

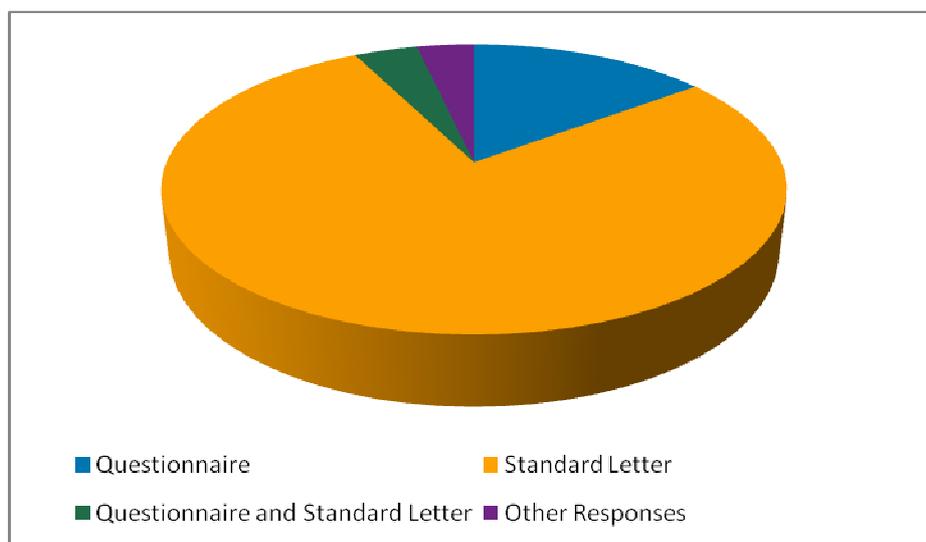
Draft Crewe Town Strategy: Summary Report of Consultation

Overall Response

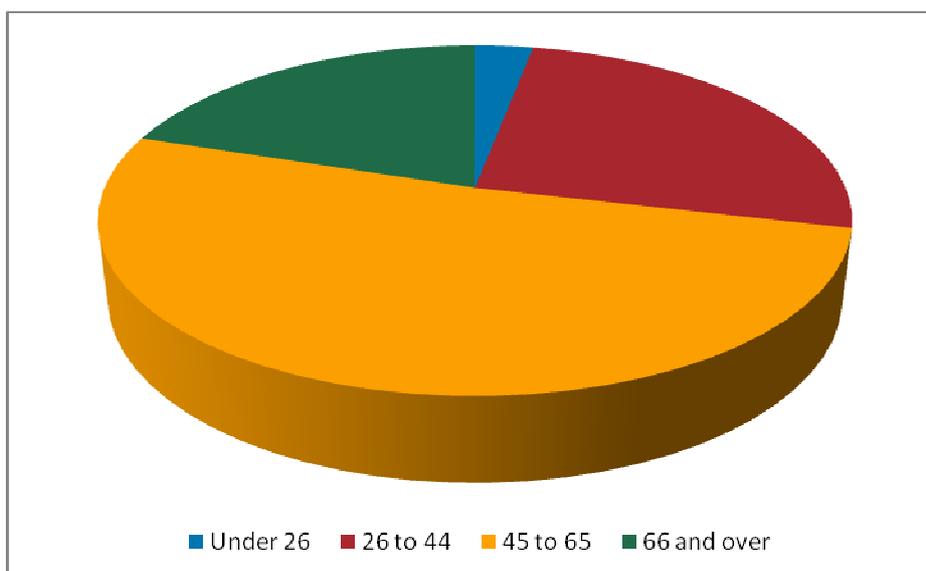
A total of **1985** representations were received on the draft Crewe Town Strategy

8% of these were submitted online via the consultation portal; 92% were either via letter or by e-mail.

15% of responses were made on the official questionnaire; 78% were made via a standard letter; 4% were made via a standard questionnaire and letter and 4% were other responses.



Of the 335 respondents who entered their age details, 3% of people who took part in the consultation were under the age of 26; 26% were aged 26 to 44; 51% were aged 45 to 65 and 20% were aged 66 and over.



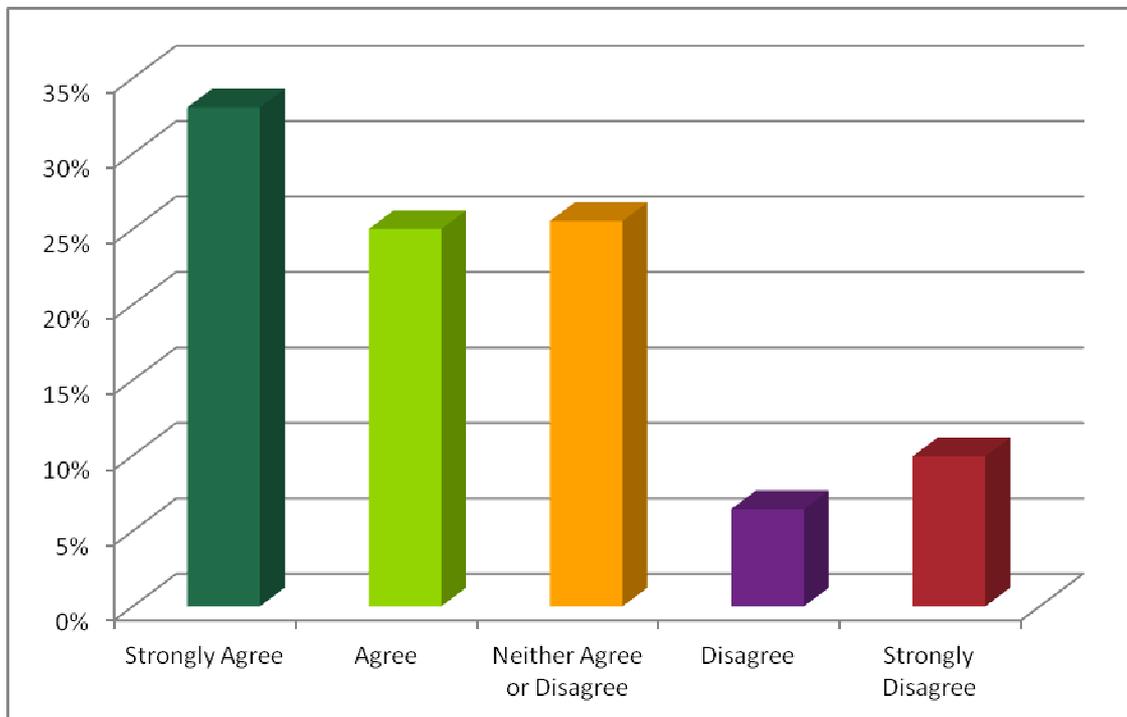
There were a number of petitions / standard letters submitted to the draft Town Strategy consultation. These are briefly summarised below:

- Crewe East Ward Residents (Signed by 111 people) objecting to the level of development proposed for Crewe and Development Option 'B' (Coppenhall East) in the potential development options section of the draft Crewe Town Strategy. The petition also called for the area to be designated Green Gap.
- A total of 1544 standard letters and 78 standard questionnaires / letters were received. The letters contained the following key messages:
 - Keep the Green Gap in Crewe and Nantwich
 - Green Gap should be extended to include the countryside surrounding Leighton and Maw Green.
- Cheshire East Council is aware of another e-petition related to the Green Gap on the HM Government E-Petition website (signed by 723 people on 31/10/2012). This petition has not formally been submitted to the consultation and expires on the 19/12/2012. The key message is to retain the Green Gap wholly intact and incorporate it in the Plan.
- Two further petitions were received (one with 250 signatures and one with 3,700 signatures) that had been presented to Edward Timpson MP, both in relation to retaining the Green Gaps surrounding the towns of Crewe and Nantwich and the villages of Shavington, Haslington, Willaston, Wistaston, Wybunbury and Weston and to protect the countryside in the Leighton and Maw Green Wards, by designating them as Green gap. This petition was received after the consultation period had closed on the 1st October.

Q1 Vision

Do you agree or disagree with the Vision as set out in the draft Crewe Town Strategy?

- 19% of respondents answered this question
- Strongly Agree (33%); Agree (25%); Neither Agree or Disagree (26%); Disagree (6%); Strongly Disagree (10%)



Key themes from the consultation:

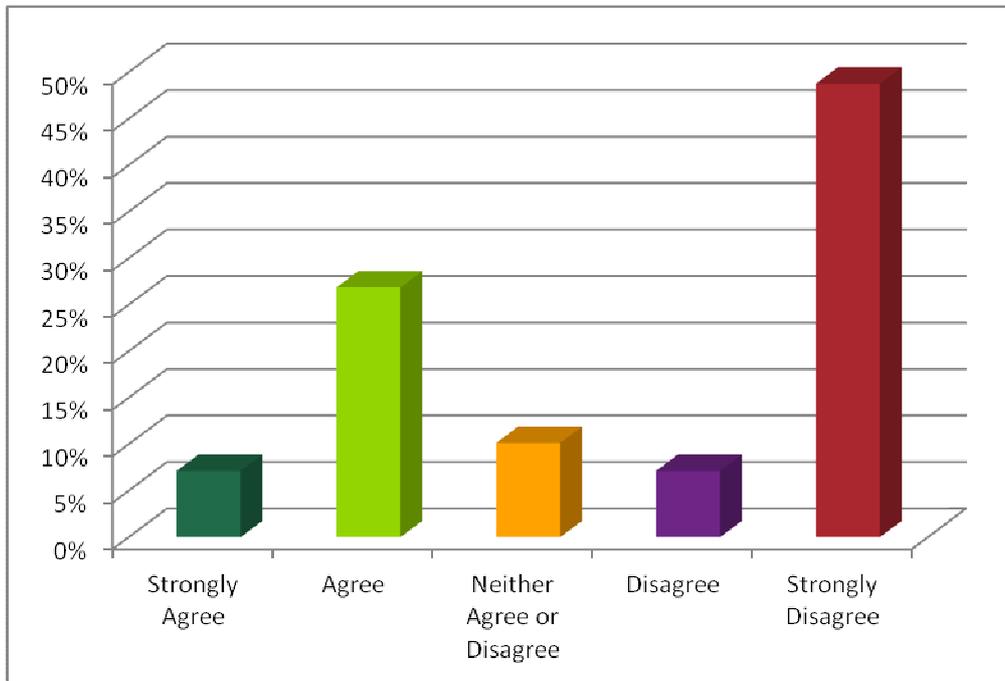
- How will the strategy respond to external forces i.e. world economics?
- Green Gaps should be maintained and extended to cover Wybunbury, Hough, Shavington, Stapeley and Leighton to maintain the separate identities and distinct characters of these communities.
- Connectivity is key!
- Growth should be jobs and not housing led.
- Need a specific objective related to housing delivery.
- Crewe needs to become a cycling town.
- Crewe is a victim of its own railway legacy – the fact that the town is surrounded by rail lines is an inhibitor to the growth and development of the central town.
- Consider the infrastructure capacity of the town (water supply and sewerage infrastructure).
- Needs an infrastructure plan to cope with growth expected.
- Care should be taken not to become dependent on a single market i.e. service or manufacturing industry.
- Needs to consider how to make Crewe attractive to investment.
- There is a lack of opportunities for professional work in the town.
- Need to protect green spaces.
- Detailed implementation and detail of this vision is crucial.

- Residents want to see things happening.
- Key roads need improvement.
- Educational attainment is key to the future success of the town.
- Vision needs to be amended to accord with National Planning Policy Framework to state that housing needs (market and affordable) are objectively assessed and provision made to ensure delivery.
- Natural England support the Vision set out within the Draft Crewe Town Strategy Consultation document. The vision highlights the inclusion of Green Gaps between the towns of Crewe.
- Needs to include reference to dealing with climate change.
- Retail developments have an important economic contribution and this should be reflected in the vision.
- Scale of development must be balanced.
- An effective planned and managed approach to development is required.
- Town has exceeded its optimum for operational efficiency.
- The vision does not address the need for easy access into and out of the town centre.
- Welcome the encouragement of investment into the town.
- Opportunity to revise the economic proposals for more business and science orientated forms of employment to be developed
- Vision should highlight importance of optimising the effective use of brownfield land.
- High speed broadband needs to be directed to the town and its surrounding villages
- Needs to mention Bentley Motors and MMU – potential for synergies to be developed such as apprenticeships, research and development etc.
- Careful of overdevelopment.
- Ensure heritage is respected

Q2 Development Principles

Do you agree or disagree with the Development Principles in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Strongly Agree (7%); Agree (27%); Neither Agree or Disagree (10%); Disagree (7%); Strongly Disagree (49%)



Key themes from the consultation:

- Emphasis on a more balanced living, employment and leisure mix within the town.
- Add new bullet point "market Crewe as one of the best connected towns in England offering connectivity by rail, by road (close to M6) with four international airports within an hour".
- Crewe needs investment and growth within the town centre itself.
- State that fully objectively assessed needs for market and affordable housing will be delivered.
- Development in Crewe must be based on an adequate transport and social infrastructure.
- The principles should consider sustainable transport and car parking strategy. Traffic management needs careful scrutiny.
- The first priority is the need for jobs, business development, and transport links.
- This should provide examples of 'good' development.
- Depends on the implementation of these principles.
- Individuality of settlements around Crewe is important.
- The historical evolution of Crewe has led to housing focused to the north and west and employment provision to the south and east of the centre. This segregation of uses can have amenity benefits but does not represent a well-balanced and sustainable settlement. This would mean co-locating employment and housing uses in sustainable urban extensions to

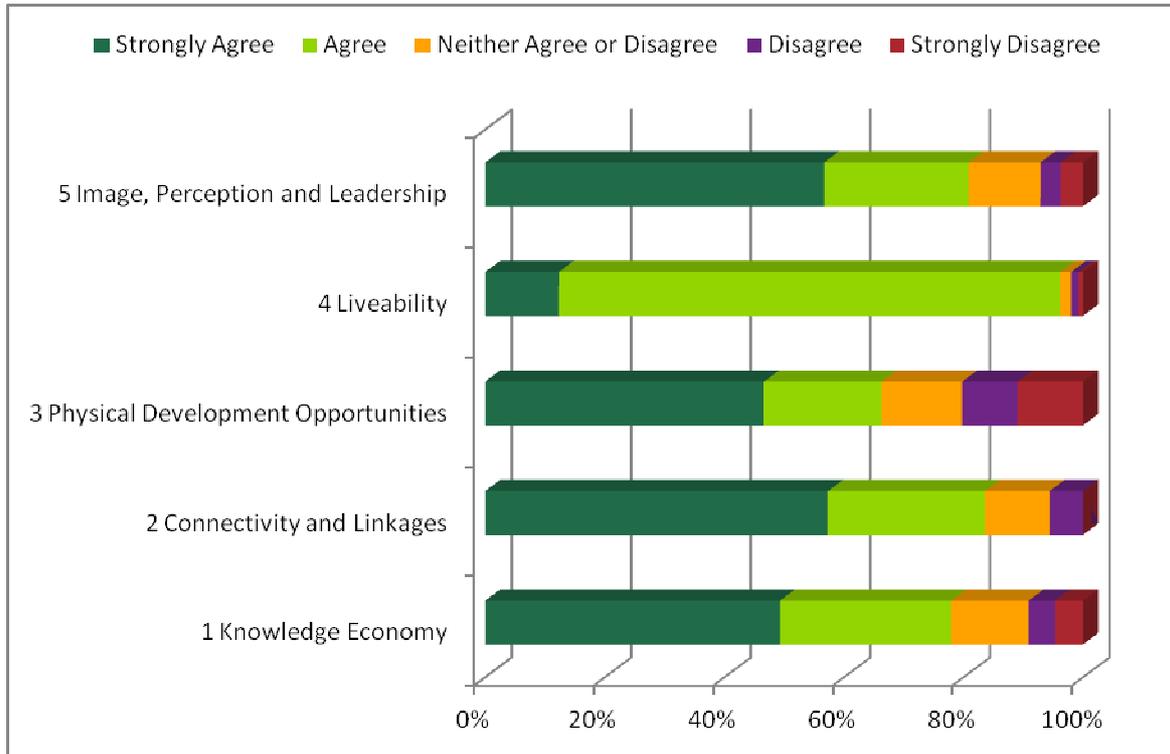
re-balance the use profile but also ensure that each use is accessible by non-car borne modes of travel.

- Diversity of towns is an asset. Regenerate Crewe in line with the sustainability principles outlined in the National Planning Policy Framework.
- National Planning Policy Framework states that, Local Planning Authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development, where possible.
- A further principle should reflect the infrastructure and connectivity deficit in Crewe – improve the highway infrastructure to improve accessibility between jobs and homes.
- Emphasis on health and wellbeing in the town.
- Use plain English.
- Promote the use of “cycle friendly infrastructure”.
- Events should be promoted in Crewe to stimulate future investment.
- Important to keep Railway and other traditional skills associated with the town.
- Natural England supports the inclusion of sustainable and environmental objectives within the draft Development Principles. In particular, the fourth point regarding the promotion of sustainable lifestyles and seventh point regarding improvements to green infrastructure.
- Need an additional principle, along the lines of: Development should ... “ensure that all Crewe's residents share in the town's future prosperity, with special care taken to include those living in areas ranked lower in the Indices of Multiple Deprivation”.
- Needs to refer to the management of flood risk; surface water and climate control.
- Regarding the statement: "introduce design codes to create a lasting, safe and well liked living environment for each site". It is imperative that you ensure this does not mean more red tape or any kind of restriction to building of acceptable developments.
- Recommend that this part of the policy is reworded to state: - Development should deliver the three dimensions of sustainable development (social, economic and environmental).
- Support is shown to the commitment to flexibility.
- The development principles are supported in recognizing market conditions but should go further to encourage the reuse and development of redundant brownfield sites within sustainable locations as a priority.
- The financial risk of regeneration and building projects over prescriptive policy will only act in deterring further development from beginning.
- The quality of the development is more important than its scale.
- To achieve larger scale urban design it is necessary for the scale of growth opportunity.
- These could relate to any town.
- There should be an explicit reference to the protection of well established Green Gap land.
- A strategic Highway/Street plan for the future of Crewe is urgently required and the land protected, and if necessary procured for the future.
- Further development principle should be inserted to reflect the infrastructure and connectivity deficit within Crewe improve the highway infrastructure and connectivity with the Town to improve accessibility between jobs and homes.
- Criteria for architectural design required.

Q3 Objectives and Strategy

Do you agree or disagree with the Objectives and Strategy as set out in the draft Crewe Town Strategy?

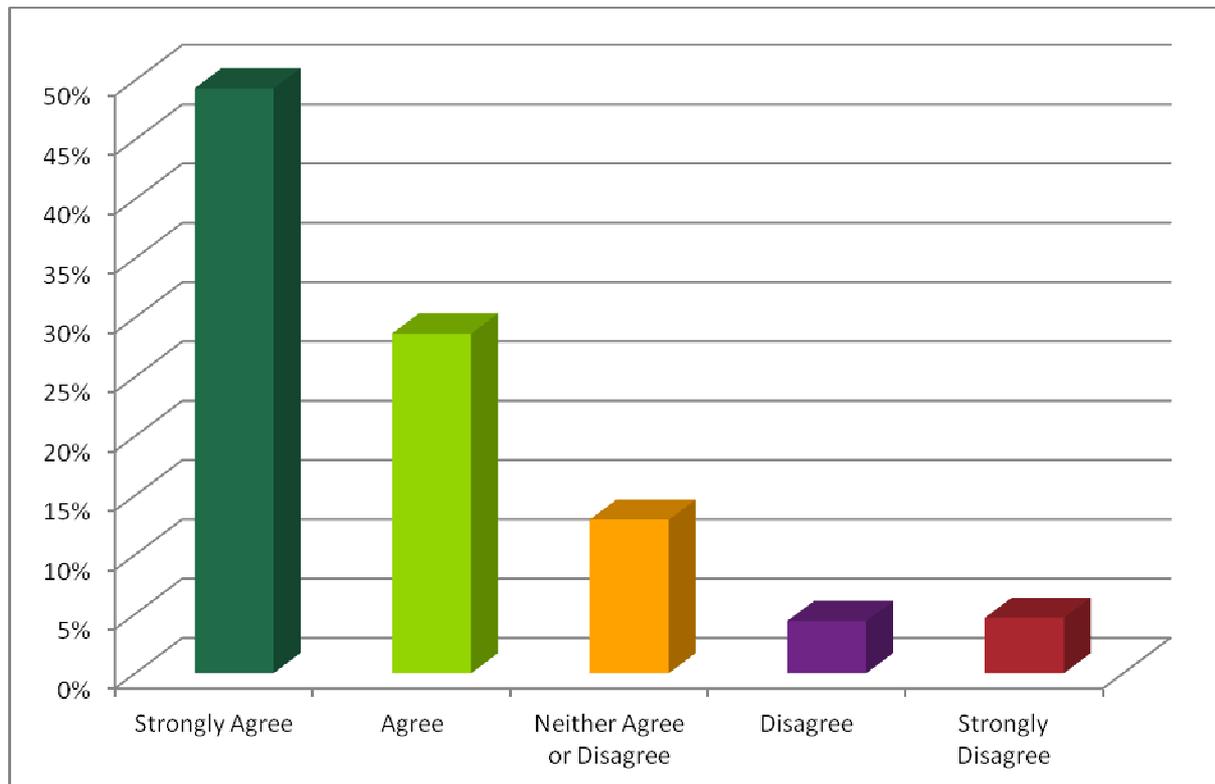
- 18% of respondents answered Objective 1 (Knowledge Economy), 17% Objective 2 (Connectivity and Linkages), 18% Objective 3 (Physical Development Opportunities), 84% Objective 4 (Liveability) and 18% answered Objective 5 (Image, Perception and Leadership)



1 Knowledge Economy, People and Businesses

Do you agree or disagree with the Knowledge Economy, People and Businesses as set out in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Strongly Agree (49%); Agree (29%); Neither Agree or Disagree (13%); Disagree (4%); Strongly Disagree (5%)



Key themes from the consultation:

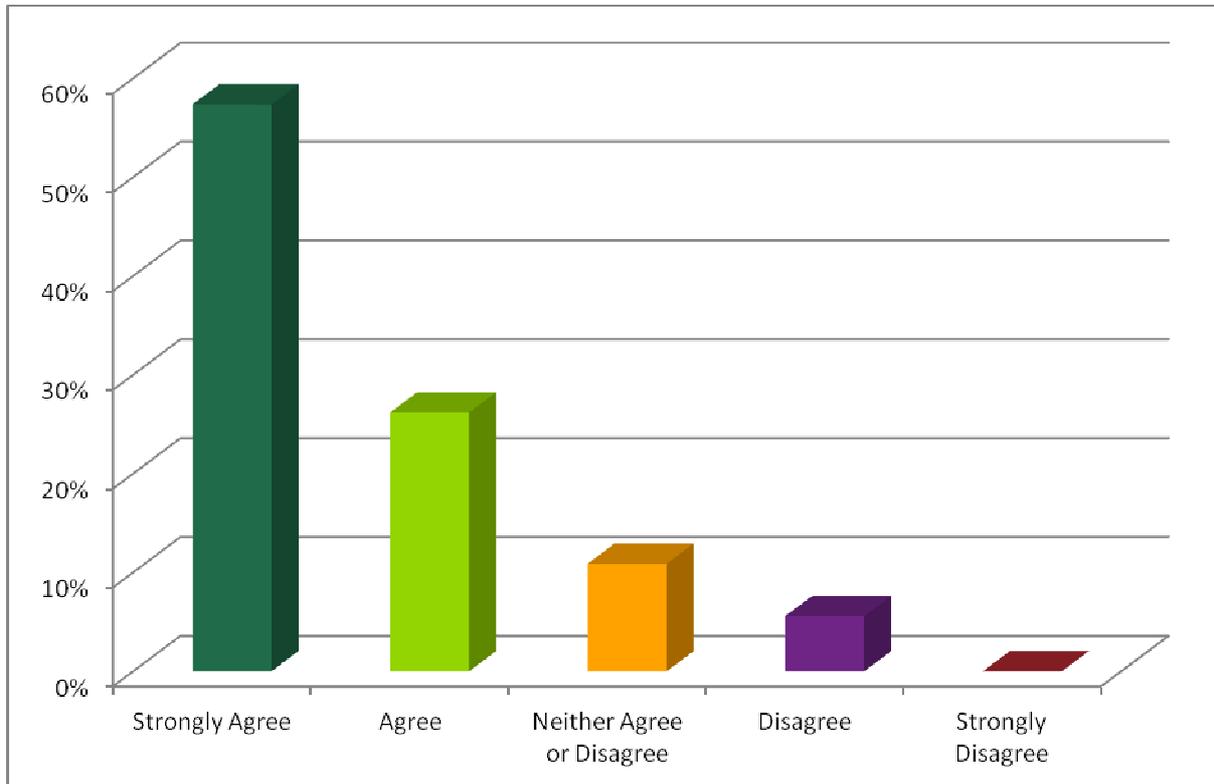
- A so-called 'knowledge economy' is a nonsense and actually reflects a lack of understanding of needs.
- How will this objective / strategy be delivered? Are they realistic?
- Commercial and business investment in the town to create jobs should be the focus.
- Crewe needs to make the most of its transport links.
- High Speed 2 offers a key economic regeneration and inward investment possibility for the town.
- Ensure the strategic sites at Basford are delivered.
- Ensure that schools raise aspiration of young people by developing skills that local employers need.
- Protect Green Gaps and open countryside.
- A more flexible approach to residential development proposals, particularly on vacant brownfield sites, within the town should be encouraged.
- A re-active strategy, not pro-active 21st century ideas are needed: homeworking, telecommuting, green collar jobs, and so on.
- Support for existing industries and traditional skills are important.

- Access to London is hugely important for Crewe.
- Mornflake should be listed as a business that needs to be supported.
- Natural England support Objective 1, in particular the provision to safeguard and improve existing employment areas in Crewe town centre as this is recognised as the most sustainable location for employment uses.
- Need to refer to Reaseheath College alongside South Cheshire College and MMU.
- Need to refer to utility businesses such as water.
- Important that the Town Strategy provides flexibility and allows for alternative uses.
- Important to allow alternative uses to come forward on employment allocations where there is no reasonable prospect of the site being developed for that use and where an alternative use would contribute to supporting a sustainable community instead of merely being left vacant and unused.
- Both on site and off site construction opportunities are provided by development which can create skilled jobs.
- The objective should recognise the importance of strategic employment sites which act as fundamental drivers of the economy, capable of accommodating large scale inward investment projects and meeting the needs of key business sectors. Mixed use development has a role to play in this together with new standalone employment sites.
- Redevelopment of existing does not feature in the strategy. Needs to consider how to redevelop existing features in the town.
- State as an objective - to actively support the creation of small businesses.
- Within the Strategy box a further bullet point should be added to reflect the strategic role of the Basford East site -To facilitate mixed use development of the Basford sites.
- Crewe indoor market needs attention.
- The focus on the night time economy should include an emphasis on quality provision.
- The objectives need to be split between short terms and longer term.
- Rates need lowering in the town centre.
- Employers and education providers must work closely together to ensure that the local workforce remains 'relevant'.
- The land around Crewe Train Station could be redeveloped and regenerated to provide wealth for the town.

2 Connectivity and Linkages

Do you agree or disagree with the Connectivity and Linkages Objectives and Strategy as set out in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Strongly Agree (57%); Agree (26%); Neither Agree or Disagree (11%); Disagree (6%); Strongly Disagree (0%)



Key themes from the consultation:

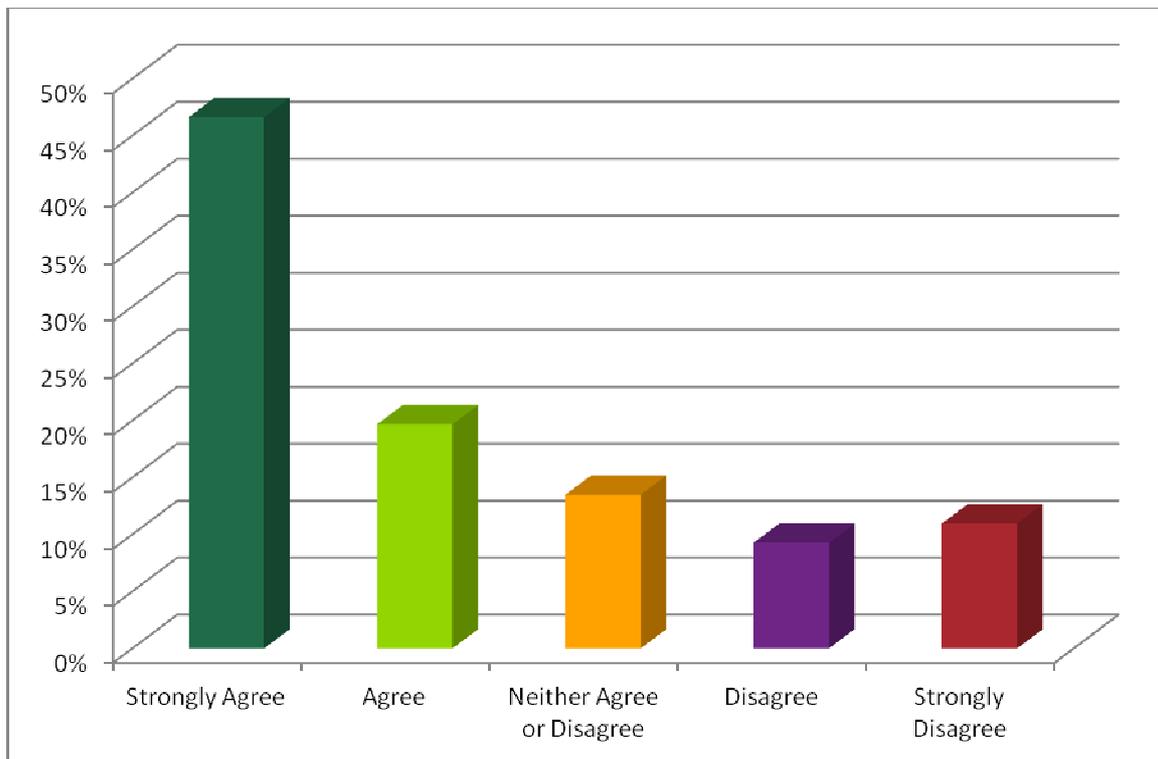
- Key area of concern in Crewe.
- Car parking needs to be reviewed.
- Strong emphasis on public transport.
- Access to Grand Junction Retail Park, the Railway Station and Junction 16 of the M6 motorway needs to be improved.
- Could an alternative access be provided to Grand Junction Retail Park?
- A Park and Ride should be considered.
- Better signage from the Railway Station to the Town is required.
- Consider a one way system in Crewe.
- Barthomley Link is key to the future of Crewe.
- Crewe must link into the High Speed 2 Rail network.
- Develop local pride and health outcomes by integrated transport planning that prioritize active travel that encourages more walking and cycling. This will entail planning housing and commerce that is nearer the centre of town or the station, i.e. building mixed industry and housing on the Basford sites rather than green belt land that is further out.

- Need to address the current state of the roads.
- The ability to develop the economic relationship and connectivity of Crewe with surrounding areas.
- There is a need for significant urban extensions within Crewe to meet the housing needs and that such urban extensions should be utilised to facilitate a sustainable co-location of jobs and homes but also to enable the delivery of key infrastructure through using the higher value uses to enable the delivery of infrastructure that cannot otherwise be viably delivered through employment uses on their own.
- Ensure that the Connect 2 scheme is completed.
- Public transport routes need to consider travel west – east and north – south routes through Crewe, not just the typical into the bus station routes we currently have.
- A master plan is needed as part of the Crewe Rail Exchange that shows how land use and connectivity can be integrated.
- Natural England support the opportunities detailed in Objective 2, to enhance access routes including green footpath, cycle links within the town centre and within new developments all of these will contribute toward the promotion of sustainable modes of transport.
- There must be subsidies for 'rural services' as well as investment in major routes.
- Climate change is an issue.
- The current highways network cannot cope with the housing developments planned.
- The perception of congestion in Crewe is high, especially in accessing the town centre. Creating access must be a priority to breathe new life into the town.
- Incentivise the use of low carbon transport options in and around the town.
- Improve electric vehicle infrastructure in town housing.
- Develop low carbon incentivised parking / infrastructure within the town centre.
- There is currently no link between the station and the town centre; quality signage, public realm and retail units linking the 2 will allow visitors to the station to finally explore the town

3 Physical Development Opportunities

Do you agree or disagree with the Physical Development Opportunities Objectives and Strategy as set out in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Strongly Agree (47%); Agree (20%); Neither Agree or Disagree (13%); Disagree (9%); Strongly Disagree (11%)



Key themes from the consultation:

- Infrastructure is required to be provided before any development.
- Before building new houses, knock down the equivalent in pre-existing houses first.
- A 50 metre competition pool is required to replace swimming pool on Flag Lane.
- Crewe does not require a 37% increase in housing. The figure should be no more than 20%.
- Create a master plan for the land between Crewe Station and the Town Centre.
- Around the Railway Station, create a business area.
- Develop the corridor down Mill Street as a mixed use area. Make it an exciting Boulevard that is iconic, well designed and unusual, as an attraction in its own right. Make the journey from the station to the Town Centre exciting, interesting and varied.
- All developments planned should be sustainable and consider the impact on the environment.
- No development on Green Gap land.
- Stronger emphasis on development on brownfield land before development on any other areas.
- By encouraging a mix of uses in new development, Cheshire East can make sure that it examines all the opportunities for new housing within the town on existing, vacant or

allocated but undeveloped employment sites and can make better use of brownfield sites in and around the town.

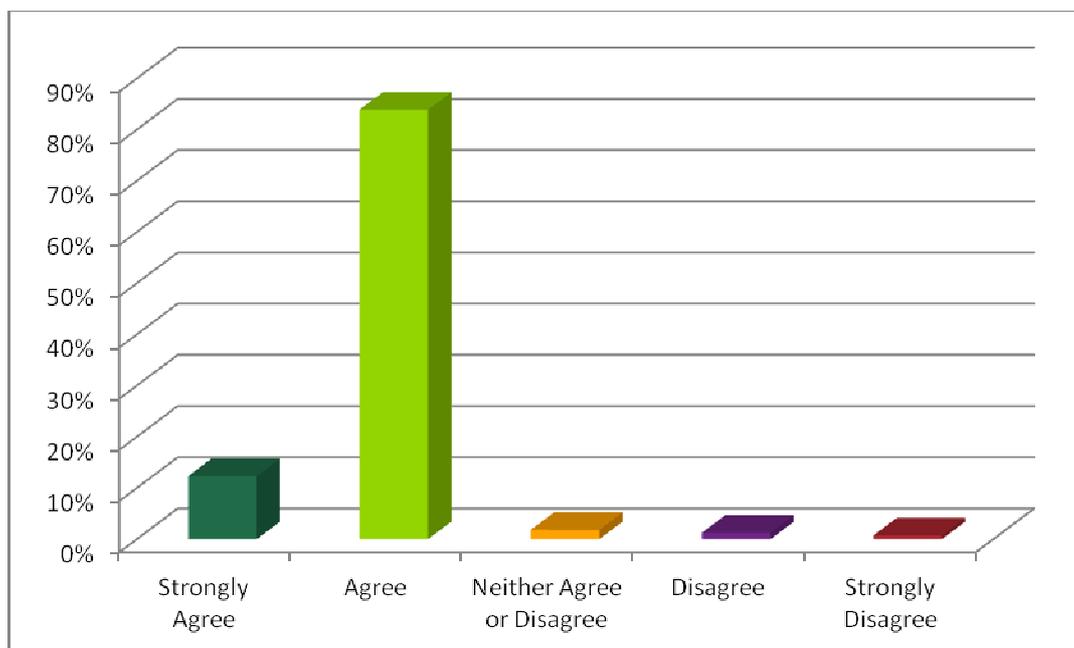
- Advantage should be taken of the Government's new mediation service to unlock development on stalled sites to improve housing supply.
- The town centre issues have to be addressed in order for the vision to be realized. This has to be a place that people want to come and visit.
- There should be a good mix of local and large, national businesses occupying retail space in the town centre. People my age (mid 20's) have a perception about Crewe having a run down town centre.
- Fund solar generation on public buildings
- Further evidence needs to be provided to justify the number of new homes being planned for having regard to future household and population forecasts and the overall development strategy for Crewe. Needs to reflect current evidence base.
- How has the projected demand for an extra 6,000 jobs been calculated?
- The proposal to focus solely on expanding leisure facilities at Cumberland Arena offers little scope for expansion.
- More needs to be done to attract nightlife to the town.
- More emphasis is needed on the preservation of the older buildings to retain character.
- Improve town centre facilities including the bus station.
- It is important that the strategy remains consistent with the policy provisions set out within the National Planning Policy Framework which encourages rather than prioritizes the reuse of previously developed land.
- Encourage the use of more bicycles
- Initiatives such as Transition Town, Slow Food Movement etc should be considered to give the town an identity again. Consider making Crewe a "Green Town".
- How about an iconic cycle / pedestrian bridge from Gresty Road (behind Crewe Alex) into the railway station?
- It is important to encourage long term employment which is not concentrated in the leisure service industry.
- Concentrate on removing empty properties.
- Should have a greater emphasis on preserving green spaces.
- Mixed used sites for development and housing - will people want to live near industrial units and will future growth of industrial sites be restricted due to proximity of housing which stifles economic growth?
- Too much of the development in Cheshire East based around Crewe and Nantwich.
- Preserve character of surrounding villages and the Green Gap.
- Nantwich Road needs some radical thinking.
- Natural England supports environmental attributes outlined within Objective 3. In particular; the better use of brownfield sites in and around the town, the aim to investigate District Heating and geothermal heating opportunities within the town and to provide new and improve existing green spaces. Brownfield sites can provide important habitats and therefore it is important that ecological surveys are undertaken and along with appropriate measures if the biodiversity duty of the council is to be addressed.
- Self build plots need to be encouraged.

- Management plans needed to ensure continued maintenance of green spaces.
- Hightown and West Street need to be redeveloped for housing rather than having empty shops.
- Plans must be deliverable.
- The Town Centre objectives could be achieved through existing retail developments in the town centre, such as the Market Centre.
- The general thrust of the Draft Crewe Town Strategy up to this point has been to stimulate growth and investment within Crewe and without a commensurate increase in the number of homes, this vision for Crewe is likely to be stifled and/or lead to unsustainable patterns of development.
- The Draft Crewe Town Strategy does not contain a reasoned justification for the reduction in the overall number of dwellings in the Core Strategy Issues and Options paper.
- The delivery of renewable energy is premature to the preparation of the Cheshire East Council Local Plan and there is no evidence base suggesting that these initiatives are even suitable or viable.
- Wider links with universities and research establishments should be forged as a partner for growth.
- It is considered that the Council is making piecemeal decisions on the distribution of the housing requirement across the Principal Service Centres, Key Service Centres, Local Centres and rural settlements. Without preparing or making publically available the evidence in which the Council is basing their housing requirement and spatial strategy on we consider that the Local Plans housing policies are likely to be unsound.
- A quality public realm (along with interpretation signage) is required to tell the story of Crewe's fascinating history.
- The importance of Mornflake to Crewe must be recognised.
- Good housing for the elderly is a priority. They are not leaving their 3/4 bedroom homes because the accommodation is not suitable. If they did then this would free up housing that is in demand.
- More secondary schools are needed.
- Developments should have a centre, with village hall, small retail units, proper park land and wide streets.

4 Liveability, Local Transport and Aspiration

Do you agree or disagree with the Liveability, Local Transport and Aspiration Objectives and Strategy as set out in the draft Crewe Town Strategy?

- 84% of respondents answered this question
- Strongly Agree (12%); Agree (84%); Neither Agree or Disagree (2%); Disagree (1%); Strongly Disagree (1%)



Key themes from the consultation:

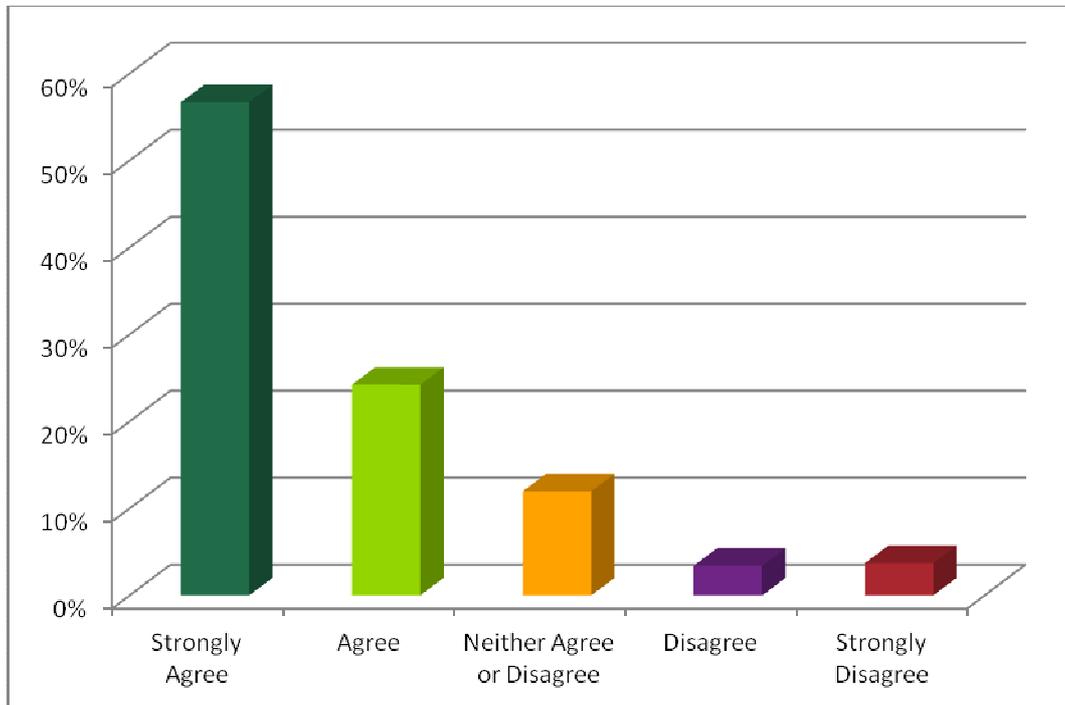
- The current BMX track is a positive addition to the town. Could there be a climbing wall?
- Retain the Green Gap and its definition should refer to Rope.
- This needs a new bullet point; to work with public transport providers to create a sustainable public transport system to support employment, housing, regeneration together with facilities and activities within the town.
- The objective should also look to safeguard and enhance the Municipal Buildings and Market Hall.
- The objective should also look to regenerate High Street which should be integrated with the Mill Street link from The Railway Station to the Town Centre.
- Adequate leisure and green space should be provided in all new developments.
- Infrastructure in the town should encourage the use of electric vehicles for residents and business use.
- Crewe and its people seem to suffer from very low aspirations and pride, this is probably the area that I feel can make the most difference to the town.
- Need to develop community facilities.
- Existing housing needs to be developed.
- Develop brownfield sites first.
- Cycling should be promoted.

- Green Gap should be preserved – Green Gap should be extended to include Wybunbury, Hough, Stapeley and Leighton.
- Natural England support that Objective 4 reflects the core principles of the Green Infrastructure Action Plan for Crewe, in particular the aim to increase the quality, quantity, connectivity, accessibility and supply of green spaces, allotments, sports pitches and playground areas within the town. Natural England believes that the Green Infrastructure is an essential component of creating a sustainable community and promoting wildlife corridors.
- New bus station needed.
- Not enough detail.
- An additional bullet point should be added to reflect Garden City principles: - to promote the incorporation of Garden City principles (where appropriate) in new development proposals.
- Queens Park needs improvement
- Crewe is the only Town Strategy to make this important point about the potential economic benefits of a healthy green setting. To deliver Green Infrastructure suitable for multi-functional use and ensure connectivity within existing and new open space networks.
- Traffic congestion needs to be addressed.
- National Planning Policy Framework was introduced to accelerate growth of sustainable developments and does not contain any direct reference to or support for strategic gap policies. Indeed, the presumption in favour of sustainable development would seem to take preference.
- We believe the definition of the Green Gap in the Crewe and Nantwich Local Plan (2011) should be included in the Crewe Town Strategy.
- Buffer zone needs to be established around Crewe Hall as a Historic Park and Garden.
- Queens Park is on the English Heritage Register.

5 Image, Perception and Leadership

Do you agree or disagree with the Image, Perception and Leadership Objectives and Strategy as set out in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Strongly Agree (57%); Agree (24%); Neither Agree or Disagree (12%); Disagree (3%); Strongly Disagree (4%)



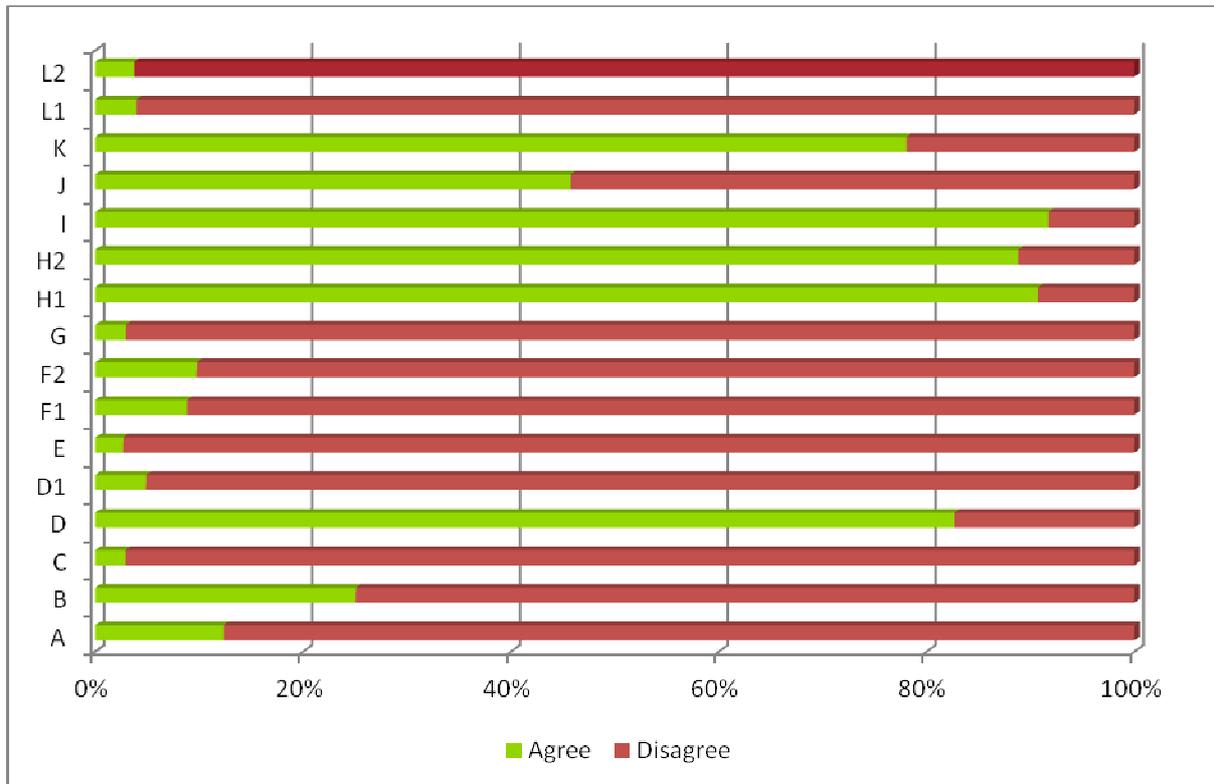
Key themes from the consultation:

- Delivery of the strategy requires an integrated infrastructure plan.
- Add: 'unique connectivity' to this image.
- Good design is key.
- This needs substance and not just a hollow advertising tool.
- Parking policies and traffic congestion need to be addressed.
- Improvements to the public realm of Crewe are essential.
- Areas such as St Barnabas Ward, West Street and Edleston Road need revamping and updating.
- Emphasis needs to be on health and wellbeing and protection of heritage of the town and its identity as a railway town.
- Gateways and corridors provide the first and most lasting impression of an area. This strategy doesn't recognize their importance. Corridors and gateways need to be enhanced and developed; at the moment they are neglected.
- Growth should not be at the expense of the environment - new development should be sustainable, innovative and of the highest quality.
- Existing heritage should not be sacrificed for commercial gain.

- The potential for Crewe to grow as a University Town would be helped by a high quality environment.
- More CCTV required.
- Make cycling enjoyable and safer.
- Crewe as a name is known all over the world; what is now required is work to change the perception of Crewe.
- Avoid uniform development.
- How will this be achieved?
- Natural England support the ambitions outlined within Objective 5 however would welcome a commitment to the enhancement of the public open space in order to improve the overall image and perception of the town centre.
- Encourage and support school topics on local history and achievements to improve civic pride.
- The private sector led 'All Change for Crewe' partnership board could lead the way if the appropriate structures are put in place.

Q3 Potential Development Options

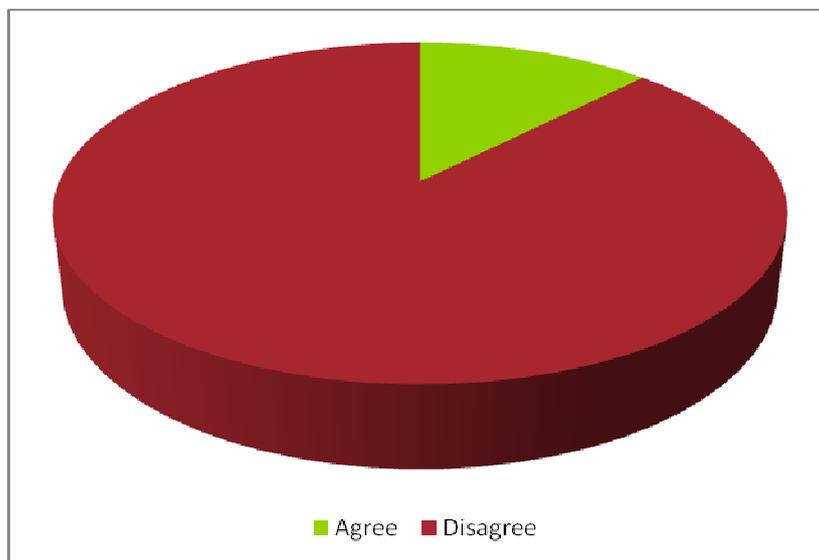
Do you agree or disagree with the potential areas for future development in the draft Crewe Town Strategy?



Site A

Do you agree or disagree with site A as a potential area for future development (suggested use: mixed use)

- 40% of respondents answered this question
- Agree (12%); Disagree (88%)



Key themes from the consultation:

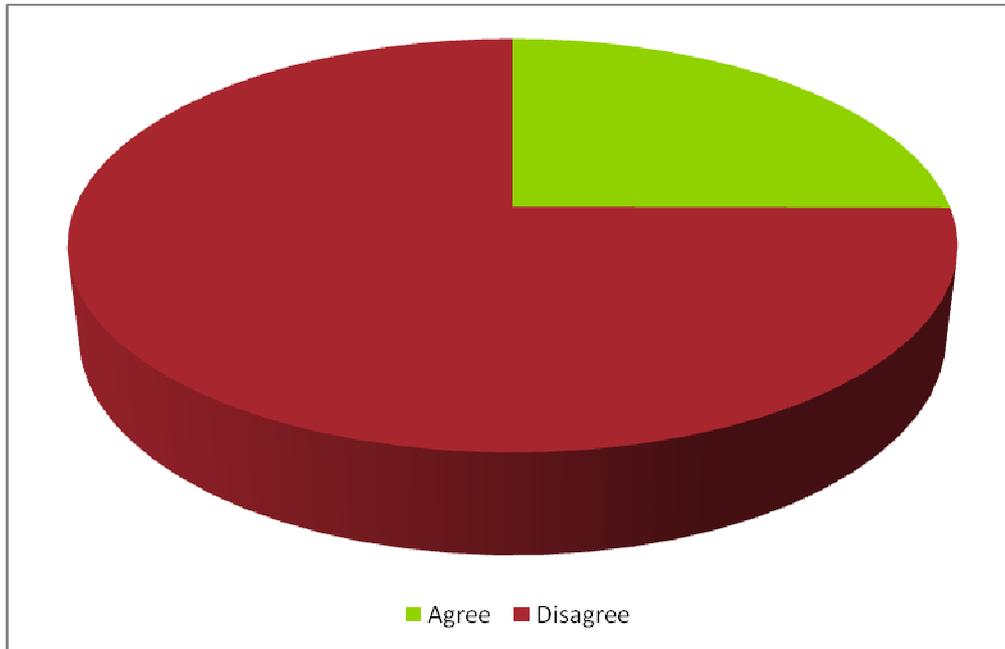
- Leighton and Bradfield Green should have Green Gap status conferred on it.
- The area is devoid of facilities and road infrastructure cannot cope.
- The A530 Middlewich Road has recently been declared by the Government as the 8th most dangerous road in the country.
- Objection to the proposed use.
- Site should remain open countryside.
- There are enough brownfield sites in the town.
- Wildlife will be threatened.
- 400 dwellings already with planning permission.
- There is no demand for further housing development in the town.
- Infrastructure cannot cope especially highways infrastructure.
- The size of the site suggests it can be masterplanned to create a true mix of housing choices, to create varied and usable areas of active and passive open space and recreational facilities.
- Housebuilders are committed to working with Cheshire East Council, Leighton Hospital, local residents and other local interest groups to deliver the development that Crewe needs in an acceptable form.
- The promotion of Site A at Barrows Green for residential mixed use development could contribute to the Development Principles through significant investment (new homes bonus) and job creation.
- Agricultural land should be retained for future food security.
- Connect 2 should be extended to Leighton Hospital

- Large and amorphous and characterless developments.
- What about school provision?
- Development around hospital will prevent expansion.
- Site A is demonstrably available, deliverable, achievable and suitable (subject to a policy change) and this was confirmed by the draft Strategic Housing Land Availability Assessment (February 2012). In addition, the Housebuilders have undertaken a viability assessment of the development of the Site based upon the proposed mix of uses and subject to reasonable Section 106 obligations it is considered economically viable. Importantly the Site is not located within the designated Green Gap.
- The Crewe Town Strategy Sustainability Appraisal (SA) notes that the site contains great crested newts a locally and European protected species. Further ecological survey work would be required to identify any other flora or fauna that may be present within the site boundary prior to further examination of the sites capabilities. Natural England encourages the effective use of land by re-using land that has been previously developed, provided that it is not of high environmental value.
- Could be suitable accommodation for medical staff.
- This would need an appropriate mix of development in order to make it a sustainable extension to the town given its comparatively significant distance from the town centre.
- The document does not robustly assess the sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Site B

Do you agree or disagree with site B as a potential area for future development (suggested use: housing)

- 17% of respondents answered this question
- Agree (25%); Disagree (75%)



Key themes from the consultation:

- 650 with planning permission already a substantial size village.
- Flood risk area.
- The area is built up already.
- Development should be dictated by proven demand.
- As detailed within the Crewe Town Strategy Sustainability Appraisal (SA) this site is identified as having great crested newts present and lies close to a SSSI site. Further ecological survey work would be required to identify any other flora or fauna that may be present within the site boundary prior to any further examination of the sites capabilities.
- To support sites A & B there would need to be a new connecting road from the Sandbach direction across to the A530 probably starting from Wheelock roundabout on the A534, (in essence a Northern Link Road).
- Agricultural land should be retained for future food security.
- Large and amorphous and characterless developments.
- Green Gap status should be conferred on this area.
- All housing should be on brownfield sites, vacant sites and sites in the town itself.
- Infrastructure problems.
- Proximity to landfill is an issue.
- Fragmentation of Crewe is a problem.
- Overall capacity of this site is considered too high. Development would result in an adverse character impact, furthermore there are significant highway constraints associated with

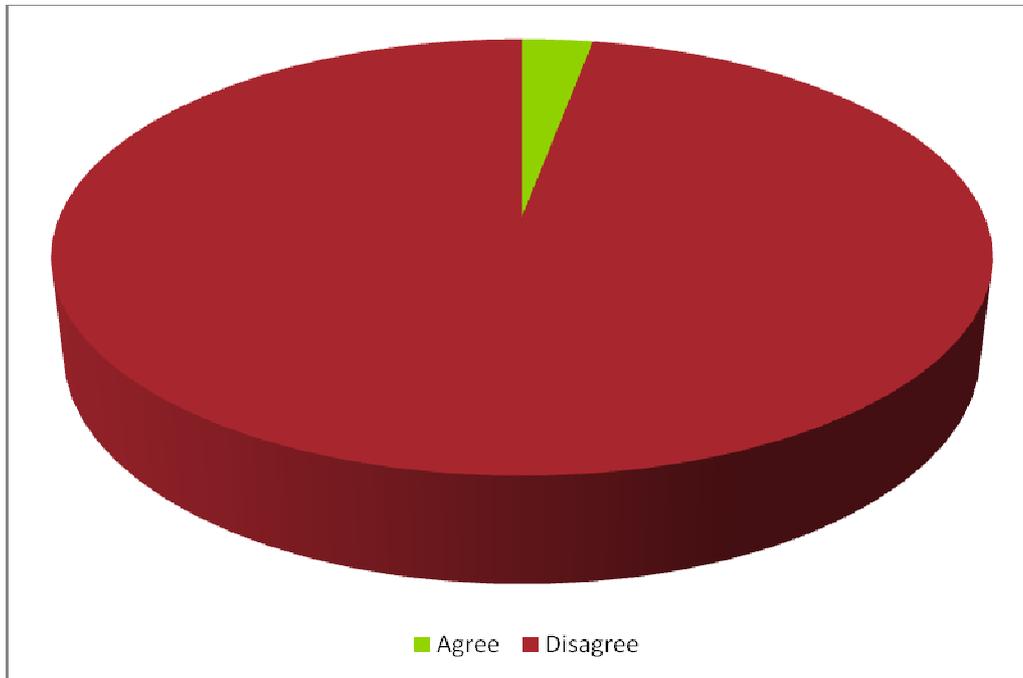
Sydney Bridge which are likely to restrict both the quantum of residential development and rate of delivery.

- Site B represents a logical housing site that can help meet Crewe's housing need in the short to medium term.
- The proposals represent 'sustainable development' and would help to secure the economic, social and environmental objectives of the National Planning Policy Framework. In particular:
 - the sites are suitable and well related to the built framework of the settlement being located on the edge of the Crewe urban area. Residential development is entirely appropriate in these locations as the sites are largely contained by built development, existing roads, trees and hedgerows. The sites are also sustainably located and can be assessed by public transport, cycle and on foot. There are no physical, environmental or ecological constraints preventing the sites coming forward for residential development.
- The strategy notes that 650 dwellings already have permission. However like Area A these 650 dwellings only have a resolution to grant outline planning permission and not planning permission itself.
- This development would not create links with the existing community by providing a school and centre it becomes its own village.
- Complex site ownership issues.
- Air quality will be dramatically reduced and noise pollution will be dramatically increased.
- The infrastructure in the area could not possibly cope with such development. The area from Broughton Road, Warmingham Road, Stoneley Road, Groby Road, Maw Green Road to and including rear Sydney Road should be designated Green Gap.

Site C

Do you agree or disagree with site C as a potential area for future development (suggested use: mixed use)

- 95% of respondents answered this question
- Agree (3%); Disagree (97%)



Key themes from the consultation:

- There are few nature areas in Crewe and this is a popular recreational area.
- The Connect 2 scheme is a positive addition to this area. Will other projects such as the Weaver Valley Parkway now be reconsidered?
- Too much impact on the local transport network including Middlewich Road.
- Access arrangements from Middlewich Road would need to be confirmed before Highways spend money on the junction at Wistaston Green Road.
- Jobs over housing.
- Object to the development by Joey the Swan.
- Green Gap should be protected and retained.
- No infrastructure to cope.
- In total the site could deliver 1,000 - 1,500 dwellings, new retail, and a primary school, 2,000 sqm of employment, sports pitches, allotments, children's play areas and strategic green infrastructure in a number of phases. There is also the potential to deliver further 400 - 500 dwellings. Area C has been subject to assessment in the Taylor Young Crewe Green Gap Review as Sub-Area 1 and this scores it as an area that is most appropriate for development. In particular it finds that the site could be developed without compromising coalescence, it is linked to existing communities of Crewe, is close to primary schools and existing services, is accessible by public transport, and the development would be associated with existing suburban areas. The site is genuine mixed use development based on sustainability

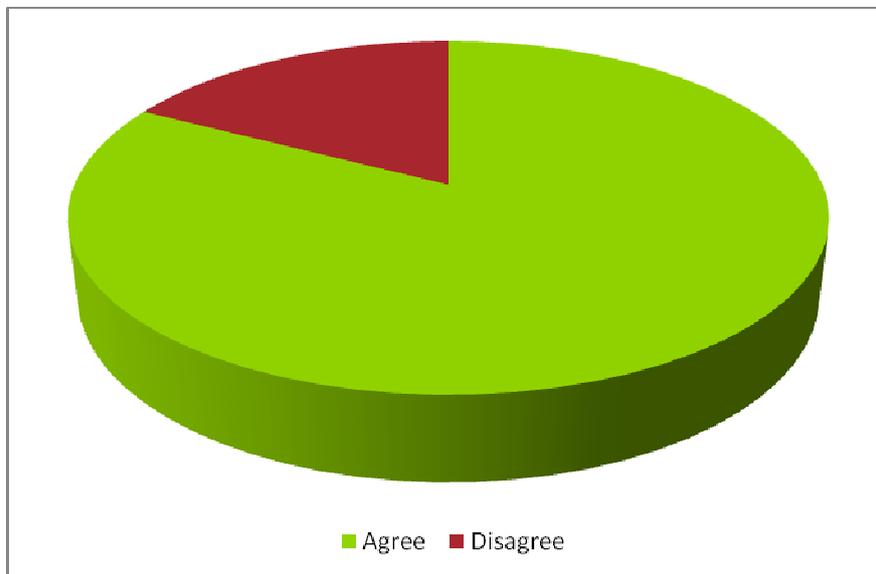
principles that will bring benefits to new and existing residents. A significant amount of technical work has been undertaken and this has informed the design of the proposals. There are no constraints that prevent the site coming forward. Pre-application discussions have been held with Cheshire East Council. The problems of highway infrastructure have already been highlighted in these representations. What Crewe needs is a strategy of delivering viable large sites or collectively smaller sites around the town so that specific highway projects can be funded. In this case Crewe West could support significant highway improvements associated with that part of Crewe. Therefore as well as the proposals bringing forward specific development they can help deliver much needed key transport improvements. However, it is not only highway infrastructure that can benefit from development such as Crewe West but also elements like public transport, open spaces and leisure facilities and new schools. These will all benefit from developer funding.

- Support the inclusion of the 13.9 hectares closest to Church Lane for consideration for future residential development.
- Development here could provide a new road link between Church Lane and the A530 Middlewich Road replacing Wistaston Green Road.
- Throughout the consultation process which will lead to the adoption of the Local Plan, the overwhelming majority of those consulted have expressed the firm view that the Green Gap should be retained. The reasons include; - To check the unrestricted sprawl of development - To prevent neighbouring towns and villages from merging into one another and thus preserve their unique identities - To conserve and enhance wildlife sites - To facilitate urban regeneration and expansion by encouraging the recycling of brownfield sites - To support leisure and recreational facilities - To ensure that the infrastructure of the area is sustainable. I fully support the retention of the existing Green Gap in the Local Plan.
- Public access to the Green Gap should be encouraged.
- Increases coalescence between Crewe and Wistaston, increases pressure on Wistaston Brook corridor and causes compression of green link to open countryside, affecting Green Infrastructure network.
- Local centre for Wistaston would be good.
- Agricultural land should be retained for future food security.
- Adjacent to flood zone.
- Strong consideration should be given to cycle paths and pedestrian links in the area.
- The priority should be to develop vacant sites, brownfield sites and the town centre.
- There is in fact a former sewage works to the north of the site, a former brick field on the south of the site extending offsite to the south and a small former landfill on the centre.
- There does not appear to be a suitable access solution for this site, in addition there would be an adverse impact on landscape character.
- This site is sustainably located and has the potential to contribute towards delivery of housing numbers and to deliver significant infrastructure improvements. Whilst it is located within the Green Gap, its development will not lead to coalescence.
- This site lies within the Green Gap. The release of land should be dealt with in a sequential way with non-Green Gap land being released before Green Gap sites such as this.
- Site C is located well beyond the existing settlement and so has poor accessibility to services and facilities, thereby scoring poorly against sustainable development objectives.

Site D

Do you agree or disagree with site D as a potential area for future development (suggested use: mixed use)

- 17% of respondents answered this question
- Agree (83%); Disagree (17%)



Key themes from the consultation:

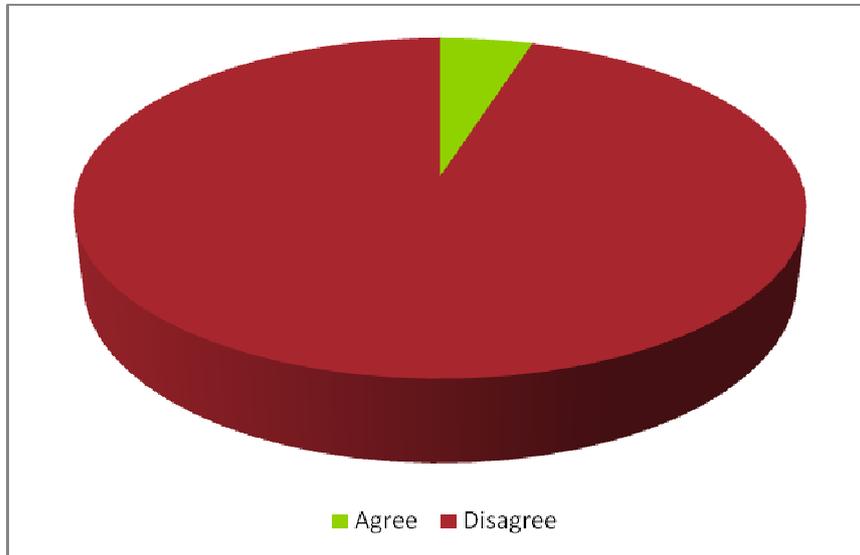
- A mix of accommodation and employment with new road structure throughout would be beneficial to those who wish to live and work there.
- Potential flooding impacts.
- Any development should be housing / high end / modern offices only as it is highly visible from the A500 and industrial units would be a bad image to promote within this rural/agricultural area.
- Housing on this site would not be appropriate and would create another (anonymous) hamlet outside of Crewe. It would effectively create a new village with no name, which would require all the infrastructure of schools, shops and mains services.
- Any development on Basford East must be subject to a substantial investment in transport infrastructure.
- Basford East will be sited on an historic mill (Crotia Mill) which dates back to at least the 14th Century, along with an old weir and mill race which travels all the way from Weston Hall. If this development goes ahead an archaeological and historic survey should be included in the plans, so that this piece of heritage and history is documented and recorded.
- Bordering the railway, this would be a suitable site for mixed development, although the need for 1000 houses in addition to those already with planning permission in Crewe is questionable?
- Convert this land into permanent Green Belt to retain the separation of Crewe from the surrounding hamlets.
- The Basford Brook corridor is not indicated "this is an important element of Green Infrastructure and connection to Green Infrastructure network".

- Housing next to industry might present amenity problems.
- How will local infrastructure cope? Infrastructure before housing
- Brownfield sites first.
- Basford Dairy Cottage is a listed building which needs to be retained.
- Agricultural land should be retained for future food security.
- Needs to be retained as 100% strategic employment site.
- Acceptable provided that stringent environmental and sustainable energy solutions are applied - either via Community Infrastructure Levy or Allowable Solutions.
- In ownership terms therefore the site is free from constraint and eminently deliverable. Basford East can provide a comprehensive strategic, mixed use, sustainable urban extension to Crewe and would contribute towards the delivery of the Crewe Green Link Road. Furthermore, its development will also support sustainable development by providing new homes in close proximity to both new and existing employment opportunities, to start to redress the imbalance in the relationship between the location of houses to the existing employment areas of Crewe.
- There is a clear physical boundary here in the form of the Shavington A500 bypass.
- The site has been promoted for a mix of employment uses over a long period of time. The Town Strategy seeks an employment led growth strategy and therefore the prospect of housing delivery on this site is uncertain. Other sites should be considered prior to considering non-employment uses on this site.
- The site is also identified in the Sustainability Appraisal as containing Great Crested Newts. Natural England therefore question whether a sequential approach to flood risk has been followed. In addition, mitigation measures would need to be in place should the Council be minded to support the development.
- Community Infrastructure Levy could help fund the Barthomley Link Road funding.

Site D1

Do you agree or disagree with site D1 as a potential area for future development (suggested use: housing)

- 95% of respondents answered this question
- Agree (5%); Disagree (95%)



Key themes from the consultation:

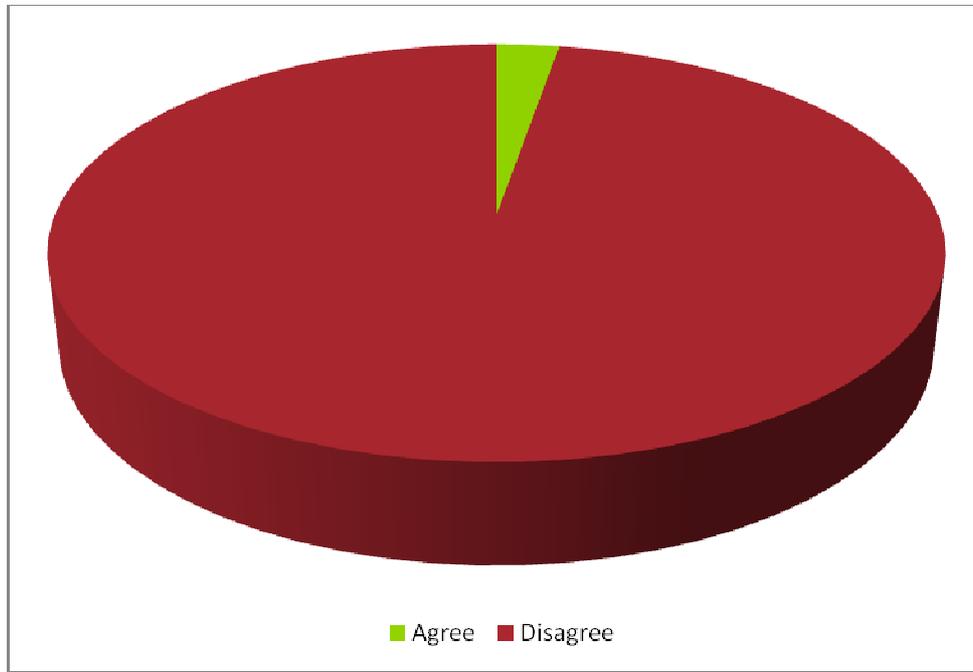
- All existing Green Gap land should be protected and retained.
- Any development in the area east of Basford East would be an encroachment onto green-gap land and would be contrary to the "Vision" already expressed.
- Area is subject to daily traffic congestion.
- How will infrastructure cope?
- Area D1 has been assessed in the Taylor Young Crewe Green Gap Review as part of Sub-Area 12. In terms of impact on coalescence, the Review concludes that the site should remain undeveloped.
- Provided the property mix and business mix is good.
- All new housing should be on Brownfield sites.
- Site is partially in Green Gap should be considered only for mixed use and prioritised after the Basford Sites (if needed).
- The Crewe Green Link Road will dictate layout on the site.
- Any development should cater for all sorts of container freight. This would facilitate growth of component and other manufacturers.
- Natural England believes that site D1 should only become an option for development in the event that site D moves forward. This reflects the fact that site D is preferential in sustainability terms to site D1 if following a sequential approach to development and that site D1 would in effect be an extension to the built form from site D.
- Not sustainable.
- Limited scope for public transport, health care and primary schools.
- Seems targeted at regional commuters rather than as part of the growth within Crewe.

- Should be held for more employment use in later years.
- The site is detached from Crewe and therefore performs poorly in terms of an urban extension site in terms of accessibility, landscape and National Planning Policy Framework.
- In the Basford East Development Brief, a green buffer was shown to protect the sensitive area with Crewe Hall and Listed dwellings
- The release of land should be dealt with in a sequential way with non-Green Gap land being released before Green Gap sites such as this.
- Must remain open farmland.
- We understand the reasons for mixed use at this stage, but it is important to recognize the potential damage that it could have on the types of businesses who locate and restrict expansion of local businesses.

Site E

Do you agree or disagree with site E as a potential area for future development (suggested use: housing)

- 95% of respondents answered this question
- Agree (3%); Disagree (97%)



Key themes from the consultation:

- Green Gap should be protected and maintained.
- Impacts on local service provision.
- At the moment these fields represent the transition between Crewe and Shavington
- How will local infrastructure cope?
- Counteract claims to protect character of settlements. Large and amorphous and characterless developments.
- This will permanently and irreversibly change the relationship between Crewe and Shavington, drawing the two closer as settlements, and changing the village into a satellite suburb relationship. This is considered excessive in totality and will potentially place unacceptable pressure on the infrastructure and facilities of the village and surrounding area.
- Consider smaller scale, incremental development sites to be a more appropriate form of development for a village settlement.
- The release of this site would significantly erode the Green Gap between Crewe and Shavington making it much more difficult to resist further inroads into the Green Gap and more likely that Shavington's identity as a separate community will be threatened.
- Green Gap should be retained The reasons include; - To check the unrestricted sprawl of development - To prevent neighbouring towns and villages from merging into one another and thus preserve their unique identities - To conserve and enhance wildlife sites - To

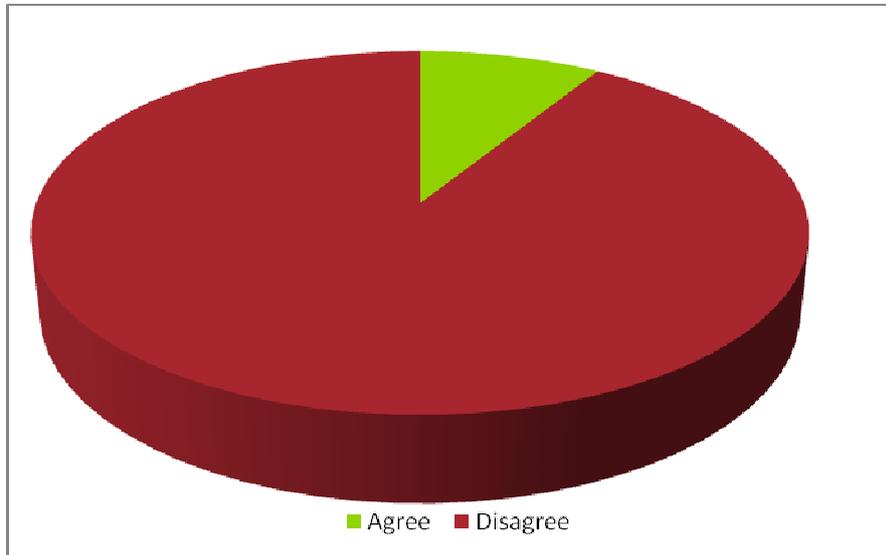
facilitate urban regeneration and expansion by encouraging the recycling of brownfield sites
- To support leisure and recreational facilities - To ensure that the infrastructure of the area is sustainable I fully support the retention of the existing Green Gap in the Local Plan.

- The scheme could deliver around 1,100 family houses, a potential foodstore / local retail / public house and a potential primary school. Whilst the site is currently within an area identified as Green Gap, in the context of the development pressures facing the town, this is not an overriding consideration; one must consider its function, its contribution to the objectives of Green Gap policy and how suitable the site is otherwise, relative to potential alternatives. The site benefits from an accessible location in terms of public transport infrastructure and accessibility to community facilities and retail developments. The site scores highly in terms of accessibility (ranked first from all of the potential development sites) and would only have a moderate impact to landscape character which through comprehensive Masterplanning and detailed design can be mitigated. The site is capable of early delivery and should be considered as a preferred development site.
- No room for existing industry to expand (e.g. Mornflake and Network Rail).
- There are sites within area E that are not within Green Gap (Strategic Housing Land Availability Assessment Reference 2898).
- Issues with drainage and vehicle access to the site.
- The majority of Area E has been assessed in the Taylor Young Crewe Green Gap Review as Sub-Area 8. As with Area D1, the Review concludes that due to its impact on coalescence this area should remain undeveloped. Similarly with the combined assessment it is shown as less appropriate for development. The Review notes the areas role in separating Crewe from Shavington, albeit development would be associated with existing suburban areas. The majority of Area E is within the Green Gap and should remain so.
- The priority should be to develop vacant sites, brownfield sites and the town centre.

Site F1

Do you agree or disagree with site F1 as a potential area for future development (suggested use: housing)

- 30% of respondents answered this question
- Agree (9%); Disagree (91%)



Key themes from the consultation:

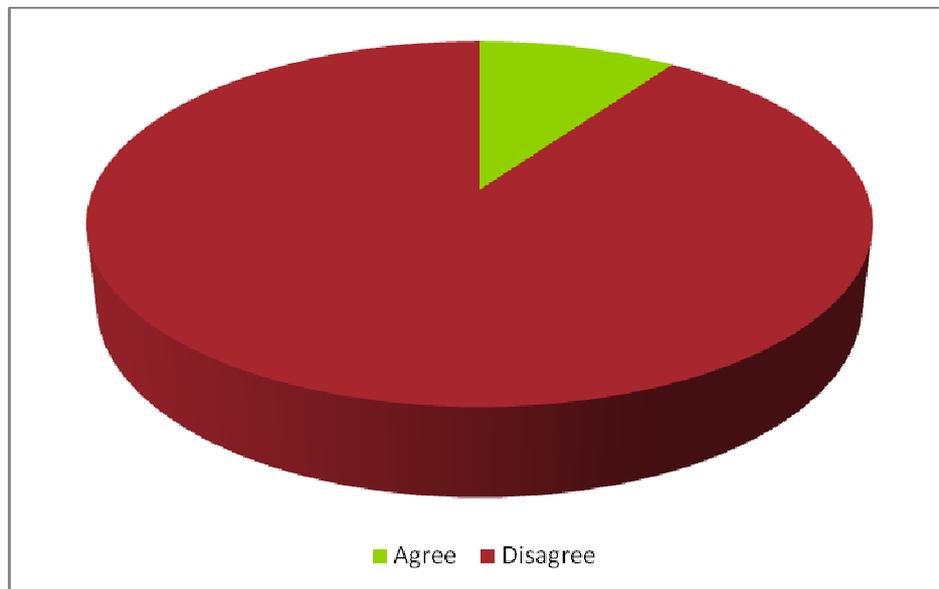
- Inadequate infrastructure.
- 75% of this site is within Wybunbury and part of Nantwich and so should not be part of Crewe Town Strategy.
- Wybunbury is a small rural village, whereas paragraph 1.8 of the Strategy Document says the Local Plan will 'safeguard the countryside by focusing development to the towns and larger villages.'
- A development of the scale proposed would severely detract from the existing community of Shavington. Creation of a local centre would create a village within a village and new inhabitants would have no incentive to use existing facilities.
- There is no demand for this additional housing.
- Local traffic congestion.
- Loss of green space.
- Drainage issues.
- As detailed within the Sustainability Appraisal the site is not in proximity of employment or education facilities and is outside the maximum recommended distance to any form of formal open space and key services and so does not represent a sustainable location.
- Green Gap status should be conferred on area F1.
- Brownfield sites should be developed first.
- Adequate justification has not been made for the release of such sites and it is considered that a thorough explanation should be given as to why Crewe and other towns cannot take a greater share of the development required in Cheshire East.
- The Wybunbury Moss would potentially be damaged.

- There are also potential contamination issues (and thus the need for remediation works) as well as other physical constraints.
- If the Basford employment sites are to go ahead, this is the best site to the south of the urban area.
- Flooding implications.
- Would dilute the identity of the village.
- Land South of Newcastle Road represents a particularly sustainable option which can readily be served by public transport and which can provide an early stage of realization of the All Change for Crewe Vision, including new population to support Crewe Town Centre and homes for those to be employed on the Basford West and East growth areas, while securing contributions towards planned infrastructure in the area.
- Whilst it is well contained, it would be out of scale with the village and clearly should not be considered in the context of the Crewe Town Strategy.
- Cheshire East Council should pursue development sites around Crewe that can bring forward infrastructure improvements in their surrounding areas. Releasing new residential development away from Crewe misses this opportunity and of course once such sites are released there would be less need to bring forward urban extensions to Crewe itself; and therefore fewer dwellings that could fund the required infrastructure improvements. Having significant development in locations away from the immediate Crewe built-up area is the wrong strategy for future delivery of housing at Crewe.
- The sites are located outside the settlement boundary within the open countryside. The Draft Crewe Town Strategy seeks to deliver schemes which are well connected and linked. The development of this site would expand residential development within Shavington taking the focus away from the main urban area and place existing services and facilities under pressure.
- Valued agricultural land.
- Air quality will be dramatically reduced.
- High end housing only.

Site F2

Do you agree or disagree with site F2 as a potential area for future development (suggested use: residential)

- 29% of respondents answered this question
- Agree (10%); Disagree (90%)



Key themes from the consultation:

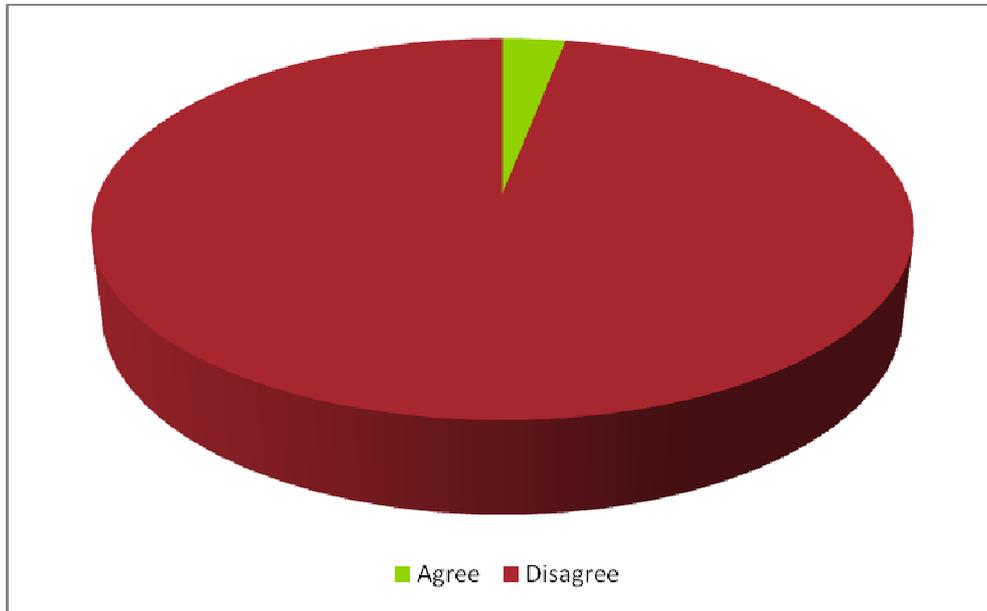
- A sustainable development in a sustainable village location. Such development will provide a good choice of market and affordable homes to meet local needs and encourage inward investment into the Crewe area.
- This area is Nantwich rather than Crewe.
- Will create urban sprawl.
- Agricultural land – best and most versatile agricultural land.
- Other sites should be developed first.
- Impact on existing infrastructure and services has not been considered.
- Creation of a local centre would create a village within a village and new inhabitants would have no incentive to use existing facilities.
- Inappropriate for a settlement such as Shavington, this is neither a key nor strategic settlement. This scale of housing should be directed to Crewe or other strategic settlements.
- Considers smaller scale, incremental development sites to be a more appropriate form of development for a village settlement.
- As detailed within the Sustainability Appraisal this site is not in proximity of employment or education facilities and is outside the maximum recommended distance to formal open space and key public services.
- Shavington would lose its "village feel".
- Brownfield sites first.
- Inadequate road network.

- No defensible eastern boundary.
- Inadequate infrastructure.
- No adequate justification has been made for the release of such sites and it is considered that a thorough explanation should be given as to why Crewe and other towns cannot take a greater share of the development required in Cheshire East.
- Should be made Green Gap.
- High end housing only.
- Against any major developments in the village area due to the inadequacies of the existing infrastructure and not least the fact that it will detract from the 'Village' atmosphere.
- Part of this site remains subject to significant flooding risk. Other physical constraints include overhead power lines, ecology issues, Tree Preservation Orders on the site and located on a potential contaminated site. These factors raise the potential for the need for significant remediation works which would have knock on consequences on the viability of the scheme.
- Business investment in the Crewe area is desperately needed and at present the sad state of many parts of the Town (suitable brownfield areas) is surely putting these investors off.
- Sequentially preferable sites are available
- Access and topography issues
- Flooding concerns
- Air quality and safety concerns
- It is noted that the Sustainability Appraisal by the Council does not conclude there are significant accessibility differences between the two sites at Shavington/Wyburnbury (F1 and F2) and on this basis the better containment of the F1 site merits its inclusion in the Plan.
- Cheshire East Council should pursue development sites around Crewe that can bring forward infrastructure improvements in their surrounding areas. Releasing new residential development away from Crewe misses this opportunity and of course once such sites are released there would be less need to bring forward urban extensions to Crewe itself; and therefore fewer dwellings that could fund the required infrastructure improvements.
- Any development would have to take account that there are Roman remains here, and a study, assessment and the recording of anything found would have to be carried out.
- We confirm that, although it is indicated in the Draft Town Strategy that the site could deliver 500 dwellings, the actual proposal, as shown in a promotional planning brochure, proposes only up to 300 dwellings and this should be recognised in the Town Strategy. East Shavington has long been identified as an excellent option to deliver a sustainable residential development at Shavington.

Site G

Do you agree or disagree with site G as a potential area for future development (suggested use: housing)

- 95% of respondents answered this question
- Agree (3%); Disagree (97%)



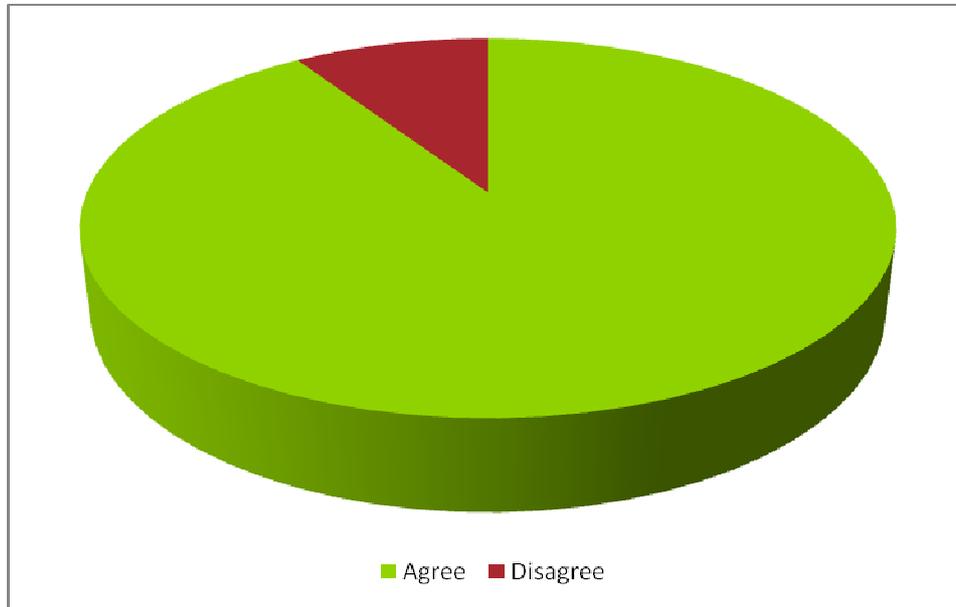
Key themes from the consultation:

- Conservation area and impact upon Listed Buildings and local character.
- No planning merit with a large impact on local services.
- Support the retention of the existing Green Gap in the Local Plan.
- Better use of brownfield sites are essential.
- Close to existing centres.
- Close to Crewe Hall.
- Would erode gap between Crewe and Haslington.
- Traffic congestion.
- Adverse impact on the character and appearance on this model village.
- Green space needs to be maintained.
- The priority should be to develop vacant sites, brownfield sites and the town centre
- This area has a number of Crewe Hall Estate properties which are listed and of architectural and historic interest. Any development here would detrimentally affect their setting, and actually make this gateway into Crewe less impacting visually.
- This is another site that has been considered as part of the Taylor Young Green Gap study. Falling within Sub-Area 16, although it notes that sub-area is accessible to services in Crewe and Haslington and there are links to the Town Centre, it also shows that the land separates Crewe and Haslington and development would have an impact on both the Crewe Green Conservation Area and Crewe Hall Registered Park and Garden. In terms of coalescence the Green Gap Review indicates that the land should remain undeveloped.

Site H1

Do you agree or disagree with site H1 as a potential area for future development (suggested use: residential)

- 17% of respondents answered this question
- Agree (91%); Disagree (9%)



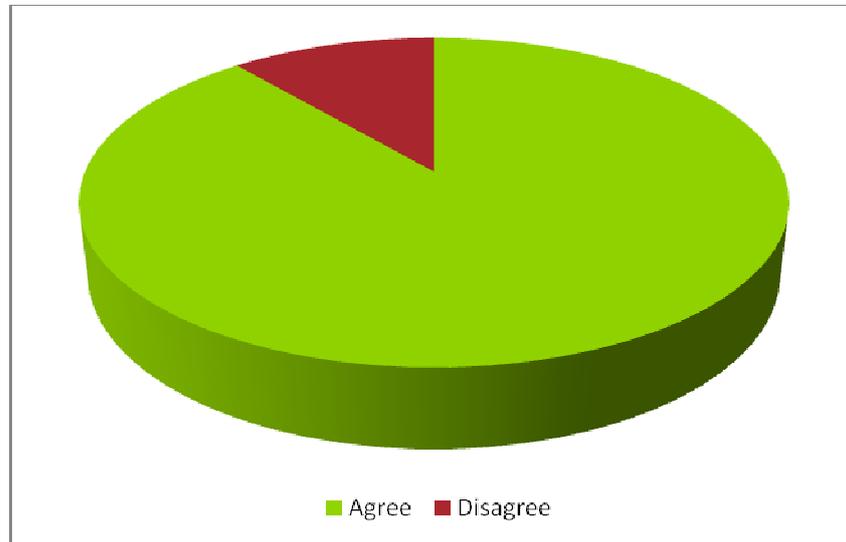
Key themes from the consultation:

- Well supported as a brownfield site.
- Convenient access to the town centre.
- Concerned about the area's deliverability as a comprehensive scheme due its fragmented ownerships and constrained highway network.
- Further justification is needed on the deliverability of the number of dwellings proposed
- Natural England supports plans that encourage the re-use of land except that with high ecological quality.
- Needs to be a part of the masterplan for linking the railway station to town centre.
- Emphasis needs to be on quality development.
- Subject to the protection of infrastructure adjoining the railway station.
- Facilitation of pedestrian and cycle linkage would be positive for this development
- In addition, application P07/0639 includes the provision of 61 dwellings which soaks up the potential capacity as stipulated in the SHLAA. This application has been approved subject to the signing of a S106 and the applicant has confirmed that this is anticipated imminently. Site H1 is therefore considered unavailable for further growth and thus should not be considered as a potential housing growth option in the Draft Town Strategy.
- Needs to robustly assess sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Site H2

Do you agree or disagree with site H2 as a potential area for future development (suggested use: mixed use)

- 17% of respondents answered this question
- Agree (89%); Disagree (11%)



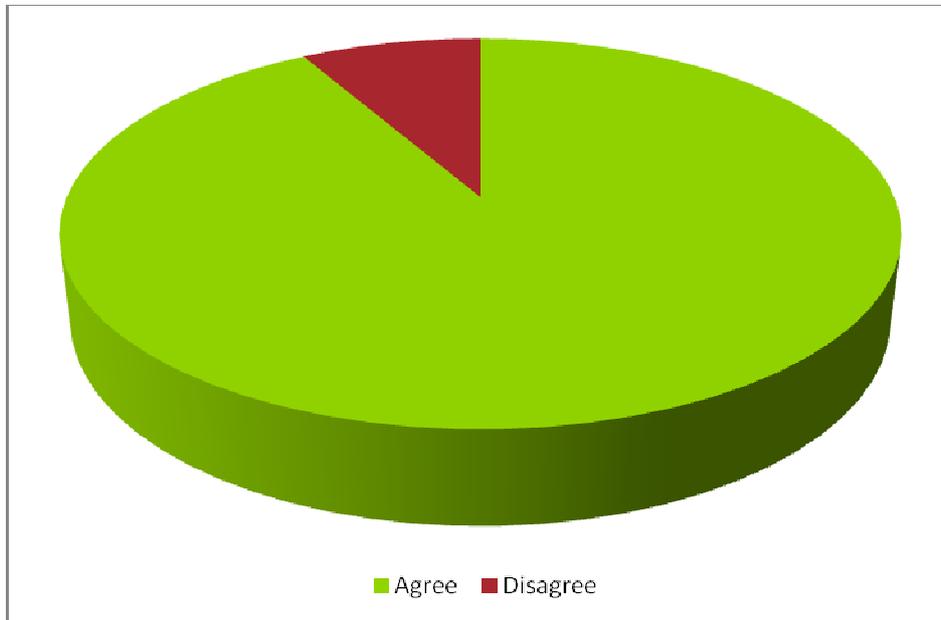
Key themes from the consultation:

- Well supported as a brownfield site.
- Convenient access to the town centre.
- Need to consider car parking for the railway station.
- There needs to be a strategic highway network plan for this area.
- Impact on traffic congestion.
- Ensure plenty of green space.
- Natural England supports plans that encourage the re-use of land except that with high ecological quality.
- Further justification of this potential figure is required.
- Site H2 on its own remains too small for any significant strategic growth.
- Needs more free car parking .
- Needs to be a part of the masterplan for linking the railway station to town centre.
- Provided it accords with the Crewe Rail Gateway proposals.
- Should be retained as a car park, maybe part of a park and ride scheme.
- Needs to robustly assess sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Site I

Do you agree or disagree with site I as a potential area for future development (suggested uses: Employment)

- 17% of respondents answered this question
- Agree (92%); Disagree (8%)



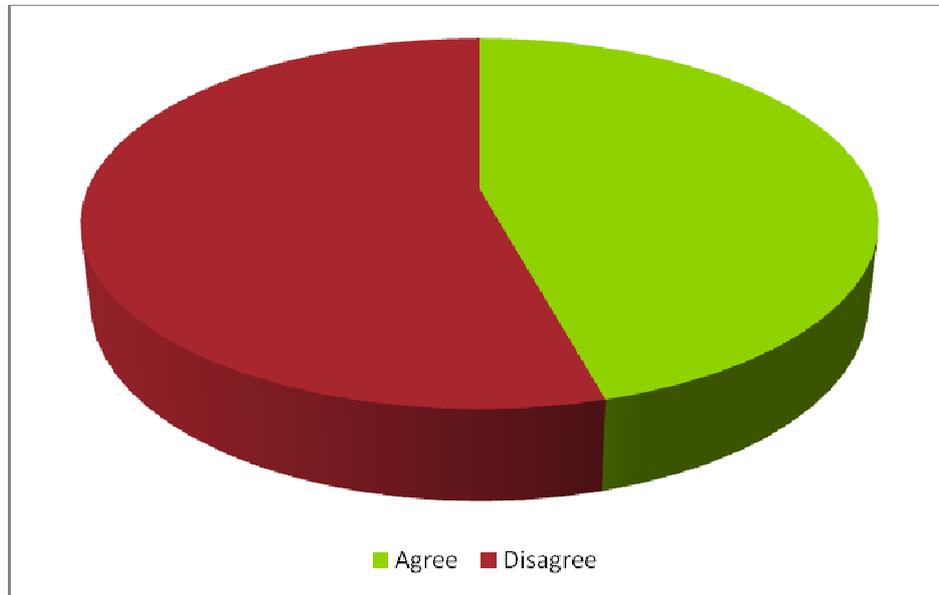
Key themes from the consultation:

- Removing agricultural land.
- Build next to existing industry.
- Middlewich Road already overloaded at busy times.
- Employment sites should be developed first.
- Good idea for employment to the west of Crewe.
- Need to ensure Bentley has employment expansion.
- The site is also located outside the recommended distance to a range of public transport, open space and key services.
- Needs to robustly assess sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Site J

Do you agree or disagree with site J as a potential area for future development (suggested uses: employment)

- 17% of respondents answered this question
- Agree (46%); Disagree (54%)



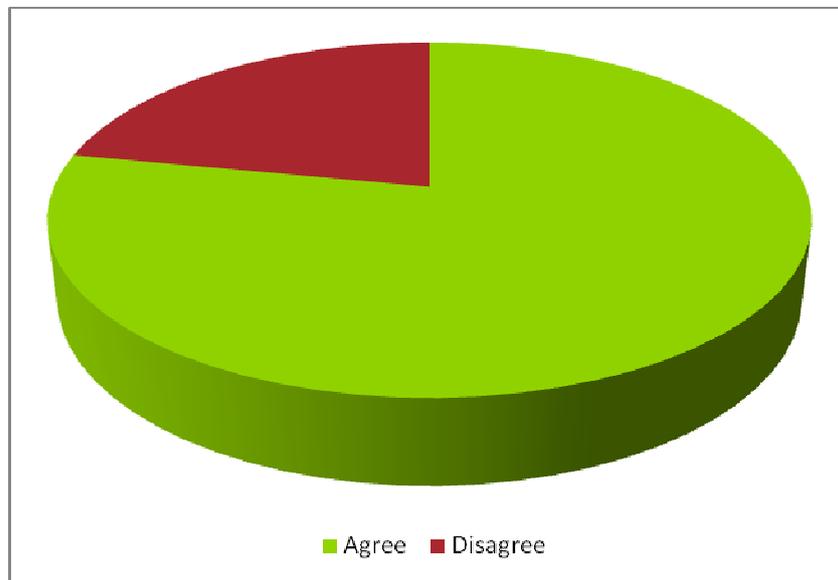
Key themes from the consultation:

- Problems with access to the site.
- Approve of job creation but no housing.
- Need to have proved demand.
- Site of Special Scientific Interest.
- Mixed use for employment and housing is contradictory as who wants to live on an industrial estate and who wants to open a business on a housing estate?
- Infrastructure must come before housing.
- Loss of agricultural land and open space.
- Must be given Green Gap status.
- Road infrastructure is insufficient.
- The road network of Bradfield Road, Remer Street, Sydney Road cannot cater for the housing proposals in this corridor. In addition to the Sydney Road Bridge bottleneck this proposal adds to the traffic between the north of Crewe and Sandbach over the flashes to gain the M6 via Hind Heath Road or Sandbach Station.
- Suitable for 'light' commercial use and employment.
- Needs to robustly assess sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Site K

Do you agree or disagree with site K as a potential area for future development (suggested use: mixed use)

- 17% of respondents answered this question
- Agree (78%); Disagree (22%)



Key themes from the consultation:

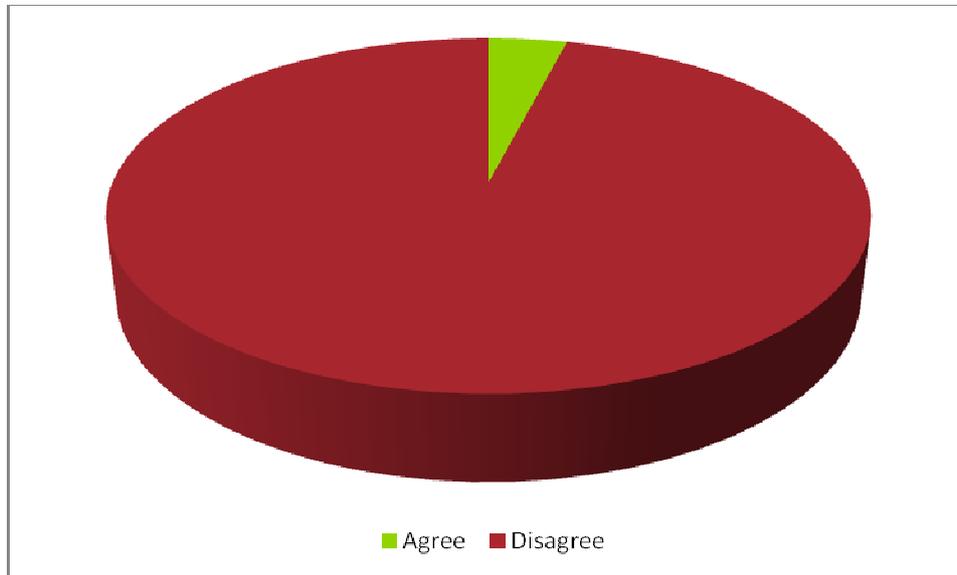
- Agree with mixed use option.
- Another new village which is quite unnecessary.
- Any development should be housing/high end/modern offices only as it is highly visible from the A500 and industrial units would be a bad image to promote within this rural/agricultural area.
- Any development on this site should be contingent on a committed move towards a substantial investment in the transport infrastructure.
- Close to local facilities and so makes sense.
- Convert this land to Green Belt.
- Traffic impacts on the surrounding highway network.
- It is detailed within the Sustainability Appraisal that the site is not in proximity of employment or education facilities and is outside the maximum recommended distance to any form of formal open space and key services and so may not represent a sustainable location.
- Residential development would inadvertently constrain the objectives of employment development.
- Employment use only
- Should have Green Gap conferred on it.
- Must link to the town centre.
- Rail connected sites adjacent to main line railways should not be sacrificed for other forms of development.

- Advocate the benefits of mixed use developments in creating sustainable developments. Future policies should recognise that non B-Class uses are important in promoting sustainable development in potential development areas. Retail development in particular can act as a buffer between residential and employment uses and can provide local employment opportunities close to where people live.
- Agricultural land.
- This document would have been better with clearer demarcation of where the split in uses will be.
- The development should be targeting quality business that provides real job opportunities, not further warehouses.
- In order to deliver a viable employment led mixed use scheme on the site there is a need for between 200 -300 residential units to be brought forward.
- The Basford West was formerly open agricultural land however this now has the benefit of an outline planning permission for warehousing and distribution (B8), manufacturing (B2) and light industrial/office (B1) development, construction of access roads, footpaths and rail infrastructure, import of soil materials, heavy goods vehicle and car parking and landscaping/habitat mitigation which was granted on 13 May 2008 (ref P03/1071). A mixed use scheme that included residential elements would promote sustainable development by locating new homes in close proximity to both new and existing employment opportunities to start to re-dress the imbalance in the location of current houses in relation to the existing employment areas of Crewe. In addition the higher value housing development would assist in funding the infrastructure improvements necessary to realise the full economic benefits of the employment development.
- Any development here will have a detrimental effect on the local inhabitants, and destroy this green space, and the footpaths which criss-cross this area.
- Both the Basford sites play an important role in the overarching delivery of sustainable development in Crewe over the coming years as part of a mix of new development throughout the town. We therefore do not believe it is sensible to include residential development within the site as new housing will be delivered elsewhere as part of the town's development mix.
- This site is supported by good infrastructure connections via the A500, with the added benefit of potential rail access. Community Infrastructure Levy could be used to support funding for the dualling of the A500 (Barthomley).
- Needs to robustly assess sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Site L1

Do you agree or disagree with site L1 as a potential area for future development (suggested use: housing)

- 95% of respondents answered this question
- Agree (4%); Disagree (96%)



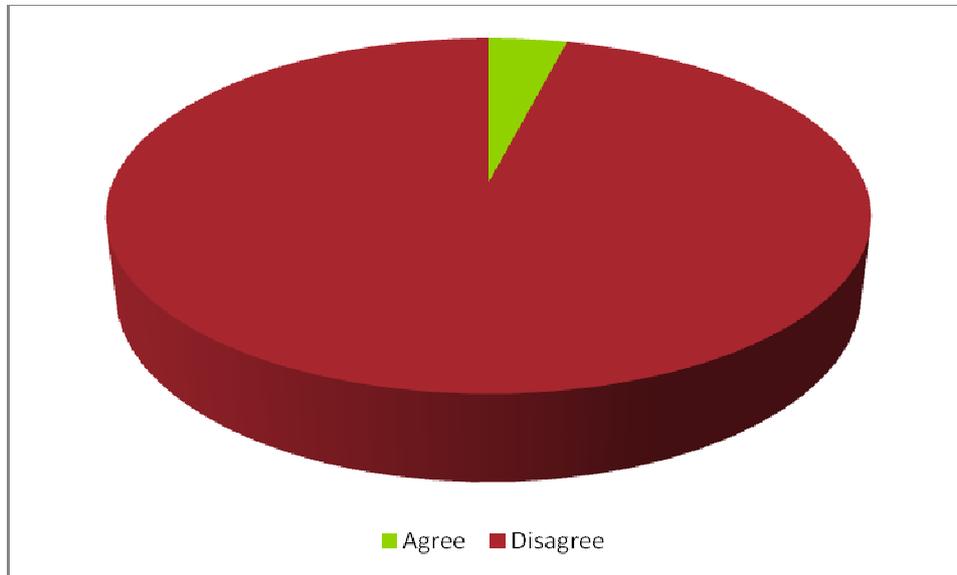
Key themes from the consultation:

- Protect and maintain existing Green Gap areas
- Widening of Sydney Bridge as a precursor.
- The Sydney Road site is one that can help bring forward much needed highway infrastructure improvements in this part of Crewe. Sydney Road Railway Bridge is a particular highway constraint and development can help facilitate solutions to this problem. As noted previously Cheshire East Council should engage in a strategy of bringing forward residential sites to address specific infrastructure problems such as the Sydney Road Bridge. Without this approach there will be no comprehensive infrastructure improvements. The site is sustainable and deliverable. Work undertaken to date has not identified any constraints that prevent it coming forward and the assessment undertaken in relation to the Green Gap has shown that it can be removed from it without any adverse impact to the Green Gap.
- Better use of brownfield sites are essential
- Concerns over access and infrastructure
- Would erode the gap between Haslington and Crewe
- Green Gap should be retained.
- Good links to Crewe Green roundabout and Weston Road for jobs.
- Flooding concerns
- This site is sustainably located and has the potential to contribute towards delivery of housing numbers and to support significant infrastructure improvements.
- Needs to robustly assess sites potential in terms of its technical constraints.

Site L2

Do you agree or disagree with site L2 as a potential area for future development (suggested use: housing)

- 95% of respondents answered this question
- Agree (4%); Disagree (96%)



Key themes from the consultation:

- Protect and maintain existing Green Gap areas
- Widening of Sydney Bridge as a precursor.
- Better use of brownfield sites are essential
- Concerns over access and infrastructure
- Would erode the gap between Haslington and Crewe
- Green Gap should be retained.
- The site measures approximately 11 hectares but only 160 potential dwellings are proposed by the Draft Town Strategy. This creates a potential density of only 14.5 dwellings per hectare which is not a productive or efficient use of the land. The site is also on a landfill site.
- The environmental quality of houses should be higher, with "passive house" construction, solar panels etc.
- Development option L2 lies in a sustainable location as it is well located in terms of proximity to the centre of Crewe, major transport hubs and access to services relative to other strategic sites being promoted, particularly those to the north the Town. Moreover, the site is within easy reach of educational establishments and the major employment areas to the south east of Crewe. Sustainable development is achievable in this location and National Planning Policy Framework directly advocates planning for extensions to existing towns.
- Needs to robustly assess sites potential in terms of their technical constraints (highways, ecology, landscape, flood risk, ground conditions and sustainability). To be robust in examining site suitability the Council would need to provide appropriate evidence to justify their allocation. Equally they would need to robustly set out if a site is not suitable.

Q5 Other Sites

Are there any other sites that you would like to consider for potential development?

Additional suggested sites:

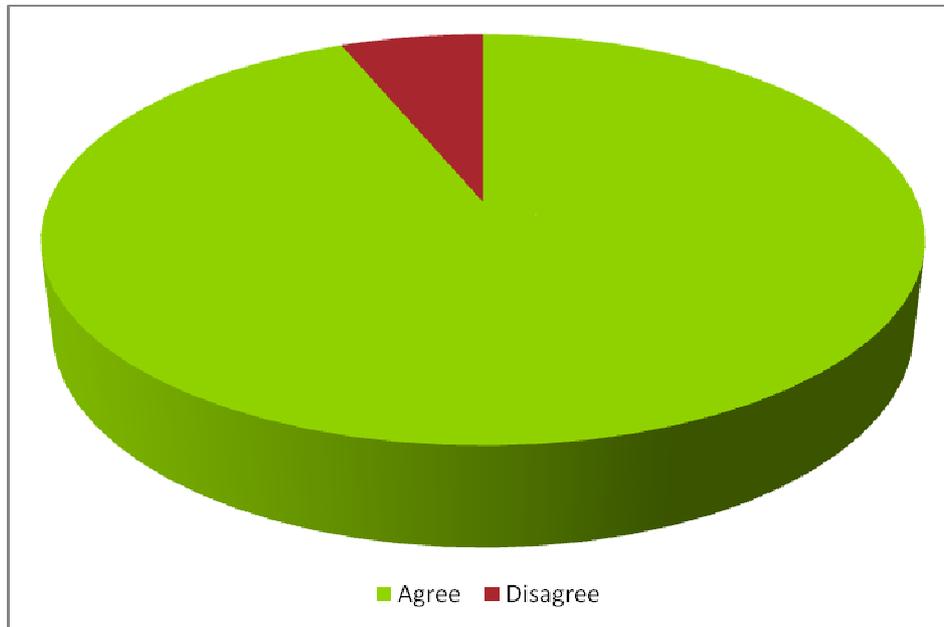
- West side of Goddard street
- Land next to the bypass of A500 - Willaston to Nantwich link
- King George Playing Fields
- The Old Co-operative Dairy, Newcastle Road, Hough
- Top of Mill Street currently unused
- Shown as 'Robinsons corner' on map
- Land bounded by Mill Street, Nantwich Road, Macon Way, Earle Street
- All areas around the Crewe urban area
- Oak Street Car Park
- Land Off Broughton Road (within option B)
- Land Off Clay Lane, Haslington
- The Bus Station and Delamere House area of Crewe. Chester Bridge and High Street.
- Towards the M6, between the A500 , Old Park Road and Barthomley Road
- Crewe Gateway Site
- High Street in Crewe.
- The old Bristol Street Motors on Macon Way
- Rope Lane Shavington, Rope Hall Lane Shavington, Eastern Road Rope/Willaston.
- Off Chester Bridge
- Land between University Way and Crewe Hall
- Land west of Shavington Hall, Weston Lane, Shavington
- Land off Macon Way, adjacent to railway.
- All brownfield sites should be used in Crewe
- Newcastle Road, Shavington (SHLAA 2900)
- Land at 332 West Street
- Land off Newcastle Road, Willaston, Crewe
- Land at Weston (SHLAA site numbers 2999 and 3765) Land off the A534, north of Crewe Green Roundabout (SHLAA site number 3029) Land at Tollgate (Planning permission for 2.29 hectares of office development was granted in outline, in December 2007.)
- Duchy Of Lancaster submission between Crewe and the M6.
- Land off University Way, Crewe
- Rear of Cheerbrook Road, Willaston (SHLAA REF 2958)
- Pedley Street area, Crewe could be developed.
- Rope Lane, Shavington
- Land to the East of Sydney Road
- Crewe Road, Shavington, The SHLAA reference is 2957
- Land to the rear of Cheerbrook Road, Willaston.
- Land at Eastern Road, Willaston
- Land to the east of Willaston, off Moorfields
- Land to the east of Haslington

Q6 Town Projects: Town Centre Core

Town Centre Core

Do you agree with the Town Centre Core town project in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Agree (94%); Disagree (6%)



Key themes from the consultation:

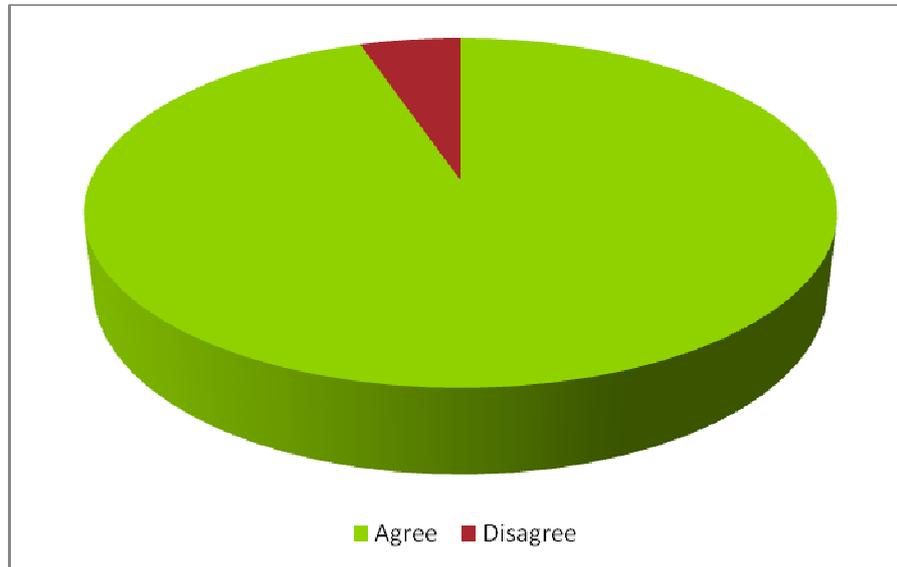
- The town centre strategy provides no information, and lacks any kind of vision, we should have some sketches, as per a real vision as to what could look like. Cheshire East will be judged by visible development, not the 'knowledge economy' speech.
- High quality cycle links required
- Car parking and car parking charges are an issue
- Decent bus terminus is essential
- Multi-storey car park should be considered
- Alfresco dining around the Lyceum will aid footfall along with public realm and heritage interpretation boards.
- The existing rail bridges are inadequate and could not support car access for further town centre expansion, let alone the existing shops which are under utilized as a result. More pedestrian and cycle bridges and routes would certainly help.
- Get a good hotel in town centre.
- Promote the market.
- More choice of evening entertainment & restaurants.
- Bus station should be demolished and the land from bus station to Gatefield Street for family homes.
- Bus station should be moved to the railway station.

- The demand is there but the town centre is just not accessible due to the success of the Grand Junction Retail Park.
- Crewe has too many areas trying to make a retail offer; and failing.
- Zone the town centre and rescue Hightown and West Street, and to a lesser extent Edleston Road, by providing high quality, safe town centre accommodation.
- Crewe sorely needs its town centre flattening and redeveloping.
- Impact of online shopping on future requirements
- Where is the money coming from?
- The word "terminus" by definition is where services end. The word "interchange" is more recognised as where people change from one service to another.
- The Market including the "sheds" and Lyceum Square need to be utilised by all the present Market Traders and not strewn about the town making the streetscape untidy, messy, claustrophobic and unpleasant place to walk or hold a conversation.
- Reduce rates for the market
- Ensure brownfield sites are developed
- Natural England agrees with the principles of the Town Projects. In particular Natural England recognizes the commitments to re-use existing under used and vacant buildings and improving accessibility and links throughout the town between the town centre and railway station.
- Need to give the town centre some height, mixed apartments and retail development would work well.
- A new halt station connection is required in the town centre from the railway station
- Free out of town parking with shuttle bus?
- The bullet points should identify the fact that there are areas containing significant groups of listed buildings in the town centre which reflect the historic character of this railway town and their setting needs to be respected in any development proposals.
- Include an element of housing in retail and business development.
- Should encourage residential use of upper floors in the town centre

Civic and Cultural Quarter

Do you agree with the Civic and Cultural Quarter Town Project in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Agree (95%); Disagree (5%)



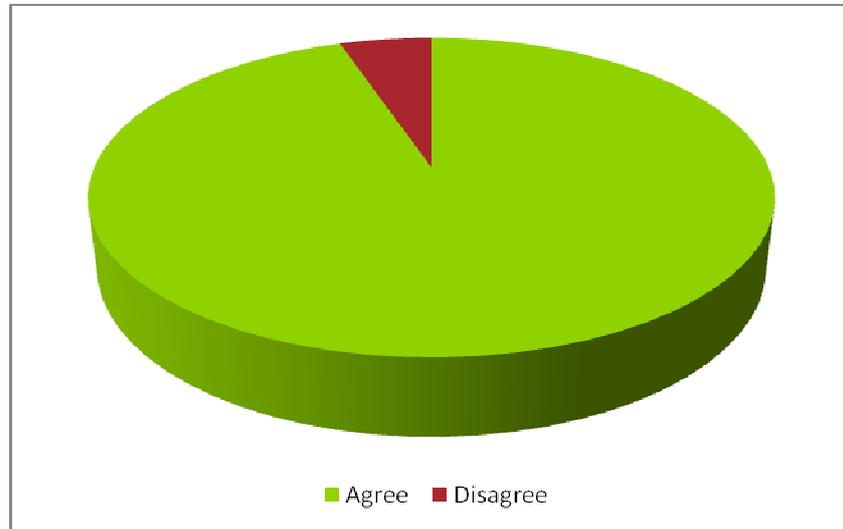
Key themes from the consultation:

- Buildings should be well designed
- Christ Church must be integrated into any future development
- Crewe has an excellent theatre and needs to make better use of it.
- The provision of a proper, hireable concert hall, including rehearsal facilities for all kinds of local groups and organizations, could provide for the development of cultural activities within the town, which, at present, are serviced elsewhere (other towns and cities).
- Incorporate the railway heritage into projects.
- Natural England agrees with the principles of the Town Projects. In particular Natural England recognizes the commitments to re-use existing under used and vacant buildings and improving accessibility and links throughout the town between the town centre and railway station.
- Is it realistic?
- The bullet points should identify the fact that The Market, Municipal Buildings, The Lyceum and the War Memorial are significant groups of listed buildings at the centre of this historic Civic area and that their setting needs to be respected in any development proposals.
- Consideration should be given to improving connectivity to Crewe Heritage Centre by means of a footbridge (derelict one in Vernon Way) from the proposed Mill Street Pedestrian/Cycle Way. This would also open the opportunity (Should land be available) for expansion of the centre in Mill Street, even if only a shop and decent toilets.

West Street

Do you agree with the West Street Town Project identified in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Agree (95%); Disagree (5%)



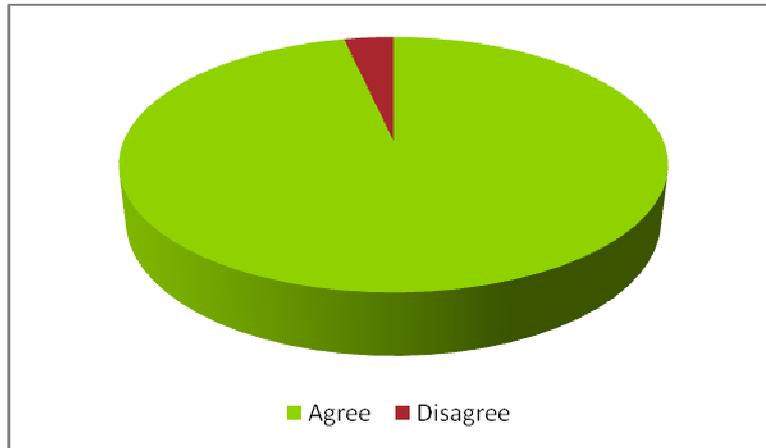
Key themes from the consultation:

- Complete the West Street Highway improvement scheme including the Railway Heritage footway paving and public transport infrastructure. This will improve the streetscape and go somewhere to improve connectivity between the completed section and the Town Centre.
- Gateway into the town.
- Bombardier site perfect example of infill for employment, leisure and housing. Maybe include a park/green space?
- West Street is generally a residential neighbourhood forming a key infrastructure gateway to the town from the west. Opportunities for the development of new housing along this key gateway should be encouraged further within the town strategy. Importantly, the link between this residential area and its sustainability in terms of its proximity and location to the town centre are observed. The secondary benefits of residential development in this location are also observed as supporting the town centre and night time economy.
- Parking problems
- Natural England agrees with the principles of the Town Projects. In particular Natural England recognises the commitments to re-use existing under used and vacant buildings and improving accessibility and links throughout the town between the town centre and railway station.
- The consideration of development of sites on the edge of Crewe should not be placed in front of the regeneration of these areas within the town as the allocation of too many green field sites will prejudice the regeneration of older housing areas.

Cumberland Arena

Do you agree with the Cumberland Arena Town Project area identified in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Agree (97%); Disagree (3%)



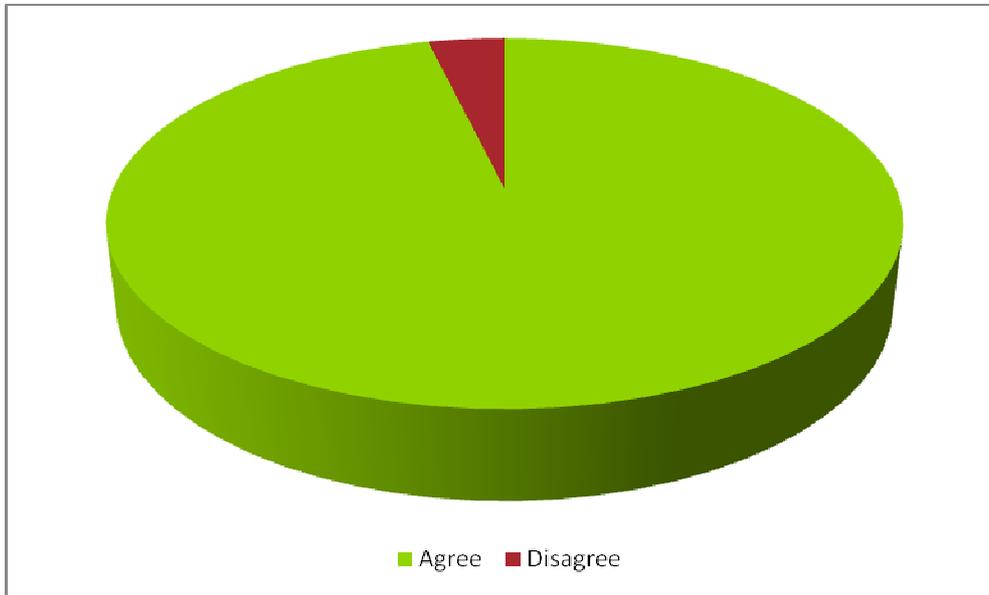
Key themes from the consultation:

- A high quality sports and leisure development could attract national sports talent as well as benefiting the local community.
- Is it feasible?
- Its location is hidden in the town.
- Must deliver on Olympic Legacy.
- Natural England agrees with the principles of the Town Projects. In particular Natural England recognises the commitments to re-use existing under used and vacant buildings and improving accessibility and links throughout the town between the town centre and railway station.
- Not easily accessible
- Preserve the camouflaged wall of the Railway Works.
- The idea of a new swimming pool and other leisure facilities in this area is flawed. It is totally cut off from the town centre. Mill Street or Ludford Street School would be a better alternative.

Crewe Rail Exchange

Do you agree with the Crewe Rail Exchange Town Project identified in the draft Crewe Town Strategy?

- 18% of respondents answered this question
- Agree (96%); Disagree (4%)



Key themes from the consultation:

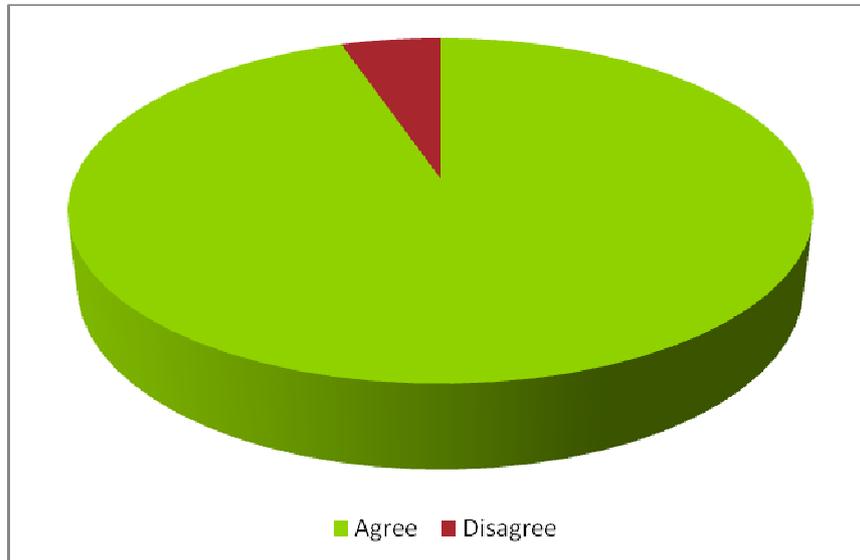
- Link to town centre is a must
- New station concourse and a shift in the station frontage to Weston Road is key
- Access is an issue
- Demolish Royal Mail Building and build 5 platforms including 3 northern terminus and 2 through platforms. New routes to Ellesmere Port, Liverpool Central, Blackpool North, Leeds, Bradford Interchange, Bournemouth, Bristol Temple Meads etc.
- A new town stop should be provided opposite Phoenix Leisure Park on Crewe - Chester line.
- Park and Ride should be considered on the old Post office site.
- Is it feasible?
- This is lacking in Strategic thinking. It needs a visionary Master Plan that shows just how Crewe's unique connectivity can be used through vastly improved land use.
- Relocate bus station to the railway station
- Crewe should capitalize on its Railway Heritage
- Include cycle links
- Natural England agrees with the principles of the Town Projects. In particular Natural England recognises the commitments to re-use existing under used and vacant buildings and improving accessibility and links throughout the town between the town centre and railway station.
- Improve pedestrian access from Crewe Alex Car Park
- Improved signage needed

- Support the regeneration of the Mill Street area for predominantly residential development as an area in much need of rejuvenation and currently a wasted opportunity.
- The bullet points should identify the fact that the remaining parts of the Italianate styled historic front section of the railway station and similar parts visible internally are significant both architecturally and historically and need to be retained. The bullet points should also identify the fact that there are locally listed buildings close to the railway station and works which reflect the historic role of the railway station for visitors and rail workers and that their setting needs to be respected.
- Needs to consider car parking provision
- The preferred route of High Speed 2 is not known and it is not reasonable to assume that it will pass through Open Countryside East of Crewe. The most appropriate location for passenger interchange with the existing network is Crewe Rail Exchange. High Speed 2 will also free capacity on the existing network which could be beneficial to the Cheshire East economy.
- Footbridge for pedestrians from car parks to station over Nantwich Road to save congestion at pedestrian crossings?
- Remove traffic lights from Weston Road roundabout - traffic flow better when they are out of order!

Nantwich Road

Do you agree with the Nantwich Road Town Project identified in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Agree (95%); Disagree (5%)



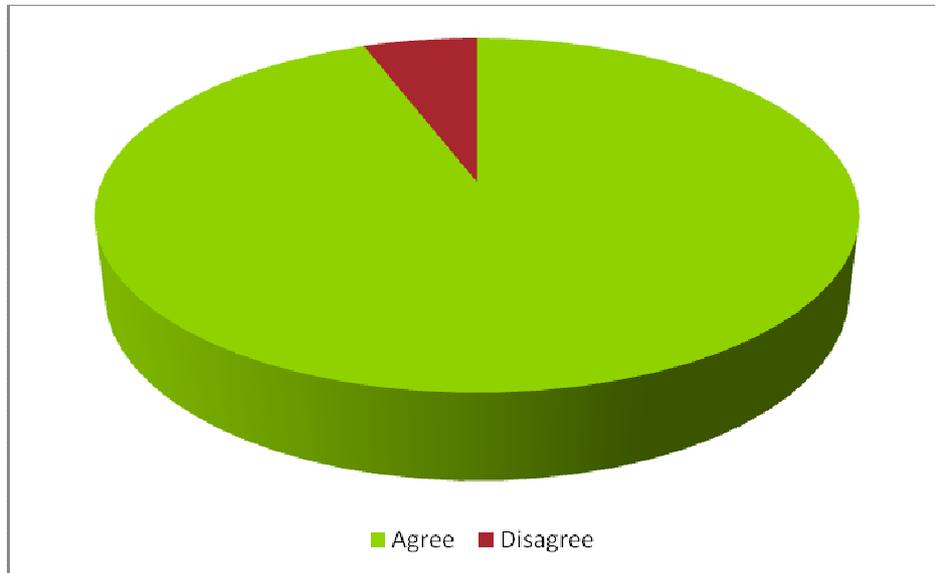
Key themes from the consultation:

- High standard of development required
- Alternative through traffic route needed
- Nantwich Road is not a positive image for the Town – it is a gateway location and needs improving
- Improved signage needed
- Need to address poor air quality and impacts of development on the traffic in the area
- Encourage tree planting
- Natural England agrees with the principles of the Town Projects. In particular Natural England recognises the commitments to re-use existing under used and vacant buildings

Grand Junction Retail Park

Do you agree with the Grand Junction Retail Park Town Project area identified in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Agree (94%); Disagree (6%)



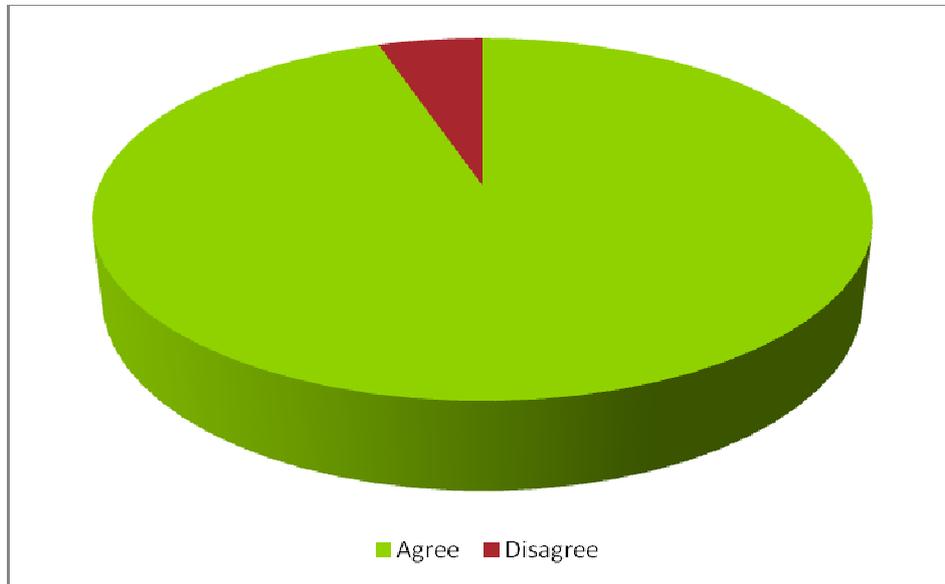
Key themes from the consultation:

- Public toilets required
- Pedestrian link required to the town centre and railway station
- Highways access to the site is a problem
- Park and ride?
- Consider as 'new' focus of Crewe thus allowing for the new development of existing centre.
- Grand Junction has divided the town centre and this needs to be addressed
- Parking is an issue
- Improve public transport links
- Should be part of the town centre.
- Would it be possible to provide another road into the site at the other end, via the plot of land vacated by Bristol Street Motors on Macon Way?
- Support the sentiment behind the statement requiring retailers who wish to extend having to demonstrate why they cannot be located within the town centre. However, if this is to be translated into a Planning Policy, we would be pleased to understand how retailers will be required to demonstrate this.

Pedestrian and Cycle Links

Do you agree with the references to pedestrian and cycle links included in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Agree (95%); Disagree (5%)



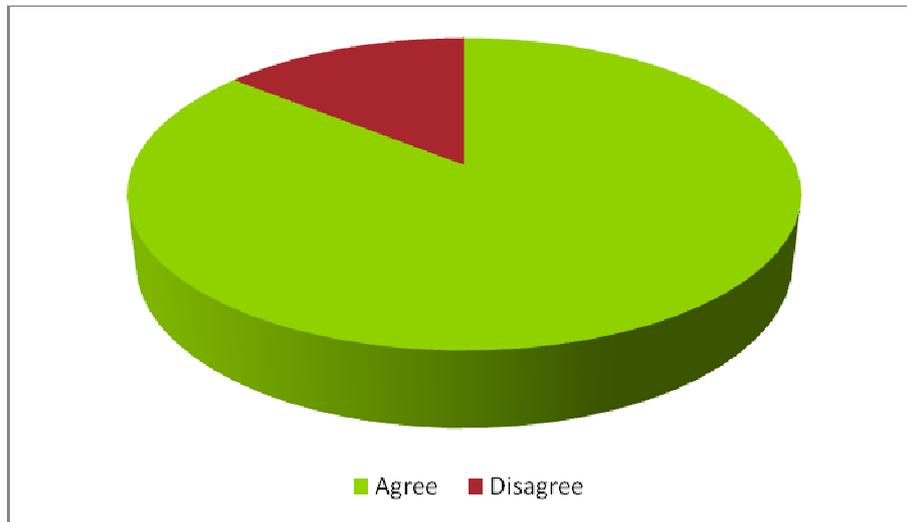
Key themes from the consultation:

- A bridge of any sort over North Junction is not feasible!
- The bus service 'doing the loop' would not even cost!
- Better signing / marking on footpaths and cycleways.
- Better, safe cycle lanes urgently needed.
- Crewe lends itself to being attractive for cycling. Distances, gradients, and weather conditions make it an ideal centre for cycling. Suggest developing a network of cycle routes with a link from the town centre to railway station.
- It is essential that the Connect2 cycle link between Crewe and Nantwich is completed soon.

Q7 Town Centre Boundary

Do you agree with the potential change to the Town Centre boundary in the draft Crewe Town Strategy?

- 17% of respondents answered this question
- Agree (95%); Disagree (5%)



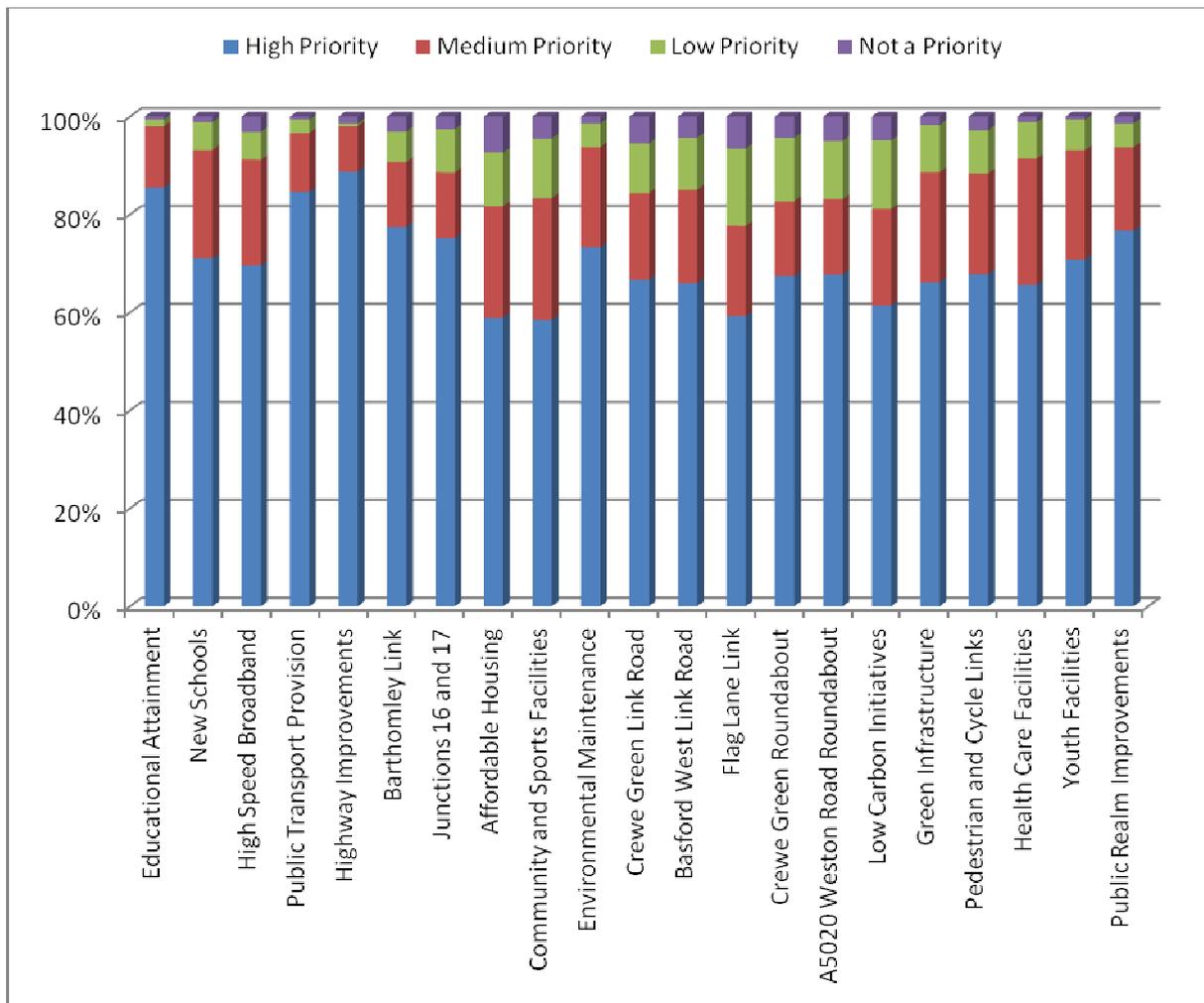
Key themes from the consultation:

- An extension to the town centre of Crewe is needed
- Redevelopment of the Oak Street area would be a vast improvement
- As advocated by Paragraph 23 of the National Planning Policy Framework, local planning authorities are required to undertake an assessment of the need to expand town centre boundaries to determine whether a sufficient supply of land is available for future retail development. No such evidence has been published by the Council to support the potential extension of Crewe town centre. In light of this, recommend that the Council should commission an updated retail study to support the growth proposed for Crewe and to ensure that the Cheshire East Local Plan is informed by a robust evidence base.
- Include the heritage site
- Extend to include the Grand Junction Retail Park
- Natural England notes the potential extension to the Town Centre Boundary and concludes that the extension in seeking to include the new superstore site into the Town Centre is appropriate with the railway lines acting as a physical boundary to the town centre to the south and east.
- As more retail goes on line, it would be better to shrink the town centre and use the released designation for housing.

Q7 Infrastructure Priorities

What level of priority should be given to the infrastructure priorities identified in the draft Crewe Town Strategy?

	High	Medium	Low	Not a Priority
Improved educational attainment including apprenticeships and links with employers	86%	12%	1%	1%
Provision of new schools, where required	71%	22%	6%	1%
High Speed Broadband	70%	22%	6%	3%
Integrated and improved public transport provision and exchanges in the town centre and at the railway station	85%	12%	3%	1%
Highway improvements and sustainable transport initiatives, to reduce traffic congestion	89%	9%	1%	1%
A500 Barthomley link road to M6	77%	13%	6%	3%
Improvements to Junctions 16 and 17 of the M6	75%	13%	9%	3%
Affordable Housing	59%	23%	11%	7%
Integrated community and sports facilities, including a new swimming pool	58%	25%	12%	5%
Future maintenance of the built and natural environment	73%	20%	5%	1%
Crewe Green Link Road	67%	18%	10%	6%
Basford West Link Road	66%	19%	11%	4%
Flag Lane Link Road	59%	18%	16%	7%
Improvements to Crewe Green roundabout	67%	15%	13%	4%
Improvements to the A5020 Weston Road Roundabout	68%	15%	12%	5%
Low Carbon Energy Initiatives	61%	20%	14%	5%
Improvements to existing and the provision of new Green Infrastructure throughout the town	66%	22%	10%	2%
Improvements to existing and the provision of new pedestrian and cycle links throughout the town	68%	21%	9%	3%
Integrated health care facilities	66%	26%	7%	1%
Better youth facilities	71%	22%	6%	1%
Improvements to the public realm of Crewe and the image of Crewe	77%	17%	5%	1%



Q8 Other Infrastructure Priorities

Do you consider there to be any other infrastructure priorities not listed here?

- 8% of respondents answered this question
- Yes (35%); No (65%)



Key themes from the consultation:

- New relief road link from Maw Green to Haslington Bypass to relieve traffic congestion at Crewe Green.
- New link Road between Middlewich Road and Church Lane, Wistaston to alleviate traffic on Wistaston Green Road and associated safety improvements on Middlewich Road.
- A new swimming pool centre close to the Bus Station/Delemere Street Area.
- Crewe Park
- Hospital
- Green spaces in the town
- Better pedestrianised areas
- Community facilities / venues
- Solar panels on all Council Buildings and new houses
- Housing for the elderly
- Multi storey car parks in some of the mixed use developments on the edge of town (e.g. Leighton, Basford West) with dedicated Park and Ride bus services.
- Gresty Road (North end, by Rail House). Close it to through traffic so that it can be used as a part of the station west entrance forecourt / integrated bus station.
- There needs to be "Footbridge" provision for pedestrians and school children (North St Primary and Sir William Stanier) on the south side of the existing Sydney Bridge.
- Investigate the feasibility and cost of an integrated rail shuttle service running on existing lines to provide public transport from outlying areas via Crewe station to town-centre points and back again
- The provision of a proper, hireable concert hall, including rehearsal facilities for all kinds of local groups and organizations, could provide for the development of cultural activities within the town, which, at present, are serviced elsewhere (other towns and cities).

- To impose the Community Infrastructure Levy; the Local Planning Authority must first identify any shortfall in infrastructure required to enable the envisaged level of sustainable development; the charge placed on development is calculated based on meeting that shortfall rather than on meeting a wish-list of locally determined benefits to local residents.
- Promotion of heritage and cultural sites
- Improved lighting required at Junction 16.
- New Bus Station.
- Reduction in car parking charges
- The plan has not taken into consideration the quality and capacity of infrastructure for water supply; wastewater; its treatment and/or flood risk.
- Use of redundant buildings
- Crewe cannot survive without some major highway infrastructure improvements
- The major focus for Crewe's revitalisation should be the town centre shops and transport links.
- Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland"
- Because the 11 Town Strategies have been tackled piecemeal, it has proved difficult to follow the over-arching strategy that Cheshire East Council has been adopting in relation to housing numbers and employment land and this situation has been exacerbated by the fact that the up-dated Strategic Housing Market Assessment is still awaited and so is the analysis of employment land.
- We would urge the authority to commit to a sequential land use policy, brownfield first, and to achieving a high brownfield land target.
- The strategy seems to be hugely optimistic in a time of deep recession and much emphasis is placed in the consultation document on High Speed 2

Q9 Additional Comments

Are there any additional comments that you wish to make on the draft Crewe Town Strategy?

Key themes from the consultation:

- How will it be achieved and is it realistic?
- Concern over the process – should not be prejudging the Local Plan
- Green Belt land should not be built on under any circumstances. Neither should there be any loss of, or disturbance to, Safeguarded Land, Listed Buildings, SSSIs, Sites of Biological Importance, Nature Conservation Priority Areas, woodland, trees with Preservation Orders or any other wildlife habitat.
- Do not build on flood plains
- Make full use of empty/derelict buildings and brownfield sites.
- There is no market or demand for further development.
- Agricultural land should be protected
- Green Gaps should not be considered for development
- Positively manage and enhance the built heritage
- Ensure that the needs of pedestrians are foremost in the design of new developments
- Needs to consider English Heritage guidance local plans: how to create a sound plan under the National Planning Policy Framework. see: <http://www.english-heritage.org.uk/content/imported-docs/f-i/heritage-local-plans.pdf>
- There needs to be a good cross section of housing to meet the needs of society.
- Quality of life for people needs to be considered.
- The strategy proposed should focus on the development of new housing and promoting business and industrial opportunities in the centre of Crewe, inside the existing boundaries.
- This context section needs to be introduced by making reference to the simple historic origins of Crewe before the railway, how its growth was triggered by the initial decision to locate a railway at Crewe to serve Crewe Hall and how Crewe subsequently became a centre for railway works regionally and nationally
- We do not have the jobs or other infrastructure to support additional population.
- Crewe needs a new image.
- Crewe as a town is fundamentally flawed by its history. The legacy that the once vibrant rail industry has delivered is a town that is plagued by; congestion, inadequate road systems, a plethora of ill judged crossing and traffic management systems and a town centre that falls very short on the current residents needs.
- Please do not rely on one single market type or employer.
- The funding and delivery of the infrastructure priorities do however need to be balanced against the viability of schemes as they come forward.
- Employment opportunities should be the priority.
- There needs to be a robust, detailed and costed plan maintained during all stages of its execution of the plan.
- Ambitious
- Green Gap should be retained The reasons include; - To check the unrestricted sprawl of development - To prevent neighbouring towns and villages from merging into one another

and thus preserve their unique identities - To conserve and enhance wildlife sites - To facilitate urban regeneration and expansion by encouraging the recycling of brownfield sites - To support leisure and recreational facilities - To ensure that the infrastructure of the area is sustainable I fully support the retention of the existing Green Gap in the Local Plan and I write this letter because there is no part of the consultation questionnaire which deals with this vital issue in isolation.

- Need a further robust explanation as to the housing targets set out in the document?
- Character and integrity of local villages needs to be maintained.
- No assessment appears to have been undertaken as to what infrastructure would have to be provided to ensure that any of the options could be brought about sustainably.
- If the necessary improvements cannot be put in place then the Local Plan would be at significant risk of being found unsound on the grounds of deliverability; it is essential, therefore, that consideration is given to such matters at the outset, rather than after preferred options for development have already been established through the town strategies process.
- Safety and security in and around the town needs to be considered
- Natural England notes that the majority of the potential development sites in the Crewe Town Strategy are greenfield sites. Natural England is committed to protecting and enhancing the natural environment and as a general approach we are of the view that brownfield sites should be considered for development ahead of greenfield sites where possible as they have improved prospects for securing sustainable development objectives.
- United Utilities PLC would like to build a strong partnership with Local Planning Authorities [LPA] to aid sustainable development and growth and consider further the delivery of the Local Plan.
- Local planning authorities should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas. To ensure key sites and strategic locations are deemed sustainable, plan-led and co-ordinated, strategic solutions should be developed and defined for supporting infrastructure.
- Need objectives for rural areas.
- Replacement of housing stock emphasis should be upgrading housing stock.
- I think there needs to be one major development in an area bounded by Mill Street, Nantwich Road, Earle Street and Macon Way. A major shopping centre on the scale of Birmingham New Street Bull Ring Centre. With the station below.
- Important that any development area has the infrastructure to support it.
- This is just a framework for coping with change.
- Could smaller communities benefit from small pockets of development breathing new life into communities while retaining and developing their characteristics.
- Please consider education and health main priorities for both young and old.
- Has the Council undertaken its duty to co-operate with surrounding local authorities?

- As part of the planning process we would like to see a pedestrian/cycle network proposals plan along with green infrastructure produced to help guide planning design and funding. Transport has to play its part in reducing its carbon emissions and its energy consumption. For a town aspiring to reach the potential in the vision statement we would like to see a commitment to a reduction on carbon/energy use from local transport within the town and surrounding areas.
- The Green Infrastructure Action Plan is crucial to the delivery of the vision for Crewe
- Crewe lacks a strong linear asset like the Weaver and Shropshire Union Canal on which to base its ecological/recreational provision. There are however several individual streams (some of which are known to be of biodiversity value) crossing the town and their corridors should be strongly enhanced/protected (where the option is still available) to create a linked network of ecologically valuable spaces and preserve strong connections to the surrounding open countryside.
- Consultation period was too short
- The Highways Agency accepts that the future economic prosperity of Crewe relies appreciably upon developing and sustaining effective transport linkages. Under Objective 2: Connectivity & Linkages; the Highways Agency would support the aspirations outlined in improving main road access to and from the M6 motorway. However, in order to deliver the scale of population growth which is identified over the projected plan period, it is clear that significant investment would ultimately be required for capacity improvements to junctions 16 and 17 of the M6 motorway.
- Where a Open Space Needs Assessment identifies the need to create new sites for open space, sport or recreation the Local Plan should allocate sites as necessary and in accordance with the findings of the Needs Assessment.
- What about infrastructure provision in Crewe?
- Needs to address highways issues in Crewe
- Green Gap definition should reflect CNBC Local Plan
- There are three Air Quality Management Areas within the town, however a number of other areas are close to the objective and are at risk of breaching the objective in future years. Any development which is likely to significantly increase traffic in the town, or change traffic patterns around the town is likely to exacerbate this problem. We would therefore look for policies and strategies which encourage and incentivise low carbon transport options and reduce reliance on the private car.
- Full of jargon and confusing in parts
- We feel that significant prominence should be given to river corridors, for example the River Weaver, River Dean, Birkin Brook, many of which have no wildlife designation but have huge potential for environmental enhancement.
- The document has a strong focus on improving and enhancing the business opportunities, this should not be at the expense of the environment.
- Need to retain agricultural land in use
- There should be a clear structure for all the town strategy documents and a common data set to remove inconsistencies in interpretation.