Local Full Fibre Networks and IOT, and even 5G. It is also important that new infrastructure realises the benefits of digital improvements. CEC should prioritise and maximise the use of Smart technologies within the fabric of the development. PAS 184 could be referenced as an approach to take.
- A major infrastructure development area such as the one proposed will carry with it substantial electricity and heat demands and will necessitate upgrades to the networks in order to facilitate these. This is an area in which CEC can take a strong leading position in order to facilitate the best development options for the area and that ownership of network upgrades being in local authority control has the potential to offer long term benefits to an area of importance within the borough.
- The development of local heat and power networks as an important part of improving sustainability in the area and as an enabler for growth and development is encouraged.
- The development of the station itself provides the opportunity to facilitate the low-carbon growth ambitions of Crewe. This can be both in the design of the station itself, with the inclusion of solar panels and heat pumps, and also the use of the station building as a means of facilitating the crossing of the rail lines for pipes and cables which will enable a heat network to be created around the station. Reference should be made to the existing model of New Street Station, Birmingham, which houses the energy centre for, and acts as the anchor for a large heat network within the city centre.

Policy GD4 – Improving Linkages between Town Centre and Station

- There is a conflicting message in ¶7.11 -"The Plan seeks to support the on-going regeneration of the town centre, in particular, through contributions to the creation of a new pedestrian link between the hub-station and town centre" (cyclists not mentioned); and "particular emphasis given to better and more direct pedestrian and cycle access" (cyclists mentioned). It is suggested that both elements should be aligned.
- Improving the linkages between the town centre and the station is an area of significant importance to Crewe. A high quality, safe, pedestrian and active travel route is vital to support the integration of these two locations. Regard should be given to both the requirements of the day-time economy and furthering the night-time economy in the design

of this route, encouraging high levels of interaction and activity, and providing for natural surveillance and mixed use in this area.

- Regard should be given to accessibility and design for those with limited mobility. Regard should also be given to the linkages to the retail park facilitating non-car accessibility to support combined trips linked to the leisure offer in the town centre.
- Improving linkages now suffers from the recent approval at Land at Mill Street/Lockitt Street (18/5040N).

Policy GD5 – Facilitating Transport Interchange

- Support for Policy GD5 to create a modal shift away from the use of private vehicles and towards the use of more sustainable forms such as public transport or pedestrian methods.
- CEC should be encouraged to consider the impact of this transport interchange on the wider network and also to consider existing and future linkages to the Station Hub as this may need to be factored into any detailed design or deliverability work. This links directly with the requirement for the AAP to be fluid and flexible in its definition of boundaries so it encourages and enables infrastructure delivery across the wider network.
- Facilitating transport interchange will be a vital area given the geographic footprint of those who will be using the hub station. This should take into account the future mobility options emerging, especially the integration of electric vehicle charging, the wider mobility as a service approach, and the emergence of smart technologies to facilitate ease of access. Existing and new businesses would likely benefit from the availability of park and ride options, and this could become more important as densities increase. Although still in development, it is probable the Connected and Autonomous Vehicles will be operating in this area given the high footfall, and the plan needs to have the flexibility to accommodate them.

Policy GD6 – Infrastructure Costs

- Support for Policy GD6 which prioritises pedestrians and cyclists in the road hierarchy.
- The principle behind this policy is accepted but more detail is required. It is not uncommon for Councils to seek contributions from developers for pieces of key infrastructure the scheme is dependent upon. However, it is important for CEC to clearly define the infrastructure needed and the scope considered.
- Strongly support a public transport strategy which reduces the need to travel by car, successfully connects the station to wider Crewe and prioritises pedestrians and cyclists in the road hierarchy. However, all of the actions will encourage car use, or facilitate short distance walking rather than cycle commuting which is the only way to offer choice of a car. It is understood that most journeys across or to the station are less than two miles so perfect for modal shift. It would be good to get data on this.
- The principle of requiring developers to contribute to infrastructure costs where this has been provided by the authority in order to accelerate development is agreed. The inclusion of non-capital activities such as skills training is welcomed. There are also other activities such as start-up support, incubation, and shared facilities such as meeting/conference spaces which could be funded similarly.

Policy GD7 – Design of Development

- Policy GD7 does not go far enough in relation to biodiversity net gain and is not in line with the Chancellor's recent statement. Natural England would like to see the statement "wherever possible" removed and the Policy strengthened by setting out a clear expectation that all development should achieve biodiversity net gain and recommending the use of the Defra Metric to ensure a consistent approach. The Policy could also suggest appropriate measures to improve water quality and manage flood risk in order to better guide forthcoming development. The Policy should protect and enhance sites of biodiversity importance.
- Environment Agency (EA) are pleased to see key environmental issues relating to the provision of green space, habitats and the potential flood risk from Valley Brook have been realised (¶ 3.4 and 3.5, Policy GD7 and 7.16). The EA note in ¶7.16 consideration has been given towards inclusion and delivery of natural solutions to the issues of ventilation and water retention. The delivery of natural-based solutions is presently being explored by the EA Urban Pioneer Team.
- Excellent to consider the wider physical and mental health outcomes (¶7.16).
- Skills and Growth Company are currently working with the North Cheshire Garden Village to understand how 'smart' and digital can contribute towards sustainable development in the Masterplanning of the site, and would welcome a similar discussion to ensure that the design of the area is future proofed. The confirmation of the incorporation of renewable or low carbon technology is welcomed, alongside high levels of energy efficiency, within the design of the development. A heat network would be an ideal asset within the area and that the station itself probably the best place to house the energy centre and anchor the development.
- Addition consideration should be given to the following areas: Direct reference to sustainable urban drainage; cooling in the public realm and climate resilience of design; integration of smart and digital technologies. In addition, a holistic approach to design would be welcomed across the masterplan area, utilising building standards such as WELL www.wellcertified.com to ensure the ongoing sustainability and desirability of development.
- United Utilities would recommend additions within the AAP to ensure the standards for high quality design includes reference to ensure improvements to the water environment are delivered. United Utilities recommends the following addition: "5. Include an assessment of the surface water hierarchy."

Policy GD8 – Integrating Development around the Station with the rest of Crewe

- It is important for any new development that comes forward under the CHAAP to integrate fully not only with the immediate development but also "with the existing urban fabric of Crewe beyond the boundary of the Area Action Plan".
- Support the identification of three modes to integrate the wider context to the proposed future development and the usage of housing type and tenures as a method of integration.
- Acknowledge the role that good-design can play within a community and actively encourage it where possible.

- The land to the West of Crewe Road and South of Gresty Lane can facilitate such links between the Station Hub and the wider community.
- To maximise the benefits to Crewe, it is critical that the HS2 Station is successfully integrated into the urban fabric. Regard should be taken of the business assets within the station area. Strengthening the physical linkages between the Station and key employment sites within the immediate vicinity of the Station (such as Crewe Business Park) and to facilitate access for assets further (such as bus priority or intelligent traffic management).

Policy GD9 – Safeguarding Crewe’s Railway and Built Heritage

- Agree with the aim to safeguard Crewe’s railway heritage, which has the potential to support the visitor economy, encourages the take up of science and engineering, and be part of the town’s USP to attract investment.

Policy GD10 – Complementing Crewe Town Centre

- Not sure that the town centre can offer anything. Perhaps the centre should shift to the station, with a pedestrian bridge link over the short distance to the heritage centre and retail park.
- Agree with the need to ensure that the development complements the town centre whilst serving the needs of development around the Station.

8. Developing the Options

- The options section of the Strategy is confusing in that it mixes geographical boundaries with different approaches to development. The two should be considered separately.
- The boundary of the AAP should be drawn so as to manage and co-ordinate demand for development arising from the HS2 Hub Station. This would imply a boundary following the geography of Option 3. There is an argument for extending this boundary further to incorporate the length of Mill Street up to the junction with Vernon Way, and the High Street area of the Town Centre, to complete the route of the link between the station and the town centre.
- The Strategy does not make it clear why the three descriptors (Commercial and Regeneration led; Mixed Use Development led; and Opportunity and Market led) are applied to specific geographical areas. Is there any reason why the geographical area of Option 3 should not focus on commercial and regeneration?
- It is suggested that the three levels of development are either dropped from the Strategy, or a separate section is included to deal with different types of development.
- The Strategy should cover a wider area. The Strategy incorporates a large number of thriving businesses off Weston Road and Macon Way. Should re-development proposals come forward for higher value uses on these sites, where will existing employers go, given that there is little or no immediately available employment land in Crewe (save for the large scale logistics development on Basford West). There should therefore be a restriction on the

redevelopment of B1, B2 or B8 uses for residential or other non-employment purposes unless there is land available in the Crewe area for their relocation.

- The AAP needs to recognise that the rail sector will continue to play an important part in the economy of Crewe. It should include reference to supporting the retention and expansion of this industry, which is a major employer and will have growth opportunities in the immediate future. Many such businesses are in the “opportunity areas” and consideration must be given to their future needs, and how to integrate them with the wider ambitions for the area. The railway heritage also has significant potential for giving the area a distinctive character. Consideration needs to be given to the integration of the Heritage Centre into development plans, and to the role that LNWR Heritage can play.
- Hough and Chorlton Parish Council is very close to the urban area of Crewe and consider to be particularly vulnerable to future development pressures which would ruin the character of the area and considerably reduce quality of life.
- The approach CEC has taken in identifying the development options is considered to be sound and in-line with the Vision, Objectives and Key Assumptions. The Council has used available data; growth patterns, land-uses and evidence produced by the Constellation Partnership, to underpin the options presented.
- The supporting text surrounding each of these Opportunity Areas provides detail of the land-uses expected within each area, the proposed densities, and key pieces of infrastructure expected to be implemented. Story Homes provides support to CEC in providing this detail but are unclear as to how this detail has been developed. Although the Council have appended some background evidence papers to this document, it is unclear the origins of the assumptions made within this document.
- Story Homes considers Option 3 to be the most appropriate Option for the development of the Crewe Hub. This approach allows the most flexibility for the development of the Crewe Hub, allowing the market to dictate when residential property should come forward and in what form. The Council should aim for a greater degree of investment in order to drive the job creation figure and therefore the local economy.
- There is no clear logic for the identified opportunity areas boundary and why the wider area identified on page 22 of the Crewe HS2 Hub Masterplan Vision 2017 isn’t included, which contains the Basford development area. The strategic locations of Basford East and West should be included as they directly relate to the future development at the Crewe Hub. Furthermore, the Basford development area should include the adjoining Gresty Lane site which could deliver up to 450 homes.
- ¶18.25 should be amended from "Deliver a pedestrian focused public realm that improves connectivity to and from the station" to "Deliver a pedestrian and cyclist focused public realm that improves connectivity to and from the station."
- Natural England does not agree that generic policies in the Local Plan are sufficient to mitigate for negative impacts on biodiversity as a result of delivering CHAAP. The Sustainability Appraisal (SA) should assess the impacts on the different boundary options and the results of this should influence the preferred option. Once a preferred option is selected, the findings of the SA and proposed mitigation should be incorporated into policy wording.

9. Boundary Options

- The centre of Crewe has issues with traffic congestion, constrained by its Victorian railway bridges and road network. If funding to improve infrastructure is not forthcoming the proposed development of up to 7,150 apartments within the centre of Crewe as proposed under Option 3 would exacerbate the traffic issues further, given the resulting significant increase in population. In contrast, lower density housing located outside (such as on the Gresty Lane site) of the CHAAP identified boundary option plans would alleviate traffic concerns.
- Support for the application of Scenario 3 within the CHAAP; and as such also supports the application of Boundary Option 3. This Boundary Option provides the most scope to deliver the higher housing and employment number in an appropriate and suitable manner. Boundary Option 3 allows the future development to be distributed across a larger opportunity area, facilitating a greater degree of choice and variance across Crewe.
- A fixed boundary should not be applied to the CHAAP, but it is recognised that the Council needs to attribute an arbitrary boundary to each of these Development Options. Boundary Option 3 should be applied as it allows the greatest degree of flexibility.
- Story Homes strongly encourages the Council to reconsider the use of development boundaries within the CHAAP as it may stifle development and limit future opportunities.

10. Identifying Potential Sub-Areas

- Agree with providing potential sub-areas for development as they can be useful in identifying and applying specific approaches, such as land-use. However these sub-areas should not be considered in isolation of one-another and should only be used as a tool for driving progress with the CHAAP. It is important that these sub-areas are considered in this way and are not used in a prescriptive manner, as there is a risk that pockets of development will occur that do not relate to each other.
- It is essential that CEC consider these sub-areas in relation to the wider area and each other.
- Crewe Town Council supports the propositions for the opportunity areas, with the exception of Opportunity Area 8, where residential development should not be encouraged at the expense of existing employment. In any event it is unlikely to present a suitable environment for housing, unless the whole of the employment area were to be redeveloped, which would result in the loss or relocation of hundreds of jobs and businesses. Similar considerations apply to Opportunity Area 9.
- Morning Foods supports the advantages and benefits of HS2 to Crewe and the wider region. However, it is considered that the Strategy make no provision for existing industrial activities on Crewe Gates Industrial Estate. Existing businesses will find their current and future investment plans no longer meet the planning priorities of the area. Most of these businesses have been established very successfully in Crewe for many decades and provide substantial employment and positive added value to the local area. For example, on what is currently fully occupied industrial land, the AAP states that this “offers an opportunity to take a market led approach to development and enable further mixed commercial and

residential development.” Such development is in conflict with existing use AAP policies (promoting classes A2 & B1 for example) must not adversely impact the development and investment of existing businesses within the ‘secondary’ and ‘peripheral’ zones. The majority of businesses on Crewe Gates Industrial Estate have existing B2 & B8 use. These classes must be favoured over the AAP to protect existing jobs and investment.

- The AAP must also provide viable relocation options if existing jobs and investment are to be maintained and valued. Where industrial land to date has been allocated in local plans, it has not been reasonably accessible to the established businesses of Crewe.
- Several opportunity areas as noted within Picture 10.1 are within proximity of Valley Brook which is a designated “main river”. The section of the river in question flows through the area part in open channel and part in culvert. According to Environment Agency Flood Mapping, Opportunity Areas 2, 3 and 4 have sections which fall within Flood Zone 2. In the case of Opportunity Area 4 there is partial encroachment into Flood Zone 3. The Environment Agency asks that any development within these areas follows the standard correct procedure in line with the Planning Practice Guidance (PPG) and strongly recommend the use of flood proofing and resilience measures.
- If a Main River is located on or within 8 metres of a proposed development site, then an ecological survey is required to establish whether development is likely to have a detrimental impact on the biodiversity of the watercourse. Development proposals would not be supported if there was shown to be a likely detrimental impact on the water environment. Opportunities to incorporate biodiversity in and around the development should be encouraged. Schemes should be designed with a naturalised buffer zone of at least 8 metres from the main river to protect and enhance the conservation value of the watercourse and ensure access for flood defence maintenance.
- Aspirations of a “green and vibrant route” in Opportunity Area 1 suffers from the recent planning approval 18/5040N.
- ¶10.5 is confusing and should be changed from “The pedestrian link will be an exemplary feature of the public realm strategy, prioritising pedestrian and cyclist movement and fully integrating green and blue infrastructure” to “The pedestrian AND CYCLIST link will be an exemplary feature of the public realm strategy....”
- The Crewe Arms Service Station lies within Opportunity Area 3. Esso are supportive of development that could result in additional trade at the Service Station. However, they are fully committed to the future operation of this site as a petrol filling station, and would contest any desire to redevelop the site as part of any wider masterplan.
- The Strategy states that Crewe Arms Roundabout ‘should be reconfigured so as to improve the quality of public realm and the environment and ease of access for pedestrians and cyclists’. Given the trading advantages enjoyed by virtue of the location of the Crewe Arms Service Station adjacent to the roundabout, any reconfiguration of this roundabout would be of potential concern.
- Does Opportunity Area 4 mean that CEC are looking to take over the Ludlow Avenue area and replace the bungalows with higher density housing?
- The Royal Mail Group site is located within Opportunity Area 6 which suggests that “the fundamental objective for the area could be to provide the best possible interface between the operational station and the town of Crewe.” Royal Mail supports this statement but

believe that in terms of implementation, CEC must look at different options particularly in relation to the Southern Link Bridge that would require Royal Mail and its tenants to relocate.

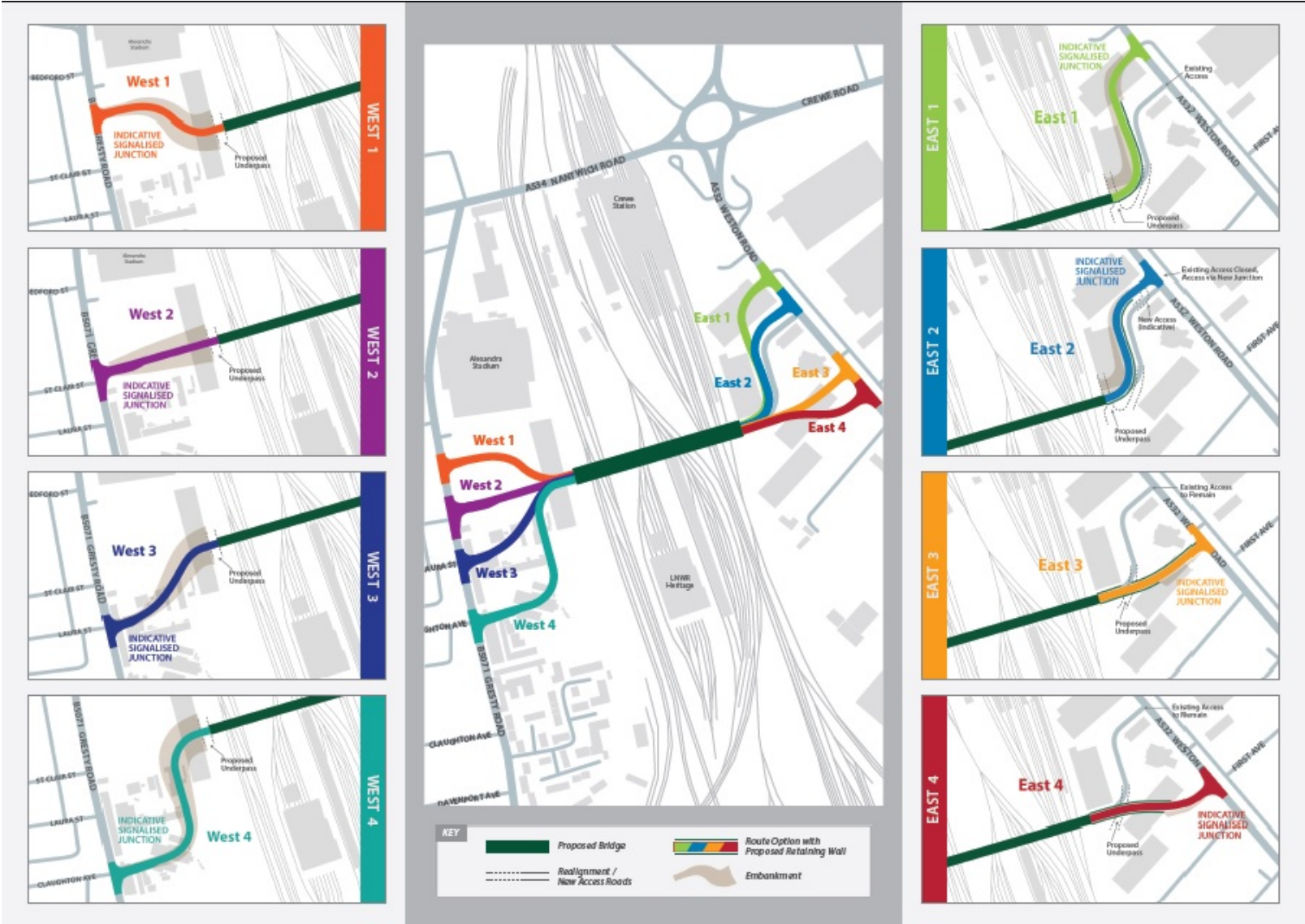
- Regard should also be had to the appropriate land uses within the vicinity of the site to prevent conflict between the existing Royal Mail operation at the Crewe Delivery Office and future occupiers that are particularly noise-sensitive. Royal Mail recommends that future uses for the area directly surrounding the Delivery Office should be safeguarded for commercial and industrial uses.
- The additional homes and businesses proposed would create a demand for postal services, increasing the importance of retaining the Crewe Delivery Office in close proximity to its aimed location.
- The “triangle of land” in Opportunity Area 10 is occupied by 59 houses and 9 businesses. At a time when there is an acknowledged national shortage of homes, demolishing 59 homes makes no sense. To replace the houses and businesses with “further office led development” also makes no sense, especially when Rail House is apparently almost empty.
- Objection to ¶10.37 where Gresty Lane is to remain as a two way for cyclists.

11. Seeking your Feedback and Next Steps

- South Cheshire Chamber of Commerce wishes the following to be considered: how the developments will impact on existing businesses and work with them to minimise the impact of changes, but conversely help them prosper; how the station can be developed should HS2 not happen; a focus on employment sites in and around the station that will not impact on the ambitions of the town centre. The Chamber of Commerce would also like to see a better collaboration between the public and private sector to maximise the benefits of this development. There needs to be strong leadership promoting the benefits of the Crewe Masterplan and vision, and making sure the impact of HS2 is seen throughout the region.
- National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets.
- Network Rail is a statutory consultee for any planning application within 10 metres of relevant railway land and for any development likely to result in a material increase in the volume or material change in the character of traffic using a level crossing over a railway. Network Rail will continue to work with CEC to seek ways to deliver a Crewe Hub.
- Highways England notes the publication of the Strategy report with interest. Whilst the Strategy does not discuss connections with the Strategic Roads Network (SRN), this is implied by the aims of the Strategy. Highways England would therefore expect continued engagement with CEC on these proposals - in particular, discussion of the scheme’s impacts on SRN connections and existing sensitivities, the scope of Mott MacDonald’s modelling exercise, and explore the quantum of development and impact assessment associated most notably with a market led development option.
- The Coal Authority has confirmed that the site does not indicate any risks posed to site stability from past coal mining activity at shallow depths or surface features.

- Homes England have confirmed that they do not have any land holdings affected by the consultation but are keen to continue to work with CEC to fulfil housing growth ambitions.
- Manchester Airport are supportive of the Strategy. Journeys made to airports by passengers are extremely time-sensitive and they can have a high economic value. Passengers require a high level of confidence that transport links will be reliable, frequent and of high quality of service. The current rail connectivity between the Airport and Crewe is underserved with an hourly service operating by Northern Rail. Manchester Airport are working with partners to explore the opportunity to increase the rail capacity between the Airport, Crewe and beyond. This is to develop improved transport choices for passengers and staff in areas to the south of the Airport. Manchester Airport are also fully supportive of the Strategy including the opportunities to capitalise on and reinforce the opportunities of HS2 and Northern Powerhouse Rail.
- A timetable contained within the Strategy (Table 11.1) identifies that the CHAAP is scheduled to be adopted in the 2nd quarter of 2020. This is assumed to be a typographical error as the submission to the Secretary of State for examination is scheduled for the 4th quarter of 2020. It is therefore assumed that the adoption of the CHAAP is anticipated to be in 2021.
- The Strategy (Table 11.1) states that a Publication Version will be completed in the 3rd quarter of 2019 and that ahead of submitting a Pre-Publication Draft, the Council may undertake further consultation under Regulation 18 as additional evidence is prepared. It is requested that further consultation does take place prior to submission of a Pre-Publication Draft CHAAP to enable a fully informed response to the CHAAP, as the current version is considered to be lacking in sufficient detail.

Appendix 2 Southern Link Road Bridge: Route Options



OFFICIAL

Cheshire East Local Plan

Crewe Hub Area Action Plan Development Strategy and Further Options

July 2019





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1 Introduction

1.1 The arrival of HS2 to Crewe presents an unparalleled opportunity to realise Crewe's full potential as a regional and national hub and could bring transformational growth that can have significant economic and social benefits for the community of Crewe and beyond.

1.2 Current plans already confirmed by government will see the operation of two HS2 trains per hour with HS2 phase 2A set to open as far as Crewe by 2027, and phase 2B programmed for 2033. However to maximise the opportunities for inter-regional connectivity, regeneration and economic growth, Cheshire East Council, working in partnership with Network Rail, the Local Economic Partnership and the Constellation Partnership, are continuing to engage with government to seek to secure additional investment in infrastructure that supports a more frequent service and an enhanced station at Crewe, capable of accommodating five south-bound and seven north-bound HS2 trains per hour. Whilst the connectivity opportunity at Crewe Rail Station exists regardless of the Council's HS2 related growth ambitions, this opportunity is vastly improved if such investment can be secured. Delivering an enhanced HS2 Hub Station, with the rail infrastructure that supports improved levels of HS2 service, can create a level of connectivity potentially of a scale that is truly transformative for Crewe, bringing high levels of new jobs and homes and opportunities to radically improve the built environment and functionality of central Crewe.

1.3 In such a scenario, the arrival of HS2 to Crewe will require significant re-modelling of Crewe Station to create additional passenger capacity and facilities that in turn will create the need for complementary and supporting development in the environs of the station. Therefore the purpose of this Development Strategy document is to further explore ideas and options on what this change could mean for Crewe, how we should be planning for growth and change, and to progress multiple work-streams already underway, including initial testing of the growth aspirations set out in the Crewe Masterplan of 2017 and the Constellation Partnerships HS2 Growth Strategy 2018, which set an important context for this document and have informed the ideas set out here.

1.4 Based on both the feedback received in consultation to this Development Strategy, its previous iteration, and on an enhanced understanding of the evidence currently being prepared, the Council expects to develop and test the ideas presented here as it progresses toward a submission version of the Crewe Hub Area Action Plan.

Constellation Partnership HS2 Growth Strategy 2018

1.5 The Constellation Partnership (formerly known as the Northern Gateway Development Zone) consists of 7 major local authorities (including Cheshire East Council, and Cheshire West and Cheshire) and 2 Local Enterprise Partnerships.

1.6 On the 1st November 2018, The Constellation Partnership released its HS2 Growth Strategy⁽¹⁾ which outlines the important case for investment in the region. The Strategy features key information around the economic potential of HS2 and the ongoing and evolving Growth Strategy work that will help enable at least 120,000 new jobs, and 100,000 new homes, with a £6 billion per year of GVA by 2040 across the Partnership region. The document also sets out that Crewe has potential to deliver in the region of 7,000 new homes

¹ Constellation Partnership documents, available at: <http://constellationpartnership.co.uk/>



and 37,000 new jobs by 2043. This additional growth is dependent on the Partnership's ambition to create 5-7 HS2 trains per hour each way from the Crewe Hub Station, and 2 HS2 trains per hour each way from Stoke-on-Trent and Stafford.

Crewe HS2 Hub Masterplan Vision 2017

1.7 The Crewe Masterplan Vision 2017 document⁽²⁾ sets the agenda for transformational growth for the town of Crewe. It covers some 120 hectares of developable land around the proposed hub station and provides a framework to support a reinvigorated town centre, create a new commercial hub around the station with around 350,000m² of new commercial floorspace and delivering an additional 7,000 new homes by 2043.

1.8 There are seven Key Masterplan 'moves' to help Crewe realise its future development potential. These are briefly as follows: to ensure that the two centres, Crewe Town Centre and Crewe Hub, complement each other by creating legible connections; to reinvigorate the town centre with additional cultural, leisure and mixed uses; to rationalise the road hierarchy to allow easy access to the station, whilst reducing vehicular access through the town; to improve permeability of rail corridors using new and updated infrastructure; to create clear links between town and station with enhanced multi-modal routes; to link neighbourhoods, assets and centres via an integrated green network; and to unify the station and town with the Cheshire landscape.

1.9 The ideas set out in this previous work will ultimately be taken tested and refined through developing the Crewe Hub Area Action Plan (CHAAP). In November 2018 initial public engagement on issues related to this work was undertaken as the Council consulted on its 'Crewe Station Hub Area Action Plan: Issues Paper'. The ideas discussed here were then fed into a 'Crewe Station Hub Development Strategy' that was subject to consultation during January and February 2019.

1.10 The Crewe Hub Development Strategy and Further Options presented here is the next stage in developing a land use strategy to manage and deliver HS2 related growth. This document seeks to refine ideas and pave the way toward a publication version of the Crewe Hub Area Action Plan later in 2019. Importantly this document presents a package of transport measures to support the successful function of the Crewe Hub, including a Southern Link Road B Ridge located south of the current station and four route options for consideration. The development strategy and policies set out here are therefore drafted in the context of evidence already prepared and consultation already undertaken, and are an important stage in testing a coherent set of ideas, and the principles underpinning them, toward developing a detailed Area Action Plan, masterplan and the final policies of the Crewe Hub Area Action Plan.

Background and context to HS2

1.11 HS2 is a proposed infrastructure project to build a high-speed rail line from London to Manchester and Leeds, via Birmingham. It is a Y-shaped network that will be delivered in several stages. Parliament granted powers in February 2017 for the construction of the first part of the route (Phase 1) from London to the West Midlands, with train services due to commence in 2026.

² Crewe Masterplan Vision (2017), available at: <https://moderngov.cheshireeast.gov.uk/documents/s59543/Crewe%20HS2%20Masterplan%20-%20app%202.pdf>



1.12 In January 2013 the Government made a decision on the configuration of the route from Birmingham north to Manchester (via Crewe) and Leeds (via East Midlands and Sheffield). The Government ran a consultation on Phase 2 between July 2013 and January 2014. In November 2015 the Government announced its attention to bring forward the route to Crewe (Phase 2a) before the remainder of the route to Manchester and Leeds (Phase 2b).

1.13 On 17 July 2017, the government introduced the High Speed Rail (West Midlands to Crewe) Bill into Parliament. This hybrid Bill is to authorise the next part of the HS2 railway network, known as Phase 2a. This will run between Fradley in the West Midlands and Crewe in Cheshire. Construction would start in 2020 and passenger services would start running along this section of the route in 2027.

1.14 In July 2017 the Government confirmed its preferred route for the remainder of the HS2, known as Phase 2b. This will complete the Y network. It has two parts: the Eastern Leg from the West Midlands to Leeds, which joins the East Coast Main Line east of Leeds at Church Fenton; and the Western Leg from Crewe to Manchester, with a connection to the WCML at Golbourne, south of Wigan. A Phase 2b Hybrid Bill is proposed to be submitted in 2019 and subject to Parliaments approval, trains would run on the whole network from 2033.

Why are we preparing an Area Action Plan?

1.15 The Council's Development Plan sets out the development framework within which planning decisions are made across the Borough and consists of three key documents – the Cheshire East Local Plan Strategy ("LPS") (adopted June 2017), the emerging Site Allocations and Development Plan Document, the first draft of which was consulted on in the autumn of 2018 and will shortly be published for further consultation, and the Minerals and Waste Plan.

1.16 The significant change instigated by the arrival of HS2 is anticipated by the Local Plan Strategy adopted in July 2017. However this is a 'pre-HS2 plan'⁽³⁾ and could not address the implications of HS2 in any detail because of the time when it was prepared.

1.17 The Cheshire East Local Plan Strategy recognises the importance of Crewe Station as a communications hub but it does not plan directly for the implications of HS2 and acknowledges that a more detailed Area Action Plan might be necessary in future.⁽⁴⁾

1.18 The Council is currently progressing a Site Allocations and Development Policies Document (SADPD) as a part 2 to the Local Plan Strategy (LPS). As such it will similarly not address the implications of HS2. However, together with the LPS the Development Plan will cover a range of issues relevant to development within the boundary of the AAP. Therefore the CHAAP will be consistent with the LPS but represents an evolution of the approach set out here, and identifies the long term issues arising toward the end of the current plan period that will inform future local plan review.

1.19 Policy LPS1: Central Crewe identifies a series of measures that will be supported to enhance the function of the town, connect its centres and improve the overall quality of the built environment. The CHAAP will, in its final form, address some of these issues through a detailed and bespoke planning framework for the part of Central Crewe covered by the

³ Cheshire East Local Plan Strategy – Inspector's Report: June 2017, para.172.

⁴ Cheshire East Local Plan Strategy See Strategic Priority 1, p.44 and p.179 in particular.



eventual boundary of the Area Action Plan. Within the Area Action Plan boundary all Development Plan Policies will be applied, except where a conflict arises between them and policies contained in the CHAAP. In such circumstances the policies contained in the CHAAP will take precedence.

1.20 Therefore, to realise the opportunities presented by HS2, manage this change and support investment and development of Crewe Station and the surrounding area, the Council will supplement the Development Plan with an Area Action Plan for the Crewe Hub and set out a planning framework for development of the Hub Station and its environs. It is envisaged that the implications of HS2 on the wider Borough will be addressed through a full review of the Local Plan Strategy in due course. In the meantime there is an immediate imperative to manage change in the Crewe Station Hub area through appropriate planning policies.

1.21 Overall, the Crewe Hub Area Action Plan will:

- Work within the strategic framework established by the Cheshire East Local Plan Strategy
- Establish a development framework which will facilitate and manage development around Crewe Hub Station
- Represent an evolution of policies in the CELPS and a selective departure from Strategic Location LPS1: Central Crewe allowing additional growth
- Set out a detailed policy approach to enable, shape and support growth in a defined area in Crewe
- Form part of the statutory development plan and legally be the starting point for deciding planning applications within its boundary

1.22 Importantly the Crewe Hub Area Action Plan will not:

- Trigger a Local Plan review or
- Trigger investigation into other development opportunities arising from HS2 that are located outside of Crewe

What is an Area Action Plan?

1.23 An Area Action Plan is a type of Development Plan Document providing a planning framework for a specific area of opportunity, change or conservation. Unlike the Council's Local Plan Strategy, the Area Action Plan will have a very narrow geographic focus, being confined to an area close to the existing Crewe Railway Station.

1.24 The early stages of preparing an Area Action Plan are used to gather evidence and explore, including through consultation, the planning and development matters which the Area Action Plan should address.

1.25 Area Action plans typically set out a timeframe across which the plan policies will apply. Given that HS2 is expected to be fully operational by 2033 the timeframe of the CHAAP seeks to manage development in the period leading up to this point and shape the anticipated higher levels of growth coming forward once HS2 is operational. Therefore, whilst subject to the usual review procedures, the Council currently consider that the plan period of the CHAAP will extend to April 1st 2040.



1.26 There are opportunities throughout the CHAAP Development Strategy to provide feedback on the issues raised in the document and that you feel the Council will need to address.

What is the Crewe Hub Development Strategy and Further Options Document?

1.27 This document builds on the CSHAAP Issues Paper 2018, and the CSHAAP Development Strategy of January 2019 to further develop the Councils thinking on delivering HS2 and capturing the opportunities arising from this. It forms part of the Councils regulation 18 consultation on the development of an Area Action Plan to progress ideas and options that can support delivery of enhanced HS2 connectivity. This document is part of the process toward developing a Regulation 19 submission Area Action Plan and sets out:

- A vision of change for the area around a future HS2 Hub Station
- A series of Objectives that development should seek to meet
- A set of General Development Policies to guide all development within the Area Action Plan, separated thematically into four sections
- A proposed boundary for the Area Action Plan
- A high level masterplan that identifies six 'opportunity areas'
- A set of policy principles that could apply in the identified opportunity areas

1.28 This Development Strategy identifies a range of matters that the CHAAP is likely to address at a variable degree of detail that anticipates further refinement but provides a set of ideas on the approach to development in the area. Whilst the ideas, policies and options presented here represent an evolution of thinking on the previous CSHAAP Issues Paper and CSHAAP Development Strategy there remains further analysis and consideration to be given to the matters at hand.

1.29 The intention of this consultation is therefore to seek feedback on ideas so far, reflect on stakeholder input and inform the development of a robust evidence base to further improve the mechanisms that will support the Councils growth aspirations for Crewe.

Sustainability Appraisal

1.30 The Council must carry out an appraisal of the sustainability of the policies and proposals in the CHAAP. This will help the Council to demonstrate how the CHAAP will contribute to the achievement of sustainable development.

1.31 A Sustainability Appraisal Scoping Report (Scoping Report) was published in November 2018, alongside a Crewe Station Hub Area Action Plan Issues Paper. It identified the scope and methodology for the appraisal of the Local Plan, and was produced to make sure that the social, environmental, and economic issues previously identified were up to date.

1.32 The Scoping Report:

- identified the key social, environmental, and economic issues facing Cheshire East



- developed a series of social, environmental and economic objectives for Cheshire East, based on the issues facing the Borough and the objectives of national, regional and local plans, policies and programmes
- developed a series of tools for the assessment of the sustainability of the Local Plan

1.33 The Scoping Report has been updated, taking into account the boundary options presented here and is included as an Appendix to the Interim Sustainability Appraisal of the CHAAP, published alongside this document.

1.34 This Interim SA Report has been produced under Regulation 18 of the Local Planning Regulations, to demonstrate that the SA process has formed an integral part of plan-making. It sets out the method and findings of the SA at this stage, including the consideration of any reasonable alternatives and is included in this paper at Appendix 1.

1.35 The legally required SA Report will be published alongside the final draft ('Proposed Submission') version of the CHAAP, under Regulation 19 of the Local Planning Regulations.

Habitats Regulations Assessment ("HRA")

1.36 The CHAAP will also be supported by a HRA to assess the impact of the CHAAP on internationally designated nature conservation sites both alone and in combination with other plans and projects. The HRA is an iterative process and will play an important role in refining the contents of the CHAAP. HRA screening has been undertaken and a full report is included at Appendix 2.



2 Key Assumptions

2.1 Implementation of the Crew Hub AAP is predicated on a package of measures including royal assent of phase 2a, including confirmation of a G1C rail layout that enables enhanced connectivity at Crewe Station.

2.2 In exploring a development strategy and the options that could deliver this, four key assumptions have been made which underpin the approach. This section sets out those assumptions, some of which will necessarily be further developed in detail following the feedback from this consultation and tested in light of additional evidence currently being prepared.

Assumption 1: Delivery of the Vision and Objectives

2.3 The arrival of HS2 with 5 to 7 trains per hour is anticipated to be the catalyst for transformational growth and regeneration in Crewe. This step-change in connectivity, together with a package of transport, regenerative and enabling infrastructure could support the delivery of new development in the town and attract significant inward investment, helping the town to grow and prosper. It is the delivery of sustainable plan-led growth, and the ability to capture a proportion of the value that it creates, that will underpin the ability to fund and deliver an enhanced station at Crewe and the supporting infrastructure and investment needed to realise the full HS2 regeneration and economic growth potential for Crewe and Cheshire East.

2.4 A core aim of the AAP is to make sure the vision and objectives set out below are delivered and, in doing so, each of the options considered here make provision for a level of development that meets the identified growth aspirations set out in the Constellation Partnership's HS2 Growth Strategy and supports wider objectives.

2.5 The options put forward assume the delivery of enhanced parking facilities, infrastructure improvements directly associated with the HS2 Hub Station and improved linkages to the town centre. Additionally, the development strategy assumes delivery of development that does not undermine the existing town centre but does seek to provide a level of retail that is ancillary to the station.

Assumption 2: Delivery of Growth Aspirations

2.6 The Constellation Partnership HS2 Growth Strategy has identified the opportunity to deliver:

- HS2 core station transformation - connecting HS2, national, and regional rail services to the motorway network and Crewe town centre
- A Crewe Commercial Hub adjoining the station and generating some 3,750 homes and 20,000 jobs
- A further 3,400 homes and 17,000 jobs across the wider area of the Crewe Hub Masterplan (2017)
- Total growth at Crewe of around 7,150 new homes and 37,000 new jobs by 2043



2.7 Alongside the emerging issues, the existing policy context and feedback from the CSHAAP Issues Paper and CSHAAP Development Strategy consultation, these growth aspirations have been considered in preparing the development strategy and options set out below. It is assumed that a level of growth informed by with those figures set out in the HS2 growth strategy will be pursued in the final version of the CHAAP and the process of developing the final document will test and refine the approach to growth.

Assumption 3: Delivery of the Crewe Commercial Hub

2.8 The Crewe Commercial Hub is a term used here to describe development of a new business district in the area of land immediately adjoining the HS2 Hub Station and, by virtue of its proximity to the station, is anticipated to be the highest demand area within the boundary of the Area Action Plan. The broad extent of this Commercial Hub is defined here but will be further developed and tested following feedback from this consultation and the preparation of further evidence.

2.9 Development in this area will be underpinned by a masterplan approach and focus on delivering a high level of mixed use, but strongly office-led development at the greatest heights and densities that connect well to the HS2 Hub Station.

Assumption 4: Delivery of Improved Connectivity

2.10 A fundamental objective of the Crewe Hub AAP is to ensure that new development enables the creation of a new series of pedestrian focused routes that better connect Crewe's existing centres, in particular the town centre to the station, and that key infrastructure investments are made that support the highways network to perform more efficiently under scenarios of higher demand.

2.11 A number of measures will be pursued to ensure an overall improvement of connectivity to and from the station, some of which will be reliant on changes to the physical network and built environment, and some of which will be dependent on traffic managements strategies, including developing a parking strategy that supports the rationalisation of parking facilities across the final boundary of the area action plan.

2.12 Each of the options includes key measures to achieve Objective 2: Connectivity and assumes the delivery of:

- A Southern Link Road Bridge: this infrastructure is intended to enable greater network capacity through central Crewe and allow the ability to investigate a re-alignment of the existing primary routes within the network to accommodate an enhanced public transport strategy and the creation of more space for cycling and pedestrian public realm.
- New pedestrian focused routes connecting the HS2 Hub Station to the existing town centre
- Increased focus on public transport, pedestrian and cyclist access to Station entrances on Gresty Road and Nantwich Road.
- Delivery of multi storey parking at the Weston Road Entrance .

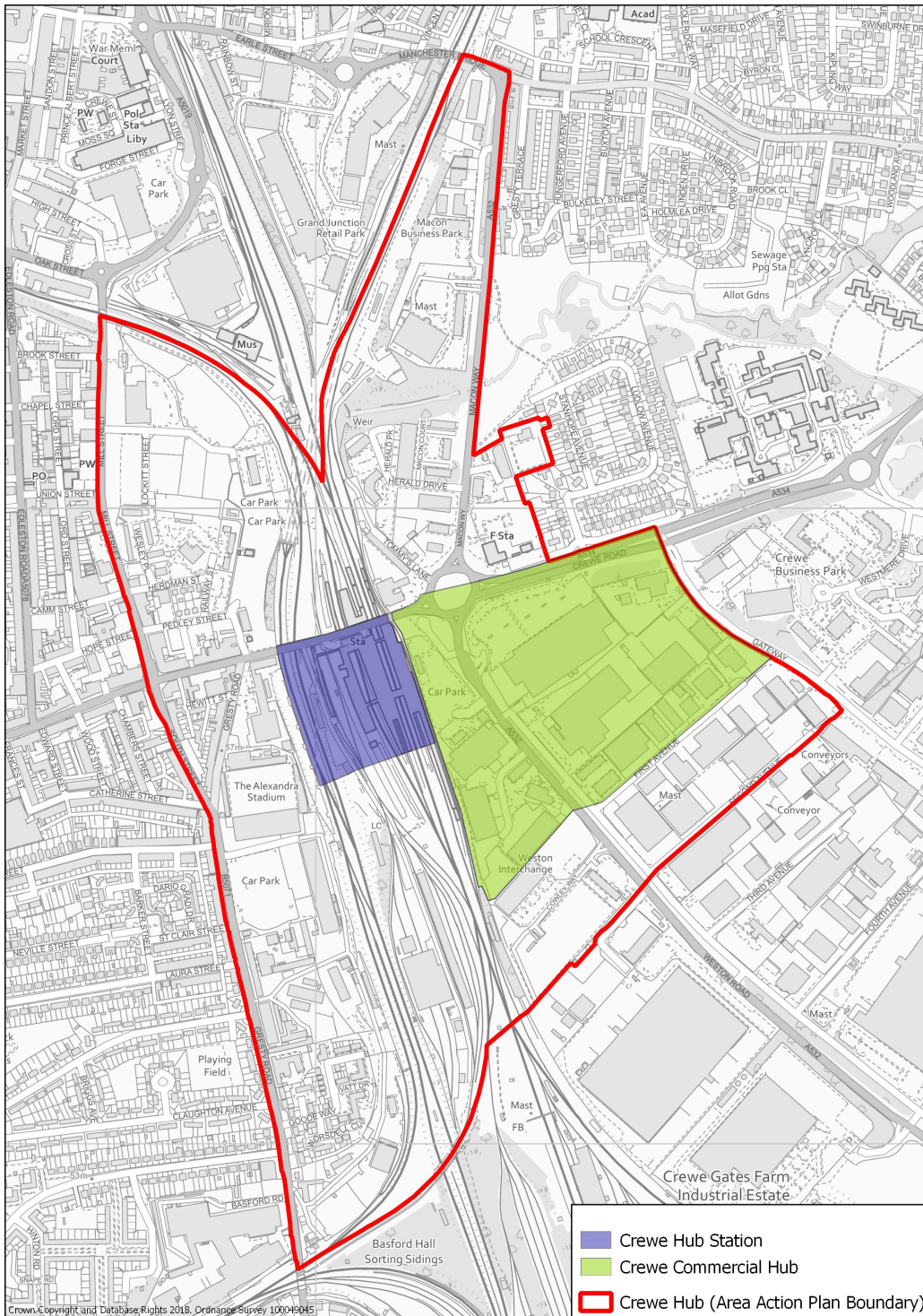


3 Crewe Hub AAP Boundaries

Crewe Hub Descriptive Boundaries

3.1 The Crewe Hub is the term being applied to all land within the boundary of the Area Action Plan. It includes the HS2 Hub Station and the Crewe Commercial Hub, a new business district proposed adjoining the station.

Figure Fig.1





Area Description

3.2 The Crewe Hub Area Action Plan will be delivered partly over a broad area identified in the Cheshire East Local Plan Strategy as 'Central Crewe', and covered by the policy 'Strategic Location LPS1'. The preferred boundary of the Crew Hub AAP has been developed to extend outside of that identified in the CELPS and includes land to the south of Gresty Road and Weston Road, but excludes the town centre and Grand Junction Retail Park.

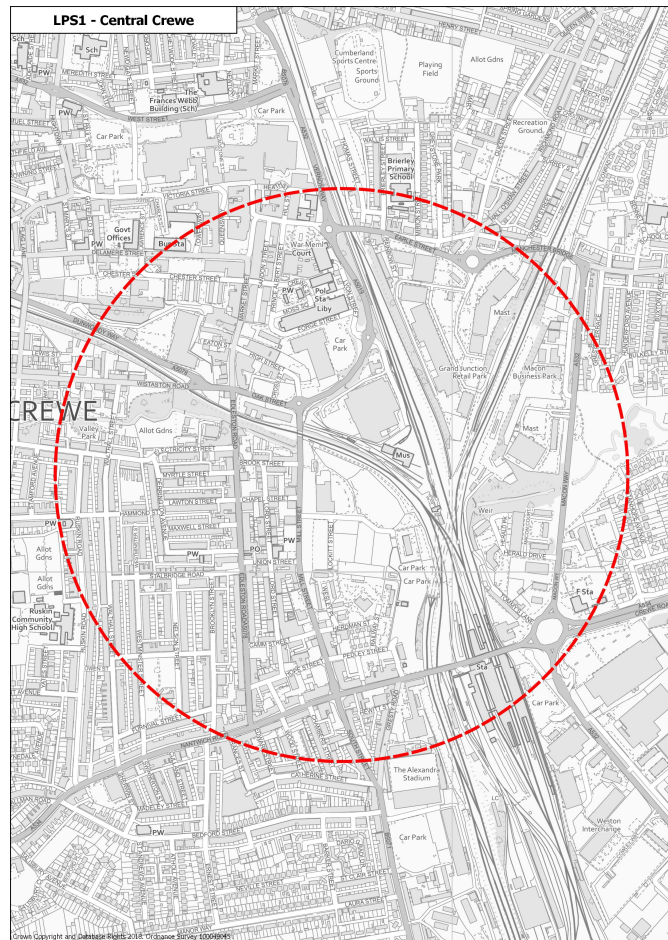
3.3 Central Crewe is characterised by three main development areas: the traditional town centre, Grand Junction Retail Park and the railway station (with adjoining areas of Nantwich Road). Despite its origins as a railway town, Crewe town centre has historically developed at some distance from the railway station and Crewe's rail lines create a radial form of severance in the urban structure which exacerbates the disconnection between the town centre, the railway station and Crewe's residential neighbourhoods. This structural issue has been further exacerbated by the development of the Grand Junction Retail Park from the late 1990s onwards which is separate from the town centre.

3.4 The area includes:

- Significant rail infrastructure
- Key centres: Town Centre, Grand Junction and the railway station
- Substantial residential development
- Regional, if not nationally significant rail heritage and a significant number of listed and locally-listed buildings
- Significant retail and employment land, particularly focused on B8 and warehousing uses in the south east and beyond
- Key highways routes (A534 Nantwich Road corridor in particular is fundamental to east west connections)

3.5 Strategic Policy LPS1 introduces a series of measures intended to create stronger physical connections, improve building design and increase the provision of green infrastructure across central Crewe. This approach is reflected in the Council's most recent work on the Crewe Masterplan 2017 and the Local Enterprise Partnership and Constellation Partnership work in 2018.

Figure Fig.2





3.6 The Crewe Masterplan Vision 2017 document⁽⁵⁾ sets the agenda for transformational growth for Crewe and covers some 120 hectares of land around the proposed hub station. It provides a framework to reinvigorate the town centre by creating a new commercial hub at the existing station and hosting around 350,000m² of new commercial floorspace and an additional 7,000 homes across a wider area around the station by 2043.

3.7 To help Crewe realise its development potential, the masterplan identifies seven 'key moves' to be supported. These are briefly as follows: to ensure that the two centres, Crewe Town Centre and Crewe Hub, complement each other by creating legible connections; to reinvigorate the town centre with additional cultural, leisure and mixed uses; to rationalise the road hierarchy to allow easy access to the station, whilst reducing vehicular access through the town; to improve permeability of rail corridors using new and updated infrastructure; to create clear links between town and station with enhanced multi-modal routes; to link neighbourhoods, assets and centres via an integrated green network; and to unify the station and town with the Cheshire landscape.

3.8 These aims have been used to inform the approach taken to the developing Crewe Hub AAP policy framework and to define the boundary of the plan. In the previous version of this Development Strategy, three boundary options were put forward with capacity to support varying levels of development. The first option sought to focus on a small area around the station, primarily delivering commercial and regeneration benefits. The second option covered a wider area including land south of the station and allowed a higher quantum of development whilst the third option extended to land further west of the station (Crewe Business Park and Manchester Metropolitan University) and include the highest quantum of growth.

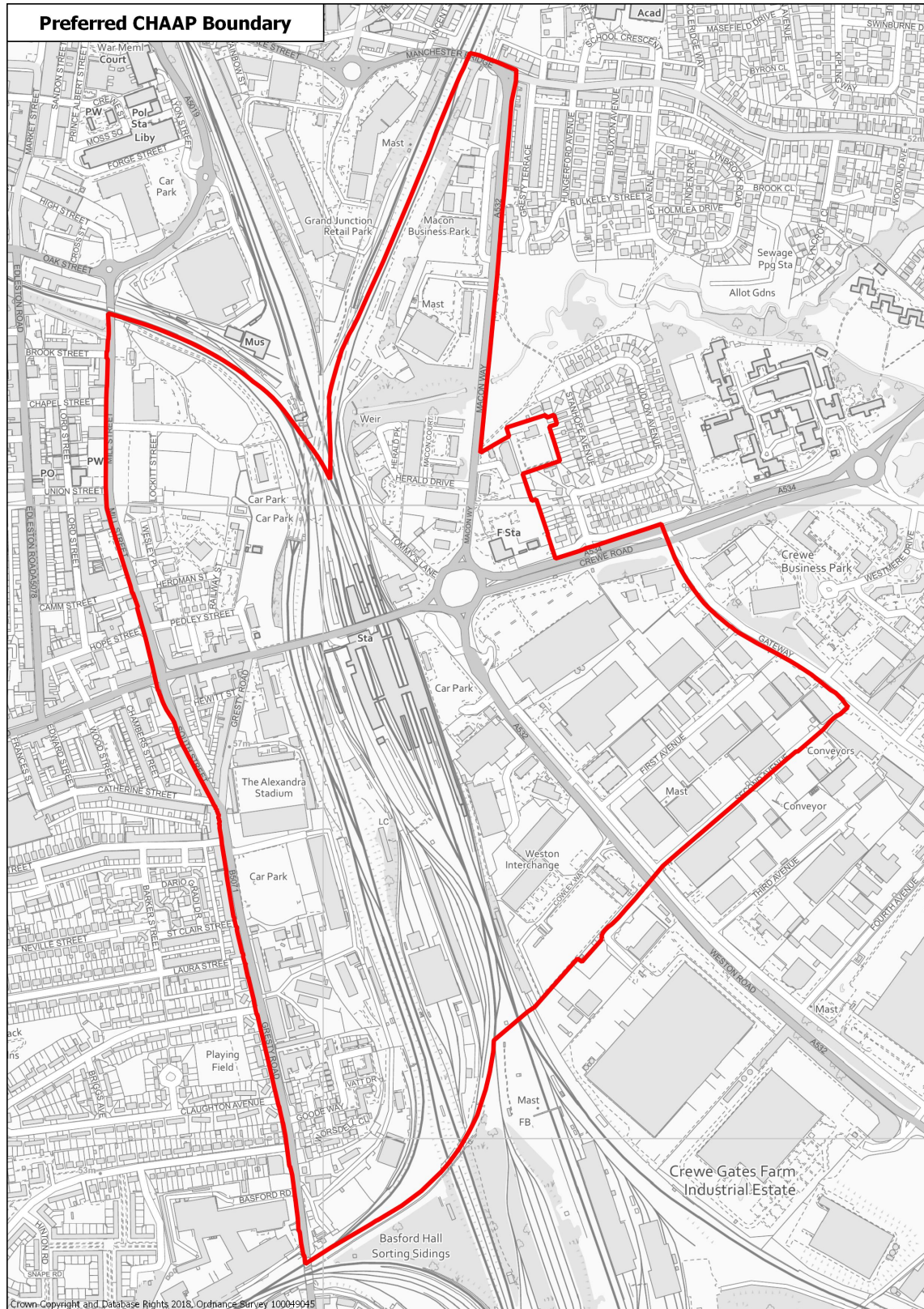
3.9 Option 2 was selected as the preferred option to test here, providing a balance between growth opportunities and proximity to the HS2 Hub Station. The boundary of this option has been taken forward and is proposed as the preferred boundary for the Crewe Hub AAP.

⁵ Crewe Masterplan Vision (2017), available at: <https://moderngov.cheshireeast.gov.uk/documents/s59543/Crewe%20HS2%20Masterplan%20-%20app%202.pdf>

Crewe Hub Area Action Plan Proposed Boundary



Figure Fig.3





4 Key Issues

4.1 The Sustainability Appraisal process, Habitats Regulations assessment process, emerging evidence base and consultation on the CSHAAP Issues Paper of 2018 and CSHAAP Development Strategy of January 2019, have identified a series of issues that have been considered in preparing this Development Strategy and that the final iteration of the Crewe Hub AAP will need to consider and plan for. As research and work on the evidence base progresses, the issues, and their implications for plan making and policy choices, will be further clarified and updated.

People and Population

4.2 Across the borough there is an aging population which is reflected in Crewe; Crewe has some of the most deprived communities in England; there is an association between deprivation and health inequality; across the Borough there is an increase in the proportion of obese Year 6 children.

4.3 In Cheshire East the proportion working in skilled trades and low-skill or elementary occupations are slightly below the UK average; almost half of the people working in the Borough are employed in high-skill occupations; the proportion of 16 to 64 year olds in the Borough with a first degree or equivalent qualification exceeds the figures for the North West and UK.

4.4 Thirteen of Crewe's 47 Lower Layer Super Output Areas (LSOAs) are among the 20% most deprived in England and 20 of the town's LSOAs are within the 20% worst performing areas nationally for education skills and training for young people and children. At time of the 2011 Census, 24.3% of the town's 16+ population had no qualifications (similar to England and Wales average of 24.8%), but this proportion exceeded 30% in the wards of Crewe North (30.5%) and Crewe St Barnabas (35.7%). The proportion with a qualification at or above Level 4 (which broadly equates to degree level) averaged only 19.7% across the town as a whole and was well below the England and Wales average (24.4%) in six town's wards.

Environment and Biodiversity

4.5 The scoping area is predominantly urban with a general lack of amenity green space and habitats however there are European Designated Sites within 10km of the scoping boundary and a site of Biological Importance in close proximity to the boundary at Quaker Coppice.

4.6 Across the borough there is a general decline in river quality and within the scoping area there are areas of flood risk around Valley Brook.

4.7 CO2 from traffic has increased and the scoping boundary includes part of Nantwich Road, the subject of an Air Quality Management Area; road traffic is the main source of air pollution in Cheshire East.



Heritage

4.8 Crewe is a regional if not nationally important location for rail heritage. There are two Grade II Listed Buildings, and five locally listed buildings located in the scoping boundary. Two areas in the scoping boundary are subject to Tree Preservation Orders; the character of the scoping boundary area is urban, with limited areas of greenspace.

4.9 A Heritage Impact Assessment has been commissioned to assess the impact of final proposals on local heritage assets and identify any buildings of notable character or architectural significance that are not currently listed that should either be considered as candidates for the this status or awarded some form of policy protection within the final version of the CSHAAP.

Transport, Connectivity and Highways

4.10 Mott MacDonald have been commissioned to model various scenarios to understand the potential merits of different configurations of highway crossing over the West Coast Mainline including that of the new Southern Link Bridge; the various options and interrelationships between potential station entrance locations, public realm, bus facilities, and pick-up/drop-off movements; the projected car park demand of both the station and wider masterplan land uses; and potential cycling infrastructure, bus infrastructure and key restrictions. In the context of HS2 related growth, the following emerging issues have been identified are:

- The Southern Link Bridge is required to support the full development proposed in the AAP; and in any case would have significant highway benefits
- The approach to Gresty Road needs to be carefully considered due to capacity issues
- Further highway benefits are likely with the dualling of Weston Road
- Dualling of Gateway and Second Avenue could help make the most of a Southern Link Bridge
- A scheme to improve traffic flow is likely to be required at Catherine Street and Bedford Street
- The approach to Nantwich Road Bridge entrance is key to understanding wider implications for the local network
- Reconfiguring Crewe Arms Roundabout could reduce severance and enhance this area as a 'place'
- This is an opportunity to provide best-in-class infrastructure and reduce car dependency
- There is an opportunity to depart from the adopted Cheshire east Parking Standards within the boundary of the AAP
- An interim report on these issues is included at Appendix 4

Public Transport, Walking and Cycling:

4.11 Crewe is well served by bus routes and the new bus station, which will be improved as part of the wider regeneration plans for Crewe Royal Arcade, will enhance the experience of arriving in the town centre by bus.



4.12 Pedestrian and cycle movements in the town centre are supported by a number of pedestrianised streets. These streets provide good walking links but this is in contrast to the lack of quality pedestrian and cycle routes in the wider town towards, particularly towards its edges and the residential areas within walking distance of the town centre. Currently there is not a clear route for pedestrians and cyclists from the station to the town centre.

4.13 The Local Transport Strategy acknowledges that although the railway station is situated less than a mile from Crewe town centre, connectivity and integration of modes between the town centre and the station needs improvement.

4.14 A public transport, walking and cycling strategy is being developed alongside the CHAAP which does contain important policy approaches on this matter.

Greenspace, Culture and Leisure

4.15 Crewe's leisure service provision has declined by nine units and 2,795 sqm floorspace since 2005. However a new Lifestyle Centre opened in April 2016 has provided a leisure facility and community hub whilst the Council's investment in the Royal Arcade and Market Hall schemes are positive moves to support the town centre which is currently under performing from a retail perspective.

4.16 Central Crewe does lack provision of green and open space however development in the Crewe Hub AAP offers opportunities to address identified shortfalls, improve accessibility to, and the quality of, such spaces. However, a balance will need to be made between delivering the scale of open space provision required and delivering quality and appropriate provision in the Crewe Hub AAP area.

4.17 Crewe hosts notable cultural venues including the Lyceum Theatre, the Crewe Rail Heritage Museum and Crewe Alexandra Football Club that could benefit from HS2 related development. The Crewe Hub AAP offers opportunities to explore better links between these existing assets and to support new facilities.

Commercial and Retail

4.18 The WYG Retail Study (2016) evaluated retail performance across Cheshire East producing a series of health check assessments.

4.19 Crewe town centre provides an important resource, particularly for residents in the southern part of the Borough, in catering for their convenience and comparison goods needs, as well as providing a key location to access a range of services. The study highlighted that:

- The health of Crewe town centre has declined in recent years
- Crewe contains 17 of the top 27 retailers within the town centre boundary
- Operators focused on the value end of the market, with the town lacking in terms of more upmarket national operators
- Grand Junction Retail Park acts to enhance the wider appeal of Crewe as a shopping and leisure destination but also provides a competing destination to the town centre



- Crewe has a comparable, but slightly lower provision of financial and business services (9.75 of units compared to a 10.8% national average) occupying a notably lower floor space than the national average (5.4% compared to 8.2% nationally)
- The vacancy rate in 2015 was 23.9% of all units, double the national average of 11.3%

Housing

4.20 As part of the evidence base a housing strategy is being developed to investigate the appropriate approach to delivering residential development within the Crewe Hub AAP. Some of the emerging issues arising from this work are:

- Crewe has a faster level of population growth than the Cheshire East trend over the past 5 years and this may support the case for a higher share of the town's existing housing delivery targets to be delivered within the AAP area
- The population in Crewe is younger than Borough averages which could imply that the proportional need for older persons' accommodation (C2 class) in the study area is lower than for the Borough as a whole
- Crewe has smaller household sizes than the borough average, which could mean a requirement for smaller property types
- While the local affordability ratios are better than at the Borough level, this is largely driven by lower property prices. It is apparent that income constraints acts as a barrier to the local population's ability to afford housing. This means that interventions that would lead to an increase in local property prices might push existing residents into a situation where they require affordable housing. This creates the case to either plan ahead for additional affordable housing provision above and beyond current needs, or for other interventions to ensure that the AAP's existing population becomes able to access better paid jobs
- There is a lower satisfaction with living in Crewe than the Borough average, and a relatively high level of deprivation on the living deprivation index points to a strong need for qualitative interventions



5 Crewe Hub Access Package

5.1 The Crewe Hub Area Action Plan will be supported by Transport Strategy consisting of the policies set out in the AAP itself and other highways management strategies to be adopted separately. This Crewe HS2 Hub Access Package has been developed as a framework to help shape future decision making and ensure consistency in infrastructure development across the Crewe Hub. This approach will ensure the opportunities arising from HS2 are maximised and transformational growth, in relation to economic, social and environmental benefits, are fully realised.

5.2 The overarching principles of the Crewe Hub AAP transport policies are:

- Increase highway capacity
- Manage strategic traffic movements
- Maximise the use of sustainable transport modes by walking, cycling, bus and rail to/from Crewe Station
- Future proofing the transport network to ensure adaptability to emerging mobility solutions
- Create a high-quality journey experience between HS2 and local public transport services;
- Enhance and promote multi-modal links connecting the AAP area with Crewe Town Centre and wider Constellation Partnership Area; and
- Deliver an enhanced urban realm and quality of place across the AAP area

5.3 These principles provide a link between improvements to transport provision and capacity, releasing development land and reducing high levels of congestion at key points across the road network. The principles will help to deliver a multi-modal network, enhancing all modes of transport, for example through improved public transport, pedestrian and cycle links, encouraging more people to venture into the town centre and reinvigorate the area.

5.4 The full Crewe HS2 Hub Access Package is available as a separate document and available online at www.cheshireeast.gov.uk/SLRB. An overview of the key transport policies to be implemented is provided below and the key policies are being taken forward in this Development Strategy for inclusion in the final version of the Crewe Hub AAP.

5.5 Junction Improvements / Traffic Flows

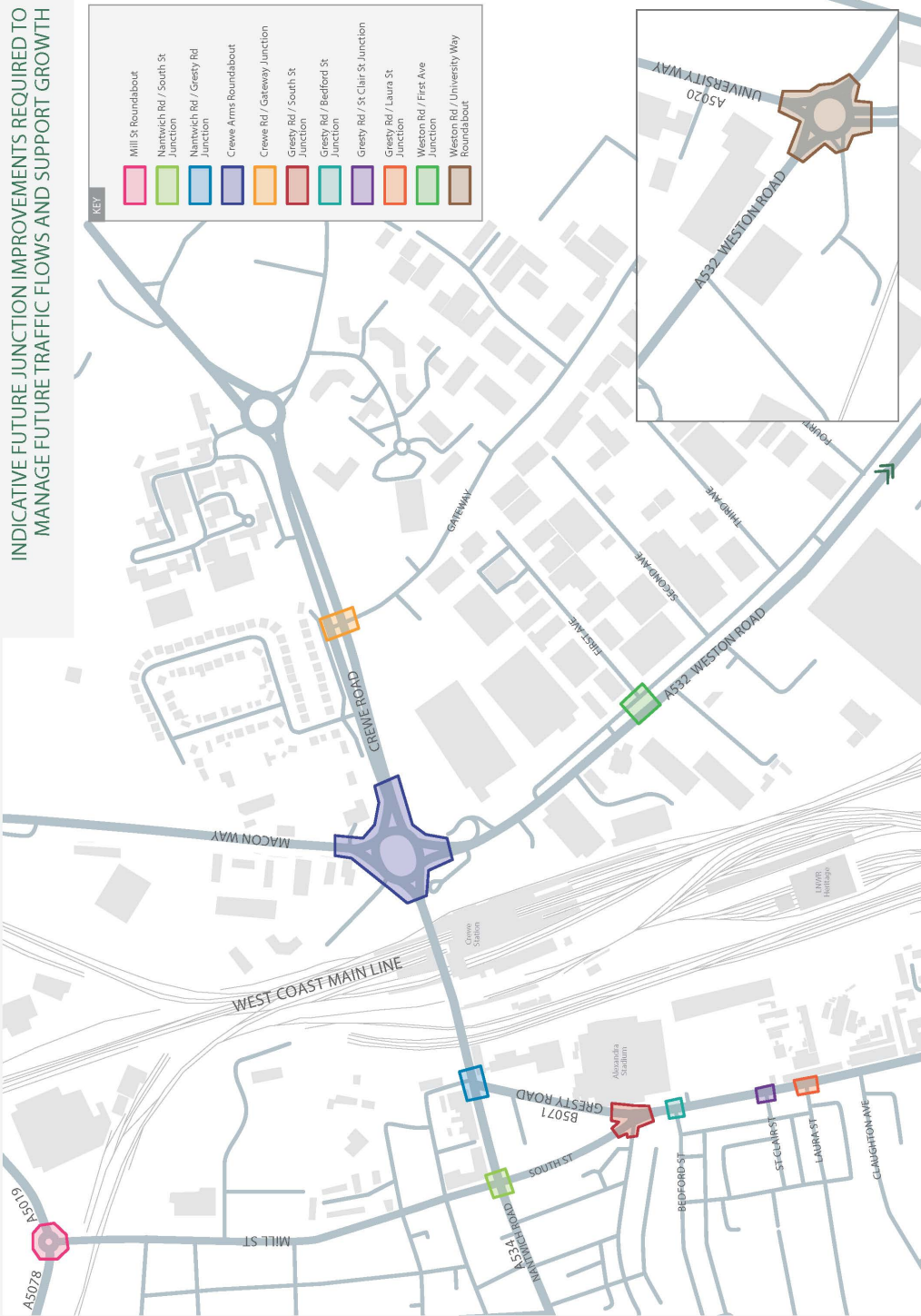
5.6 Additional traffic growth is forecast to be generated within the Crewe area regardless of HS2. HS2 and associated development will generate additional pressures on the network which will have negative impacts, resulting in increased flows on key links, longer delays and increased congestion unless supplementary action is taken to reduce these issues.

5.7 Such actions include improvement of 11 existing strategically important junctions around Crewe Station and implementation of the Southern Link Road Bridge (SLRB) to provide an additional crossing point over the West Coast Mainline, creating additional capacity on the network. These measures will reduce traffic flows, congestion and potential delays on the network, for example along Nantwich Road, creating capacity to enable a more pedestrian and cyclist friendly environment. Examples of additional traffic reduction measures include screening, noise barriers and traffic calming.

5.8 The map below shows the Crewe Station Hub Access Package junction improvements.



Figure Fig.4





Cycling

5.9 A high-quality cycle network will be developed in the AAP providing links to Crewe Town Centre and surrounding areas, with access across railway lines where appropriate. There will be improved facilities along Nantwich Road Bridge and Mill Street Bridge and a segregated cycle route on Nantwich Road.

5.10 Walking

5.11 Existing access into Crewe Station are not pedestrian friendly. Additionally, Crewe Arms Roundabout has limited crossing points for the secondary entrance on Weston Road. Crewe Hub will place pedestrian access at the top of the road user hierarchy with routes that are high-quality, safe and attractive to use.

5.12 Bus

5.13 Crewe Hub will provide a high-quality public transport interchange facility that will link bus, rail taxi and sustainable modes, encouraging onward travel for public transport and sustainable modes. Where feasible, the Council will look to maximise public transport connectivity linking Crewe Hub and the AAP area, Crewe Town Centre, the wider borough and beyond. The Council will seek to work with operators to maximise the linkages to the Crewe Hub and communicate this to the public, helping to create an integrated network.

5.14 Rail

5.15 CEC will work with the rail industry to maintain existing West Coast Main Line service connectivity whilst aiming to increase connectivity further and enhance the passenger experience, lobbying for five to seven HS2 services per hour to stop at Crewe. Improvements to Crewe Station and Crewe North Junction will provide connections to Northern Powerhouse Rail (NPR).

5.16 A Crewe Hub that is integrated into the local area is central to achieving the ambitions of the AAP and attracting investment into the area, making the most of Crewe's unique position on the rail network, not only as a key interchange for the West Coast Main Line, but also as a key touchpoint between HS2 and the existing rail network.

5.17 Taxis

5.18 Accessible to all, taxi ranks will be located near the station. Enough space will also be dedicated for separate holding areas/pick-up/drop-off points/and kiss and ride areas for Private Hire Vehicles. Additionally, Electric Vehicle charging infrastructure will be provided to promote uptake of more sustainable modes of transport.



6 Proposed Southern Link Road Bridge

6.1 Southern Link Road Bridge (SLRB)

6.2 The HS2 construction program provides the Council with a unique opportunity to align construction of the SLRB with the development of the Crewe HS2 Hub Station without increasing the impact on the rail network.

6.3 A feasibility study was undertaken in 2018 which investigated the potential location of a new road bridge. A series of locations were identified, including:

- Tommy's Lane Road Bridge
- Southern Link Bridge
- Cowley Way Bridge

6.4 The options were assessed, and a crossing south of the station, the Southern Link Bridge route, was found to be the best option. This bridge route was selected as it provided a construction with least disruption to Network Rail, as well as providing an alternative route to Nantwich Road for traffic using Weston Road to access Nantwich Road.

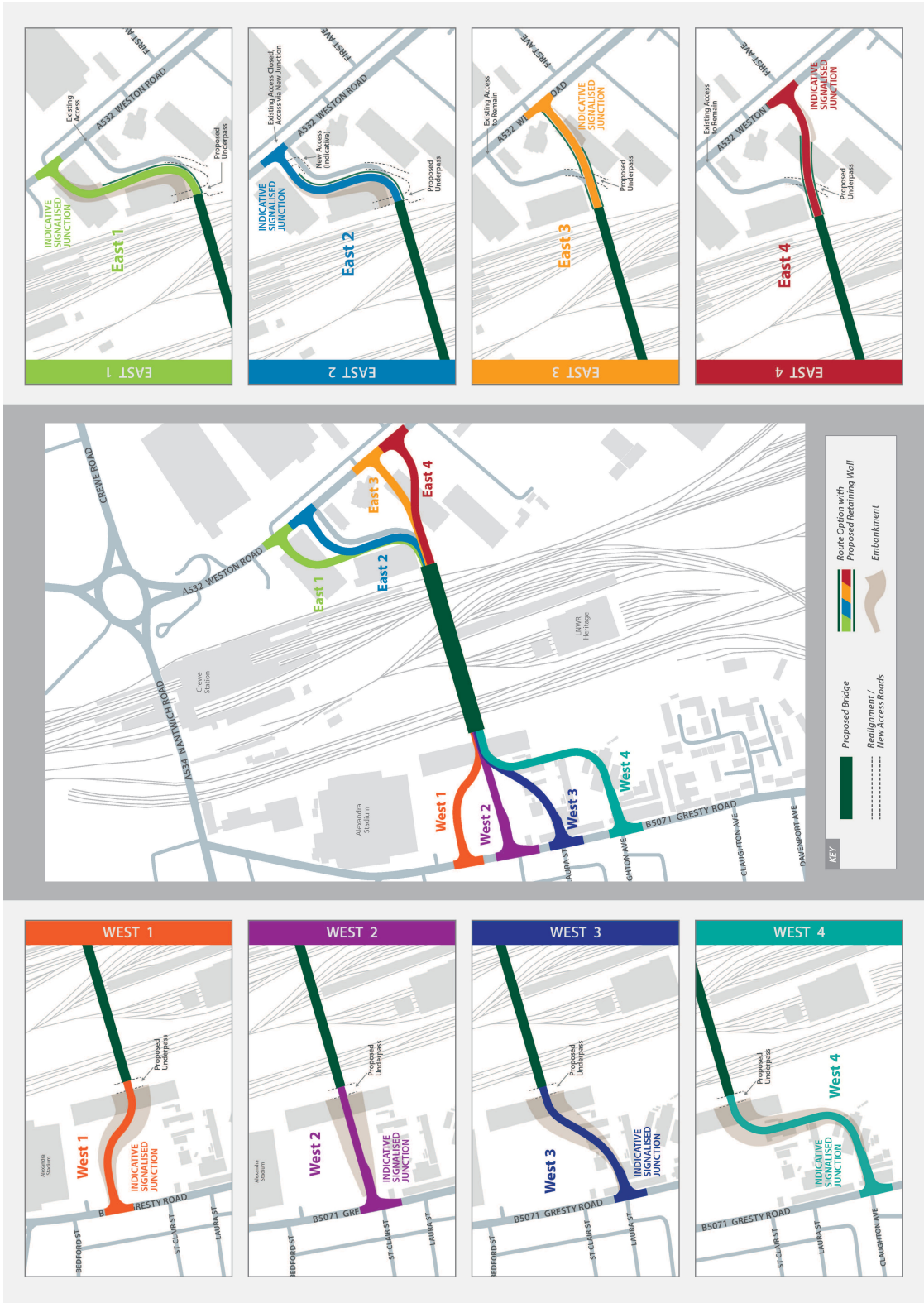
6.5 The bridge could allow two-way traffic, a cycleway and footpath for pedestrians and will connect to the existing road network via two new access roads at either end. Given the limited options to locate the bridge itself, the key consideration is now establishing the preferred access route.

6.6 To assess the benefits and effects of the proposed access route options we will consider a variety of factors including traffic forecasts, environmental features, constructability, cost and budget, required land take and the effect on communities. The route of the SLRB will be established through the AAP process and the detail of the scheme and its delivery will form a separate project. As we are consulting at an early stage in the scheme the detail of the project remains in development and with future decisions on key matters to be informed through consideration of the evidence base and responses received to this consultation.

6.7 In total, eight access options have been developed, four connecting to Gresty Road to the west and four connecting to Weston Road to the east. This consultation invites you to comment on which access road options to the east and west you prefer and why. The options are as follows:



Figure Fig. 5





7 Vision

7.1 Informed by the emerging evidence base, initial consultation and the policy and research undertaken to date in the Councils other work programmes, the following Vision is proposed to underpin the CSHAAP:

7.2 *Through an exceptional and vibrant urban business district integrated with a new enhanced HS2 Hub Station, Crewe will realise its potential as a nationally significant transport and economic centre and prime destination for sustainable growth, serving as an impressive gateway into the dynamic and ambitious North West of England and creating a new core to and from which enhanced sub-regional connectivity can be achieved.*

7.3 *This new sub-centre and HS2 Hub Station will be a catalyst to unlock the capacity for commercial, residential and business investment in Crewe, delivering an economically successful, publicly vibrant and exciting place to live, invest and visit. It will serve as a gateway to and support the existing town centre through enhanced links, hosting development associated with the arrival of HS2 to Crewe. Ultimately, transport and rail infrastructure delivered here will be the catalyst to deliver wider sub-regional aspirations and HS2 associated growth.*

7.4 *New development here will incorporate the highest quality design and sustainability standards, vastly improve permeability and connectivity befitting its location adjacent to a strategic national transportation hub. Development here will frame the gateway into the region, whilst recognising the importance of Crewe's industrial and rail heritage.*

7.5 *Key interventions at the Hub Station itself will provide the key infrastructure that will unlock land and development opportunities in the Crewe Commercial Hub, vastly increasing market appetite here for new investment bringing additional jobs, skills development and sustainable growth to the area and creating the platform for change in the built environment that improves connectivity to, from and through the HS2 Hub Station.*

7.6 *Alongside new and enhanced public realm and green spaces, the local highways network will see key interventions and investments in infrastructure, capacity and parking facilities, creating a place navigable by both vehicular and non-vehicular modes that efficiently connects people to the places they need to be.*

7.7 *Achieving this Vision will optimise the benefits arising from this opportunity for economic investment and jobs growth, for supporting sustainable travel, for the regeneration of Crewe, for supporting the town centre and for the creation of high quality new homes and public spaces, which, in combination will unlock significant economic and social benefits to Crewe and the communities it serves.*



8 Aims

8.1 The Crewe Hub will be transformed by...

8.2 Employment

8.3 Encouraging knowledge-based, research and creative industries to locate in Crewe by providing new high quality employment/economic floor-space (potentially for approximately 350,000sqm enabling some 26,000 jobs) and supporting skills based training in the local area.

8.4 Housing

8.5 Delivering additional housing (potential for approximately 3,700 new homes) across the Crewe Hub by creating new vibrant and sustainable neighbourhoods that support the housing needs of the area, provide appropriate replacement homes and affordable housing.

8.6 Connections to the Town Centre

8.7 Regenerating the Mill Street area to create new high quality and sustainable neighbourhoods that will bridge the gap between two of Crewe's key centres – the town centre and the HS2 Hub Station. Connected by high quality public realm and a new pedestrian and cyclist focused Green Link, a new population in this area will support both centres; and by limiting retail use within the wider Crewe Hub, the town centre will remain Crewe's primary retail focus.

8.8 New Infrastructure

8.9 Developing world class digital connectivity across the Crewe Hub for citizens and businesses, improving physical connectivity through a range of highways and public realm interventions, including the provision of a new east-west rail crossing through a Southern Link Road Bridge (south of the hub station), and requiring a combination of measures to achieve net-zero greenhouse gas emissions in the area.

8.10 Transport

8.11 Supporting a new focus on pedestrian and cyclist movement and the creation of a world class transport interchange at an enhanced HS2 Hub Station with appropriate and sustainable onwards travel options that meet increased passenger demand.

8.12 Environment

8.13 Achieving a net-gain in biodiversity in the area through ensuring growth is supported by decentralised energy networks, environmentally sustainable building design and integrated within green infrastructure across a new public realm.

8.14 Design

8.15 Instilling a step-change in the local design dynamic to promote outstanding design quality with a focus on integrated, permeable and connected development to create safe, vibrant and active streets in an attractive and legible environment.



8.16 Meanwhile Uses

8.17 Making best use of interim opportunities through a flexible approach to proposals for appropriate temporary uses, where current uses are no longer viable as a result of HS2 and other construction works.



9 Plan Objectives

9.1 The objectives of the Crewe Hub Area Action Plan have been aligned to the purpose of the plan: to manage HS2 related growth and support the transformation and regeneration of Crewe. The CHAAP will establish a local planning framework that seeks to shape growth and development by maximizing opportunities, improving connectivity, embedding sustainable development and significantly improving the local environment.

9.2 These objectives have been developed to reflect the issues which arose in previous consultation exercises and also incorporate the findings of key research developed through other work streams. Each has been tested through the Sustainability Appraisal. The objectives are:

Objective 1: Maximising Economic Opportunities

Provide a new commercial district, the Crewe Commercial Hub, and mixed use commercial and residential development in other locations to support and enable the delivery of a HS2 Hub Station.

9.3 This will be delivered by:

1. Supporting the delivery of new employment floorspace
2. Enabling the delivery of new homes, leisure and cultural facilities, enhanced public realm and a limited amount of ancillary retail
3. Capitalising on accessibility by supporting improved transport infrastructure
4. Supporting the on-going regeneration of Crewe town centre through:
 - a. New and improved pedestrian and cycling links between the town centre and the HS2 Hub Station.
 - b. The extensive regeneration of the Mill Street area creating vibrant new neighbourhoods connected to both the town centre and HS2 Hub Station.
 - c. A retail offer that serves the needs of travellers, visitors and new residents, but which does not compete with the existing town centre.

Objective 2: Improving Connectivity

Development across the Crewe Hub will embed advanced digital infrastructure and vastly improve physical connectivity and accessibility to, from and around the Crewe Hub Station, and across the wider sub-region.

9.4 This will be achieved through:

1. Integrating digital and smart technology in the fabric of new development
2. The delivery of a HS2 Hub Station with:



- a. Rail infrastructure to accommodate 5 / 7 HS2 trains per hour and that enables enhanced operational capacity to improve local and regional rail connectivity.
 - b. A primary entrance on Weston Road, providing main vehicular access and a local transport hub.
 - c. A reconfigured entrance at Nantwich Road focused on pedestrian and cyclist access.
 - d. A new pedestrian access at Gresty Road creating a transfer deck and pedestrian link through the railway station to Weston Road.
 - e. Improved public realm adjoining the railway station.
3. Successfully managing increased vehicular demand through:
- a. Minimising conflicts with local trips by ensuring that vehicles are directed to both the Strategic Road Network and Major Road Network.
 - b. Increasing highway capacity to unlock development land and allow efficient operation of the highway network, particularly in relation to vehicle movements crossing the West Coast Mainline within the Crewe Hub.
 - c. Future proofing the transport network, to ensure that it can fully adapt and capitalise on emerging opportunities (such as electric, self driving and on-demand vehicles) that improve journey time reliability and reduce vehicle emissions.
 - d. Consolidation of local parking provision and increased parking capacity close to the station.
 - e. Creating a safe, high quality journey experience and maximising the use of sustainable transport modes by walking, cycling, bus and rail through new and improved links.
 - f. Establishing a local transport interchange adjoining the HS2 Hub Station on Weston Road, connecting the town centre.

Objective 3: Delivering Sustainable Development

Development across the Crewe Hub will be underpinned by appropriate environmental and social infrastructure that also contributes to sustainable place-making.

9.5 This will be delivered by:

1. Ensuring new development delivers net-zero greenhouse gas emissions through a range of measures both on and off site.
2. The provision of social, health, education and green infrastructure across the Crewe Hub.
3. Creating new and unique homes through a variety and mix of modern, excellently designed apartments and town houses as part of a mixed use development in walking distance of the HS2 Hub Station; reducing the need to travel.
4. Supporting skills and jobs by levying contributions to local education and skills-based training associated with the delivery needs of HS2 and other development across the Crewe Hub.



5. Ensuring development supports and enables healthier and positive lifestyles through an improved travel, leisure, recreation, sport and cultural offer.
6. A net gain in biodiversity through a network of green infrastructure that retains, improves and provides new valuable habitats.
7. Creating a sustainable solution to the water environment and improving overall water quality in the area.

Objective 4: Improving Environmental Quality

A new innovative design dynamic will be promoted across the Crewe Hub with an emphasis on enhancing environmental quality through development that is coherent, connected and makes best use of local character and heritage to establish a sense of place.

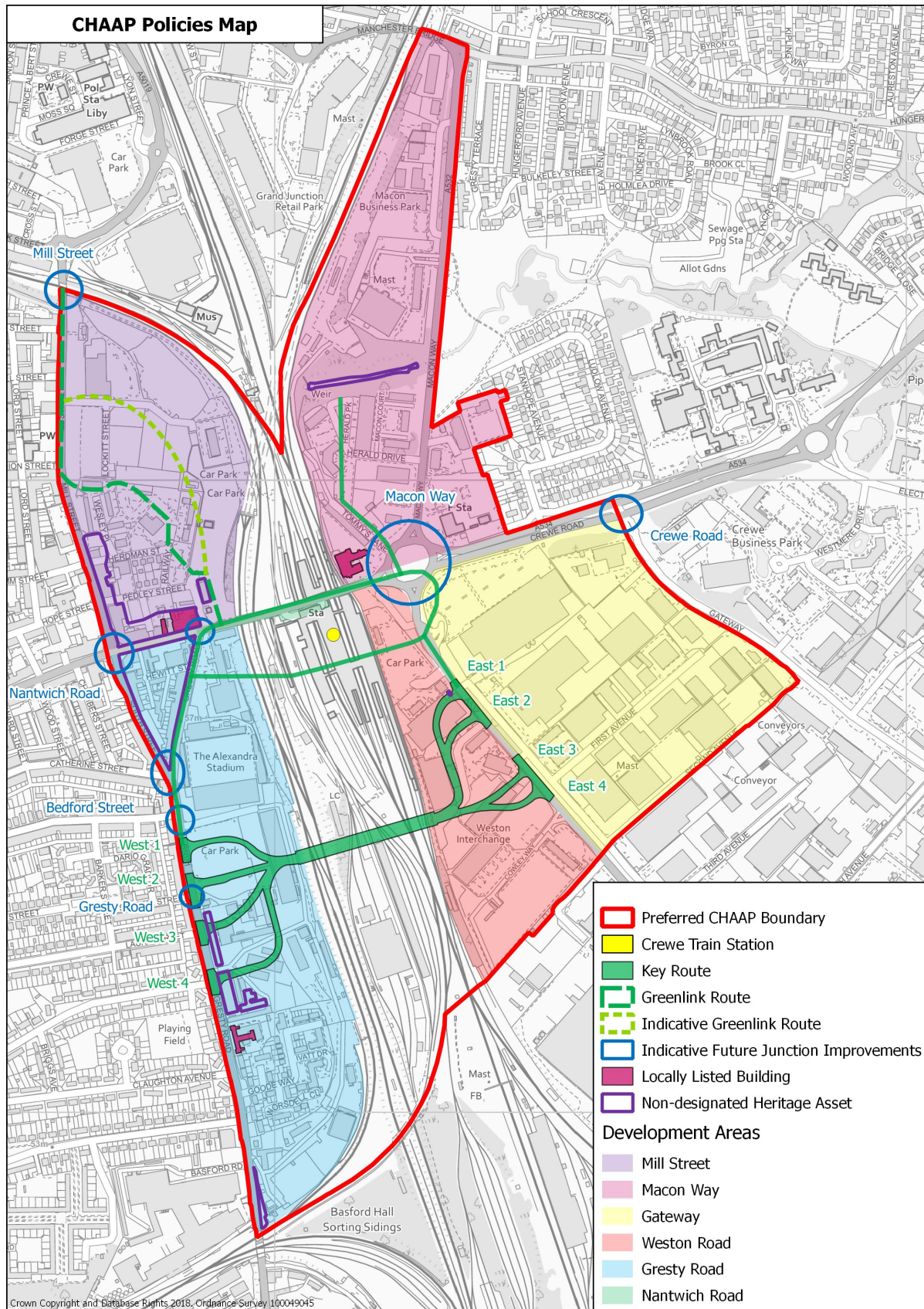
9.6 This will be achieved through:

1. Outstanding station design including exceptionally high quality frontages that create a positive transition between the HS2 Hub Station and the local area.
2. Creating a new townscape with active ground floor use and skyline of increased height and quality.
3. An improved urban landscape, more recognisably connected to Cheshire's countryside through integrated green infrastructure.
4. the delivery of a high quality public realm.
5. Retaining and integrating valuable heritage in new development.
6. Delivering landmark buildings of exceptional design and quality in key locations.
7. Building design that fully integrates environmentally sustainable measures and that improves the image and function of the Crewe Hub.

10 Crewe Hub AAP Policies Map



Figure Fig.6





11 Overarching Policies

Section 1: General Development Policies

11.1 To ensure that all development is brought forward in a way that contributes to delivery of the overall vision for the area and remains consistent with the strategic approach of the Local Plan Strategy (LPS), there is a need for guidance relating to a number of matters that are universal to development across the Crewe Hub and that also require a series of more specific policy tests than set out in the LPS.

11.2 Achieving the right balance between maximizing growth opportunities and delivering development that is sustainable is a particular challenge and the Council seeks to moderate this through a development strategy that enforces specific thresholds and requirements.

11.3 The matters addressed in this section cover a range of issues related to establishing an overarching framework within which to achieve sustainable development across the Crewe Hub. This section proposes an approach to defining the boundary within which CHAAP policy will apply, acceptable limits in terms of quantum and type of development, ensuring that all development supports and makes best use of locating close to the HS2 Hub Station and to ensure that all development contributes to improved connectivity across the Crewe Hub.

11.4 The boundary for the Crewe Hub Area Action Plan is set out in Figure 3 and the Policies Map (Figure 6). The policies of the CHAAP will apply within this boundary. The Policies of the Adopted Cheshire East Local Plans will also apply within the boundary of the Area Action Plan; if a conflict arises between the plans, the policies and proposals of the Area Action Plan will take precedence.

Policy GD 1: Crewe Hub Area Action Plan Boundary

The boundary for the Crewe Hub Area Action Plan is set out in on the Policies Map. The policies of the CHAAP will apply within this boundary. The Policies of the Adopted Cheshire East Local Plans will also apply within the boundary of the Area Action Plan; if a conflict arises between the plans, the policies and proposals of the Area Action Plan will take precedence.

11.5 Supporting Text:

11.6 This policy establishes the boundary of the Area Action Plan and explains the relationship between the policies of the Area Action Plan and the policies and proposals of the Cheshire East Local Plan. The policies of all Borough wide Local Plans (outside of the National Park) will apply equally within the boundary of the Area Action Plan; this will avoid repetition of those policies within this Action Plan document.

11.7 The Area Action Plan is rooted in the strategic policies of the Local Plan Strategy, which itself recognises the need for an Area Action Plan to be produced. In particular many of the policies are an evolution and further progression of Policy LPS1 Central Crewe, reflecting additional thinking and evidence in this regard. Many general matters are also covered by



other policies in the LPS and by emerging policies contained in part two of the LPS, the Site Allocations and Development Policies Document (SADPD). In accordance with national policy, should a conflict arise between plans, the most recently adopted plan will prevail.

11.8 The Local Plan Strategy (2017) sets the framework for development across the borough to 2030 and includes a strategic approach that recognises Crewe's important role nationally, regionally and within Cheshire East. A strategy and vision is set out in the LPS that is focused on taking advantage of Crewe's prime location for connectivity, using this advantage to increase the type and amount of employment available, supporting regeneration opportunities and creating a nationally significant economic Centre by 2030.

11.9 The LPS was prepared in a context where arrival of HS2 to Crewe, and the level of service provided, was uncertain. It therefore does not address the implications of HS2 in full however does recognize that future HS2 proposals may present important opportunities and, that to more fully address such implications, either an Area Action Plan or full plan review may be required.

11.10 Since 2017 the arrival of HS2 to Crewe has become more certain and therefore this AAP is being prepared to address the locally significant implications of land use and growth around Crewe Railway Station whilst anticipating future growth needs at the end of the current plan period and beyond to 2040. Any longer-term and wider ranging strategic implications associated with HS2 will be addressed in full through a review of the Local Plan by 2022.

11.11 Relevant Development Plan Policies:

11.12 LPS:

- Strategic Priority 1 Promoting economic prosperity by creating conditions for business growth
- Strategic Location LPS1: Central Crewe

11.13 Evidence Base Documents:

- Local Plan Strategy 2010-2030 (2017, Cheshire East Council)
- HS2 Growth Strategy (2018, Constellation Partnership)
- All Change for Crewe: High Growth City (2013, Cheshire East Council)
- Crewe HS2 Hub Draft Masterplan Vision (2017, Cheshire East Council)



Policy GD2: Development Strategy

1. Homes

Approximately 3,700 new homes will be provided in the AAP area delivering a mix of unit sizes and types within a high quality residential environment.

2. Economy and Employment

New development should maximise opportunities to deliver approximately 26,000 jobs by 2040. Development should be concentrated on provision of B1a and B1b uses, be focused primarily at the Crewe Commercial Hub (Development Area 5) and enable new commercial, knowledge based, science and creative sector industries.

3. Retail and Leisure

New and re-provided convenience retail and leisure uses will be supported in appropriate locations within the Crewe Hub.

A cumulative total of up to 6040sqm of new and re-provided smaller scale convenience retail and leisure uses to meet the needs of new residents and to activate the street scene will be supported in allocated locations within the Crewe Hub.

All retail and leisure development should support and be complementary to the role and function of Crewe Town Centre as the primary retail centre in Crewe. Individual retail proposals should:

- A. Be limited to convenience provision
- B. Serve the needs of travellers and businesses around the station
- C. Be used to activate groundfloor premises within residential and mixed use areas; and
- D. Not exceed 500sqm of floorspace

Planning applications for main town centre uses will be subject to the sequential and impact test requirements, in line with national planning policy and as set out in the LPS and SADPD.

4. Green Space and Public Realm

All new development will be required to provide sufficient high quality recreation and open space that incorporates green infrastructure and public realm improvements in order to service the recreation and leisure needs of new residents, travellers and businesses.

5. Meanwhile Uses

Flexibility will be applied for temporary development proposals where current use is no longer viable as a result of HS2 and other associated construction works. Temporary uses that enhance the vibrancy and vitality of the area, promote existing local business and support the needs of construction will be supported.



11.14 Supporting Text:

11.15 The overall vision for this AAP is to create significant new housing and business development capitalising on the connectivity associated with Crewe Station. Within the Area Action Plan boundary there is the potential to deliver in the order 3,700 new homes and 350,000m² of commercial (B1a) floor-space. Whilst the AAP addresses land use in the period up to 2040, it is recognised that some development may continue to be delivered after this date. The important role of the AAP is therefore not to establish the quantum of development to be delivered in any particular time frame but to set out a land use plan that makes best and most efficient use of land and brings forward development opportunities in locations close to an enhanced HS2 Hub Station.

11.16 Given that the Southern Link Road Bridge is expected to be delivered in 2026 whilst HS2 engineering operations are being carried out, HS2 services are expected to arrive at Crewe by 2027, and that enhanced rail infrastructure and services will be operational by 2033, the development framework established by this AAP is expected to take greatest effect toward the end of the current LPS plan period (to 2030), and well beyond it.

11.17 Therefore with this approach in mind, it is expected that some investment and growth will come forward in the period before 2027 but that market demand for investment is unlikely to fully materialize until a critical mass of development is secured through the enabling works associated with key highways infrastructure, and the arrival of HS2 and its enhanced services in the period after 2033.

11.18 The Crewe Hub AAP anticipates the longer term realization of opportunities arising at Crewe, around the HS2 Hub Station, however the borough wide implications cannot be addressed through this plan. The LPS was adopted in 2017 and there is a requirement to assess the need for plan review by 2022. By this point the parameters around implementation of HS2, market demand and development progress will be far clearer and the Local Plan review process will ensure that any strategic matters related to HS2 are addressed in full, whilst ensuring an updated development strategy for the borough is consistent with the approach set out in the Crewe Hub AAP, particularly taking account of the Crewe Hub growth aspirations likely to materialize after 2030.

11.19 One of the key strategic implications any plan review will need to address is the availability of land for employment uses. The Crewe Hub AAP establishes a set of enabling policies that will allow land assembly and change of use from primarily B2 and B8 businesses to B1(a) and B1(b) office uses in locations around the station, and longer term from B2 and B8 uses to C3 Residential use at Macon Way and elsewhere.

11.20 This approach here is to support the efficient operation of the land market in the area to take advantage of opportunities arising from locating service, science and knowledge based industries close to the HS2 Hub Station. Similar to the approach to residential development above, the rationale for locating close to HS2 rail services will likely arise as infrastructure investment materializes and HS2 delivery becomes more certain in the later part of the plan period. Local Plan review assessment by 2022 will provide an opportunity to review employment need in the local area and consider if and where new employment allocations are required however, should local freeholders and businesses choose to relocate



during the period prior to plan review, current LPS policy EG1 supports employment development outside of allocated sites where the proposal supports the 'strategy, role and function of the town'.

11.21 The Cheshire East Retail Study 2018 identifies a long term demand for increased retail provision but does also recognise the expenditure growth forecasts in the longer term should be treated with caution. Nevertheless it is anticipated that by 2030 a need for between 3,100 to 4,800sqm of convenience goods retail capacity will be required across the borough. For Crewe the residual convenience spend (when commitments are accounted for) is currently -£2.3 million which equates to -300sqm of floorspace. This rises to 600sqm in 2030 and does not account for growth associated with the Crewe Hub.

11.22 A key objective of the Crewe Hub AAP is to ensure that Crewe Town Centre remains the primary retail focus of the town whilst also recognising that to make the Crewe Hub work as a place, proposed land uses must to some degree support the retail and leisure needs of new residents, business and passengers in the area. Given such needs arise immediately in the locations where new development takes place, meeting such needs cannot automatically rely on additional provision within the town centre itself as such, some provision must be made within the Crewe Hub. However, there is a need to limit this provision appropriately to ensure development does not undermine or harm the vitality of the town centre. Accordingly a limited amount of convenience retail and other A3-5 uses in key areas will be supported in key areas and identified on a final version of the masterplan; individual A1 and A3-5 units will be limited to not more than 500sqm in line with the approach set out in the emerging SADPD draft policy RET2, however further work is currently being undertaken to test whether this is the unit size threshold for the area.

11.23 Currently Crewe Town centre is under performing its retail function and it is important to ensure that main town centre uses allowed within the Crewe Hub do not exacerbate this issue but instead support, at an appropriate level, the function of the Crewe Hub. Therefore, to further support the town centre and avoid the cumulative impact of multiple applications for town centre uses, a total threshold of 6040sqm (0.005% of the Crewe Hub land area) of retail and other A-Class uses will be supported within the Crewe Hub. This represents 0.005% of the total Crewe Hub AAP area and such uses will be specifically allocated in a final version of the masterplan, focused primarily around the HS2 Hub Station entrance on Weston Road, within the Crewe Commercial Hub and to a more limited degree at Mill Street and Nantwich Road.

11.24 Realising the full opportunity to create a new and regenerated community in Crewe relies as much on delivering an appropriate level of growth as creating a whole place that significantly improves the urban environment and experience of users. This is necessary from a place making perspective, to support biodiversity net-gain and to ensure that the needs arising from development can be met as locally as possible. The Habitats Regulations Assessment has identified Wybunbury Moss, SSSI south of Crewe, as an asset sensitive to the impact of growth in the area. Therefore, alongside the other benefits of green space provision on site, development in the Crewe Hub will be required to contribute to the delivery of open space and green space (including GI) that provides sufficient outdoor recreation space to demonstrate that recreational activities such as dog walking can be encouraged the local area, rather than further afield to sites such as Wybunbury Moss SSSI.



11.25 Alongside provision of open space, green pace, retail and services to meet new needs arising in the Crewe Hub it is important to recognise that during the early stages of the plan period and particularly through construction phases. Recognising the dynamic nature of change in this area, it is important to ensure that the Crewe Hub AAP includes sufficient flexibility to changing needs as development occurs across the area. A wide range of 'meanwhile' uses will therefore be supported where such uses contribute to the vitality of the area needs arising from construction of HS2 and other major development schemes.

11.26 Relevant Development Plan Policies:

11.27 LPS:

- Policy PG 1 Development Strategy
- Policy PG 2 Settlement Hierarchy
- Policy PG 7 Spatial Distribution of Growth
- Policy SD 1 Sustainable Development in Cheshire East
- Policy SC 4 Residential
- Policy EG 1 Economic Prosperity
- Policy EG 5 Promoting a Town Centre First Approach to Retail and Commerce

11.28 SADPD:

- Policy GEN 1 Design principles
- Policy HOU 1 Housing mix
- Policy RET 1 Retail Hierarchy
- Policy RET 2 Planning For Retail Needs
- Policy RET 3 Sequential and impact tests

11.29 Evidence base documents:

- Public Open Space Evidence Report (2019, CBRE)
- HS2 Growth Strategy (2018, Constellation Partnership)
- Cheshire East Retail Study Update (2016, WYG)
- Cheshire East Retail Study Update (2018, WYG)
- All Change for Crewe: High Growth City (2013, Cheshire East Council,)
- Crewe Town Centre Regeneration Delivery Framework for Growth (2015, Cheshire East Council)
- Crewe Hub Retail Assessment 2019 (2019, CBRE)



- Crewe Masterplan Commercial and Retail Analysis (2019, CBRE)
- Housing Needs Strategy Evidence Report (2019, CBRE)

Policy GD3: Supporting the Crewe Hub Station and Maximising opportunities

Wherever possible, all new development across the Crewe Hub will support the delivery and successful operation of aHS2 Hub Station; development that impedes delivery of the station, it's supporting infrastructure and facilities will not be permitted. New development must maximise employment opportunities where appropriate and capitalise on the improved connectivity afforded by the arrival of HS2 to Crewe Station.

11.30 Supporting Text:

11.31 Much development directly associated with the railways network, including rail infrastructure itself, is governed by permitted development rights relating to operational railways. Whilst the Hub Station itself will be delivered under this regime, development outside of the station, and where the station adjoins the wider public realm, is not subject to the same permitted development regime. Accordingly a variety of works are likely to be developed which require planning permission. An enhanced HS2 Hub Station will include the following key features:

- A new station building including a new roof and reconfigured internal layout
- Extended platforms to accommodate 5 (north) and 7 (south) HS2 trains per hour
- A main entrance accessible from Weston Road including multi-story parking and drop-off facilities
- A secondary pedestrian focused entrance opening to Gresty Road, connecting through the station to Weston Road, creating a new public link through the station itself
- Retention of the entrance to Nantwich Road but with a significantly improved design and frontage plus reconfigured traffic management creating more space for pedestrian and cyclist movement and public realm
- A Southern Link Road Bridge, south of the existing station

11.32 The construction of a new/enhanced station and its environs is the foremost propriety for the Area Action Plan. Accordingly new development which would hinder the delivery of the station and related infrastructure and facilities will not be permitted.

11.33 Through the Area Action Plan the Council will seek to ensure the successful integration of the station building within its wider context and that the station environs is developed to not only support the delivery of the station but take full advantage of the benefits of new and improved connectivity here.

11.34 The connectivity afforded by the new HS2 services at Crewe brings with it the potential for significant beneficial change. It is a requirement of the Area Action Plan that new development takes account of and maximises the advantages of this highly connected place. Development which fails to do this will not be permitted.

11.35 Relevant Development Plan Policies:



11.36 LPS:

- Policy PG 1 Overall Development Strategy (Vision for Crewe)
- Policy CO 2 Enabling Business Growth Through Transport Infrastructure
- Strategic Location LPS1: Central Crewe

11.37 Evidence base documents:

- Crewe Hub Southern Link Bridge (SLB) Grip 2 Feasibility (2019, Mott MacDonald)



Policy GD4: Improving connections between the Town Centre and Railway Station

All development by virtue of its form, design, layout, landscaping and external treatment must maximise the opportunities to improve connections between the Crewe Hub station and the town centre. Development will not be permitted that impedes physical access or fails to improve it where it is reasonably possible, given its location, form and scale.

1. Improved connections will be achieved through:

- a. Provision of a high quality pedestrian network:
- b. All pedestrian links into the Crewe Hub and the surrounding developments should be high quality and will be accessible for all users.
- c. Excellent way finding will direct people to onward journeys, with signing to key attractors and destinations that are within walking distance of the AAP area. Pedestrian routes should achieve the design principles set out within the Department for Transport's Local Cycling and Walking Infrastructure Plan technical guidance.
- d. Key pedestrian routes for improvement include links between the HS2 Hub Station and the Town Centre, and ensuring the Nantwich Road and Weston Road station entrances incorporate high quality pedestrian access.

2. Provision of a high quality cycle network will be achieved through:

- a. A high-quality cycle network will be developed across the Crewe Hub, which links effectively to Crewe town centre and surrounding areas.
- b. The design of cycle routes should aim for segregation from motorised traffic and provide high quality routes and facilities (e.g. cycle parking) in line with Cheshire East Council's Cycling Strategy and the Department for Transport's Local Cycling and Walking Infrastructure Plan guidance.

3. Key cycle routes identified for development include:

- a. Nantwich Road;
- b. Mill Street corridor to Crewe town centre;
- c. Weston Road;
- d. Macon Way;
- e. Crewe Road; and
- f. Gresty Road

11.38 Supporting Text:



11.39 The Plan seeks to support the on-going regeneration of the town centre, in particular, through contributions to the creation of a new pedestrian link between the Hub Station and Crewe town centre. Development should be designed so as to have this connection at its heart – and not as a ‘bolt on’ after-thought. This policy requires the delivery of enhanced connections to the town centre, in particular through new development, and public realm strategies that complement the Crewe Hub masterplan. It is a key objective of the Plan to improve all access between the town centre and the station – with particular emphasis given to better and more direct pedestrian and cycle connections.

11.40 Both the Cheshire East Local Transport Plan (LTP) and the DfT LCWIP Technical Guidance outline the importance of high-quality links for encouraging trips on foot that are coherent, direct, safe, comfortable and attractive. For example, walking infrastructure that is designed to prioritise pedestrians and provides the most direct routes possible, such as providing crossings at desire lines that enable safe road crossings in one move.

11.41 The evidence base highlights that walking has a modal share of 7.7% according to Travel to Work 2011 Census data and that 34% of residents of Crewe also work in Crewe; the Travel Plan for Crewe Station found that 12% cycle to the station (November 2013). As there is a population of approximately 42,695 within walking distance (2km) of the Hub (estimations taken from Census 2011 MSOA populations), this means that a significant proportion of short trips to Crewe Hub and employment within the AAP area can be made on foot, which would reduce the reliance on car travel, encourage healthy lifestyles, help to reduce air pollution and create capacity on the highway network.

11.42 To support this, the Crewe Hub Station should be publicly accessible at a time in future when gateline technology for rail stations is further advanced. A clear wayfinding strategy throughout the station and into the wider AAP area is crucial to create a clear network of walking routes across the area and that links into high quality provision of pedestrian and cycling routes across the wider Crewe Hub.

11.43 The existing accesses into Crewe Station are not pedestrian friendly, as Nantwich Road is highly congested leading to relatively long crossing times to access the main entrance. Additionally, Crewe Arms Roundabout has limited crossing points for the secondary entrance on Weston Road. To support modal shift and access to sustainable transport options, pedestrian links should be at the top of the road user hierarchy in vicinity of the HS2 Hub Station, with routes that are high-quality and attractive to use.

11.44 Relevant Development Plan Policies:

11.45 LPS:

- Policy SD 1 Sustainable Development in Cheshire East
- Policy SD 2 Sustainable Development Principles
- Policy CO 1 Sustainable Travel and Transport

11.46 SADPD:

- Policy INF 1 Cycleways, bridleways and footpaths



11.47 Evidence base documents:

- The Department for Transport's Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (2017, DfT)
- Cheshire East Cycling Strategy 2017-2027 (2017, Cheshire East Council)
- Cheshire East Local Transport Plan Strategy 2011-2026 (2011, Cheshire East Council)
- Cheshire East Local Transport Plan - Implementation Plan (2011, Cheshire East Council)
- Active Design Guide (2015, Sport England and Public Health England)
- Crewe Town Centre Regeneration Delivery Framework for Growth (2015, Cheshire East Council)
- Crewe A Masterplan for the Town Centre (2008, URBED)

Policy GD5: Enabling Sustainable Transport Interchange

All new development shall be designed to improve interchange between different transport modes. All Major Development should incorporate measures to facilitate the use of walking, cycling and public transport together with interchange between each of these modes and the Crewe Hub Station.

11.48 Supporting Text:

11.49 This policy seeks to the delivery of a public transport strategy which reduces the need to travel by car, successfully connects the station to wider Crewe and prioritises pedestrians and cyclists in the road hierarchy. The policy relates to key physical features/infrastructure, identified routes and other management measures (controlled parking for example). The policy will also underpin how the masterplan seeks to facilitate pedestrian focused access to, from and around the station, making it easy to get there and move around.

11.50 This policy sets out how movement around, to and from the station will be improved through better interchange, complementing policies on public transport the approach to pedestrians and cyclists in the road hierarchy (name the policies). All development has a responsibility to support this objective where it is reasonable and proportionate to do so.

11.51 Relevant Development Plan Policies:

11.52 LPS:

- Policy SD 1 Sustainable Development in Cheshire East
- Policy SD 2 Sustainable Development Principles
- Policy CO 1 Sustainable Travel and Transport

11.53 SADPD:

- Policy GEN1 Design Principles
- Policy INF 1 Cycleways, bridleways and footpaths



11.54 Evidence base documents:

- The Department for Transport's Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (2017, DfT)
- Cheshire East Cycling Strategy 2017-2027 (2017, Cheshire East Council)
- Cheshire East Local Transport Plan Strategy 2011-2026 (2011, Cheshire East Council)
- Cheshire East Local Transport Plan - Implementation Plan (2011, Cheshire East Council)



Section 2: General Design and Heritage Policies

11.55 Section 2 presents policies relevant to design and heritage matters specific to the Crewe Hub, matters that are primarily focused on ensuring the visual aesthetic of new development integrates with the existing fabric of the town.

11.56 The policies here address specific problems arising from the need to provide development at higher densities, and buildings at taller heights, than previously seen in Crewe. To achieve an attractive and unique series of well related developments across the Crewe Hub, this unique challenge must be met positively and alongside the policies set out here, further more detailed design codes may be used to supplement the approach.

11.57 Heritage also plays a key role in achieving this aim and policies in this section seek to ensure that characterful buildings and interesting features of the local environment are used to best effect in creating a place that is unique and speaks to the history of Crewe.

Policy DH1: Design and Integration of Development

All new development across the Crewe Hub should seek to raise design standards in the area, create a significant improvement in the quality of design and public realm, and provide green infrastructure within the development.

New development should accord with the relevant design codes that support this AAP and respond positively to the design opportunities of the site. In particular development should:

1. Visually and physically integrate with the existing urban fabric of Crewe and by virtue of its type, form, layout and access should:
 - a. Provide directly, or contribute to, a range of services and facilities.
 - b. Promote physical and social linkages between the Crewe Hub and the wider community;
2. Create legible streets through visual connections to a pattern and rhythm of development created by nearby buildings
3. Positively contribute to an improved and varied skyline through buildings of increased building height, density and quality, in appropriate locations
4. Create a smooth transition in heights in relation to surrounding buildings
5. Ensure that where density is increased through the use of tall buildings, they are stepped back from the street, allowing sufficient distance between them to enable the public realm, and the buildings themselves, to benefit from sunlight, daylight and privacy.

11.58 Supporting Text:



11.59 The policy will seek to set out the need to comply with the masterplan and any subsequent more specific design codes (that will be developed to support the final version of the CSHAAP) identify key locations/buildings where design is especially sensitive and identify key heritage assets that need to be preserved/integrated.

11.60 Design matters are covered by a range of policies in the Development Plan, particularly SE1 Design (LPS) and GEN1 Design Principles (SADPD). Together these policies create a framework within which design matters can be considered.

11.61 However, given the significant degree of change anticipated in the built environment of the Crewe Hub, it is important to address specific design issues that may arise in this location. In particular, the increased height, density and massing of buildings requires carefully attention to ensure that building design creates not only a high quality built environment but a high quality space between buildings.

11.62 This policy therefore sets out the design principles that will apply in the plan area; it instigates a very high bar for design and covers delivery of (in particular) environmentally sustainable development in the fabric of buildings that might include techniques such as natural ventilation, water retention and recycling, and maximising passive heating / cooling. Matters regarding remediation of land, water quality and other environmental issues arising from design implications are covered in other parts of the development plan and by other policies in this plan. Further more detailed design codes may be established after the adoption of the Crewe Hub AAP to set out a more fine grained approach to development expectations in the area.

11.63 Development should wherever possible be supported by or contribute to green infrastructure and greenspace, incorporating net gains in biodiversity and the protection of sites considered to have biodiversity value. Collectively these measures will ensure buildings and spaces are safe, inclusive and foster well-being.

11.64 Relevant Development Plan Policies:

11.65 LPS:

- Policy SD 1 Sustainable Development in Cheshire East
- Policy SD 2 Sustainable Development
- Policy SE 1 Design
- Policy SE12 Pollution
- Policy SE 13 Water quality

11.66 SADPD:

- Policy GEN 1 Design principles
- Policy ENV15 New Development and Existing Use

11.67 Evidence base documents:

- Crewe Station Hub Area Action Plan: Heritage Study and HIA (2019, Hinchliffe Heritage)



- Cheshire East Borough Design Guide supplementary planning document (2017, Cheshire East Council and e*SCAPE Urbanists)
- Secured by Design: design guides

Policy DH2: Safeguarding Crewe's Railway and Built Heritage

All development should respect, retain and enhance Crewe's railway and built heritage identified on the proposals map. The full demolition of buildings with an identified heritage value shall not be permitted. The re-use and redevelopment of these buildings will be encouraged subject to the preservation of the significance of the heritage asset and, where appropriate, its setting.

11.68 Supporting Text:

11.69 This overarching policy to protect Crewe's Heritage places particular emphasis on the town's Railway past. Crewe was founded on the railways and so buildings and features associated with the development of the railway are of special local significance.

11.70 Matters relating to heritage are addressed primarily in other parts of the development plan through SE7 The Historic Environment in the LPS and policies HER 1, HER 4 and HER 7 that address heritage assets, listed buildings and non-designated heritage assets. Together these policies provide an appropriate framework within which to consider heritage matters in development.

11.71 The approach taken in the Crewe Hub AAP is to employ the policies listed above but also to identify specific features of the built environment that add heritage and character value in the local context. As such work to assess the heritage significance of local buildings has been prepared and has informed the selection of structures and features that are identified on the policies map and that will be subject to heritage policies here, and in other parts of the development plan. It is intended that the policy will afford a greater degree of protection to any such buildings or features, so that their heritage significance and the value they add to local character is retained and incorporated into new development.

11.72 Relevant Development Plan Policies:

11.73 LPS:

- Policy SD 2 Sustainable Development Principles
- Policy SD 1 Sustainable Development in Cheshire East
- Policy SE 7 The Historic Environment

11.74 SADPD:

- Policy HER 4 Listed buildings
- Policy HER 1 Heritage assets
- Policy HER 7 Non-designated heritage assets

11.75 Evidence base documents:

- National Heritage List for England (Historic England)
- Local List of Historic Buildings supplementary planning document (2010, Cheshire East Council)
- Crewe Archaeological Assessment (2003, Cheshire Country Council)





Section 3: General Infrastructure Policies

11.76 Section 3 covers matters related to the provision of a range of infrastructure necessary to underpin the overall success of the Crewe Hub. It covers several themes including digital, water and energy infrastructure, social infrastructure related to skills and training opportunities, Green Infrastructure and the key highways and transport infrastructure that will connect the new opportunities within the Crewe Hub to each other, to communities across Crewe and beyond.

11.77 Whilst some of the themes here are covered in detail by policies in the LPS, the approach here is sensitive to the conditions of the Crewe Hub recognizing that a more bespoke approach is necessary to achieved coherent development at a scale of increased density than is normal for Cheshire East. Therefore the policies in this section should be read alongside all other relevant policies set out in other parts of the development plan.



Policy IN1: New Infrastructure

All new development shall contribute to and/or make provision for a range of infrastructure necessary to support the successful operation of the Crewe Hub Station and to deliver the objectives underpinning the Crewe Hub Vision. This includes general provision of social, green, digital, energy and water infrastructure. Development that would prevent delivery of the key infrastructure locations and routes identified on the policies map will not be permitted.

1. Infrastructure Costs

- a. Where the Council, or its partners, have forward funded infrastructure to support wider development proposals, applicants that rely on this infrastructure to mitigate the effects of their development and make it acceptable in planning terms will be required to repay its full cost of provision on a proportionate basis. Planning applications will be refused where schemes rely on forward funded infrastructure in planning terms that are not prepared to make the required contribution.

2. Infrastructure Provision

- a. Digital infrastructure, telecomms and other utilities equipment must be integrated in to the fabric of development where possible. External features will only be permitted where:
 1. They are sited and designed to minimise visual impact
 2. There is no reasonable possibility of sharing facilities.
 3. Other options to minimise visual impact have been explored
 4. They do not harm the character or appearance of the building or area

3. Digital Infrastructure

- a. All development should:
 1. Achieve greater digital connectivity than set out in Part R1 of the Building Regulations;
 2. Ensure availability of sufficient ducting space for future digital infrastructure;
 3. Meet the requirements for mobile connectivity within the development and take appropriate mitigation to avoid reducing mobile connectivity in the surrounding areas
 4. Support the effective use of features of the public realm to accommodate well-designed and located digital infrastructure

4. Water Infrastructure

- a. To ensure the comprehensive and efficient provision of water utilities, Major Development should demonstrate:



1. How early phase drainage solutions have regard to future interconnecting development phase
2. How unfettered drainage access can be created to adjoining sites

11.78 Supporting Text:

11.79 Infrastructure matters are covered extensively by other parts of the Development Plan and all such policies will apply to development within the Crewe Hub. The policies in the Crewe Hub AAP should be considered as additional to those requirements already established by the LPS and SADPD and LPS.

11.80 Ensuring the Crew Hub is supported by a network of appropriate infrastructure is critical to delivery of the overall vision for the area. The physical connectivity enabled by an enhanced HS2 Hub Station should be complemented by world class digital connectivity ensuring businesses communication needs are fully met and the impact of new development on the water environment must be considered carefully to reduce the overall impact of development.

11.81 The Council will capture the long term benefits of development through specific contributions to local infrastructure; this includes improving the public and pedestrian environment (including for cyclists). Policy Gen 4 of the SADPD sets out the approach to recovering infrastructure costs. Rather than repeat the policy directly in the Crewe Hub AAP policy GEN4 will be used to capture the long term benefits of development where that development relies on forward funded infrastructure.

11.82 Alongside the recovery of such costs, other obligations will be required to mitigate the impact of development; this includes supporting skills based training within the local community; fully addressing the impacts of development on the water environment; contributing to the delivery of high quality public realm and green infrastructure and mitigating the impact of energy use on the climate.

11.83 Relevant Development Plan Policies:

11.84 LPS:

- Policy IN1 (Infrastructure)
- Policy IN2 (Developer Contributions)
- Policy CO 3 Digital Connections
- Policy SE 13 Flood Risk and Water Management

11.85 SADPD:

- Policy GEN 4 The recovery of infrastructure costs and planning obligations reduced on viability grounds
- Policy INF 8 Telecommunications infrastructure
- Policy ENV 16 Surface water management and flood risk
- Policy INF 6 Protection of existing and proposed infrastructure



11.86 Evidence base documents:

- Cheshire East Community Infrastructure Levy (2018, Cheshire East Council)
- Approved Document R – Physical infrastructure for high speed electronic communications networks (2016, H M Government)
- Connecting Cheshire Initiative
- Cheshire East Strategic Flood Risk Assessment
- Cheshire East Local Flood Risk Management Strategy (2017, Cheshire East Council)

Policy IN2: Energy Infrastructure – Net Zero Emissions

All major development should be net-zero carbon. This means reducing carbon dioxide emissions from construction and operation, and minimising both annual and peak energy demand.

Major development must submit an energy statement that clearly sets out the total energy requirements of development in the construction, build and operational phases, and the means through which this requirement will be met through renewable, carbon neutral energy sources to achieve net-zero emissions. The approach to meeting net-zero emissions should be taken in accordance with the following energy hierarchy:

1. Minimising energy demand and maximising energy efficiency through sustainable construction and operation; and passive design that addresses passive heating, cooling, and ventilation systems;
2. Incorporating low carbon and renewable energy generation into the fabric of development, or built within the development;
3. Making use of other local energy sources (such as secondary heat) and maximising energy generation, and storage, on site;
4. Connecting to existing combined heat and power and district heating/cooling networks, and / or contributing to their future development to serve the development and surrounding area.
5. Carbon reduction should be met on-site unless it can be demonstrated that this is not feasible or viable. In such cases effective off-setting measures to reduce on-site carbon emissions will be accepted.

All new non-residential built development will be expected to achieve a BREEAM rating of 'Very Good' or equivalent standard and demonstrate why an 'excellent' rating cannot be achieved.

11.87 Supporting Text:

11.88 Energy requirements in new buildings are covered extensively by the building regulations regime and through LPS policies SE8 and SE9 addressing renewable and low carbon energy, and energy efficiency, respectively. Ensuring that new development is resilient to climate change is important to the long term sustainability of the Crewe Hub and policy ENV7 of the SADPD (Climate Change Mitigation and Adaptation) is particularly relevant in this context. Given the higher levels of building and population density expected to be created



in the Crewe Hub there is an important opportunity to instill a climate sensitive approach to the built environment here by understanding the energy needs of buildings and their end use, and requiring development to implement an approach that is environmentally sustainable.

11.89 Since the adoption of the LPS in 2017 the NPPF has been updated to better reflect the need for plan making to address climate change. In recognition of this shift in emphasis and of the opportunity that the Crewe Hub presents to deliver truly environmentally sustainable development, it is important that proposals demonstrate how they will minimise their carbon output and energy use through construction, design and other measures that incorporate renewable energy production and storage on site.

11.90 This policy therefore requires proposals to set out an energy statement addressing the energy needs of the building and its end use, and the measures, including off-setting through financial contributions to projects off-site (where necessary), that will be used achieve net-zero emissions development.

11.91 Relevant Development Plan Policies:

11.92 LPS:

- Policy SD 1 Sustainable Development in Cheshire East
- Policy SD 2 Sustainable Development Principles
- Policy SE 8 Renewable and Low Carbon Energy
- Policy SE 9 Energy Efficient Development

11.93 SADPD:

- Policy GEN 1 Design Principles
- Policy ENV 7 Climate change, mitigation and adaptation
- Policy ENV 8 District heating network priority areas

11.94 Evidence base documents:

- Cheshire East Energy Framework (2015, Cheshire East Council)
- BREEAM New Construction 2018: Technical Manual (2018, BRE)
- Crewe Town Centre Detailed Feasibility Study (Heat Mapping and Masterplanning) (2015, AECOM)
- Climate Change and Sustainable Energy Planning Research (2011, LDA Design)



Policy IN3: Social Infrastructure – Local Employment and Skills Based Training

The Council will seek planning obligations to maximise local employment opportunities and help address skills deficits in the local population.

To do so all major development will be required to submit a site specific Employment and Skills Plan (ESP) that sets out:

1. The type and number of jobs created by the development in both the construction and end-use phases
2. The key skills required within those jobs; and how, locally, the developer will:
 - a. Support and contribute to the design and delivery of relevant skills training, including engaging with local education, skills providers and partners;
 - b. Promote apprenticeships to all ages, and support its supply chain to maximise apprenticeship opportunities for residents;
 - c. Support the delivery of local work placements, work experience and internships for young people, the long term unemployed and (under) graduates;
 - d. Raise the profile of career opportunities across the sector, including activities to inspire young people and adults;
 - e. Ensure vulnerable groups e.g. NEETs, Cared For and SEND young people, have equal access to employment and skills benefits from the development;
 - f. Ensure a percentage of all jobs created by the development (in both the construction phase and end-use operation) will be filled by local residents, nominated by the Council (or another agency agreed by the Council)
 - g. Ensure its supply chain creates ESPs and embeds the outcomes above.

In the unlikely event of mitigating circumstances, which must be agreed by the Council, preventing the developer delivering an ESP a financial contribution in lieu of the measures set out in the ESP would be required based on the cost to the Council of delivering the obligations.

11.95 Supporting Text:

11.96 In line with the Council's Economic Development Strategy (2011) to provide employment opportunities for local people and to adopt good employment and skills practices, the Council will expect applications for major development within the CHAAP boundary to develop and implement an 'Employment and Skills Plan' (ESP) identifying opportunities for employment and up-skilling of local people through the implementation of their development proposal. The ESP should be informed by priorities identified through the Council and its partners and will be secured through s106 agreements.

11.97 The Council have produced additional guidance in a document entitled 'Delivering Employment Skills and Training' which provides information on why Employment and Skills Plans are needed; what would go into such a plan; what type and size of development this would apply to in both the construction and end-user phase; and the process involved in requesting, preparing and implementing the plan.



11.98 Relevant Development Plan Policies:

11.99 LPS:

- Policy SD1 Sustainable Development in Cheshire East
- Policy SC3 Health and Well-Being
- Policy INF1 Infrastructure
- Policy IN2 Developer Contributions

11.100 SADPD:

- Policy GEN 4 The recovery of infrastructure costs and planning obligations reduced on viability grounds

11.101 Evidence base documents:

- Background document 'Delivering Employment Skills and Training' (Cheshire East Council, 2019)
- Cheshire East Corporate Plan 2017 – 2020 (Cheshire East Council, 2017)
- Cheshire East Community Infrastructure Levy (Cheshire East Council, 2019)
- Cheshire East Economic Development Strategy (Cheshire East Council, 2011)
- Constellation Partnership HS2 Growth Strategy 2018
- Cheshire East Sustainable Community Strategy 2010- 2025 (Cheshire East Council, 2010)
- All Change for Crewe: High Growth City (Cheshire East Council, 2013)



Policy IN4: Green Infrastructure

All new major development must provide Green Infrastructure (GI) and be designed to contribute to the delivery of the Crewe Hub Green Infrastructure Plan through on site delivery of features that link into existing GI or, where this is not possible, through contributions to offsite delivery of good quality, integrated, accessible and multi functional networks of green spaces.

1. Major development proposals must demonstrate how they:
 - a. Positively contribute to the provision of Green Infrastructure
 - b. Identify and use important features of the local character to reflect, reference and enhance local distinctiveness and sense of place are accessible for all and encourage optimal use
 - c. Integrate sustainable drainage and features designed to minimise surface water run-off, manage flood risk, and maintain the natural water cycle
 - d. Deliver biodiversity net-gain ensuring that where possible, new provision is linked to existing habitats.
2. Proposals for Major Development will be required to submit:
 - a. A Green Infrastructure Strategy setting out the overall approach to GI across the development and how the approach contributes to the Crewe Hub Green Infrastructure Plan
 - b. A Parameter Plan that identifies the GI to be retained and created within the boundary of the development
 - c. An environmental statement – Non Technical Summary: a simplified version of the environmental statement
 - d. A GI and Biodiversity Management Plan detailing the management and maintenance of GI features to ensure functionality and connectivity of features within the boundary of the development, and connectivity with features beyond the boundary.

11.102 Supporting Text:

11.103 The central areas of Crewe, including across the Area Action Plan, are representative of a typically urban landscape dominated by sealed soil and a notable lack of green features and green space. New development in the area offers an important opportunity to address this and improve the urban environment by integrating green space and green infrastructure to link the Crewe Hub to wider GI assets, improve the water environment by providing increased permeable surfaces and to offset and mitigate the impacts of climate change and habitat loss. In addition, the approach to GI across the Crewe Hub is an important feature of providing a high quality public realm that will serve existing and new communities in the area.

11.104 The approach to Green Infrastructure and Open Space is addressed fully by other parts of the Development Plan (see LPS policy SE6 Green Infrastructure and policy RET 9 Environmental Improvements in particular) however given the opportunity presented to



radically improve Green Infrastructure, Open Space and by extension the public realm across the Crewe Hub, it is necessary to set out locally specific requirements on this subject and ensure that the highest quality provision is achieved here.

11.105 Open Space should be provided in accordance with policy requirements set out in the Development Plan, however consideration will be given to approaches that reduced quantity of provision where the quality is correspondingly increased.

11.106 In particular major development will be required to submit a Green Infrastructure Strategy that sets how GI is being used to address the matters identified in the policy IN4 Green Infrastructure and importantly developers will be encouraged to employ Building with Nature standards and to meet a Full Award (Excellent) rating.

11.107 Relevant Development Plan Policies:

11.108 LPS:

- Policy SE 3 Biodiversity and Geodiversity
- Policy SE 6 Green Infrastructure

11.109 SADPD:

- Policy ENV 1 Ecological network
- Policy ENV 2 Ecological implementation
- Policy ENV 7 Climate change mitigation and adaptation
- Policy RET 9 Environmental improvements, public realm and design in town centres

11.110 Evidence base documents:

- Green Space Strategy (2013, Cheshire East Council)
- Green Space Strategy Update (2018, Cheshire East Council)
- Green Infrastructure Action Plan for Crewe (Cheshire East Council)
- A Green Future: Our 25 Year Plan to Improve the Environment (2018, HM Government)
- Biodiversity Net Gain: Good Practice Principles for Development (2019, CIEEM, CIRIA and IEMA)
- Ambition for All Sustainable Community Strategy 2010 – 2025 (2010, Cheshire East Council)
- Local Flood Risk Management Strategy (2017, Cheshire East Council)
- Building with Nature Standards
- Public Open Space Statement (2019, CBRE)



Policy IN5: Transport and Highways Infrastructure

1. **Southern Link Road Bridge:** A Southern Link Road Bridge (SLRB) is required to the south of Crewe Hub, connecting Gresty Road with Weston Road. The corridor, access route and landings of the SLRB will be safeguarded from development and provision for a temporary construction compound will be supported.
2. **Supporting Highways Enhancement Measures:** Alongside the delivery of the SLRB, the following measures that optimise the performance and benefits of the local network will be supported:
 - a. Improvement scheme at Nantwich Road/Mill Street/South Street;
 - b. Dualling of Weston Road;
 - c. Dualling of Gateway and Second Avenue;
 - d. A scheme to reduce rat-running at Catherine Street and Bedford Street; and
 - e. Improvement scheme of Crewe Arms Roundabout.
3. **Vehicular Access Corridors:** Clear preferred access routes will guide vehicular users to the most appropriate access route, these are:
 - a. The M6 J16;
 - b. A500 east and west of Crewe;
 - c. David Whitby Way;
 - d. Weston Road;
 - e. Gresty Road; and
 - f. Jack Mills Way (via SLRB).

To support access to key vehicular corridors, appropriate signing and information will be provided within the Crewe Hub.

4. **Local Vehicular Access Promotion and Enhancement:** Improvements to the local road network within the Crewe Hub are supported to address local issues on the network. The following schemes will be supported:
 - a. Mill Street gyratory – implementation of a gyratory around Mill Street (southbound) and Edleston Road (northbound) with proposed footway widening along Mill Street for walking/cycling to create a one-way system to improve flow and create a better environ for pedestrians travelling to Crewe town centre and Crewe Hub;
 - b. Air Quality – the introduction of a clearway and other measures that will improve traffic flow and reduce emissions will be supported on Nantwich Road
5. **Provision of a high-quality public transport interchange:** A high-quality public transport interchange will be provided outside of the Weston Road station entrance. The public transport interchange and bus stops within the AAP area will be delivered to a high-quality standard and align with the following principles:
 - a. Provision of real time information (RTI) displays and bus timetables
 - b. Provision of CCTV to improve the perception of safety.



- c. Provision of access routes for bus services that avoid delay; and
- d. Capacity for sufficient bus stands at Crewe Hub to serve future services that have covered waiting facilities and lighting;
- e. Onward travel information to encourage integration with other modes: rail, taxi, cycling and walking;

Where feasible, the Council will look to maximise public transport connectivity linking Crewe Hub Station to the wider AAP area, Crewe Town Centre, the wider borough and beyond. The Council will seek to work with operators to maximise the linkages to the Crewe Hub Station which will help create an integrated network.

11.111 Supporting Text:

11.112 High level highways modelling of the impacts arising from HS2 and growth in the AAP have been undertaken. With the arrival of the proposed Crewe Hub, HS2 services and surrounding development, additional growth is forecast to be generated within the Crewe area. Compared to 2017, in general the additional traffic growth will have negative impacts on the road network, with increased flows on key links, longer delays and increased congestion.

- Across the network in general, increased traffic flows are expected in comparison with 2017. Within the AAP area, flow increases will be on key links such as and Weston Road, Macon Way and Gresty Road.
- As a result of these increased traffic flows, there will also be a general increase in delays across the AAP area in comparison with 2017.

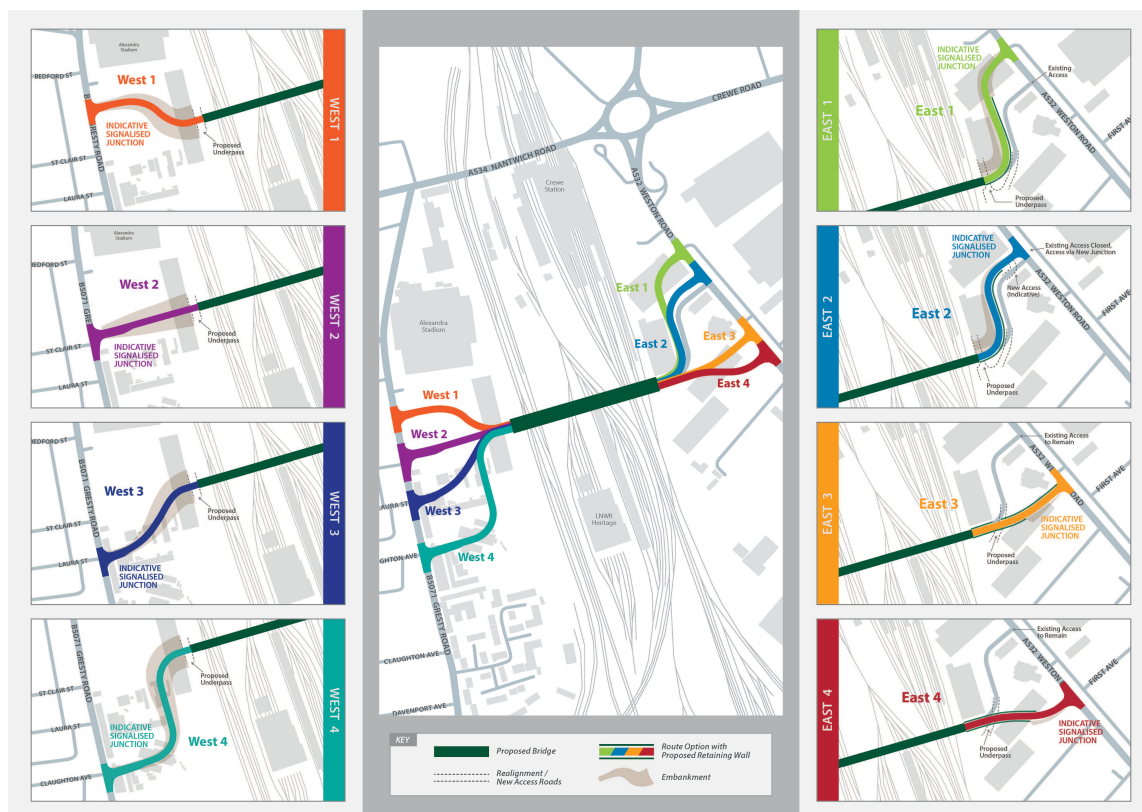
11.113 Therefore, without intervention, the performance of the network is likely to worsen and as a result there is a need to mitigate these impacts. It is proposed that a SLRB would provide an additional crossing point over the West Coast Mainline and create additional capacity on the network.

11.114 The final version of the Crewe Hub AAP will define a preferred route of the bridge and its access roads. Options around the bridge route itself have been investigated and a crossing south of the station is considered the optimal choice. There are 8 route options for the associated access roads, from Gresty Road and Weston Road and the Council are seeking feedback on these options. The options are set out in above in Section 5 of this document.



11.115

Figure Fig.7



Building on the modelling and analysis undertaken for the SLRB, a number of knock-on highway impacts have been identified.

11.116 These include a high increase of flows on Weston Road and high flow increases on roads such as Bedford Street, which suggests rat-running is taking place at this location. Changes in traffic flows across the network also require optimisation of key junctions within the AAP area, this includes the re-configuration of Crewe Arms Roundabout. There is also an option to dual Gateway and Second Avenue alongside the SLRB.

11.117 Vehicular movement requirements to and from the Crewe Hub Station will be an inevitable consequence of development and land use set out in the AAP. It is vital that a clear preferred access route is identified and promoted to support a targeted and well refined strategy that both aligns with the Local Plan and supports the economic potential of the Crewe Hub.

11.118 The vehicular access corridor identified utilises the most appropriate and highest capacity routes currently available within the boundary of the AAP, through which there exists a heavy traffic footprint. The series of link and junction enhancements and amelioration will serve to facilitate movements to and from the Crewe Hub Station and across the wider Crewe Hub, as well as protecting the surrounding areas from unintended effects through reassigned traffic or increased congestion at pinch points. Any schemes within the AAP area will also serve to support and compliment other policies identified within this document.

11.119 The feasibility and benefits of a SLRB, located to the south of the Crewe Hub, will be explored further. This new link's potential role and contribution towards the HS2 vehicular access strategy will be tailored to support the aims and objectives of the AAP Strategy and associated policies.



11.120 Local improvements to the road network within the AAP area will also help relieve congestion within the immediate area of the Crewe Hub. Possible measures to improve the efficiency of the network include the redesign of Mill Street and Edleston Road to become a gyratory. This would allow increased footway width along Mill Street to create a wide shared route for bicycles and pedestrians. By improving the cycle/pedestrian environment, uptake of walking and cycling could increase, reducing the reliance on cars and improving existing congestion issues.

11.121 The area encompassed between the junctions of Edleston Road and Arthur Street along Nantwich Road is a declared AQMA. The combined level of traffic flow (circa 20,000 vehicles use the A543 Nantwich Road daily), use by HGVs and articulated vehicles as well as the misuse of the bus stop area outside of the Nantwich Road entrance could contribute to increased emissions along this section of the local network without the interventions identified.

11.122 The delivery of the HS2 Hub Station also provides an opportunity to provide a high-quality public transport interchange facility that will link bus, rail taxi and sustainable modes. This will encourage onward travel for public transport and sustainable modes, providing all information that is required to make informed choices that will help to increase modal share for these modes.

11.123 The public transport interchange at the HS2 Hub Station will be located close to the Weston Road station entrance which will encourage passengers to continue their journeys by public transport as the interchange will provide a dedicated area for use by bus services, with access routes into the interchange on Weston Road designed to avoid delay to services and improve reliability of bus services.

11.124 Relevant Development Plan Policies:

11.125 LPS:

- Policy SD 1 Sustainable Development
- Policy EG1 Economic Prosperity
- Policy CO1 Sustainable Travel and Transport
- Policy CO2 Enabling Business Growth through Transport Infrastructure
- Policy CO4 Travel Plans and Transport Assessments
- Appendix C Parking Standards

11.126 SADPD:

- Policy INF 1 Cycleways, bridleways and footpaths
- Policy INF 2 Public Car Parks
- Policy INF 3 Highway safety and access
- Policy INF 6 Protection of existing and proposed infrastructure

11.127 Evidence base documents:

- Cheshire East Local Air Quality Strategy (2018, Cheshire East Council)
- Cheshire East Air Quality Management Areas Maps (Cheshire East Council)
- Cheshire East Air Quality Action Plan (2018, Cheshire East Council)

- Cheshire East Air Quality Annual Status Report (2018, Cheshire East Council)
- Guidance on Land-Use Planning and Development Control: Planning for Air Quality (2017, Institute of Air Quality Management)
- Crewe Hub Southern Link Bridge (SLB) Grip 2 Feasibility (2019, Mott MacDonald)





Section 4: General Transport and Highways Policies

11.128 Connectivity and movement is essential to the successful future operation of the Crewe Hub. A crucial element of the approach to increased density of development around a future HS2 Station must ensure parking and public transport is well managed in a way that responds positively to specific local circumstances. The CHAAP therefore includes policies on car parking, bus routes and taxis that are complementary to the various transport infrastructure requirements set out in the previous section and to the approach set out in the LPS.

Policy TH1: Accessible Car Parks

To minimise conflicts with the local transport network car parks will be delivered at strategic locations that direct vehicles from outside Crewe along the Major Road Network. To achieve parity with traffic flows from the A500 and M6, car parks should be located in close proximity to the proposed Crewe Hub Station entrance.

All car parks operating within the AAP area will align with the following principles:

1. Be delivered to a high-quality standard, including provision of electric vehicle charging points, wayfinding and secured cycle parking;
2. Make maximum use of permeable materials in parking areas and incorporate on-site attenuation, to reduce runoff rates and increase infiltration
3. Ensure segregation from pedestrian movements.
4. Adhere to the disabled parking requirements identified in Table C.2 of the adopted Cheshire East Local Plan Strategy or any subsequent standards; and
5. Adhere to local car park space requirements which should be a minimum of 2.4m x 4.8m, with a minimum distance between car parking spaces of 6m to allow a vehicle to reverse;

11.129 Supporting Text:

11.130 The Local Transport Plan, parking needs to cater for numerous users is a priority with an overall aim “to seek to balance long-term economic, social and environmental well-being”. Supporting this aim are various objectives which includes managing traffic to improve efficiency of the transport network.

11.131 The distribution of car parking supply could have a significant impact on congestion patterns, and locating the majority of parking supply to the south side of the HS2 Hub Station would help to ensure parity with traffic flows to the south of the town be the most pragmatic approach to accommodating car movement around the station.

11.132 The Local Plan Strategy provides Disabled Parking Requirements for employment and railway land use which will need to be incorporated into car parks within the AAP to ensure car parks are accessible for all. The evidence base of the LPS also details the design parameters necessary for standard car parking spaces such as minimum distances, access ramp gradients widths of access ramps.



11.133 Relevant Development Plan Policies:

11.134 LPS

- Policy SD 1 Sustainable Development
- Policy CO1 Sustainable Travel and Transport
- Policy CO2 Enabling Business Growth through Transport Infrastructure
- Appendix C Parking Standards

11.135 SADPD

- Policy INF 2 Public Car Parks
- Policy INF 3 Highway Safety and Access
- Policy HOU 10 Amenity
- Policy GEN 1 Design principles
- Policy HOU 11- Residential standards

11.136 Evidence base documents:

- Cheshire East Local Plan Strategy – Table C.2 (2017, Cheshire East)

Policy TH2: Well Managed Car Parks

Car parking will be well managed to serve passengers and users of the proposed development within the AAP. Provision and the location of car parking areas will be reflective of anticipated rail passenger growth forecasts and proposed AAP development land uses. To accommodate the current passenger forecasts, a total of circa 2,000 spaces is required and additional parking associated with delivery of the Crewe Hub Masterplan will be delivered in accordance with standards set out in Policy TH5.

Car parking charges should be reflective of the market, demand and supply and will not discourage public transport and sustainable mode choices.

11.137 Supporting Text:

11.138 Clearly, demand for parking for the station will be dependent on the number of people using Crewe Station and anticipated passenger growth suggests that there is sufficient demand by 2036 for a 2,000 space car park to be built to accommodate this need. Three rail demand scenarios were developed, for 'Low Growth', 'Medium Growth' and 'High Growth' for daily rail demand (entries only). Using a parking model which incorporates modal share, maximum parking demand was identified which influenced the recommended level of parking for Crewe Station.

11.139 This Development Strategy addresses land use matters and therefore car parking charges are a concern that fall outside of the remit of this document. However car parking charges will be fully considered within any future parking strategy adopted for the AAP area. The existing 'Station Parking Good Practice Guide' provides guidance in terms of how car parking charges should be applied to different stations and a range of factors will need to be



considered when setting appropriate car parking charge levels, such as the quality standard of the car parks, local parking pressures and the types of trips being facilitated by the HS2 Hub Station and land use across the wider Crewe Hub, especially in terms of what proportion it makes up of the overall journey cost.

11.140 Relevant Development Plan Policies:

11.141 LPS

- Policy SD 1 Sustainable Development
- Policy CO1 Sustainable Travel and Transport
- Policy CO2 Enabling Business Growth through Transport Infrastructure
- Appendix C Parking Standards

11.142 SADPD

- Policy INF 2 Public car parks

11.143 Evidence base documents:

- Cheshire East Local Plan Strategy – Table C.2 (2017, Cheshire East)
- Station Car Parking Good Practice Guide (2018, Rail Delivery Group)
- Cheshire East High Level Car Parking Strategy (2017, Cheshire East Council)

Policy TH3: Bus Priority

Bus priority measures will be introduced for all major bus corridors linking to Crewe Hub. Whilst the measures required will depend on highway interventions and the evolution of the bus network, the below measures should be incorporated:

1. Bus priority measures on Weston Road between Crewe Arms Roundabout and the entrance to the public transport interchange;
2. Bus priority measures for bus routes linking the Crewe Hub and Crewe Bus Station; and
3. Retaining and enhancing bus priority measures along Crewe Road as part of any revised highway layout.

11.144 Supporting Text:

11.145 Existing traffic congestion in the area around Crewe Bus Station currently results in delay and/or extended journey times for bus services. This is particularly the case for routes between Crewe Bus Station and Crewe Railway Station along Nantwich Road. This is a reason that is often cited for not using bus services. There is an opportunity to provide bus priority measures to ensure shorter and more reliable journey times for bus passengers, improve bus journey times and reliability, and encourage uptake in use. The current westbound bus priority lane along Crewe Road will be maintained and will be supplemented by priority on the eastbound approach along Nantwich Road and to/from the public transport interchange off Weston Road.



11.146 Relevant Development Plan Policies:

11.147 LPS

- Policy SD 1 Sustainable Development
- Policy CO1 Sustainable Travel and Transport
- Policy CO2 Enabling Business Growth through Transport Infrastructure
- Appendix C Parking Standards

Policy TH4: Taxi and PHV Areas

Taxi ranks will be located at a suitable location in close proximity to the station, be accessible to all and designed to allow a free flow of movement by Hackney Carriages (HCs) with good connections onto the local road network. Taxi ranks will be clearly lined with active enforcement to ensure its use by HCs only. Sufficient space will also be dedicated for separate holding areas/pick-up/drop-off points/and kiss and ride areas or Public Hire Vehicles (PHVs). Additionally, Electric Vehicle (EV) charging infrastructure should be provided to promote uptake of EVs.

11.148 Supporting Text:

11.149 The infrastructure for taxis services is inadequate at the existing Crewe Station. The taxi pick-up and drop-off point is currently located directly outside of the main entrance, providing space for four taxis, which could cause issues for passengers accessing/departing the railway station. There are also occasions where the designated taxi area is being misused by other vehicles when accessing the station such as pick-up/drop off by private car use. Further to this, it is understood that there are 489 HCs licenced by CEC, 114 of which are licenced to the Crewe and Nantwich Zone. In terms of PHVs, there are 324 vehicles licenced across the Borough.

11.150 When designing taxi ranks, the accessibility of these should be considered carefully and a safety audit should be carried out to ensure that taxi movements do not conflict with other vehicles or pedestrians.

11.151 As such, Policy TH4 ensures that any proposed taxi rank(s) will be positioned in a convenient location for passengers that does not conflict with other vehicles or key movements through the area. The policy will ensure there is ample space for sufficient HCs at taxi ranks, and PHVs at pick-up/drop-off and kiss and ride areas for alighting and boarding passengers. The policy also takes into consideration the potential future changes in technology, whereby electric charging points should be supplied as well as an adaptable space if concepts such as Uber and Autonomous Vehicles are introduced in Crewe and surrounding areas. Also, as the concept of MaaS strengthens, an on-demand service will be expected which could result in additional HCs and PHVs picking-up and dropping-off passengers.

11.152 Relevant Development Plan Policies:

11.153 LPS

- Policy SD 1 Sustainable Development



- Policy CO1 Sustainable Travel and Transport
- Policy CO2 Enabling Business Growth through Transport Infrastructure

SADPD

- Policy INF 2 Public Car Parks
- Policy INF 3 Highways Safety and Access

Policy TH5: Car Parking Standards

The following car parking standards will apply across the Crewe Hub area:

Table 11.1

Land Use	Parking Standard
A1 – Retail	For non-food retail units – 1 per 66m ² or food retail units – 1 per 46m ²
A2 – Financial and Professional	1 per 66m ²
A3/4 – Restaurants	1 per 33m ²
A3/4 – Other Drinking/Eating Establishments	1 per 33m ²
B1 – Offices	1 per 50m ²
C1 – Hotel	1 per 3 bedrooms
C3 – 1 Bed House	1 per dwelling
C3 – 2 Bed House	1 per dwelling
C3 – 3 Bed House	2 per dwelling
C3 – 1 Bed Flat	1 per dwelling
C3 – 2 Bed Flat	1 per dwelling
D1 – Museum and Art Galleries	1 per 30m ²
D2 – Cinemas	1 per 16 seats
D2 – Other Leisure Facilities	1 per 16 seats or 1 per 73m ²

11.154 Supporting Text:



11.155 The LPS provides general Parking standards for the whole borough at Appendix C of the document. These are general requirements and the circumstances of growth around future HS2 Hub Station are not reflected in the adopted approach, It is therefore necessary to consider a set of parking standards that responds appropriately to the unique characteristics and development needs across the Crewe Hub.

11.156 The standards established in Policy TH5 reflect a need to provide sufficient parking across the Crewe Hub whilst recognising the opportunities to reduce reliance on private vehicles created by increasing density of development around rail and public transport infrastructure.

11.157 Indicative maximum car parking standards have been produced which are based on various sources of information such as method of travel to work data, usual resident population and the number of businesses registered. Out of an initial nine towns, three were used to guide the proposed car parking standards for Crewe Campus, these towns were Reading, Milton Keynes and Darlington. Maximum car parking spaces were explored for retail and office. Minimum car parking spaces were explored for residential developments. Based on this, maximum car parking spaces have been recommended to be implemented across the Crewe Hub, as the area will be highly accessibly by public transport and maximum standards are key to retain control over parking and prevent places being oversupplied by car parking.

11.158 Relevant Development Plan Policies:

11.159 LPS

- Policy SD 1 Sustainable Development
- Policy CO1 Sustainable Travel and Transport
- Policy CO2 Enabling Business Growth through Transport Infrastructure

11.160 SADPD

- Policy INF 2 Public Car Parks
- Policy INF 3 Highways Safety and Access

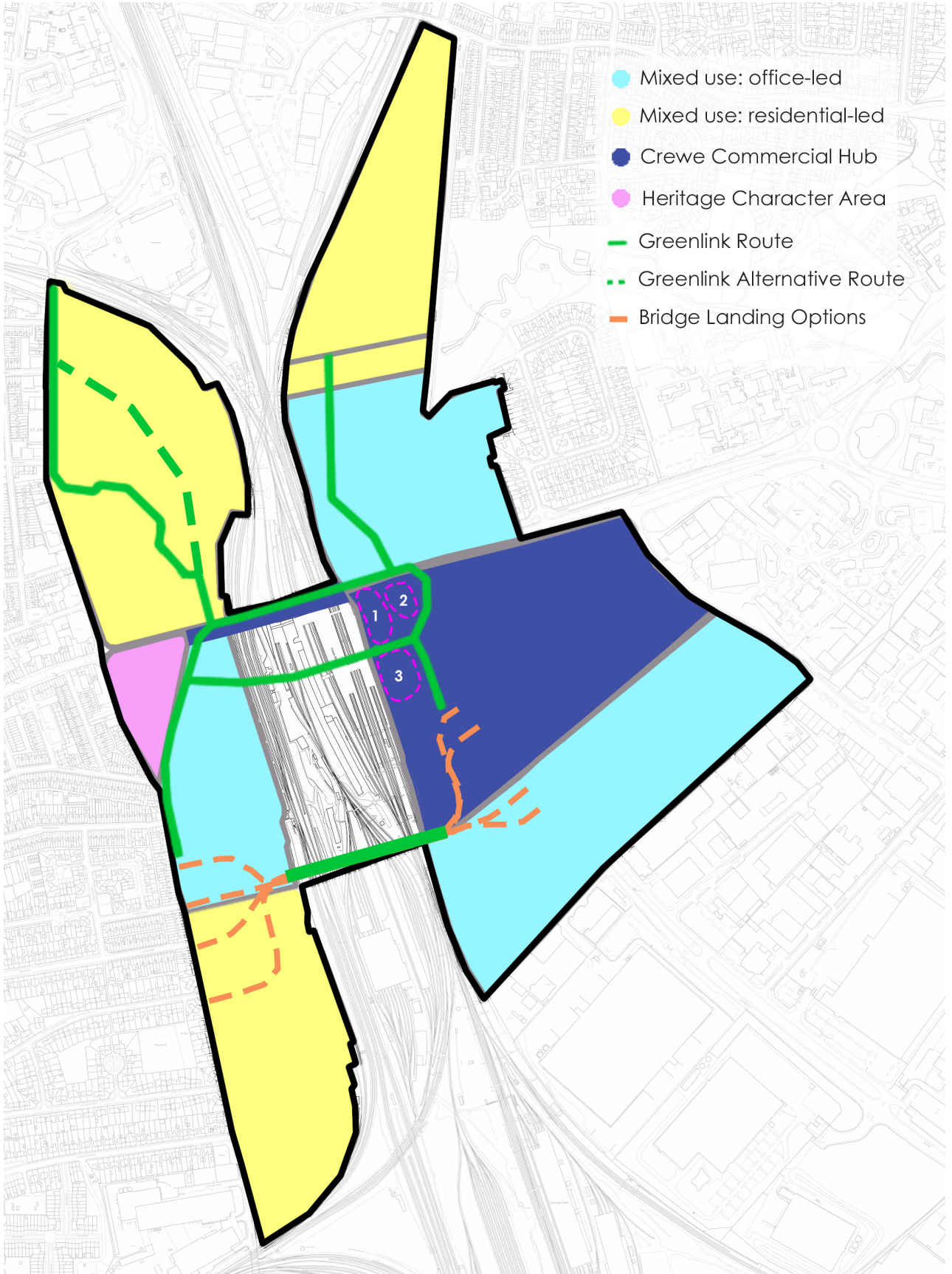
11.161 Evidence base documents:

- Cheshire East Local Plan Strategy – Table C.2 (2017, Cheshire East)
- Cheshire East Local Transport Plan Strategy 2011-2026 (2011, Cheshire East Council)
- Cheshire East Local Transport Plan - Implementation Plan (2011, Cheshire East Council)



12 Crewe Hub AAP High Level Masterplan

Figure Fig.8





13 Crewe Hub Development Area Policy Principles

DA1: Mill Street

The Council will support opportunities for improving and regenerating Area 1 Mill Street defined in Figure DA1 'Mill Street'. To achieve this aim, alongside applying other relevant Local Plan policies, the following considerations also apply.

1. Land Use:

- Development should consist of primarily residential development with supporting community uses.
- Mixed use residential and B1 development will be acceptable in locations to the south of the area.
- Identified heritage assets and buildings and features of local significance must be retained and incorporated into development.
- A limited amount of convenience retail and leisure uses will be supported at allocated locations.

2. Transport and Parking:

- Identified junctions are safeguarded for improvement. Development that prevents the delivery of junction upgrades and alterations will not be permitted.
- Major new development must provide undercroft parking in accordance with Policy TH6.

3. Scale, Massing and Design:

- Higher density development and taller buildings will be acceptable to the west of the site, closer to the railway lines.
- Building heights should form a gradual transition from Mill Street and Nantwich Road to the tallest elements.
- Development should seek to reinforce a grid iron street pattern consistent with the wider area.

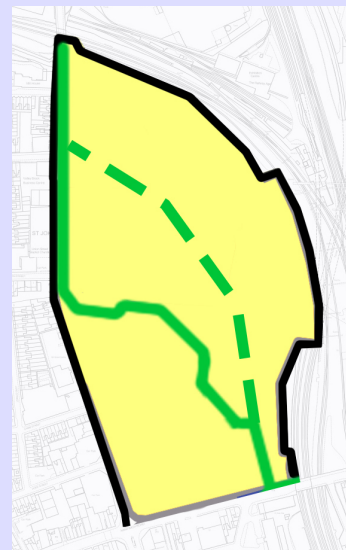
4. Routes and Spaces:

- All development in this area must contribute, either directly or through financial contributions, to the delivery of the Crewe Hub Green Link. This route is safeguarded from development that would prevent its delivery.

5. Infrastructure:

- Development must provide Green Infrastructure either directly or through financial contributions, that include green space, tree planting and landscaping to create a visual and physical connection to the Crewe Hub Green Link.

Figure DA1





DA2: Gresty Road

Development in this area will be supported by a range of other strategies and interventions outside of the remit of the Area Action Plan, including the introduction of controlled parking on Gresty Road. The Council will support opportunities for improving and regenerating Area 2 Gresty Road defined in Figure DA2 'Gresty Road'. To achieve this aim, alongside applying other relevant Local Plan policies, the following considerations also apply:

1. Land Use:

- Business-led mixed-use development will be supported in identified locations across this area delivering a range of homes and B1(a) and B1(b) office uses,
- It is assumed that Crewe Alexandra Stadium will remain in place. Should the Club decide to relocate, the Council will support the redevelopment of the site for B1(a) and B1(b) office uses.

Figure DA2



2. Transport and Parking:

- Development that would prevent the delivery of the Southern Link Road Bridge (SLRB) will not be permitted. The access route to the SLRB will be safeguarded from development.
- Proposals to consolidate parking provision on the existing Crewe Alexandra Car Park will be supported
- Development that improves the efficient highways operation of Gresty Road will be supported.
- Identified junctions are safeguarded for improvement. Development that prevents the delivery of junction upgrades and alterations will not be permitted.

3. Scale, Massing and Design:

- The area of land north of Crewe Alexandra Stadium will form a new public square allowing pedestrian and cyclist access to the HS2 Hub Station entrance.
- Proposals for high quality commercial development will be supported where they can deliver high quality public realm easily accessible by pedestrians and cyclists.
- Redevelopment of the site of the current Rail House will be supported to deliver a landmark building at a similar height.
- Development adjoining existing residential areas to the south of the area must ensure the amenity of existing occupiers is not harmed.
- Development in the north western corner of the area on land bounded by South Street, Gresty Road and Nantwich Road, will be expected to retain the layout



and form of the identified character area, retaining heritage and character buildings in the scheme itself.

- Building heights should form a gradual transition from Gresty Road eastward toward the railway lines.

4. **Routes and Spaces:**

- Development adjoining the HS2 Hub Station entrance must, directly or through planning obligations, deliver a comprehensive scheme of public realm works that incorporates green infrastructure and features that improve pedestrian and cyclist access to the station.

5. **Infrastructure:**

- The land identified on the policies map in relation to the SLRB is allocated as a safeguarded route. Adjoining land, as defined on the proposals map, is allocated as a temporary construction compound. Upon completion of the SLRB, development of this land for uses consistent with the approach to the area will be permitted.
- All development in the area will be required make financial contributions to Green Infrastructure and public realm improvements along the length of Gresty Road.



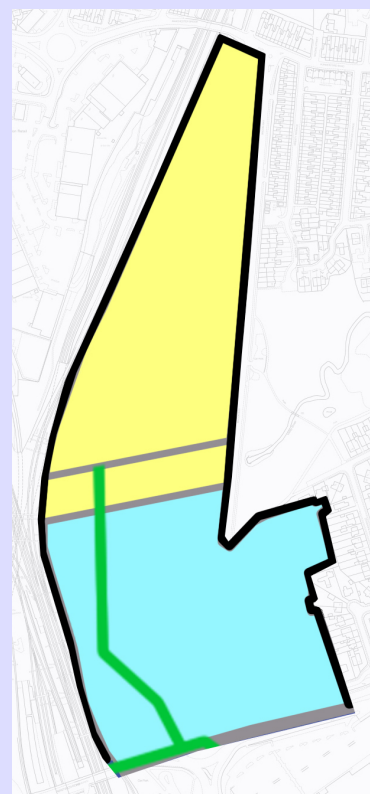
DA3: Macon Way

The Council will support opportunities for improving and regenerating Area 3 Macon Way defined in Figure DA3 '3 Macon Way'. To achieve this aim, alongside applying other relevant Local Plan policies, the following considerations also apply:

1. Land Use:

- Development that delivers B1(a) and B1(b) office uses will be supported in the southern part of the site, particularly in locations closest to the HS2 Hub Station
- C1 hotel uses will also be supported in the south of this area, in locations easily accessible from the HS2 Hub Station
- Mixed use and residential led development will be supported in the northern part of the site adjoining and beyond Valley Brook to the north.
- Development here should not be located in the identified flood risk area, must address and mitigate known flood risks and demonstrate how surface water can be appropriately managed.

Figure DA3



2. Transport and Parking:

- Proposals for realignment of the local highways network incorporating improvements to the Crewe Road roundabout will be supported.
- Scale, Massing and Design:
- Tall buildings that do not harm the heritage significance of the Locally Listed Crewe Arms Hotel will be supported.
- Landmark buildings of increased height and high quality design will be supported in frontage locations along Crewe Road and Macon Way.

3. Scale, Massing and Design:

- Tall buildings that do not harm the heritage significance of the Locally Listed Crewe Arms Hotel will be supported.
- Landmark buildings of increased height and high quality design will be supported in frontage locations along Crewe Road and Macon Way.

4. Routes and Spaces:

- Development should be brought forward in a comprehensive manner creating an arterial pedestrian and cyclist route through the area, connecting to Valley Brook and beyond.



- All development in the area, either within individual schemes or through financial contributions, must enhance the Valley Brook river corridor and access to it.

5. Infrastructure:

- Development must provide Green Infrastructure either directly within schemes or through financial contributions, that includes green space, tree planting and landscaping to create a visual and physical connection to Valley Brook River Corridor.



DA4: Weston Road

The Council will support opportunities for improving and regenerating Development Area 4 Weston Road defined in Figure DA4 'Weston Road'. To achieve this aim, alongside applying other relevant Local Plan policies, the following considerations also apply:

1. Land Use:

- Development that supports the successful and efficient operation of the HS2 Hub Station will be supported
- Landmark buildings incorporating a mix of commercially led development (B1(a) and B1(b)), hotel and conferencing facilities will be supported alongside a limited amount of convenience retail to serve the needs of passengers, travelers and business in the area (2).

2. Transport and Parking:

- Proposals for a local transport hub incorporating kiss and ride bus and taxi services will be supported in close proximity to the station entrance (1)
- Development proposals for a multi-storey car park, accommodating around 2000 spaces will be supported in a suitable location in this area.(3)

3. Scale, Massing and Design:

- Development should physically and visually integrate with, and connect to, the HS2 Hub Station entrance. New development will be supported that does not cause harm to, or which better reveals the significance of the Grade II Listed Buildings within Crewe Railway Station.

4. Routes and Spaces:

- Development in this location should be brought forward comprehensively to deliver a high quality public realm adjoining the HS2 Hub Station entrance.
- Proposals for realignment of the local highways network incorporating improvements to the Crewe Road roundabout and Weston Road will be supported.

5. Infrastructure:

Figure DA4



- Development that would prevent the delivery of the Southern Link Road Bridge will not be permitted. The access route to the SLRB will be safeguarded from development.
- Any scheme for public realm works adjoining the station must incorporate green infrastructure and pedestrian access that visually connects across Weston Road to the Crewe Commercial Hub.





DA5: Commercial Hub

The Council will support opportunities for improving and regenerating Development Area 5 Commercial Hub defined in Figure DA5 'Commercial Hub'. To achieve this aim, alongside applying other relevant Local Plan policies, the following considerations also apply:

1. Land Use:

- Development that delivers B1(a) and B1(b) office uses will be supported across the area.
- Office-led mixed-use development will also be supported.
- A total of between 250sqm to 2500sqm of retail floorspace will be supported at ground floor on the primary frontages identified in the masterplan.

Figure DA5



2. Transport and Parking:

- Development in this area will be expected to make use of undercroft parking.
- Proposals for a multi story car park toward the eastern edge of the area will be supported.

3. Scale, Massing and Design:

- Development that delivers medium density and higher buildings will be supported.
- Landmark buildings will be supported on the frontages of Weston Road and University Way.

4. Routes and Spaces:

- Development here must support and deliver a comprehensive and high quality public realm enabling pedestrian and cyclist access into the Crewe Commercial Hub.

5. Infrastructure:

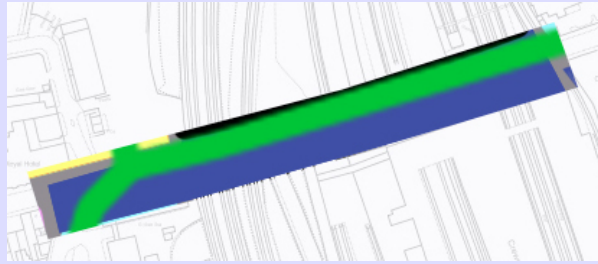
- Any scheme for public realm works adjoining the station must incorporate green infrastructure and pedestrian and cyclist access that visually connects across Weston Road to the HS2 Hub Station.



DA6: Nantwich Road Corridor

The Council will support opportunities for improving and regenerating Development Area 6 Nantwich Road Corridor defined in Figure DA6 'Nantwich Road Corridor'. To achieve this aim, alongside applying other relevant Local Plan policies, the following considerations also apply:

Figure DA6



1. A new entrance to the HS2 Hub Station at Nantwich Road must ensure a fully integrated and accessible solution that prioritises pedestrian and cyclist access.
2. Proposals to improve the environment on Nantwich Road for non-vehicular users will be supported and must:
 - a. include high quality public realm
 - b. integrate green infrastructure
 - c. provide appropriate and secure cycle storage
 - d. give priority to pedestrians and cyclists
3. Wider public realm improvements along Nantwich Road Corridor should include clear routes for pedestrians and cyclists in accordance with policy GD4.
4. Ahead of the construction of the SLRB, temporary measures that create more space for pedestrians along Nantwich Road will be supported.



14 Seeking Your Feedback and Next Steps

Seeking Your Feedback

14.1 The consultation on the Crewe Hub AAP Development Strategy will run for six weeks - from Monday 22nd July to Tuesday 3rd September 2019.

14.2 You can view the Crewe Hub AAP Document Paper: online at:

- www.cheshireeast.gov.uk/localplan;
- at libraries in Crewe;
- and at the Council's offices / Customer Service Centres: Sandbach - Westfields, Middlewich Road, CW11 1HZ Crewe - the Planning Helpdesk, Municipal Buildings, Earle Street, Crewe, CW1 2BJ Macclesfield - Customer Service Centre, Town Hall, Market Place, SK10 1EA

Making Comments

14.3 We would encourage you to respond online if you can at: www.cheshireeast.gov.uk/localplan.

14.4 You can also pick up a paper comments form from your local library and post it to the Council's Spatial Planning Team, Cheshire East Council, c/o Earle Street, Crewe, CW1 2BJ. 1.21 We cannot accept anonymous comments.

14.5 If you have any questions about the Crewe Station Hub Area Action Plan, the Interim Sustainability Appraisal or how to respond to these, please get in touch with the Spatial Planning Team. We are here to help you.

Next Steps:

14.6 A series of consultations are taking place under Regulation 18 of the Town and Country Planning Regulations 2012 which so far have included consultation on an CSHAAP Issues paper in November 2018, and consultation on this CSHAAP Development Strategy 2019.

14.7 Ahead of submitting a Pre-Publication Draft CSHAAP, the Council may undertake further consultation under Regulation 18 as additional evidence is prepared and the ideas presented in this paper are developed and refined.

Table 14.1

Stage	Indicative Timeframe
CSHAAP Plan Preparation (Reg 18)	3rd Quarter 2018 to 3rd Quarter 2019
CSHAAP Publication Version	3rd Quarter 2019
Submission of the plan to Secretary of State for examination	4th Quarter 2020
Receipt of Inspectors Report	1st Quarter 2020
Adoption of the CSHAAP	2nd Quarter 2020



15 Glossary

Affordable housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.</p> <p>Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p>
Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Blue infrastructure	A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources and contributes to the health and quality of life of local communities.
Brownfield land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes



where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Community Infrastructure Levy

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Conservation

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation area Areas of special architectural or historic interest.

Designated heritage asset

A world heritage site, scheduled monument, listed building, protected wreck site, registered park and garden, registered battlefield or conservation area designated under the relevant legislation.

Development plan

This includes adopted local plans and neighbourhood plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.

Edge of centre

For retail purposes, a location that is well connected and up to 300 metres out of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside of the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Employment land

Land identified for business, general industrial, and storage and distribution development as defined by use classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development.

Greenfield

Land, or a defined site, usually farmland, that has not previously been developed.

Green infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).



Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education, sport/recreation and health facilities.
Infrastructure delivery plan	National planning policy formally requires local authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their local plan documents.
Infill village	Infill villages are settlements within the 'other settlements and rural areas' tier of the settlement hierarchy. They do not have a settlement boundary and are within the open countryside, but they do have a defined infill boundary, in which limited infilling can be allowed.
Listed building	A building or structure of special architectural or historic interest. Listed buildings are graded I, II* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures in its curtilage that have formed part of the land since before 1 July 1948. Historic England is responsible for designating buildings for listing in England.
Local plan	The plan (which can comprise one or more documents) for the future development of the local area, drawn up by the council in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. The term includes old policies which have been saved under the 2004 Act.
Local Plan Strategy (LPS)	A development plan document and the first part of the council's local plan, the LPS was adopted in July 2017. It sets out the overall planning framework for the area. It includes strategic policies and allocations to achieve sustainable development.
Local planning authority	The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. National park authorities and the Broads Authority are also considered to be local planning authorities.
Local urban centre	Defined area comprising of a range of shops and services that generally function to meet local, day to day shopping needs, sometimes including small supermarkets. Local urban centres do not fall within the definition of town centres.



Local wildlife sites/site of biological importance

Locally important sites of nature conservation adopted by local authorities for planning purposes.

Main town centre uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Masterplan

A means of expressing a vision for how a development opportunity site could be designed. Often these are illustrative rather than detailed.

National Planning Policy Framework (NPPF)

Sets out the government's planning policies for England and how these are expected to be applied.

Neighbourhood parade of shops

Defined area comprising a small group of shops and other facilities serving the day to day needs of residents generally within a very localised catchment. Neighbourhood parades of shops do not fall within the definition of town centres.

Non-designated heritage asset

Locally important heritage assets identified by the local planning authority, where there is often a strong local affinity or association:

- Areas of local archaeological interest (including the areas of archaeological potential and sites of archaeological importance identified in local plans)
- Buildings of local architectural or historic interest (local list)
- Locally important built assets not on the local list
- Locally significant historic parks and gardens
- Other locally important historic landscapes

Open countryside

The area outside of any settlement with a defined settlement boundary (including principal towns, key service centres, local service centres and any other settlements with a settlement boundary identified in a made neighbourhood development plan).

Open space

All space of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.

Out of centre

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Outdoor sports facilities

Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional



playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.

Planning obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Previously developed land	See 'Brownfield land'
Primary shopping area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary and secondary frontages	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Principal town	The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The principal towns are Crewe and Macclesfield.
Priority habitats and species	Species and habitats of principal importance included in the England Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.
Ramsar sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Settlement hierarchy	The local plan settlement hierarchy is set out in LPS Policy PG 2. It categorises settlements into four tiers: principal towns, key service centres, local service centres and other settlements and rural areas.



Site of special scientific interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special areas of conservation (SAC)	Areas given special protection under the European Union's Habitat Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Special protection areas (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Stepping stones	Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.
Strategic site/location	An important or essential site/area in relation to achieving the vision and strategic priorities of the local plan and which contributes to accommodating the sustainable development planned for over the local plan period.
Supplementary planning documents	Documents which add further detail to the policies in the local plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability appraisal	An appraisal of the economic, environmental and social effects of potential policies and proposals to inform the development of the plan.
Sustainable development	<p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:</p> <ul style="list-style-type: none"> • Social progress that recognises the needs of everyone; • Effective protection of the environment; • Prudent use of natural resources; and • Maintenance of high and stable levels of economic growth and employment.
Town centre	Area defined on the adopted policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely

neighbourhood significance. Unless they are identified as centres in local plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Wildlife corridor Areas of habitat connecting wildlife populations.



**Crewe Hub Area Action Plan Development
Strategy and Further Options**

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