

# **BENTLEY MOTORS DEVELOPMENT FRAMEWORK AND MASTERPLAN**

**CONSULTATION REPORT**

**MARCH 2017**

## EXECUTIVE SUMMARY

The Bentley Development Framework and Masterplan details the vision of Bentley Motors Ltd to create an advanced manufacturing and business ‘campus’ in Crewe to safeguard and support future growth of Bentley in the town. This vision has been developed in consultation with Cheshire East Council, and supported by the Skills and Growth Company.

In order for Cheshire East Council to decide whether to endorse this vision, a consultation was required. This consultation has enabled local residents and stakeholders to state their views on the vision, and also input into Bentley Motors’ plans at an early pre-planning stage.

The consultation was undertaken over a 6 week period between the 3<sup>rd</sup> January 2017 and 14<sup>th</sup> February 2017, avoiding the Christmas break and is the standard timescale for a planning application. During this time 369 formal submissions were received and an additional 10 letters received.

Given the early stage of development of this vision, the consultation asked only two quantitative questions on the principles of the campus and growth of Bentley Motors, and importantly allowed for an open response to ensure that all issues were captured.

Overall the consultation showed that;

- 70% of respondents indicated that they would tend to support or strongly support the growth of Bentley Motors.
- 48% of respondents supported the creation of the campus, whilst 39% objected.

We received a range of responses, including a significant number of positive submissions. These raised the following considerations:

- Concerns over the impact of the road closures on already congested roads;
- Closing access points to the public but leaving them open for Bentley staff;
- Parking of Bentley employees on residential streets close-by;
- Phasing of road closures with highways improvements and other works across Crewe;
- Access to the Household Waste Recycling Centre and where it could move to;
- Accessibility for emergency vehicles and bus services.

All comments have been reviewed and responded to in this report, and the consultation has resulted in a number of changes being made to the Development Framework (changes to the revised Development Framework are illustrated in blue for new text and red to show removed text in the document), in particular:

- Greater clarity has been provided over the status of the masterplan, the reasons for the proposed campus structure, and the effects this will have.
- Further emphasis has been placed on highways mitigation measures needed in the surrounding area, and the need to support sustainable transport to reduce travel to and from the site.
- Further detail has been provided on the process that will need to be followed in order to apply for planning permission for the proposed changes.
- Further areas have been added to the map detailing areas where mitigation work is likely to be needed.

This report has been provided to Bentley Motors and Cheshire East Council to inform the decision on whether to endorse the Masterplan, any future planning application made by Bentley Motors.

## BACKGROUND TO THE MASTERPLAN

The **Bentley Draft Development Framework and Masterplan** has been prepared to provide a structure which will underpin development, and support a vision for the future growth of Bentley in Crewe. It sets out Bentley's aspirations over the next 30 years to improve their site and secure their ability to adapt and grow. In order to facilitate this they are seeking to create a 'campus' area surrounding and encompassing the current facilities on Pym's Lane.

The Bentley Development Framework and Masterplan has full regard to adopted and emerging local planning policies, national planning policy and the surrounding site context. It does not replace a planning application, or allow for the creation of the campus. The masterplan itself will form a material consideration for future planning applications, including any planning application which proposes the stopping up of Pym's Lane or Sunnybank Road. These future planning applications will be subject to further technical assessment, including transport impact assessments, and will be required to undertake consultation with the local community.

The decision to produce a Development Framework and Masterplan was made in order to consult at an early stage with all stakeholders locally around Bentley's vision, so that Bentley and Cheshire East Council can better understand the concerns and feelings of the public, local residents and stakeholders.

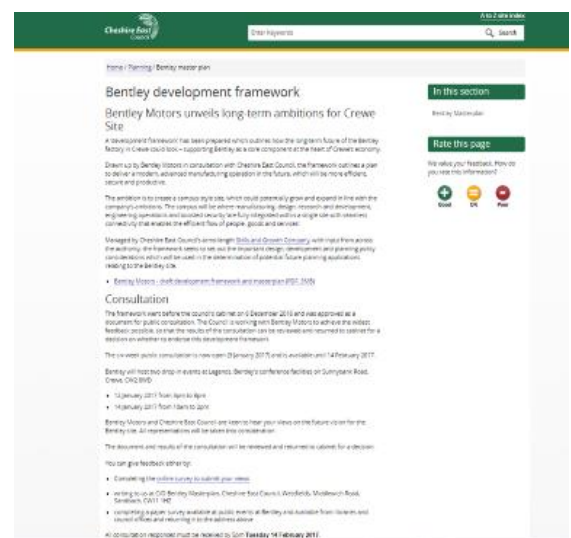
## CONSULTATION PROCESS

The Bentley Draft Development Framework and Masterplan will not form part of the adopted Development Plan; however, it will be a material consideration in the determination of future planning applications at the campus including the proposed closure of Pym's Lane or Sunnybank Road. Following best practice, the Development Framework has been subject to a significant degree of consultation and publicity. The process adopted is broadly in line with that carried out for Supplementary Planning Documents as set out in the Cheshire East Local Development Framework Statement of Community Involvement (SCI).

The Cheshire East Local Development Framework Statement of Community Involvement (SCI) adopted on 14th October 2010, sets out how Cheshire East Council will consult when producing planning documents including Supplementary Planning Documents.

The consultation consisted of:

- A **dedicated webpage** on the Cheshire East website from the 29<sup>th</sup> November 2016 through to the 14<sup>th</sup> February 2017.
- A page on the **consultation portal** was provided.
- A simple **questionnaire** available in hard copies and available online, covering the campus and the growth of Bentley in Crewe, and an open section to canvas the widest range of views from respondents.



- A **Key Questions Answered** document was provided with the online survey link and accompanying the hard copy Masterplans and questionnaires in order to provide answers to some basic questions about the Masterplan (Appendix 4).
- **Press coverage**, including the front cover of the Crewe and Nantwich Chronicle (Appendix 1).
- Hard copies delivered to the **main council offices and all libraries** within the Borough and provided for members of the public to review.
- Social media with links to the Cheshire East Council's Website and details of the public consultation events posted by both The Skills and Growth Company and Cheshire East (Appendix 3).
- Specific emails were sent to stakeholders and councillors which informed them of the consultation, the events and the method to complete the questionnaire.
- A **Briefing Session** at Bentley Motors on the 23<sup>rd</sup> November 2016, for Borough Members and Crewe Town Council, and additional one-to-one sessions with Members as required.
- Two **public consultation events** were held at Bentley Legends Conference Centre, one being on a Thursday evening (12<sup>th</sup> January 3-8pm) and the second on a Saturday (14<sup>th</sup> January 10am-2pm).



During the consultation period further press coverage was received with articles in local newspapers and coverage on two local **television** news programmes, also the Public consultation events received attention on **local radio**.

In addition there was a good amount of engagement in discussions on **social media** in relation to the plan. Although social media comments have not been separately recorded within the consultation responses the discussions centred on themes which are brought out in the questionnaire and letter responses which are shown in Appendix 5

Outside of the consultation, local councillors also organised a community meeting at St George's Community Centre on 6<sup>th</sup> February 2017, and attendees were encouraged to complete the online questionnaire.

## CONSULTATION QUESTIONNAIRE

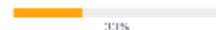
Given the early stage of development of the Bentley vision, the questionnaire was kept very high level to canvas for the widest possible range of views from residents and other stakeholders.

Two measurable questions were included to gauge overall support for the growth of Bentley Motors in Crewe, and support for the creation of the campus. Respondents had the ability to rank responses from 'Strongly Support' to 'Strongly Object'.

The open 'comment' box was specifically used so as not to lead respondents into answering questions in a certain way, and so that the widest range of responses possible was gained.

The questionnaire then went on to ask for some personal circumstance information for review of the respondents.

### Bentley Masterplan



#### 1. How strongly do you support or object to each of the following proposals?

Please tick one box only in each row

	Strongly support	Tend to support	Neither support nor object to	Tend to object to	Strongly object to	No opinion / Not sure
The growth of Bentley Motors Ltd in Crewe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The vision to create an internal campus for Bentley Motors Ltd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any comments to make on the development framework, please detail below.

#### 2. Which of the following best describes you?

- ☐ A Local Resident
 ☐ A member of a voluntary or community organisation
- ☐ A local business
 ☐ An elected town or parish councillor in Cheshire East
- ☐ A nurse/ GP
 ☐ An elected Member of Cheshire East
- ☐ A teacher/lecturer of a school or educational establishment
 ☐ Other (please specify):

#### 3. If you are responding on behalf of a group, organisation or club please state the name and postcode in the box below (you do not need to complete the rest of the 'About you' section).

Name of group, organisation or club:

Postcode:

#### 4. Postcode:

Please tell us your postcode; this is so that we can be sure we have obtained a range of views from across the borough.

#### 5. What is your gender?

- ☐ Male
 ☐ Female
 ☐ Prefer not to say
 ☐ If you prefer to use your own term please provide this here:

#### 6. What age group do you belong to?

- ☐ 18-24
 ☐ 55-64
 ☐ 25-34
 ☐ 65 and over
 ☐ 35-44
 ☐ Prefer not to say
 ☐ 45-54

[Previous Page](#)

[Finish Survey](#)



## CONSULTATION RESPONSES

The overall response to the consultation activities were:

- 369 responses to the consultation were received through the paper or online questionnaire.
- Approximately 100 residents attended the consultation events held at Bentley Legends on Thursday 12<sup>th</sup> and Saturday 14<sup>th</sup> January.
- 10 letters were also received and incorporated into the response matrix.

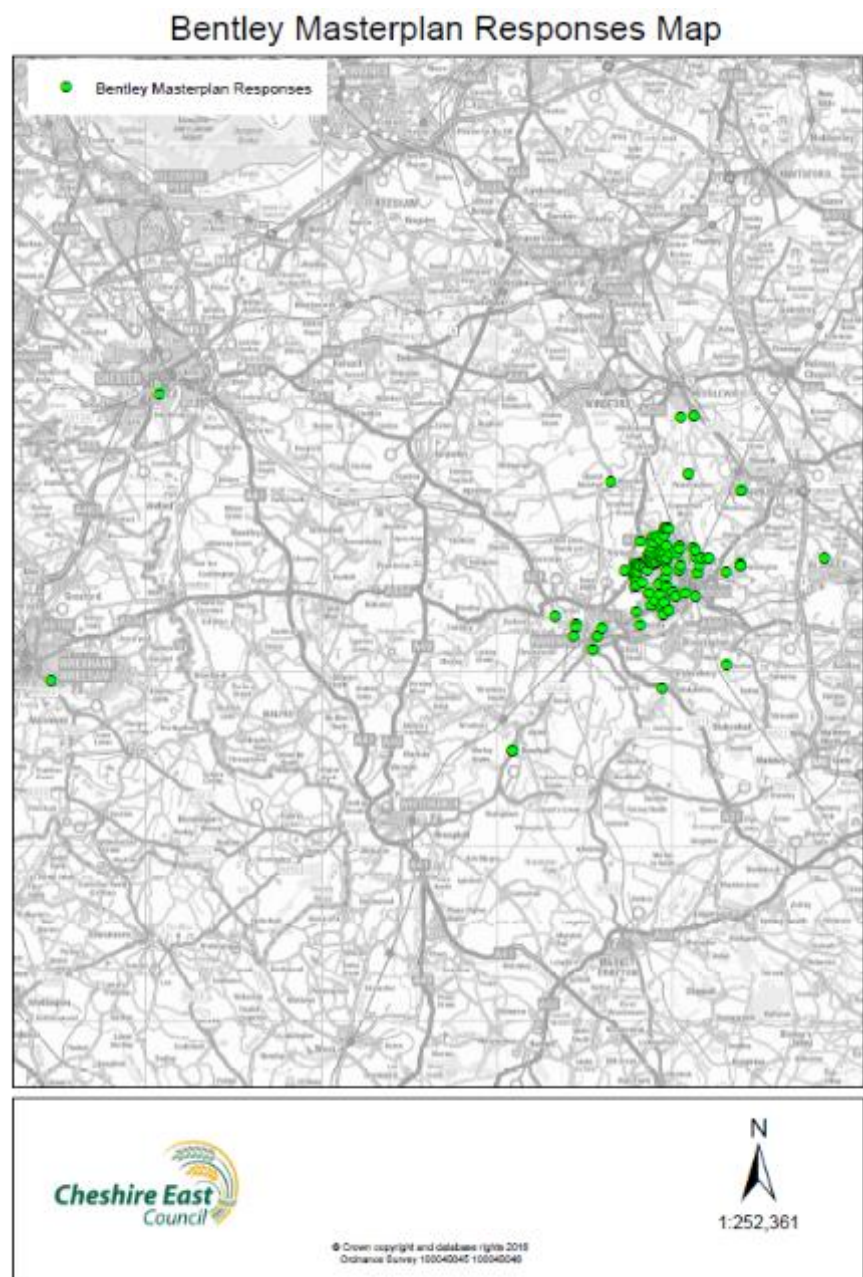
### RESPONSES - MAPPING

The geographical split of the responses received overall can be seen on the map below.

The majority of responses were received in proximity to the Bentley site in Crewe; however, responses were also received from further afield including Alsager, Wrexham and Chester.

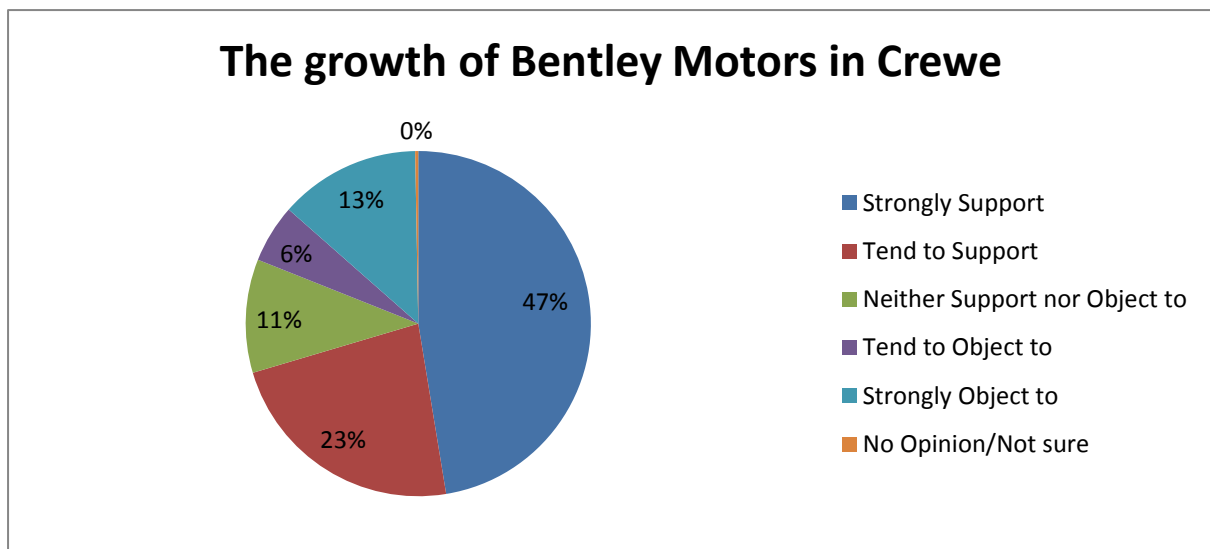
Additional maps are available in Appendix 6 showing the full range of responses there are also three additional maps showing the postcode ranges of three of the main response themes, Highways issues (HW1), Highways phasing (Mitigation H F) and general objections.

Again these maps demonstrate the number of areas from which consultation responses were received.

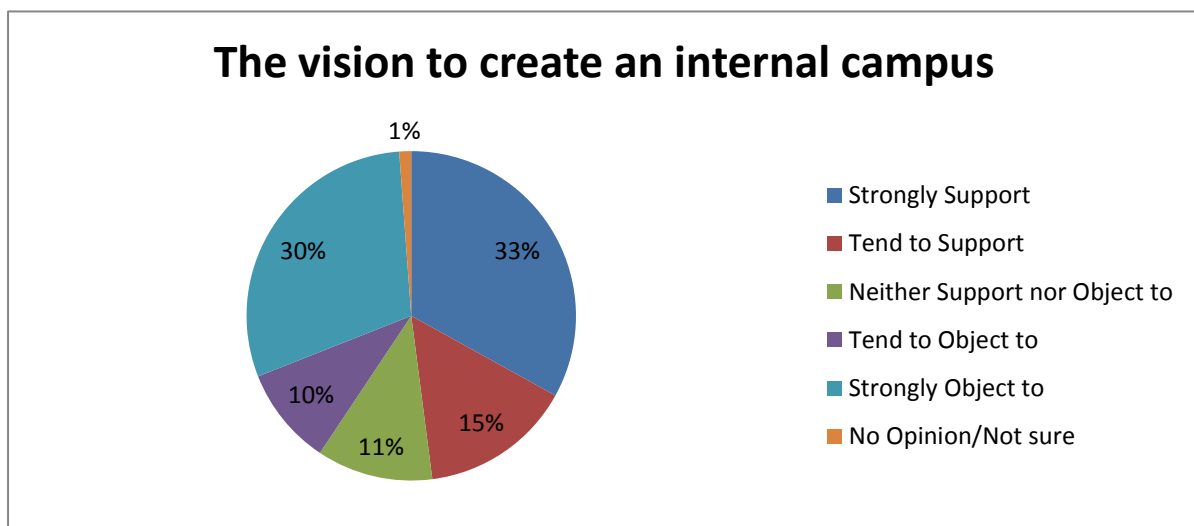


## RESPONSES - QUESTIONS

In respect of the quantitative questions the results of the survey can be seen below. The results would tend to indicate that the majority of respondents to the questionnaire are supportive of the growth of Bentley Motors in Crewe with over 70% of respondents indicating that they would tend to support or strongly support this - below.



The vision to create an internal campus received less support with 48% of respondents strongly supporting or tending to support, and 39% tending to object or strongly objecting. Most notably the question of Bentley's vision to create an internal campus received a contrasting response with the largest group strongly supporting the proposal and the next largest group strongly objecting – below.

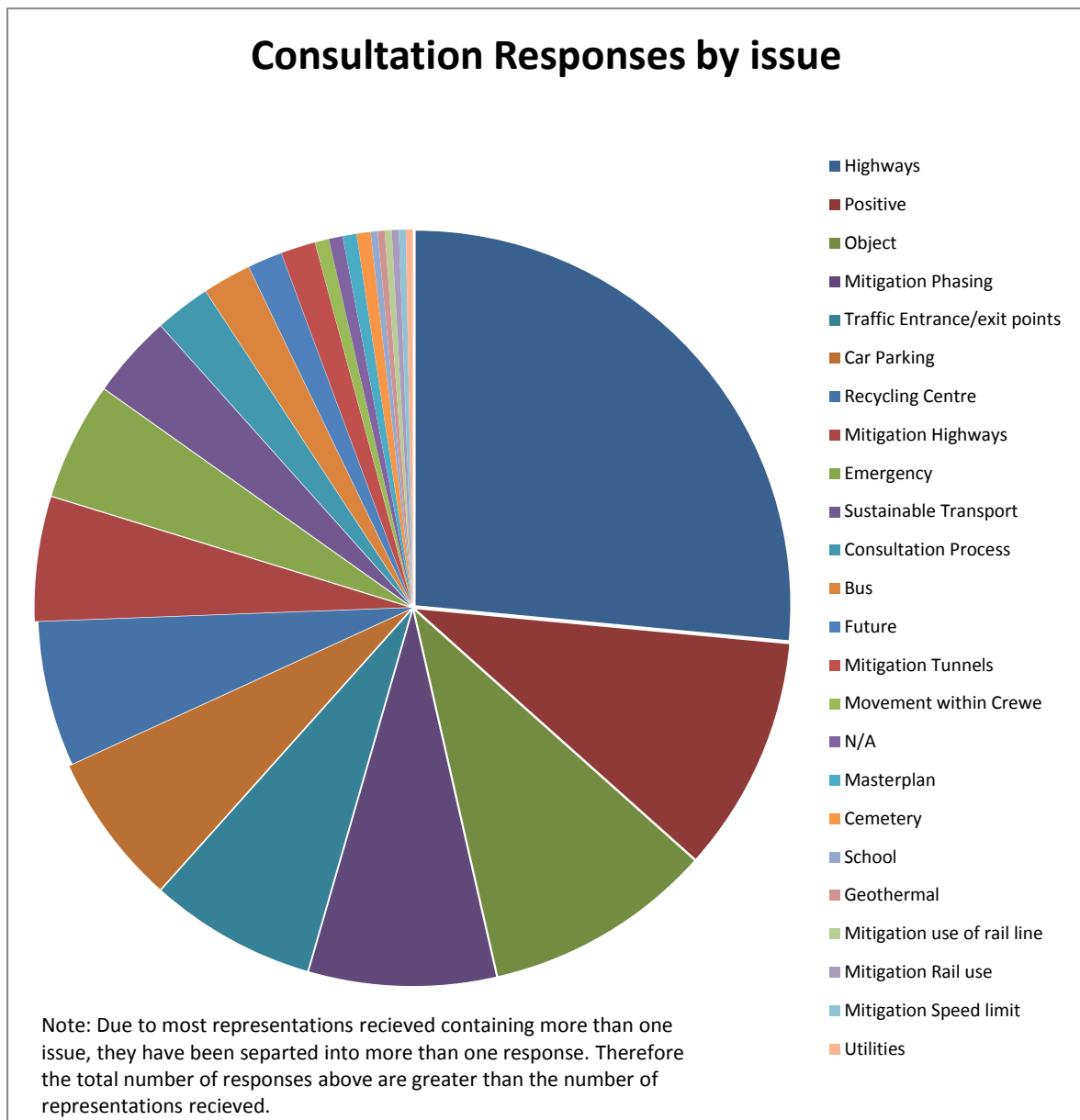


For both questions approximately 10% of respondents neither supported nor objected to the proposals.

## RESPONSES - COMMENTS

In addition to the quantitative questions, respondents were provided with a comments space in order to record considerations. This was well used with almost 60% of respondents providing some commentary.

The comments submitted and the correspondences received were thematic and those themes are shown below in order of numerical significance. Many comments dealt with two or more themes.



A narrative and response on each of these thematic comments is provided below. In addition, all representations are listed in Appendix 5.



## HIGHWAYS

The most prevalent theme was the ability of the highway network to cope without Sunnybank Road and Pyms Lane as through routes. This issue was raised in 38% (89) of responses. Many respondents reported that they had experienced issues with traffic at peak times and expressed concerns that these issues would be exacerbated by the proposed changes.

*Traffic modelling has been carried out in the area around Pyms Lane and Sunnybank Road and this has demonstrated that there are places around the Bentley site where some traffic issues are anticipated. This detailed modelling work has demonstrated that, in the short term, the delivery of junction and corridor improvements at identified pinch points on the existing highway network can accommodate the traffic diverted from Pyms Lane and Sunnybank Road in order to maintain a good flow of traffic. The precise mitigation measures required would be set out in any future planning application proposing the closure of either Pyms Lane or Sunnybank Road. Further consultation will be carried out as part of the planning application process which will give interested parties further opportunity to comment on the proposals and associated mitigation. More detail on the strategic highways implications are provided in Section 7 of the Development Framework.*

## POSITIVE

Slightly over 14.7% (34) of respondents expressed a positive view of the proposals or confirmed their support for Bentley and their growth.

*This is reflected in the quantitative question results.*

## OBJECT

Slightly fewer than 14.4% (33) of respondents expressed a general objection to the proposals and again this would reflect the results seen above.

*This is reflected in the quantitative question results.*

## MITIGATION (PHASING)

11% (27) of respondents expressed concern over the phasing of highway works.

*It is accepted that certain highway mitigation will need to take place prior to any closure of Pyms Lane and Sunnybank Road, the detail and extent of mitigation measures will not be clarified until a detailed planning application is put forward and further modelling activity is carried out. Any planning consent provided by the Council for the closure of Pyms Lane and Sunnybank Road would detail conditions to be met prior to development commencing and the roads closing.*

*The Council will continue to coordinate all highways works across Crewe to minimise the impact on residents and businesses.*

## TRAFFIC ENTRANCES AND EXIT POINTS

A number of respondents reported a concern with the location of the entrance and exit points as shown within the Masterplan document. With 10% (24) of respondents raising this as a concern, a wish to see no Bentley traffic entering or exiting the site from residential areas such as Sunnybank Road and the Badger Avenue end of Pyms Lane.

*Bentley arranged for traffic modelling work in respect of the current proposals to have been carried out on the basis of the three existing entry points to the site. However, whilst the masterplan shows three site entrances including Pyms Lane (east), Pyms Lane (west) and Sunnybank Road, Bentley will develop its access strategy as part of any future planning application, having regard to the comments received as*

*part of the consultation exercise. The full detail of any road closures will be proposed as part of a detailed planning application and associated stopping up order; and subject to further and more detailed transport modelling to understand the impact on the local highways network.*

## **CAR PARKING**

A number of respondents, circa 9.5% (22) noted existing issues with Bentley staff parking on surrounding residential streets rather than within the designated parking areas on the Bentley site. Suggestions were put forward that this would be exacerbated by the proposals put forward in the Masterplan. While this would appear to be a problem separate from the Development framework and masterplan it is understood that workforce growth and site re-design could both impact on the issue.

*Bentley is working to address the concerns of local residents regarding parking by some members of staff and contactors working at the Bentley site. Any future planning application will require a Travel Plan to minimise the impact on neighbouring roads, including parking.*

## **RECYCLING CENTRE**

9% (21) of respondents have requested clarity on the future of the recycling Centre, noting the facility is not shown on the site diagram within the Masterplan.

*The household waste and recycling is an important facility for Crewe. The redevelopment of Cheshire East Council's household waste recycling centre at Pym's Lane lies within the long-term ambition for the Bentley campus. However, there are no plans to close this centre and any future change to the facility would have to be consistent with the household waste and recycling requirements of Crewe – and would require a future approval.*

## **MITIGATION (HIGHWAYS)**

Almost 20 (7.8%) respondents provided suggestions as to how the highway network could be amended in order to accommodate the Masterplan.

*A detailed plan for mitigation measures will be included as part of any planning applications proposing the closure of Pym's Lane and Sunnybank Road, and the ideas submitted provide useful background and considerations to assist with this process.*

## **EMERGENCY**

Some respondents (7.3%) expressed a concern that it would become difficult for ambulances and other blue light services to travel in the area affected by the Masterplan and queried the action being taken to address this issue.

*Recognising the proximity of both Leighton hospital and the Ambulance station there has been contact made with, and representations sought from the ambulance service. These discussions will continue through any detailed planning application and, if necessary, conditions will be put in place to ensure that care to residents is not compromised.*

## **SUSTAINABLE TRANSPORT**

The issues of pedestrians and cyclists were raised by 12 (5%) respondents.

*Any planning application will need to be accompanied by a Travel Plan which will detail how Bentley intends to ensure the sustainable commute of its staff. In respect of local residents it is recognised by Bentley Motors that pedestrians and cyclists need to be catered for in addition to motor vehicles, in addition Cheshire East Council has policies supporting sustainable transport. The sustainable travel options will be covered within a Transport Assessment and Travel Plan submitted as part of any planning*

*application, in accordance with local and national policy. The proposed Connect2 cycle route to the west of the site and the existing Leighton greenway provision to the East and north provide safe alternatives for cyclists.*

## CONSULTATION PROCESS

Some respondents (4%) felt that the consultation process had not been sufficiently robust and noted that they were unaware of the process and/or the consultation meetings. It was noted by respondents that no leafleting campaign was undertaken by Cheshire East Council or Bentley Motors to raise awareness of the consultation, instead a reliance being placed on local media, social media and word of mouth.

*During this initial stage it was not felt that this was a necessary step as endorsement of the Bentley Development Framework and Masterplan does not, of itself, result in any changes or permissions. Once a detailed planning application is made a more formal process of public consultation will begin and this will include notices to individual addresses in the local area.*

## BUS ROUTES

Seven (3%) respondents had concerns over bus connectivity from the area around Sunnybank Road/Marshfield Avenue to Leighton Hospital, noting the no.78 bus currently travels up Sunnybank Road and along Pyms Lane.

*A Transport Assessment and Travel Plan would need to be included as a part of a formal planning application, however it is considered that there are options to re-route this service which would not result in a loss to local residents.*

## FUTURE

A small number of respondents expressed concerns over the future, some in respect of the potential implications of leaving the European Union and some in respect of the effect on Crewe of such a major employer choosing to move on.

*By working to develop their site and seeking to expand their operation Bentley are demonstrating a desire to consolidate their future within Crewe and put the facility in the best position to compete for the production of new model lines and expand their production.*

## MITIGATION (TUNNELS)

5 respondents felt that a better solution to the issues behind the Bentley Masterplan would be to place subway tunnels under Pyms Lane to allow for the free movement of staff around the site.

*In this case the desire to close Pyms lane and Sunnybank Road stems from a need to develop the land on which the roads currently sit and re-route the traffic routes around the site.*

## OTHER ISSUES

In addition to the issues listed above several other issues were raised by one or two respondents each. These included the suggestion that Bentley relocate to a new site, queries over an over-arching plan for Crewe and requests for conformation that the sanctity of the cemetery will be respected.

*The responses to these points are shown with the full list of comments in Appendix 5.*



## APPENDIX 1

### PRESS COVERAGE EXAMPLES



The existing Bentley Motors headquarters in Pym Lane, which the company is hoping to expand in line with its growth ambitions, subject to consultation

# BENTLEY'S BIG VISION

■ Consultation opens on plans for the Pym Lane factory's future growth

By Stephen Topping  
stephen.topping@cpnw.co.uk

CREWE residents are being urged to have their say on Bentley Motors' future plans, which could see sections of nearby roads be closed to the public.

Following consultation between the firm and Cheshire East Council, Bentley has drawn up a draft development framework, which outlines plans for the long-term future of the factory.

Bentley, which has been based at its Pym Lane headquarters for more than 70 years, hopes to create a campus-style site which could

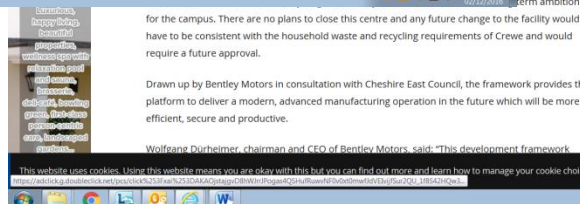
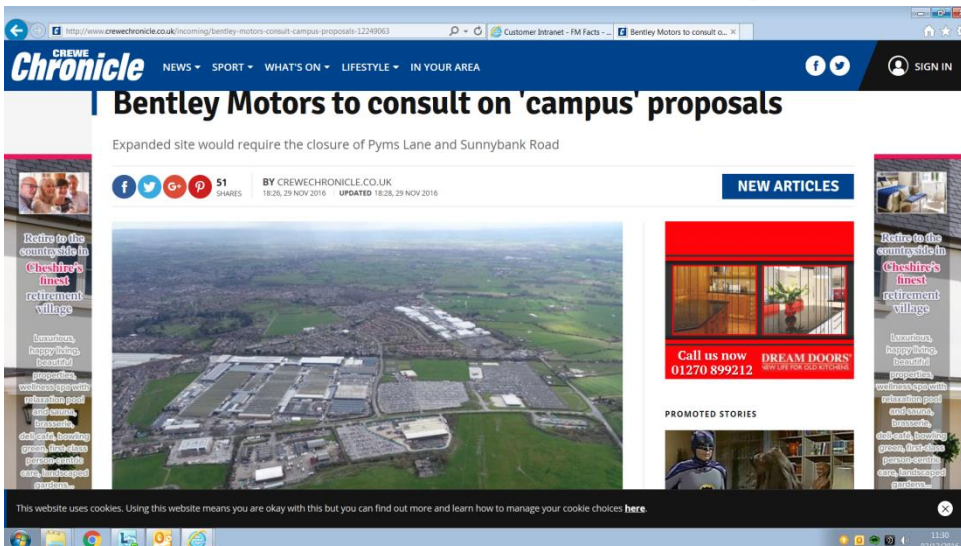
potentially grow and expand in line with the company's ambitions. The firm believes this will deliver a more advanced manufacturing operation which will be efficient, secure and productive.

Should the development go ahead, parts of Pym Lane and Sunnybank Road would be closed to the public, subject to planning consent.

CEC's household waste recycling centre in Pym Lane is also involved in the Bentley plan, although the council insists there are no plans to close the site.

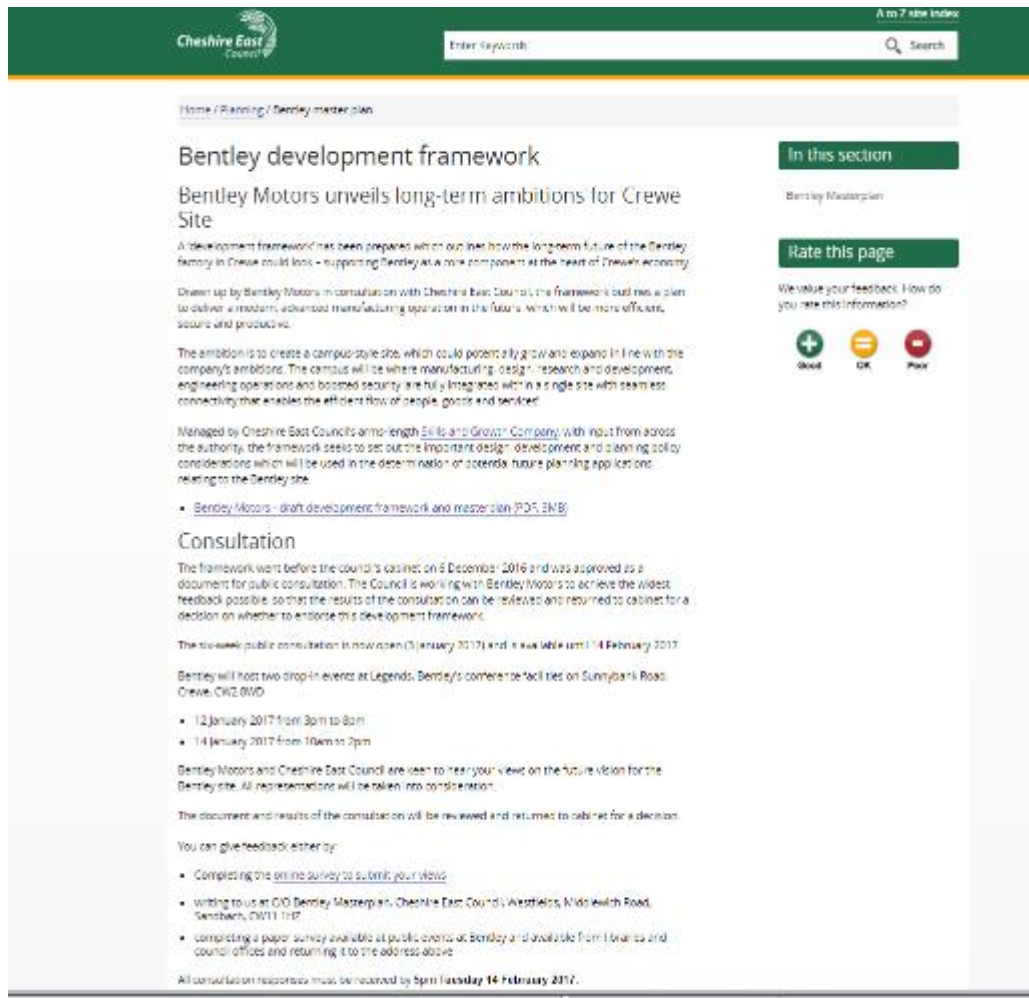
Residents are now being asked to take part in CEC's mandatory consultation period for the draft Bentley plan before the deadline of 3pm

continued on page four



## APPENDIX 2

### CHESHIRE EAST COUNCIL WEBSITE



Following the link on the website took people to the questionnaire as shown below.

### Bentley Draft Development Framework and Masterplan

#### Consultation runs from January 3 – February 14, 2017

A 'development framework' has been developed which outlines how the long-term future of the Bentley factory in Crewe could look – supporting Bentley as a core component at the heart of Crewe's economy.

Drawn up by Bentley Motors in consultation with Cheshire East Council, the draft framework provides the platform to deliver a modern, advanced manufacturing operation in the future which will be more efficient, secure and productive.

This questionnaire, alongside further information about this consultation, can be found here:  
[www.cheshireeast.gov.uk/bentleymasterplan](http://www.cheshireeast.gov.uk/bentleymasterplan).

You can give feedback either by: writing to us at C/O Bentley Masterplan, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ; completing this online survey or by completing a paper survey available at public events at Bentley and



available from libraries and council offices and returning to the address above. All consultation responses must be received by 5pm **Tuesday February 14, 2017**.

Consultation responses will then be analysed before a final decision is made during the Cabinet meeting later in 2017. This consultation report will also be published on the council's website.

## Feedback questionnaire

How strongly do you support or object to each of the following proposals? <i>Please tick one box only in each row</i>						
	Strongly support	Tend to support	Neither support nor object to	Tend to object to	Strongly object to	No opinion / Not sure
Growth of Bentley Motors Ltd in Crewe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vision to create an internal campus for Bentley Motors Ltd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If you have any comments on the development framework <i>Please write below</i>						

## About you

Finally, we would like some information about you. You do not have to supply this information; however, it would be very useful if you did.

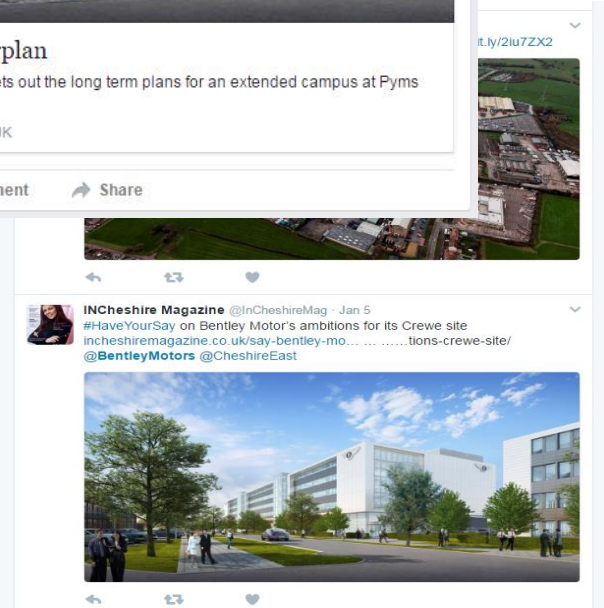
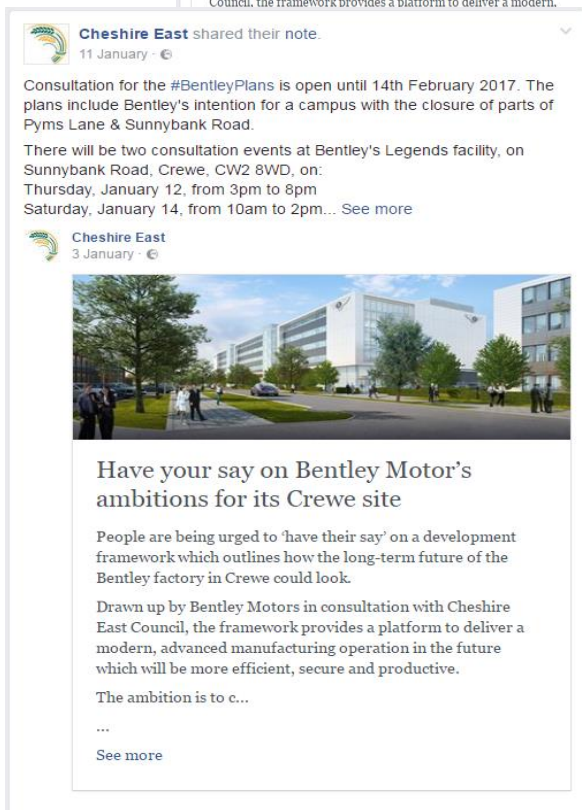
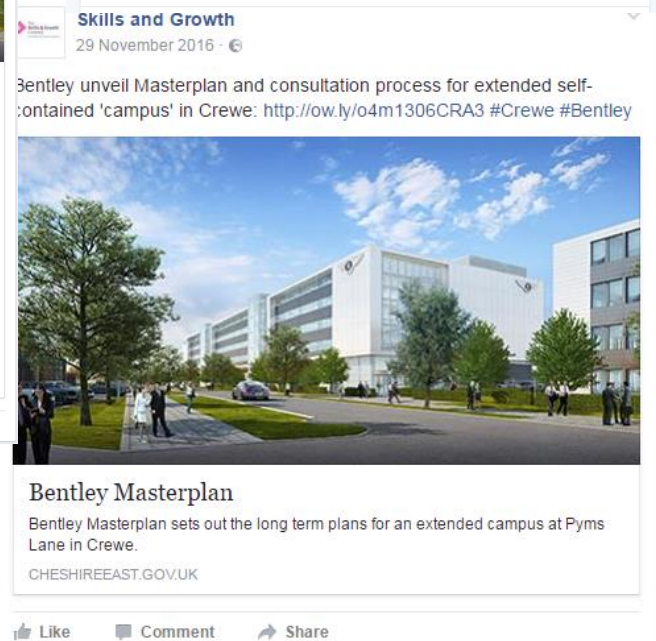
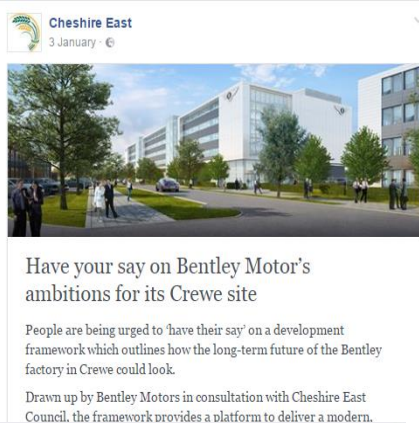
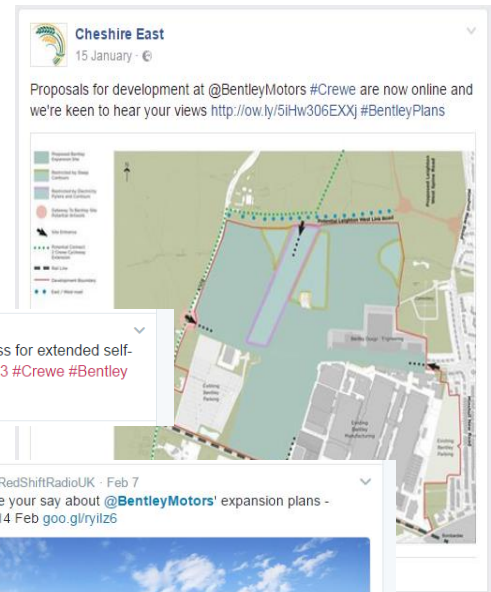
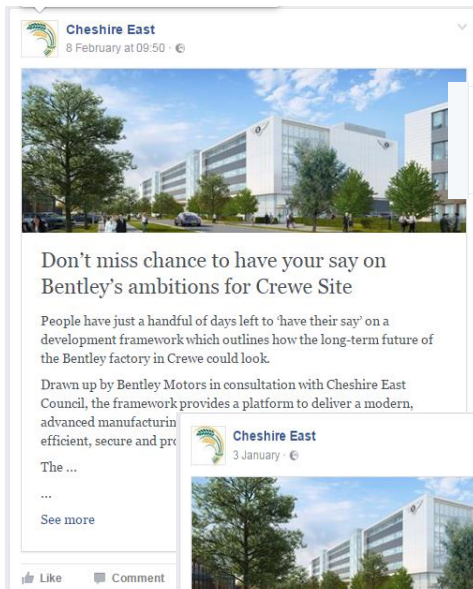
**Your confidentiality is assured:** Any personal information you supply will remain strictly confidential and will be held and used in line with the Data Protection Act 1998. The information you provide will only be used to analyse results to this consultation and inform decision making. We will not pass on your personal information to other departments within the council, or to any other third parties, without your prior consent.

<b>1. If you are responding on behalf of a group, organisation or club please state the name and postcode in the box below (you do not need to complete the rest of the "About you" section):</b> <i>Please write in below</i>		
Name of group, organisation or club:		
Postcode:		
<b>2. How are you responding to this consultation? As a... Please tick all that apply</b>		
Local business owner or small trader <input type="checkbox"/>	Local resident <input type="checkbox"/>	Other (please write in below)
<b>3. What is your postcode?</b> Please fill this in clearly and accurately, it will help us to understand the individual needs of different areas. <i>Please write in</i>		

Thank you for completing this survey. Please return to C/O Bentley Masterplan, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ or place in ballot box, by **Tuesday February 14, 2017**. If you require a copy in larger print please contact the council's customer services on 0300 123 5001. Alternatively please complete the survey online at:  
[www.cheshireeast.gov.uk/bentleymasterplan](http://www.cheshireeast.gov.uk/bentleymasterplan)

## APPENDIX 3

### SOCIAL MEDIA EXAMPLES



## APPENDIX 4

### KEY QUESTIONS ANSWERED

#### **What is the Masterplan?**

The development framework provides a platform for Bentley to deliver a more efficient, secure, productive and modern manufacturing facility which can grow and expand in line with the company's aspirations. It represents a long-term vision for what the Pyms Lane site could look like in the future.

#### **Why have Bentley Motors produced a development framework?**

It presents a possible future vision for Bentley Motors, which allows the company to understand and consult on any issues relating to it. It also provides the basis for future planning applications.

#### **What are we being consulted on?**

Bentley Motors and Cheshire East Council are keen to hear your views on the future vision for the Bentley site. In particular, we are keen to hear your views on the potential closure of parts of Pyms Lane and Sunnybank Road. A questionnaire will be available when the consultation starts in January and all representations will be taken into consideration.

#### **Will the development framework form part of the Local Plan?**

No. However, when the masterplan has been finalised it will be used as a material consideration, when Cheshire East Council determines planning applications that are made on the site.

#### **Does the development framework result in the closure of Pyms Lane and Sunnybank Road opposite Bentley?**

The development framework will not result in the closure of the roads at this stage – any closure of the road would require a separate process such as a planning application or a Stopping up Order. However, the framework demonstrates the intention to create a larger campus for Bentley Motors which would require the closure of parts of Pyms Lane and Sunnybank Road.

#### **What parts of Pyms Lane and Sunnybank Road are proposed to be within the campus?**

Pyms Lane, to the west of the existing houses up to the household waste and recycling site at Middlewich Road. All existing houses on Pyms Lane will be able to access their property from Pyms Lane via the Minshull New Road / Badger Avenue roundabout. Sunnybank Road will be closed to the north of the current railway bridge and will also be included within the Campus.

#### **Will any of the houses on Pyms Lane or Ashbank Place be affected?**

Residential houses are outside of the proposed Bentley campus.

#### **Will the future road closures of parts of Pyms Lane and Sunnybank Road put pressure on existing roads?**

Traffic modelling has been undertaken by Cheshire East Council to examine the implications on the local highway network of a future closure of Pyms Lane and Sunnybank Road. It shows that there may be a need to strengthen some junctions and make minor highway improvements to certain routes – these

are identified in the framework. Highway mitigation opportunities at the junctions and links identified as hotspots by Cheshire East Council would be carried out following a planning application proposing the closure of the roads.

**Why are there no road improvements identified for the northern end of Minshull New Road?**

The traffic modelling has taken into account the proposed new 'Leighton spine road' that is planned and will be delivered by the Leighton West site to the north of Bentley. The spine road will provide a link from Minshull New Road to the A530 Middlewich road and Flowers Lane and provide access to Leighton Hospital from Smithy Lane. This site is not yet the subject of any planning applications but it is included within the Cheshire East Local Plan Strategy, as a Strategic Site.

**Have you consulted with the emergency services about closing these roads?**

Yes, the police, fire and ambulance services have been consulted and their needs and views will be taken into account before any final decision is made.

**Will we still be able to access the Girl Guide HQ and Scout hut?**

Yes, there will still be access to the Girl Guide HQ and Scout hut from the east.

**Will the closure of these roads impact on future housing development in the area?**

The development of new housing locally would require additional roads to be built. This would include the proposed north/south 'Leighton spine road' in the Leighton West site to the north of Bentley Motors and a potentially east/west link road between the A530 Middlewich Road and the 'Leighton spine road'.

**Is the household waste and recycling centre going to close as a result of the development framework?**

No, this is an important facility for Crewe. The council's household waste recycling centre at Pym's Lane lies within the long-term ambition for the Bentley campus. However, there are no plans to close this centre and any future change to the facility would have to be consistent with the household waste and recycling requirements of Crewe – and would require a future approval.

**Will there be any replacement public green space as part of future development?**

None of the areas identified are currently open public greenspace. However, any future planning permission could have a requirement for open space.

**What will happen to the Bentley Legends sports facility?**

There is a possibility that this may close over the longer term, however all decisions will need to be made with relevant stakeholders.

**How can I comment?** A questionnaire is available on the website for you to express your views.

[www.cheshireeast.gov.uk/bentleymasterplan](http://www.cheshireeast.gov.uk/bentleymasterplan)

**What will happen once the consultation period finishes?** The results of the consultation will be collated into a report which will be available on the Cheshire East Website. The report and the Masterplan (revised as necessary) will then be taken back to Cabinet for approval.

## APPENDIX 5

### FULL LIST OF CONSULTATION COMMENTS WITH RESPONSES

<b>Bus Routes</b>
<b>Representations Received</b>
The route should be connected for buses through, and pedestrian and cycle access should be maintained through the site
Consideration needs to be given to the bus service 78 which currently serves Pyms Lane and Sunnybank Road - the closure of these roads would lead to some areas losing access to this bus stop which provides important connections to Leighton Hospital, and to schools in Nantwich, Sandbach and Alsager.
To much traffic on Minshall New Road now. Bus route to Nantwich will have to change
Older residents were particularly concerned about the loss of the 78 bus which takes them to the hospital. This bus uses Sunnybank Road and Pyms Lane to access the hospital site. Any re-routing of this bus will make it less accessible to the residents of this area, many of whom are older and do not drive. Parents are also concerned about where school buses will be re-routed. Pupils from this area have to travel to The Oaks Academy which is their designated Secondary school. The bus currently uses Sunnybank Road and then goes on to Pyms Lane.
Also what will happen to the 78 bus service which allows residents of Marshfield estate to get to the hospital etc. easily.
Existing bus routes from the Marshfield estate would not be able to use Sunnybank Road where there are a number of elderly people who rely on this service for their everyday needs and also for access to Leighton Hospital
That alternative provision is made for ambulances travelling to the hospital and for the number 78 bus route which follows Sunnybank Road and links the estate to Leighton Hospital;
<b>Response</b>
The bus services have been contacted as part of this consultation, as have the Transport Solution Services. While any route amendments will need to be considered in conjunction with a detailed planning application it is considered in principle that the bus routes can be amended to ensure that connectivity between the Marshfield Estate and Leighton Hospital remains in place.
<b>Changes to masterplan required</b>
No changes proposed as this is a service provision issue.
<b>Potential Actions</b>
Consulted with TSS over alternative routes that would be available. Will be reviewed in detail in relation to any planning application that is put forward to close the roads but in principle a bus service linking the Marshfield Estate with Leighton Hospital could be maintained.
<b>Cemetery</b>
<b>Representations Received</b>
Concern over access to the Bentley site through a gate at the back of the Cemetery.



Lastly, there is a concern about the use of the cemetery and maintaining its sanctity. The artist's impression drawings, that suggested the closure of Pym Lane and Sunnybank Road, show a road at the rear of the newly built office block which appears to enter the site from a road through the cemetery. The Masterplan shows a planned relief road but this does not seem to match the road on the artist's impression. This concern has been compounded by surveyors who were surveying for the proposed new building for Bentley. Comments too from grave diggers about future uses of the rear of the cemetery e.g a lake, have made residents even more fearful. Residents have loved ones buried there and want to know that it will be respected and not become part of the Bentley plant or have an access road through it.

#### **Response**

The sanctity of the Cemetery is very important to the people of Crewe, the Council and Bentley Motors. The Masterplan does not directly affect the Cemetery site nor propose access to the site in this location, and the Council will have regard to the sanctity if this site in determining any future planning application. Bentley have not and have no intention of using the cemetery as an access route to the site.

#### **Changes to masterplan required**

No changes proposed as this is a service provision issue.

#### **Potential Actions**

Concerns regarding the interaction of the cemetery and Bentley Motors site have been passed to Bentley Motors and relevant Council Officers.

### **Car Parking**

#### **Representations Received**

Bentley staff also do not utilise the car parks provided and park on the roads. This is unnecessary and frustrating, staff should be encouraged to park within the car parks provided. The major issue with creating a campus is the closing of the roads, and is this really necessary with out alternative provision?

Bentleys employees are already a nuisance to local residents, by hap hazadly parking where ever they want to.

1. Regarding the closure of Sunnybank Rd and Pymms Lane: I have work colleagues who live on the Sunnyband Rd estate, and am aware that Bentley staff park their cars on most roads on this estate, in order to make a 'quick getaway' after work finishes. This is understandable, but very unfair on the residents. All roads leading off Sunnybank Road should be made resident only parking and this should be strictly policed by traffic wardens or Bentley security staff so it is adhered to.

Parking for residents only down Hulme Street and Minshull New Road.

Car parking problems with Bentley workers parking on local roads because it takes to long to get of Bentley car parks. Bentley should be trying to get the respect of locals back and not nailing the final nail in the coffin.

Something needs to be done about employees speeding and parking in Minshull New Road and surrounding areas.

Try to persuade Bentley to fund an extra car park at the hospital.

If sunny bank rd. We're to close it would be a slight inconvenience, but one i would gladly put up with for the future development of Bentley. My concern would be that if a pedestrian access was provided for Bentley employees I and my neighbors have no doubt that our estate would become a CAR PARK! I hope that this would be considered in the future development of Bentley.

If Sunnybank bridge is closed will it still be open for Bentley employees? If it is we can see that all of the roads to the south on the housing estates will be used as a car park for Bentley employees and as a house owner on Primrose Hill this is our main concern.

Major concern is for gated area/Minshull New Road/Badger/Pym Lane HGV parking at gated area if access allowed. Parking of private vehicles workers or reps at access gate. If permits for residents could be discussed.

Concerns about double yellow lines in front of guide hall, at present we're able to use Bentley car park by side of hall - How that applies if road closed.
Although not within the Bentley planning area, I am a guide leader at the Headquarters at the edge of the planning perimeter. Will we still have access and be allowed to park in the car park at the front of Bentley to the side of the electricity station?
If the Sunnybank Road access is closed to car traffic and only have Bentley pedestrians/cycle access then we feel as residents that your staff will park, as they do now, in our residential streets especially Halton Drive, in order to get home quicker at the end of their shifts. If this is the case then we as residents would ask the council to mark the surrounding roads eg Sunnybank Road, Halton Drive, Merrills Ave etc as 'residential parking only' to deter this. Minshull New Road is a nightmare now so it would be much worse due to these closures and hopefully you have taken this into account and have plans to improve the top end near West Street
Current householders are presently plagued by Bentley employees using side streets both as short cuts to the main roads and parking facilities, yet can at least use this road. The closure of it will take away the privilege yet still sill leave the problem; by allowing staff to use the roads, but NOT the public
Bentley campus does not mean Bentley estate. The residents of this area do not belong to the company and did not and do not choose or want to live within the campus. These are our houses and lives and we must be respected. If a Bentley campus is to be created it must contain the Bentley problems. As residents of the surrounding areas we face daily and constant disrespect from Bentley factory workers who do not understand that these are our homes, not their place of work. I.e on multiple occasions we have asked Bentley staff to not park their cars across our streets in front of elderly and disabled residents and we have been firmly told to 'f#%ck off'. There needs to be a mutual respect between the Bentley factory and the neighbourhood if they are to continue to build across our homes.
I live on Minshull new road and the attitude from Bentley motors is awful to us local residents the congestion on the roads is a nightmare we have to plan going out around Bentley coming out otherwise we can't get out of drive , I drive the kids to their school which is on Danes bank avenue and if the road closures goes a head it will put extra miles on my journey which will then put up my insurance premium, and the emergency vehicles need that access as well it seems Bentley and cheshire east council just want to take from us and give nothing in return no : answer to parking no improvements to local area not a thought as most of who is for the closure don't actually live in crewe and it doesn't effect you. How would you like it if your child became sick and you couldn't get off the drive because a Bentley employee had parked over it and you had to ring school and tell them you were getting a taxi and your trying to get there as quick as possible and yes I'd rang Bentley for help and guess what not a thing was DONE !!!! And when employee returned later that day he gave nothing but verbal abuse to myself so how are you going to act about this !!!!!
im a resident of sunnybank road near the bridge they will be closing off my partner has to park her car on the roads as there is no driveway at ours closing the road will cause a lot of issues with residents who park on the road as bentleys will use our road to park on also
They do not need to shut roads i live on minshull new road it is a night mare with traffic you get Bentley workers parking on the road they race down here when they finish work
I am concerned that if Pyms Lane is closed off to traffic at its Badger Avenue end that Bentley employees will use Minshull New Road as a car park. Perhaps you could make it residents only parking. I know an option could be double yellow lines but I feel this would be unfair on the residents of Minshull New Road.
as im a resident of sunnybank road by where the bridge is i have heard ythey will be closing it off and where my house is i do not have a driveway so have to park on the road and if bentleys close this off it will 100 percent affect us .
Concern over parking by Bentley staff around Minshull New Road.
Turning to roads running north-south, Minshull New Road between Pyms Lane and West Street is really a single lane road with large numbers of parked cars. Even buses have had to reverse to avoid gridlock. I have doubts about Bentley's offer to build a residents car park. Aside from residents many surrounding roads are used by Bentley's staff for parking. Both Bentleys and the police have admitted they are powerless to control this. Whether residents would use the off-road parking is open to conjecture and it could not be enforced.
<b>Response</b>
Thank you for bringing these concerns to our attention, car parking is provided for Bentley employees on site and this will be emphasised to employees, considerations on deterring employees from parking on residential streets will be considered as part of a highways strategy. Bentley is currently implementing a number of initiatives to alleviate any current parking issues. Recent initiatives implemented by Bentley to alleviate current parking issues include:

- Bentley staff patrolling streets to prevent staff parking.
- The installation of “residents parking only” signs on Ashbank Place to alleviate the problems in this area.
- In the case of company-leased cars, registration numbers are used to identify the driver and follow up action is taken to prevent reoccurrences.
- Over the last past two years Bentley has communicated to all colleagues that they must only park in Bentley car parks while at work. This has been carried out through manager briefings, emails to all users and notices on the company news screens located across site. The requirement for colleagues and contractors to park in Bentley car parks is included in the company induction for new starters.
- A Bentley Cycle to work scheme and new and improved cycle storage to incentivise and encourage sustainable travel.
- The implementation of an online car sharing system to encourage shared journeys.

#### **Changes to masterplan required**

Masterplan to be changed to include the Marshfield Estate into the Highways Mitigation measures area, and strengthen the approach to sustainable transport to reduce car parking.

#### **Potential Actions**

This will be determined through the Highways Strategy for any planning application. Bentley Motors to continue to engage staff on these issues.

### **Emergency**

#### **Representations Received**

I am also concerned with how the emergency services will be affected in terms of getting access to the surrounding estates, I have an elderly Mother that I look after, so need to be able to get to the hospital quickly if needed.

Huge concern about the amount of traffic that will now have to use Middlewich Road. If an ambulance/fire engine access was needed the present road couldn't cope as the road is too narrow.

Make sure Ambulances can get through on new roads

How is an ambulance supposed to get to hospital.

In addition I have concerns that an alternative route for ambulances will be reduced by closing these roads.

3. Ambulance and Fire services. The closure will also mean that these services could need to travel further to get onto the Estate. Having needed the assistance of the 999 Ambulance Service twice in the past 18 months, we have always travelled down Marshfield Avenue and out on to Sunny Bank Road to go to Leighton. Middlewich Road in an evening is chaos already, in both directions. Getting off the Estate and anyone wishing to go to Nantwich have to sit in traffic and wait ages, and those going in the other direction once Leighton Hospital Staff finish is a nightmare. I try and plan my days around the arrival and departure of the traffic, which isn't ideal.

This is before emergency service access is considered from Leighton Hospital and how the changes to the road network will impact on response times.

Also what happens to the emergency vehicles as if there is an accident on Middlewich road, someone will die!!!! as the other route down Minshull Road is a nightmare too as only one car at a time can get down there .

Very concerned about restricting emergency vehicles route to hospital and the increased length of most journeys from my home.

emergency vehicles would be held up.

If this plan is passed not only is bentleys, but cheshire east are putting lives at risk, As neather betleys or cheshire east have explained how the emergency. ambulances are going to get from there station at badger ave to middlewich road and quickly to nantwich, without them having to go down west st, its silly idea there is far more to crewe then bentleys, and there are far more to crewe like nantwich so it about time you thought about them folk and the Disruption that closing pyms lane would bring,,,,,,

No to proposed closing of any public highways or the Pyms Lane recycling center. On the grounds of limiting access to Leighton Hospital from our postcode area&limiting access for emergency services to and from our postcode area.

An unfortunate fact is that to date we have failed to see any of the (three) S.106 improvements as a result of the Parkers Road housing development being granted and this is impacting on 'blue light' access and egress from our Leighton Hospital site, at certain times of the day.

Residents are rightly concerned about the closure in terms of the saving of lives. They fear ambulances, which currently use the road to travel to Leighton Hospital, will lose valuable time and lives may be lost. The closure of the roads will mean emergency vehicles will have to use less direct routes. Bentley have consulted with the emergency services but have not disclosed the results of that consultation. Anecdotal evidence from the meeting would suggest that the closure of these roads would add time to the response time for emergency vehicles. This is a concern to all residents of Crewe, not just those in the immediate area.

It will cause too much inconvenience to the local community, ie causing serious disruption for ambulances, having to take an alternative route to & from the hospital in an emergency & also fire engines. Sunnysbank road is the only exit to the north of this Estate so a lot of inconvenience & time,more expense for them to access this side of Crewe.

Strongly support the development with the proviso that adequate alternative road improvements are made which both ease existing traffic congestion and prevent future congestion resulting from road closures.

Additionally there needs to be provision to ensure "blue light" services, especially Ambulances to the hospital are not disadvantaged by the road closures. Improvements ro exisiting roads need to be implemented before any road closures.

2. Emergency vehicles would have less options for accessing Crewe and would therefore result in a less efficient way of dealing with emergencies.

#### **Response**

The emergency services have been consulted as part of this consultation, your comments have been duly noted and dialogue will continue as part of any preparations for a full planning application.

#### **Changes to masterplan required**

None

#### **Potential Actions**

No further actions required

### **Future**

#### **Representations Received**

My only concern is the current political climate and fear that Ill concieved policy & changes (Brexit) pandering to the demands of the the few may alienate foreign investment and talent required to make this happen for the area.

Whilst I support the development of a major employer in Crewe I am worried that Cheshire East is becoming too dependent on this one operation. It was not that long ago that there was talk of the new 4x4 being built outside the UK. Thus I am concerned that the ambitions of this company, that may have to change if, for example if Maserati or Aston Martin start to become more appealing to the Bentley buyer, are being put ahead of local needs.

Whilst I appreciate that Bentley Motors will provide jobs in the short term, it concerns me that when we go through another recession they will lay off all temporary or contract workers because people watching the finances do not buy luxury cars. I hear they are currently using a practice of contract/temp workers and not employing permanent staff which leads credence to this concern.

In particular I am interested in the proposal to establish a Museum. Cheshire Archives (Cheshire East/Cheshire West and Chester Council service) is developing proposals to establish a new history centre in Crewe town centre (HLF bid Autumn/Winter 2017) and any proposal which complements this is to be welcomed. The history centre is to be the home for engineering/manufacturing archives from the Crewe area and seeks to bring this core part of the story of the town to life and engage a wide range of residents. The proposal would also seek to develop innovative digital means of engaging with this history and a complementary development would be the opportunity to seek synergies and really push the history of the company and of the area to local people and people further afield.

I attended on of the drop in sessions and found the following. I tend to object due the my comments below:-

2 I believe that Bentley will now be the survival and development of Crewe as there is very little else here any more in the area of manufacture, Once Bombarde go, as it will as it is reducing on a regular basis. Bentley will be the main employer in the area.

#### **Response**

The Council is working hard with stakeholders from across Crewe to ensure a sustainable future for all businesses and communities. We will also be sending this report to the Portfolio Holder and local MP.

#### **Changes to masterplan required**

None

#### **Potential Actions**

No further actions required

### **Geothermal**

#### **Representations Received**

How does this fit with the Geothermal energy initiative that was announced a little while ago. They appear to occupy the same site?

#### **Response**

The Council is pursuing ambitions for geothermal energy, however the location has not been determined and will be subject to a future planning approvals.

#### **Changes to masterplan required**

None

#### **Potential Actions**

No further actions required

### **Highways**

#### **Representations Received**

Very cleverly worded questions to up positive answers in the survey? Grow by all means but do not cause more traffic and longer journey times for everyone to satisfy your own greed (not need)



Closure of two access roads to the city will be increased car traffic on other roads Crewe have at the moment is congested, we can not drive at normal condition in the city A factory you would be built outside the city
Sunny bank road and pyms lane closure is not acceptable. This application should not be accepted
I understand the importance of Bentley Motors to the area from a growth and job security perspective, however, I do not think that the repercussions of closing public roads has been carefully thought about or understood. The traffic around Bentley and the hospital is horrific at certain times of the day and so cutting the choice of journey will only impact on this. I am not sure if the proposed road closures would include closure to emergency vehicles but if it does I honestly think this could be detrimental to health and safety for people living in and around the area. There does not appear to be much to be gained for anybody except Bentley.
Due to the planned proposals for closing Sunnybank road and part of Pyms Lane, what other alternatives are there for private vehicles, public transport and pedestrians to gain access once these closures are in place? How will this effect the residents along Pyms lane and what access to the local amenity tip would be in place. Has the amount of disruption in traffic flow been considered once the two mentioned roads are closed. Has the option of another road to be built along where the brook currently runs, to link up Minshull New Road and Middlewich road been considered? This would also give access to the amenity tip. If the closures go ahead, are local residents going to be compensated for the upheaval?
Why propose to close two important roads in Crewe?
I have grave concerns about the closure of Sunnybank Road and Pyms Lane; this will impact on access to that part of town. It will mean increased traffic and a longer journey on other busy roads in Crewe. Roads such as Minshull New Road already has access and parking issues and the proposed closure of the two roads will impact greatly.
Any growth in personnel at Bentley will totally log-jam the already congested roads in the area when Bentley employees leave work at the end of their working day.
Surely this will increase the traffic on Minshull New Road, which is already bad enough! People visiting the houses there cannot park now.
I have grave concerns re: Sunny bank road being closed to public as I travel this way to work everyday, the round about by the Beef eater already gets very congested at peak times and now that there will be no other alternative route for me, I will have to come that way. Getting out of work to get to my daughters after school for 5.45 is already an absolute nightmare and with more traffic now having to use middlewich road, this is going to be horrendous. Also, with the works Network Rail has planned aswell along middlewich road God only knows I we are going to be able to get to work on time. Minshull New road is not an option as this is also, very congested with cars double parked all along this road. Why are Bentley being allowed to take over a public road?.
I run a local business with in the area of Bentley. We like them need a strategic plan . It seems that the disruption to traffic on the West side of the Town to accommodate the expansion of Bentley Motors a Globalised company has little consideration for existing businesses or residents. The consultation and Master plan are effectively a PR exercise , with the development already rubber stamped. The increase in traffic on the A532 with the probable parking restrictions will have a direct effect on residents and other businesses in the area. I employ people pay corporation tax like Bentley. The building of a new link road between the A530 and Minshull New Road in 2032 ? will only exacerbate congestion on this mainly residential road.
Pyms Lane and all roads surrounding it need to be kept open to the public as they form part of the main route to the hospital for those living round the Gainsborough Road area, when either Middlewich Road or the A532 are blocked for some reason.
Our objection to this development is that there will be increasing traffic from Bentley. We live in Badger Avenue and are quite often trapped in our cars by the volume of traffic not allowing us to get out of our cars. There is frequently damage to cars by the pushing through of traffic and we feel things are going to get worse. We have concerns to pedestrians especially children and special need. I have tried to find out what extra problems this will create
They couldn't of picked a worse time with all the major structural work on the surrounding train bridges and this clearly hasn't been thought out by the Council. But this is clearly pointless as the Council clearly have made up their minds to disregard the local say, you can tell this by the way they have worded things on the website and many people who have spoken about it, have bought up the subject 'how much money is the council getting out of this?!'
Just mindful of traffic and rush hour congestion due to road closures, its bad enough!

I am strongly all for Betley Motors to expand but after reading through all the current documents available regarding "The Masterplan", I do not see anywhere any mention of the detrimental effects on the surrounding local residents who everyday already have to endure the mayhem caused by the massive volume on traffic of workers vehicles and HGV's negotiating the narrow residential road network surrounding the site & main highways. There have so many Road Traffic incidents, many including children from the local schools, on the residential road network with 95% of them as a result of traffic from the current Bentley Motors Site. The proposed closure of Pyms Lane & Sunnybank Road will undoubtedly cause EVEN MORE chaos for all the local residents surrounding the site, building a new link road we do nothing to alleviate the problem just make it 100 times worse, so with this in mind I STRONGLY OBJECT to the proposed "MasterPlan".
I am very concerned as to how this will affect Minshull new road from the Bentley roundabout to west street this road is already very congested and closing off pyms lane is only going to make it worse.
There is a distinct lack of ambition regarding highway development and improvement to support the Bentley plans. The closure of Sunnybank Road to the north of the railway will lead to significant increases of traffic along Minshull New Road. The junction of Sunnybank Road and West Street is adequate, but that for Minshull New Road is extremely restricted as is the width of West Street at this point. Council should consider by-passing Minshull New Road between West Street and Badger avenue, there is land available to do this, and low value commercial premises at either end could be purchased to allow junctions to be built.
The thing what concerns me is how much more traffic it will create down Badger Ave, I live near the traffic lights that cross Underwood Lane and I have seen wagons mounting the pavement to get pass parked cars and on coming traffic, it's a wonder there hasn't been an accident befor now. Hope there is going to be some sort of way to solve the problem and not create another one
Traffic increase around the sounding areas especially down my road. I don't care what Bentley or the council survey says on the local road infrastructure, there will be a major increase in traffic, as there has already been an increase since the new development of the new show room & offices. I already have trouble as it is getting back and to from work (Leighton Hospital) with the ever increasing traffic, not just cars but also their artic lorries who block up the road and pull out on other cars with no regards to those other road users safety and that can also apply to the staff! It is the most direct route to the main road that links us to the surrounding towns, not just for locals but also emergency services.
I have no objection to the growth of Bentley, my objection is to the proposed permanent closure to Sunnybank Road and Pyms Lane. I am a local resident, and I live a few minutes from Bentley, so Sunnybank Road and Pyms Lane are my main route to work at Leighton Hospital. I believe that the closure will create unnecessary traffic along the other routes to the hospital, especially with the Minshull New Road route going passed the school, which at busy times can be incredibly difficult to get through
The Middlewich Road route gets very busy, and this will increase journey times for anyone who works at Leighton
You are ruining the infrastructure of Crewe, your job is to make it better.
Pym's Lane is a main route out of Crewe, closing it will force traffic down less suitable roads. Bentley could move their carpark to the old councio depot and expand sideways towards their new showroom instead.
Middlewich Road is already bottle necked and now Bentley want to take out the alternative routes. Really!!!! Getting out of Leighton Hospital is already an absolute nightmare and these proposals will just make it 100% worse, and that it without taking into account all the other traffic using that road. Just because Bentley employs a lot of people does not give them the right to make everyone's life hell and cannot believe that the Council would even consider such a proposal. They do not need to make it a "Bentley zone" in order to expand. This also does not take into account any further housing developments that may pop up in Crewe. Put the money into supporting the bridge instead. Crewe is about everyone, not just those with money.
I am concerned about the traffic in and around the surrounding area, particularly access from and too Middlewich Road from estates along the North End of Minshull New Road. Plans to put in a new road to the north of the site only gives similar access as is currently provided by Pyms Lane, but the new site will rapidly increase the amount of traffic in that area, including a likely hood of more traffic passing Leighton Academy which is already a hotspot area in the morning and mid afternoon. It would also mean that the route past the school would become the primary route for the ambulance service and could cause even more congestion in the area.

In particular the closure of parts of Pyms Lane and Sunnybank Road to the public will affect those going from Leighton via the Crewe Greenway to Nantwich via foot or cycle. A way needs to be found to allow such foot and cycle traffic to continue
Closure of Pyms Lane and Sunny Bank Road to general traffic will cause major congestion along Minsull New Road from the Badger Avenue roundabout to West Street. This road is already too narrow for existing traffic flows and would be the only alternative for traffic wishing to get to the Northern end of West Street from Leighton. The large number of new houses on Parkers road will only serve to exacerbate this problem. Flowers Lane & Smithy Road roundabout is also extremely busy and queues from the A530 all the way down to the roundabout are common in the evening. A major road improvement for the whole area is essential.
Closing Pyms lane will force traffic for nantwich etc onto the already very busy West St or Bradfield Rd not a good idea ! Why not divert Pyms Lane around the proposed campus ?.
Local residents and schools regularly discuss the risks to their children by the sheer volumes of traffic and emergency vehicles in the vicinity of the Bentley site, drive aggressively and far too fast especially on Minshull New road, middlewich road and surrounding side roads. This expansion combined with the rapid increase in new housing development will put pedestrians and cyclist at greater risk and cause traffic chaos. The area is already choked with vehicles and pollution at peak times, (8am - 9.30am and again between 3pm and 6pm) this is exasperated by the fact that the schools and Bentley all start and finish at similar times. The road closures will also put cyclists and pedestrians at risk as there is no safe alternative route around the proposed site.
The roads in this area are heavily congested and close these two roads is bordering on insanity.
Closing of a road in Crewe will create a nightmare. This can be seen every time any road maintenance is carried out.
I commute to Leighton Hopsital by bicycle from Wistaston. The increase in traffic around Bentley has made this feel much more hazardous in recent years, and my concern is the new campus will make this situation worse.
The closing of Pyms Lane to public traffic will greatly inconvenience us and people living to the east of the factory.This is our main route out of the town and we use it several times a week. The other 2 main roads out of the north and west of Crewe are already busy ( West Street and Bradfield Road ) and Minshull New Road is always double-parked and therefore difficult to negotiate plus the school traffic on the northern end creates congestion. We are pleased Bentley are doing so well but another solution should be found.Please do not close Pyms Lane.
our only concern is the problem with more traffic on the existing middlewich road. This road is like a car park at some times of the day now and at other times it is almost impossible to get out of your drive because of the heavy traffic.
I would object to any plan that would mean an increase of traffic flow onto the middlewich road which already has an impact on my journey time into the hospital at Leighton. Any significant increase would mean me looking for work closer to home. I know this would impact the hospital as it struggles to find workers to fufill a number of positions.
I work as a community nurse in Crewe. By closing Pyms Lane this will cause increased conjection flowers lane, minshull new road and past Leighton Academy primary school. Traffic around these areas is already extreamly heavy at rush hour. Especially around school drop off times. This section of Minshull new road is often down to single lane due to parking issues in the area. Increased traffic will be dangerous and make an very congested area even more so. It will also make accessing the marshfield estate difficult, again traffic will need to go up minshull new road - again often a single pass road. Emergency access for emergency vehicles will be severley restricted and it will make an already very congested section of crewe worse, especially with all the new developments. Closing pyms lane to through traffic is a disaster waiting to happen, all the traffic that now uses this route will be diverted down flowers lane, mishull new road.
Fully supportive. However If a link road from A530 connecting the the prosposed Leighton Spine is approved and Bentley have the proposed access point on to the link road, it would mean traffic leaving Bentleys via the link road and then traveling along Minshull New Road , itwould mean there would still be a traffic problem on Minshull Rew Road and would also contibute towards the blocking the access points to leighton Hospital on Smithy Lane. I would therefore suggest that traffic leaving the Bentley campus via the link road is prohibited from turning right onto the link and that all Bentley traffic exiting the site from this access point, should only be allowed to turn left up to the A350 Middlewich Road.
How do we as residents of marshfield est.access badger ave/also refuse centre with out going on to a major road for a short trip. Also buses to Leighton hospital..also do you intend to

gate sunny bank road bridge for workers in cars to access the new campus or is to be closed to all traffic.
Strongly against the closure of Sunny Bank Road, but if road is closed it needs to be closed, it needs to be closed to all motor vehicles, all access. It would be totally unfair for everyone else having to go long way round, only for Bentley people to use it at night and morning. Residents on Bilton Way Estate are sick and fed up of Bentley works cutting through estate at high speeds.
If Pym's Lane is closed all, traffic from Bentley side of town ends up going up Minshull New Road and at beginning and end of school day it is already grid locked by parents dropping and picking kids up.
We need clarity on just where all the entrances to the site will. To reduce congestion, off road parking on Minshull New Road, West Street half, West side, behind the houses. Otherwise permit parking should be introduced due to the number of shift start/finish times, the area could be continually congested.
To much traffic already on Minshull Road, Look at the bus route to Nantwich
As a local home owner I am worried about the increased traffic with the closing of Pym's Lane which will affect Minshull New Road and the response times for the emergency services.
The East West scenario of traffic at peak times is horrendous. 1 single west east from Rolls Ave is not sufficient due to extra staff now working on site combined with the new proposed housing. Leighton Academy school is already a bottle neck all this needs very careful consideration and not Bentley saying jump and the Council saying how high.
What will the traffic be like along West St at the moment it is horrendous will this make it worse
Traffic! Traffic! Traffic! If roads close
Consideration of the traffic implications along West Street, due to residents and the Church of St Barnabas holding funerals. Parking for West Street, Minshull New Road and Badger Avenue residents only. Access for the emergency services during peak periods.
I object to the road being blocked off on Sunnybank Rd which will allow access for Bentley Staff making Bilton Way and surrounding streets a rat run and I fear even worse than what we have to put up with now.
As I live in Pym's Lane, stopping through traffic would be a benefit to me. However, I cannot see how the present volume of traffic will fit into this plan. Traffic now using Sunnybank Road would be forced down Minshull New Road, which is narrower, clogged with parked cars, and has a difficult exit into West Street. Traffic coming South along Middlewich Road would have to use Flowers Lane or the road opposite Minshull nurseries, both of which are narrow and would not cope. Traffic coming North from Nantwich would go along West Street and up Minshull New Road, or Frank Webb Avenue, also causing major congestion. You seem to be relying on the nebulous designs for the Leighton West spine road and the West-to-East link road. These are part of the proposed housing development(s) to the North of the cemetery, and there is little sign of them starting. Until traffic flow is sorted, the 'Master plan' is unrealistic. I haven't even mentioned the buses.
Your wording is very clever - people do not object to growth and training - they object to the traffic disruption and utter chaos this will cause. Traffic by Leighton Hospital is bad enough and will get worse if they close off roads
As a local resident of Farmleigh Drive. There is already a great amount of traffic on Minshall new road you can't get passed the school now. Traffic at busy times tails back to Farmleigh Drive. I've not against the roads being shut, only that the new relief road should be open first. I also feel Bentley should be the main contributor, as a council tax payer I don't think my money should subsidise them.
I am also against the closing of Pym's Lane and Sunnybank Road because it provides a major route through from the Ruskin Road and surrounding area to Leighton Hospital which is vital when there are blockages on the Middlewich Road. We need these roads to stay open to get traffic out of the way of emergency vehicles, road works etc.

Issues with accessibility for local people who are not involved with Bentley. It has not been proposed where the traffic for the waste site will go or whether the waste site is to be relocated. At peak times Middlewich road can be very congested and access onto it from West street can be a problem This proposal would direct more traffic onto the roundabout at the junction of West street and Middlewich road or down Minshull New Road which is already very congested. In the plan it recognises that bridge works are to be carried out in Summer 2017 on the bridge on Middlewich. Access via Sunnybank Road and Pym's Lane allows traffic to avoid that stretch of road. I regularly use this route at rush hour in the mornings and evenings for my journey to work in Middlewich and feel that my journey time is likely to be increased by the proposals.
It's an excellent concept for the continued growth of Bentley and also crewe but I object to proposed closure of pym's lane and also sunny bank road. For me and my family they are key routes to work and also visit family. The proposed closure would cause a major inconvenience and cost to our daily life.
I do not think they should close major roads to public and emergency services to create a campus for Bentley. These roads are used for people and local residents to travel to the hospital and work in as quick as time as possible there are already enough strain on our roads without this. I and alot of people I speak to think the council need to take a stand against Bentley, we feel every time Bentley want to do something you just think about money!! no consideration to us.If you do close the roads off then that should mean Bentley workers dont go through, the residents already have had enough of Bentley workers speeding along Sunnybank and cutting through a residential estate- using mobile phones, no seatbelt, impatient if a resident is trying to go into their drive or reverse out. so if you think you can allow Bentley access then you will make alot of people very very angry. There are lots of other reasons which Im sure other people have raised, Bentley seem to be telling you not asking you. No one has been given a letter from the council or Bentley to tell them about this proposal which I am not happy about nor arte others.
General concerns on the surrounding area road infrastructure, lack of safer routes to travel for employees eg. cycle and walking pathways,more traffic light controls on main roundabouts,widening of A530 as this will be the main supply route to the factory, lead in roads from north and west should have red route status for easier flow of people and vehicles.
Crewe council has failed to invest in any new roads in this area despite all the house building on West Street ,Leighton Park, Parkers Road , and the Crosskeys development. Minshull New Road and Badger Avenue are already a mess when Bentley vacate leading to the 4000+ Bentley employees speeding through rat runs to get away as fast as they can. So how can you propose to close roads when these routes are already inadequate!
Response to Bentley draft framework & masterplan. I want Bentley Motors to stay in Crewe the largest employer we have in this area needs to grow for future jobs and prosperity. Having said that when I attend the consultation event its seems the decision to close roads round the plant has already been taken, I feel my views and that of other residents need to be heard. I feel that if roads are to closed then Bentley and the Cheshire East Council need to increase the capacity of the remaining road network the duelling of the A530 and other road traffic improvements unless this work is carried out, the loss of a through route of Sunnybank Road and Pym's Lane will only lead to a far busier road traffic on to roads around the surrounding area particularly at peak times.
The closure of roads that people rely on to get to work should be maintained or a scope of expansion should include expansion of the roads that get gridlocked at key times. This is specifically a problem on the middlewich road which would see an increase of traffic with the current proposals.
We object very strongly to the possible closure of Sunnybank Road and Pym's Lane. Both our partners are in the New cemetery, and this is the route I always use. The thought of having to use Minshull New Road from West Street horrifies me as it is already a nightmare trying to get down due to cars parked on both sides, some of which I am told belong to Bentley employees. The other alternative would be to use the new road further along Middlewich Road, which is already overcrowded with traffic which causes regular congestion problems, and when you build the further 400 houses you plan for in Flowers Lane it will be a nightmare. We live on West Street facing the community centre, if We come from Nantwich anything from 4-6pm it takes ages waiting to get into our road due to the traffic lights that have been installed.
With the closure of the bridge at Sunnybank Road and Pym's Lane, this will restrict access for both emergency services and local householders.



the closure of Pym's Lane and Sunnybank Road will cause traffic to increase in Coppenhall Lane which is already a problem at certain times of the day (trying to get out of Firbeck Gardens between 0800 hrs and 0900 hrs is a nightmare) The proposed development of 850 houses to the north of the Bentley site will result in a vast increase in traffic on Middlewich Road and the roads leading off it. What is being done to alleviate this?

After reading the reading the Master Plan document I am extremely concerned regarding the impact on Middlewich Road as more vehicles will be directed onto it with the closing of Sunnybank Road.

My major concern as a local resident is the traffic impact that closing a major road out of Crewe it will have and the impact on the roads in the vicinity. Before any land gets sold to a private company, then upgrades and improvements to the roads have to be made. Especially the mini-roundabout connecting Minshull New Road and Bradfield Road. That roundabout is already bad throughout peak times with cars queuing up all the way from the hospital and further back. Major improvements need to be made, and not only from a car's point of view. But also from a cyclist and a pedestrian's point of view.

What safeguards are in place to stop Bentley from buying more land in the future? They have already taken multiple fields off local residents and with no compensation or commitments to improve resident parking. The only reason they didn't have more of the back area to Minshull New Road is because one resident pointed out in their deed that they must have access to a horse and cart. Low and behold they changed their mind on that once they realised they were wrong. I am not opposed to Bentley wanting to expand and be successful. However the right actions needed to be taken so that the best outcome is achieved. From what it looks

like from an outsider is that Cheshire East allow Bentley to walk on over them with regards to what they want.

It is unfortunate that the factory is so close to the hospital (which in addition to patients and visitors is another major employer for the area) as anyone who has experienced the ordeal of commuting to or from the hospital when Bentley staff are finishing or starting their shift will know what a soul destroying a journey it is without closing an alternative route. Middlewich Road is a major thoroughfare and an accident black spot currently so the prospect of extra traffic being diverted to this route is quite alarming.

I do feel that the council should make use of section 106 and other relevant legislative tools to make sure that the development of the Bentley site benefits the wider Crewe population as the proposed site development will have a huge impact on the local road networks and combined with the proposed new housing developments and the expansion of primary academies in the area traffic congestion is likely to be a huge problem. With regards to traffic congestion in Crewe the proposed site is liable to force more traffic onto Remer street and Sydney road travelling from west to east across Crewe as well as putting southbound traffic onto Middlewich road - in the case of the latter it has had a large number of fatal accidents and work might have to be done to mitigate a further increase. With regards to Remer street and Sydney road two issues arise - firstly the increase in housing and the impact of pinch points such as the Sydney road rail bridge and the Crewe green roundabout, which is already over capacity, will impact and cause not only congestion (and an increase in pollution with a further fall in air quality) but create further rat runs in the local housing estates. I feel that the council needs to think again and review again the Crewe road network as it is barely functional as it stands and that it needs to be reviewed. I would also state that whilst Bentley provide 4000 jobs in Crewe and purport that 82 of their 700 suppliers (roughly just over 11 %) are local to Crewe I would have found it more transparent if they had revealed how much economic benefit value this accounts for in the local economy and that given Crewe's historic propensity to rely on a single large employer the council and its arms length agencies should perhaps also be looking at a diversification of the economy locally as a prudent long term measure so that the Crewe economy can perhaps better weather the variations of the business cycle.

I have no problem in wanting to create new opportunities but its outrageous closing roads because of it, the volume along Badger Avenue is horrendous as it is, Frank Webb/Badger junction needs traffic lights on it already never mind after this goes ahead, Frank Webb Avenue is like a rat run at the best of times so let's have some traffic calmer measures put into place first for local residents before Bentley try bringing more traffic to the west end of Crewe. People first, industry second

I believe the closing of Pym's Lane and Sunnybank will cause major congestion on the surrounding area, especially Minshull New Road. This road is already congested with parked cars during the day (Bentley employees who do not want to walk to the car park). Could there not be a trial period of one of these roads being closed to assess the impact on road users/residents.

Not happy about closure of Pym's Road as this provides an alternative route into Crewe from Middlewich Road especially at peak time to the Bradfield Road area. Where will traffic leaving Bentley campus go if it's closed off. How will residents living in that area access Middlewich Road without either heading to an already congested at peak time area on Bradfield Road and Leighton Hospital roads. Need to look at a thing infrastructure for local residents before closing it off.
The closing of roads that will be inside the new Bentley campus will cause major traffic issues for the area. As a resident who lives close to Bentley the roads are already clogged up with traffic. Minshall New Road in both directions will not be able to take the extra volume in traffic. One side has double parked cars and hence makes it so only one car can drive down the road at a time causing major traffic problems now and the other side has a Primary School so has a vast amount of traffic at peak times of the day.
I support growth for Bentley Motors but am unsure that closing off access to certain roads is the correct way to deliver this. It also appears no account has been taken of Bentley traffic turning on to Middlewich Road in the evening, which causes significant traffic congestion and would likely increase pressure with the campus road layout.
There is inadequate consideration for the already significant issues with traffic congestion caused by Bentley works traffic at night around Middlewich Road/Pym's Lane and the Middlewich Road/Coppenhall Lane roundabout. Existing exits from the Bentley site just after the Middlewich Road/Pym's Lane junction are inadequate and negatively impact on congestion. Road improvements to Middlewich Road are required to accommodate existing traffic, let alone more.
As a resident on Marshfield who uses Sunnybank Road and Pym's Lane on a daily basis closing this road will cause an inconvenience and will lead to even more congestion on Marshfield Bank roundabout! It's great to see a business grow but not at the expense of local residents
It will be destructive and stupid and dangerous. The roads around that area are not suitable for all the traffic that would suddenly start using them. Everyone would start 'cutting through' the housing estates and it would become very dangerous for the children going to school. Which councillor would want to stand up and take credit when the first child gets killed?? Form an orderly queue ladies and gentlemen!!!!
attended one of the meetings at Bentley our first thoughts were to support the proposal. map details regarding the new roads. were vague as to who would be responsible for building them. it all seems to be whether a new estate was to be built. and lack of knowledge as to which entrance staff would be using. it appears that West Street is to take the brunt of all traffic in the area when these roads are closed to the general public. .
I lived in Sunnybank Road for 20 years and I was a development engineer at RR/Bentley for 40 years. Your proposal states that only parts of Sunnybank Road & Pym's Lane will be closed, which is very misleading, they will both be closed to through traffic, This plan will create very significant traffic problems in the surrounding area. The Middlewich Road is already at breaking point. Minshall New Road is only single file traffic and provides absolutely no alternative to Sunnybank Road. Your proposed new link road will cause more delays to traffic coming out of the Hospital to the Bradfield Road area, Bentley should not be allowed to get away with this, It's our town, not an extension of Wolfsburg. Does our council support its people or big business ??????.
No alternative roads in place to replace Pym's Lane and Sunnybank Rd is ludicrous. these are major problems for thousands of people. the firm have coped with logistics involved in multi depot work for years so not essential as they are making out.. the sales of the Bentley are never going to rocket due to it being a luxury expensive car.
Closing off Pym's Lane would lead to serious traffic problems in Minshall New Road. Any traffic that enters or exits Crewe along Pym's Lane will have to use Minshall New Road and this road is not suitable for the amount of traffic that would have to be redirected. Traffic is bad enough using Pym's Lane, especially at peak times which causes traffic jams along Pym's Lane. Redirecting a lot of that traffic up Minshall New Road would cause serious traffic problems and would cause mayhem at peak times.
As Crewe is considered to be a 'railway town' the undeniable fact is that one cannot get very far in Crewe without crossing at least one railway line and regrettably Bentley would like to reduce the number of railway bridges available to the public. This will thus make the north-south (and visa-versa) journeys across Crewe more difficult because it will reduce the number of railway crossing points.

The resident's major concern is the closure of Pyms lane and Sunnybank Road. The residents do not want to see these roads closed. The vote taken at the meeting showed this was universally supported. The residents of the area and residents from many other areas of Crewe see this proposed closure as increasing their journey times to the Tip and Leighton Hospital. A pensioner asked who was going to compensate them for the extra journey times and inconvenience. Many other Crewe residents also use these roads as a way to access Middlewich Road on their way to Middlewich or Nantwich. Any closure of these roads will result in longer journey times and increased congestion on other nearby roads. Minshull New Road (the alternative access road) is already a very busy road and residents are concerned that with the closure of Pyms Lane and Sunnybank Road there will be even more congestion. Badger Avenue is a road, leading to the factory, currently used by motorists to access Middlewich Road and the closure of Pyms Lane will mean this is no longer a through route !>0 traffic will be forced onto West Street

Sunnybank Road and Pyms Lane are used to clear traffic if there is a serious accident on Middlewich Road which frequently happens. Closure of these roads would mean queues of traffic preventing emergency vehicles accessing the accident and the hospital.

The traffic in Minshull New Rd, along with parked vehicles is & has been for a long time out of control so the closure of Pyms Lane will impact on this problem.

[For convenience I will simply refer to the Bentley Motors Draft Development Framework & Masterplan as 'BMDDFM'.]

For 38 years I lived in Primrose Hill and Cavendish Road. I now live in Leighton and know the area very well.

Indeed I still travel between these two areas via the two roads mentioned to visit my elderly parents. Closure of the two roads will add a mile to my round trip. This will entail extra time, cost and pollution.

P22 of BBDDFM states an extensive survey has shown that traffic on Pyms Lane only has 3 destinations. Clearly they have missed my journey and those like me, sadly giving a biased impression of road usage. Traffic to the heavily used waste site seems to be dismissed once again giving a biased impression.

The BBDDFM attempts to set out the current road structure of Crewe, and how the road closures would be coped with.

The map on P21 does not even show Sunnybank Road. An honest omission or an attempt to belittle its importance?

The report correctly highlights how important Pyms Lane/Badger Avenue is as a route across town which will be lost. Alternative given are West Street which is already busy, reduced to a single lane for some distance due to parked cars and effectively blocked if there is a funeral at St. Barnabas church.

Likewise Victoria Avenue/Wistaston Road ends in a narrow road inhibited with parked cars and a complicated road junction with numerous traffic lights.

The northern half of Minshull New Road is blocked twice a day as parents using dozens of cars to transport children to/from the school, which has only 13 car parking spaces. Indeed I have found this road impassable as late as 6pm!

On the other side of the campus, the A530 is due to take traffic displaced from the closed roads, plus heavy traffic from expanded Bentley site, 850 homes at Leighton West and housing estates due to be built near the Rising Sun pub. Most residents would be amazed at the level of traffic which this road is expected to take given that it is at a standstill every evening from Bentleys to Nantwich and in the opposite direction from the hospital to Bradfield Green traffic lights.

The alternative to all this disruption to local residents and expensive road upgrading seems to simple. The two roads in question could be left open. All it needs is a subway such as the Post Office had under the railway station to move thousands of mail bags, trolleys and personnel each night. Alternatively a bridge or a couple of crossings, perhaps controlled by traffic lights and security personnel.

Talking to a friend recently he commented that Pressed Steel in Linwood solved an identical problem with an overhead conveyor and walkway. Odd that they could come up with a simple solution while an acknowledged world-leading engineering company is unable to!

To summarize, while I welcome the expansion of a prestigious company in Crewe, the council must reject Bentleys plan to close these two roads. The disruption to local traffic is totally unnecessary when Bentley could implement simple solutions without closing the roads. I believe that the Council should also oppose Bentley's plan to close the recycling centre. It is at the periphery of the area in question and provides a well-used amenity for Crewe.

Can growth and internal campus creation be achieved without the closure of Pyms Lane and Sunnybank Road, at least until a new access road can be completed? Pyms Lane in particular is a major access road to the west end of Crewe and closure would lead to even more congestion throughout the whole town than there currently is.

The closure of Sunnybank Road and Pyms Lane are going to put a lot more traffic on to already very congested roads. It will take longer to get to the hospital and Drs surgery.
With reference to the proposed extension at Bentley Motors at Crewe, which would mean the closure of Pyms Lane and Sunnybank Road, I wish to object to these proposals and give below my reasons why I think these proposals should not go ahead. 1. At certain times of the day, pulling out of Firbeck Gardens onto Coppenhall Lane can take a considerable length of time due mainly to cars coming to and from Bentley Motors. Closing Pyms Lane is bound to result in an increase of traffic down Coppenhall Lane and thus make this situation even worse. There would also be considerable changes to traffic flow in and out of Crewe which no amount of tinkering with road junctions and cycle ways etc would alleviate. Whilst I'm sure that the proposed road closures will mean a lot for Bentley I can see absolutely no benefit to the people of Crewe but I can see that there would be a considerable loss of facilities and therefore I would request that these proposals are rejected
<b>Response</b>
Traffic modelling has been undertaken in order to better understand the impact of the closure of the roads as proposed within the Masterplan. This modelling work has identified that the surrounding network will need to be strengthened in order to cope with traffic redirected from Pyms Lane and Sunnybank Road. This strengthening work would need to include both short term mitigation measures to improve traffic flow at identified pinch points; and longer term mitigation to allow the highway network to better cope with the wider growth in the area.
<b>Changes to masterplan required</b>
Change to reflect the potential impact and need for mitigation around Sunnybank Road.
<b>Potential Actions</b>
Appropriate mitigation to be pursued through any future planning application proposing the closure of Pyms Lane and Sunnybank Road.

<b>Traffic Entrances &amp; Exit Points</b>
<b>Representations Received</b>
If there is a gate to the factory in Sunnybank Road, this will not be a good idea as the workers will park all over the side roads, and walk to the factory for a quick get away.
This looks like a "done deal" to me. I would prefer it if there wasn't an "Entrance" for Bentley employees at the existing Sunnybank Road railway bridge. Clearly an entrance will also be an exit? The volume of traffic, and the speed that the Bentley employees drive at to get away from the area is a considerable nuisance to local residents. They shoot down Merrils Avenue, Bilton Way and Primrose Hill at high speeds in order to avoid queuing on Sunnybank Road to get access to West Street, it won't be long before some innocent bystander is injured (or worse) by a Bentley employee. Clearly it will be a inconvenience for local residents living on Sunnybank Road and the surrounding area if the road was to close at the railway bridge, it would affect access to the recycling centre, Hospital, Cemetery etc. but that inconvenience would be tempered if we didn't have to contend with the "dangers" of Bentley employees leaving the site at high speeds on a daily basis. I would like to see the entrance (and exit) moved to the Middlewich Road/Industrial estate (Marshfield Bank) area in order to negate the inconvenience to local residents.
I would like to know how this is going to effect the flow of Bentley traffic coming on to sunnybank rd I would like to know who will be using the the rd Bentley works, cars, bikes, walkers, lorries deliveries as the traffic is really bad trying to get out of my street at the best of times
I feel that local residents, certainly those on the Marshfield and Primrose Hill Estates will be negatively affected by the road closure, and should be considered for access to be able to get to the hospital.
Both Sunnybank and adjoining streets are used several times a day as a rat run by members of staff from Bentley; as there are both young and old vulnerable people living in the immediate area, it can be very scary when drivers are racing up and down the roads often missing people and cars by mere inches, therefore I feel that making Sunnybank an entrance will make this situation worse!

I am a resident in sunnybank road and I am in favour of closing the bridge on sunnybank road to any cars. The reason being, The excess of traffic that speeds down the road, also the large HGVs that come down day and night. Also the fumes from cars queuing to get out at the junction in a built up area. It would be nice to have Quality of life all week instead of just the weekend !!!!

As we live on Bilton Way Bentley employees use this road as a cut through to beat the traffic coming out of their site, it is treated like a race track at the moment and with the proposed closure this would only get worse. With a lot of children and senior citizens in this area does it take someone getting hit by a car till this issue is sorted. The police should be made aware of this, something I have thought about doing myself.

I AM A RESIDENT OF BILTON WAY, CREWE. I BELIEVE YOU WANT TO CLOSE THE BRIDGE ON SUNNYBANK ROAD TO EVERYONE EXCEPT BENTLY EMPLOYEES. I DO NOT AGREE TO THIS. IF IT SHUTS THEN IT SHOULD SHUT FOR EVERYONE. WE AS RESIDENTS HAVE PUT UP FOR YEARS THE AMOUNT OF TRAFFIC THAT A FACTORY OF YOUR SIZE CREATES. WE HAVE COMPLAINED BEFORE OF THE TRAFFIC THAT YOUR FACTORY CREATES AS THE EMPLOYEES TEND TO USE BILTON WAY AND MERRILS AVE AS A QUICK GET AWAY INSTEAD OF GETTING OUT OF SUNNYBANK ROAD. THE LAST TIME WE COMPLAINED I BELIEVE A LETTER WENT OUT TO THE EMPLOYEES AND THEY DID STOP FOR A WHILE BUT SLOWLY AS EVER IT INCREASES. ONE OF THESE DAYS THERE IS GOING TO BE A VERY NASTY ACCIDENT AS THEY USE IT AS A TAKE OFF AND THE SPEED THAT THEY GO DOWN THERE. ALL IT TAKES IS FOR A CHILD OR A DOG TO RUN OUT OF THEIR DRIVE AND THERE IS GOING TO BE A NASTY ACCIDENT. IF IT SHUTS IT SHOULD BE FOR EVERYONE NOT JUST FOR THE CHOSEN. THERE IS AN OPENING ON MERRILS BRIDGE THAT THE PEOPLE CAN USE INSTEAD.

I AM A RESIDENT OF COPPENHALL LANE. I BELIEVE YOU WANT TO CLOSE THE BRIDGE ON SUNNYBANK ROAD TO EVERYONE EXCEPT BENTLY EMPLOYEES. I DO NOT AGREE TO THIS. IF IT SHUTS THEN IT SHOULD SHUT FOR EVERYONE. WE AS RESIDENTS HAVE PUT UP FOR YEARS THE AMOUNT OF TRAFFIC THAT A FACTORY OF YOUR SIZE CREATES. WE HAVE COMPLAINED BEFORE OF THE TRAFFIC THAT YOUR FACTORY CREATES AS THE EMPLOYEES TEND TO USE BILTON WAY AND MERRILS AVE AS A QUICK GET AWAY INSTEAD OF GETTING OUT OF SUNNYBANK ROAD. THE LAST TIME WE COMPLAINED I BELIEVE A LETTER WENT OUT TO THE EMPLOYEES AND THEY DID STOP FOR A WHILE BUT SLOWLY AS EVER IT INCREASES. ONE OF THESE DAYS THERE IS GOING TO BE A VERY NASTY ACCIDENT AS THEY USE IT AS A TAKE OFF AND THE SPEED THAT THEY GO DOWN THERE. ALL IT TAKES IS FOR A CHILD OR A DOG TO RUN OUT OF THEIR DRIVE AND THERE IS GOING TO BE A NASTY ACCIDENT. IF IT SHUTS IT SHOULD BE FOR EVERYONE NOT JUST FOR THE CHOSEN.

I feel that access to the Bentley site from Pym's Lane and Sunny Bank Road should be for pedestrians only. This would mean that as things currently stand the only vehicular access would be off Middlewich Road so a new link Road would provide them with a second access.

I AM A RESIDENT OF BILTON WAY, CREWE. I BELIEVE YOU WANT TO CLOSE THE BRIDGE ON SUNNYBANK ROAD TO EVERYONE EXCEPT BENTLY EMPLOYEES. I DO NOT AGREE TO THIS. IF IT SHUTS THEN IT SHOULD SHUT FOR EVERYONE. WE AS RESIDENTS HAVE PUT UP FOR YEARS THE AMOUNT OF TRAFFIC THAT A FACTORY OF YOUR SIZE CREATES. WE HAVE COMPLAINED BEFORE OF THE TRAFFIC THAT YOUR FACTORY CREATES AS THE EMPLOYEES TEND TO USE BILTON WAY AND MERRILS AVE AS A QUICK GET AWAY INSTEAD OF GETTING OUT OF SUNNYBANK ROAD. THE LAST TIME WE COMPLAINED I BELIEVE A LETTER WENT OUT TO THE EMPLOYEES AND THEY DID STOP FOR A WHILE BUT SLOWLY AS EVER IT INCREASES. ONE OF THESE DAYS THERE IS GOING TO BE A VERY NASTY ACCIDENT AS THEY USE IT AS A TAKE OFF AND THE SPEED THAT THEY GO DOWN THERE. ALL IT TAKES IS FOR A CHILD OR A DOG TO RUN OUT OF THEIR DRIVE AND THERE IS GOING TO BE A NASTY ACCIDENT. IF IT SHUTS IT SHOULD BE FOR EVERYONE NOT JUST FOR THE CHOSEN.

2. My main concern is the closure of Sunny Bank Road Bridge, not leaving it open to the residents of Marshfield Estate. The area already gets gridlocked when Bentley Employees end their shifts and they are only concerned about getting home. The estate is already used as a Rat Run.

4. They talked about where the exits were going to be on/off staff parking (which hasn't yet been decided so how we can comment I am unsure) They also shared the possibility of opening Sunny Bank Road Bridge for their staff to come over into Sunny Bank Road. That means once again the Estate will be a Rat Run as they all try to avoid waiting at the junction by the Co-op.

I live off Sunnybank Road, and we have a current problem that many Bentley employees park their cars in the roads of the estate, even though there is ample parking provided by Bentley. This causes difficulties for residents, the buses, and for domestic delivery vehicles. The plan to close the bridge across the railway is a worry if the intention is to keep it open as a foot access for employees. I can see the current parking problem becoming much worse. If the bridge is to be closed it should be completely blocked for vehicles AND foot traffic.



One of the reasons BM state for having their own self contained enclosed campus is security. I have spent over 25 years of my life living and working all over the World in enclosed, self contained campus' far bigger than BM are proposing with the Armed Forces and a common factor with all of them was that there was only one Entrance (And therefore only one exit), how is BM's security enhanced by having 4 Entrances? It maybe a done deal, but can BM really have their cake and eat it? Or will CEC make some concessions to local residents? The residents to South and East of BM do not want Vehicle traffic entering BM via Sunnybank Road and Pyms Lane (East), it's bad enough that Pyms Lane and Sunnybank Road are to be closed to the public but to leave them open to BM staff and traffic is an absolute insult. Residents are sick and tired at the volume of traffic using the residential areas on a daily basis. It's a traffic log jam everyday when BM staff leave the facility, they speed around the narrow streets, using everyone as a little "rat run", Residents have had enough, sooner or later some one is going to get hurt or worse. The Entrance to BM should be via the Middlewich Road/Pyms Lane junction, that is where the majority of their car parks are. They will then enter and exit their facility under traffic light control and roads can be widened/alterd to suit. By closing the vehicle access at Sunnybank Road and Pyms Lane (East) CEC would be allowing the residences to the South and East of the complex to become cleaner, safer and quieter areas to live. Contrary to what CEC and BM might think, the majority of people residing near BM are not happy and don't want to see Roads Closed, they are not interested in BM expanding, they don't really want them here at all. If BM have such a problem in their current location why don't they upsticks and move elsewhere, there wont be too many residents crying if they did. I ask CEC to think about the Residents who fear this is a done deal and as such worry about the volume of traffic using the roads through their residential areas, roads which are totally unsuitable for such volumes of traffic. Please restrict BM to one Vehicle Entrance/Exit at the Middlewich Rd/Pyms Lane junction, if they have to have 2 Entrances place the other at the North of the complex where infrastructure has yet to be built and an entrance to BM could be taking into consideration when planning and building such roads.

Sunny bank road next to the bridge needs to be closed to all including pedestrians to protect the estate from the traffic, and employees using the area for parking.

The closure of Pyms Lane and Sunnybank Road would impact greatly on local residents. Most think this is a done deal and Bentley gets what Bentley wants. The new plan proposes 4 entrances, I STRONGLY object to this. Currently the proposed entrances to the South and East of the proposed campus at Sunnybank Road railway bridge and Pyms Lane (east off Minshull New Road) are in residential areas. The entrance (and exit) to such a large campus should be via a NON-RESIDENTIAL AREA and that leaves the Middlewich Road/Pyms Lane junction. Please don't let Bentley have their "cake and eat it", do not allow these entrances at Residential sites, the traffic is unbearable, the staff at Bentley motors drive like maniacs around our narrow streets and roads in order to get away from the area as quickly as possible. It won't be long until someone is hurt or worse if it continues. We have to deal with large HGVs whose "SATNAVs" have gone wrong on a daily basis, it's not safe for children to play out. Please make them use the Middlewich Road/Pyms Lane junction as their entrance, that way the flow of traffic is controlled by Traffic lights onto a major road with immediate access to Crewe/Nantwich and beyond by turning left and Crewe/Middlewich and beyond by turning right. This proposal may affect a few dozen Bentley employees who have to travel a little bit further or out of their way to get on the site but it would make life so much easier and less stressful for several thousand local residents. I believe Cheshire East Council want to improve the living standards of local residents? Well by refusing to allow Bentley Motors Entrances via the South and East Residential areas they would be making those local areas CLEANER, QUIETER and SAFER for the residents.

I am a resident of Bilton Way. I do not agree to Sunnybank Road closing but if it does go ahead it should close for everyone not just to residents and the workforce can use it. This will cause an enormous problem for residents. As the workers will start to use the area around Sunnybank to park their cars. They already use Bilton Way as a rat race on home times. One of these days it will cause a big accident.

I think that at the moment a lot of Bentley staff using Sunnybank Road to access and exit their site take a short cut off Sunnybank Road via Merrils Ave. and Bilton Way to access West Street. This has become a " Rat Run" and dangerous for local residents. If closing Sunnybank Road alleviates this issue it has to be a bonus for local residents.

Residents at the meeting also voted about their preference should the closure of Sunnybank Road and Pyms Lane go ahead. They were clear there should only be one entrance to the site, from Middlewich Road. There should be no access or exit for vehicles or foot traffic from any other entrance. Residents are already suffering from irresponsible Bentley employees parking on their streets and rat running through their estates. One entrance near to the car parks on Middlewich Road would help address the issues of workers parking and rat running.

<p>If the deal between Bentley and Cheshire East has been done which we all suspect as already been done, Sunnybank Rd: Bridge should be shut to the public and all Bentley traffic. The closure of the bridge is going to cause to many problems for the residents of Sunnybank RD and Merrill's Ave: We already have enough problems with Bentley traffic rat runs everyday going 40 - 50 mph along Merrill's Ave:+Bilton Way. An accident waiting to happen. What next will Bentley want next? (our homes)</p>
<p>I am concerned that the closure of the bridge at Sunnybank Road will cause an increase in the problem of Bentley Motors employees parking on the estate. If the bridge is closed for vehicles, but still open for employee access the problem is likely to worsen. I would be wholly supportive of a plan for both vehicular and pedestrian access.</p>
<p>Currently there is a problem with Bentley employees leaving their cars parked on Sunnybank Road and the various roads off it, causing problems for residents and buses. If the bridge on Sunnybank Road were to be closed to vehicles but open to pedestrian employees this would make matters worse and I totally oppose this option. I would support a plan to close the bridge to all traffic - vehicle and pedestrian.</p>
<p>I object strongly to the closure of sunnybank rd to the public whilst allowing access for Bentley motors. I feel it should be open to all or closed to all vehicles and pedestrians.</p>
<p>I would like to express my concerns at some of the proposals I have read in the 36 page Bentley Motors Masterplan regarding their vision for their future. An excellent document prepared and presented by Bentley Motors who portray themselves very differently to how the local residents see them.</p> <p>I have no doubt that you will have received numerous complaints concerning the closure of Roads, Bus routes etc. I don't want to go there, instead I want to assume that Bentley Motors get their way, they purchase the required land from Cheshire East Council (How much will that be by the way?) and CHK Engineering, the Waste Recycling Site is relocated somewhere else in Crewe, hopefully at Bentley Motors expense, and they put a big fence around it and have their very own little campus .</p> <p>I see from their plans that they want to have four entrances, and therefore 4 exits. Two of the proposed entrances, to the South and East of the campus, will be in Residential areas. The people living in these areas are sick and tired of the volume of traffic every day, all day using roads that are just not suitable. Please do not allow the proposed entrances at Sunnybank Road Railway Bridge and Pym's Lane (East) to go ahead. The volume of traffic using the proposed campus should not be entering the site via residential areas; they should be using a major road. Please ensure that they only have the Middlewich Road/Pym's Lane junction as an entrance to their campus, that's where the majority of their staff car parking is anyway, that way vehicles will be moved in and out under traffic light control. This may cause some congestion on that road but better there than in our streets like it is now. It not safe for people to be out during the day with the volume of traffic using roads that are clearly not suitable. I'm sure any required road widening of the Middlewich Road could be taken into account at the planning stage and maybe Bentley Motors could be invited to contribute?</p> <p>Restricting the Entrance to the Middlewich Road/Pym's Lane junction may well inconvenience some Bentley employees who will have to use an alternative route to get on the site but it would also make the life a few thousand residents to the South and East of the proposed campus a lot better. Their neighbourhoods will become cleaner, quieter and safer places. I'm sure Cheshire East Council aim to improve the living standards of their residents? Stopping Bentley Motors having 4 entrances to their new campus would do that.</p> <p>Please don't let Big Business, in the shape of Bentley Motors, have its "cake and eat it", please allow some concessions to local residents who have grave concerns and worries about this proposed project.</p> <p>I hope you will consider this proposal favourably.</p>
<p><b>Response</b></p>
<p>The traffic modelling work that has been carried out has anticipated three entrances to the proposed campus site (both ends of Pym's Lane and Sunnybank Road) with the potential addition of a fourth entrance if the proposed East-West Link Road goes ahead. It is probable that any detailed planning application would require additional modelling work to be undertaken and this could review the position should the entrance point on Sunnybank Road be removed from the proposal. The full detail of any road closures will be proposed as part of a planning application and associated stopping up order; and subject to further and more detailed transport modelling to understand the impact on the local highways network.</p>
<p><b>Changes to masterplan required</b></p>
<p>None</p>
<p><b>Potential Actions</b></p>

No further actions required

### **Mitigation – Rail Use**

#### **Representations Received**

They are located in the wrong part of Crewe to expand, they are no where near the motorway nor are they close to the railway station. Could there be the potential to create a tramway from the station to Bentley? Which could assist with getting some of the Bentley staff off the roads, which results in the congestion in this area.

If they are so big on growth & development Bentley really need to move out of the surrounding residential area and go to a more industrial environment like up near the train station!

#### **Response**

Thank you for providing your comments. Improvements to the public transport infrastructure in Crewe, including linked to the HS2 Station, is being actively pursued by the Council..

#### **Changes to masterplan required**

None

#### **Potential Actions**

No further actions required

### **Wider Crewe Masterplan**

#### **Representations Received**

Cheshire East Council need to be far more proactive in developing a proper much more far reaching master plan for Crewe. Hs2 is coming and the council have no solid plans to take advantage of this other than piecemeal bits and pieces.

Thank you for giving us an opportunity to vomment of the bentley Masterplan. We firmly believe however that we cannot comment on this matter in isolation. It needs to be planned alongside the other associated woks being carried out by both Network rail and the Council. We support the expansion of businesses in Crewe and its surrounding environs, however we are concerned that there is a 'silo' approach to the various elements of work such as the Network Rail works to Boulderstone Bridge (and Sydney Road Bridge), the Leighton Spine Road link to Leighton Hospital and now the Bentley plan. Therefore, for clarity and for the avoidance of doubt, we would like to see an overall Master Plan linking the phasing and timing of the aforementioned works alongside the timing of the respective road closures - in order that we can understand the phasing of the works and be assured around the order of the works being carried out.

#### **Response**

The Borough and Town Council are working as part of the Northern Gateway Development Zone to promote investment into Crewe, and part of this process is the development of this Masterplan to understand the long-term aspirations of Bentley Motors and the response to that locally.

#### **Changes to masterplan required**

None

#### **Potential Actions**

No further actions required

### **Mitigation – Use of Rail Line**

#### **Representations Received**

With regards to the rail line that runs by the southern boundary of the Bentley site I am surprised that there has been no investigation into the creation of access to deliver goods using this especially when a large amount of rail freight already travels through Crewe. This could relieve pressure on Crewes road network and given the passenger traffic on the line is relatively light, it could be a viable avenue to investigate.

<b>Response</b>
An aspiration for Bentley and the Crewe site is to support the future options for a rail head and freight connection that would link the site to the West Coast Main Line and Ports.
<b>Changes to masterplan required</b>
None
<b>Potential Actions</b>
No further actions required

<b>Mitigation Phasing</b>
<b>Representations Received</b>
While I agree that it is possible for traffic to cope with the proposed road closures (and while I understand how important it is for Crewe to retain Bentley) I believe that it is vital that the mitigation measures are put into place effectively and before any road closures. Particularly I would suggest that consideration is given to making Minshull New Road (from West Street to the first roundabout) one way to allow traffic to flow better. I would suggest that Frank Webb Avenue be similarly restricted in order to allow vehicles to move with minimal disruption. I further consider that Bentley need to consider pushing their staff and delivery vehicles to access the site from Middlewich Road only as the smaller roads (Badger Avenue, Minshull New Road etc) are not suitable for either HGVs or large traffic volumes
New Roads into Crewe Town Centre are needed, or perhaps a complete NEW TOWN CENTRE on a new site out of town ? a northern ring road from the A530 across to the Haslington Bypass ? releasing development land to help fund it ? Fully support Bentley's masterplan, and the council should be doing more to support development in Crewe
Also approx. 15 months ago there was several burst pipes on the Middlewich Road. It caused chaos at the time but if further traffic was using the road this would be a nightmare. Much more housing is expected to be built in the area causing more traffic buildup. I would suggest that perhaps it would be a good idea to close the roads on a temporary basis say for 2 months to see what impact this would have on the area before any firm plans are put in place. As we live just off Sunnybank Road this closure would have a huge impact as I currently am employed at Leighton Hospital. Would there be any chance of keeping the access road to Sunnybank Road open for non Bentley staff but to have a road through going left just over the bridge and running a road on the outskirts of the new Bentley site to keep traffic off the Middlewich Road where possible to allow the traffic to move more freely and linking in with the new link road.
2. If Minshull New Rd is to be the only road leading to West Street this must be made one side parking only. Double yellow lines must be put on one side of the road and provision for parking cars should be provided behind the houses that back onto the Bentley site.
Although I support Bentley's expansion I believe that prior to any road closure there needs to be a plan in place to relieve traffic congestion in an around Crewe. The proposed new link road between Middlewich Road and Minshull New Road will cause more problems at either end of Minshull New Road? It's a local joke, 'HS2 will get down Nantwich road'. Cheshireeast need to put together a over all plan for transport around Crewe, taking into account Bentley's plans and all the new housing developments, Bentley management should encourage this.
Worried about road closers. The need for new roads that will be able to take traffic. Minshull New Road. Traffic and Emergency services struggle to get down. ? Why can't cars be given spaces behind houses and each house be given numbered car spaces. Also the amount of very large lorries trying to get down West Street is terrible. The funerals at St Barnabas church always cause congestion, because cars parked on opposite side all the time which always leads to a back log of traffic in both directions.

I completely support the growth of such a large company however as a resident of the Laidon Avenue estate I have to main travel routes to work - Down by Queens Park and onto Pymms Lane or the use of Middlewich road. I tend to use the first route. I would completely support the plans IF something is done to drastically improve the use of Middlewich road at the Rising Sun junction. Having previously lived on Windermere Road for a number of years I have used this road every single day and I can assure you that NOONE does 30mph! It is virtually impossible to pull out of this junction. Also if someone is turning left towards Nantwich then they completely block the view of the cars coming from Nantwich up middlewich road towards Crewe. There either needs to be: 1) a roundabout, 2) a 20/30 mph SPEED camera on the road both before the Rising Sun pub and after the Rising Sun pub. 3) The road needs to be made wider to allow for cars turning left not to block the view.
I would suggest the Sunnybank Road be one way from the junction of Halton Drive and Burlea close to Pym's Lane to allow workers to get to work and residents to get access to the remaining road network in the surrounding areas along with cycling lanes for cyclists.
I support the expansion of Bentley but not closing two public highways. More thought should be given to alternative schemes such as a link road via the Marshfield business Park or something similar.
Why not have a single entrance/exit to the site from the Marshfield Bank Industrial Estate instead?
I object to the closure of sunnybank road and pyms lane,if this is done it will create more traffic problems that we have at the present time. A better idea is to build a new Road from Marshfield bank industrial area direct to Bentley motors,giving them direct access to middlewich road.
Because of huge tailbacks from west street, middlewich road and both directions of pyms lane of vehicles entering and departing causing massive disruption to other members of the driving public. An entrance could be made from the premier inn roundabet incorporating a bridge to enter the bentley car parks.
As i am a close by resident im worried it will make more traffic around the residential area Im not sure if bentley are aware of the way most bentley drivers use our side roads as a rat run No thought for the residents children or elderly . The traffic is bad enough now around this area . Im sure something can be done about the issue . They need toake a diversion away from residential areas first before making more traffic from the work force
Even if the Leighton Spine Road is completed beforehand we still believe that the road needs to be widened across Leighton Brook and to its junction with pyms Lane. Road widening could be carried out by the removal of the grass verge to one side of the road to the south of Leighton Brook on Minshull New Road. For Mid Cheshire Hospitals' staff living on the Marshfield Estate and for our peripatetic community workers who travel on a daily basis to and from this housing estate, the closing of Sunnybank Road is going to cause additional hardship and increased journey times. This is because in order to access the hospital (to the north) they will firstly have to travel south and turn right onto West Street. Our staff have asked me to make you aware of the congestion on West Street and the poor sight lines when attempting to turn right from Sunnybank Road onto West Street (the junction of the A532). Apparently a number of them already avoid this junction and make their way through to Marshfield Avebue and attempt to turn right onto the A532 from here. In short we believe that there needs to be junction improvements on the Sunnybank Road and Marshfield Avenue junctions onto the A532.
Highlighted in the proposed plan is that of "short term highways mitigation measures ", which identifies parking restrictions and other highway measure's at pinch points on the approach roads around the Bentley Motors Plant. My concern is that parking restrictions will be Imposed on the small stretch of unrestricted parking between the Junction of Darlington Avenue and West Street and the Junction of Frank Webb Avenue and West Street. We do have parking at the side of our building on a small piece of truncated highway. However our premises are In a mixed residential area and if parking restrictions are imposed on West Street, It will only exacerbate access to our premises. We have bitter experience of this happening in the past when Morrison's Supermarket was being developed which had a serious detrimental affect on our business. Can you please provide clarity to your proposal detailed within the framework to provide off road parking facilities .As a business Cheshire Batteries Ltd like Bentley need a Strategic management plan if we have to move premises, we now need to plan ahead. However my concern is that parking restrictions will be applied without a reasonable notice period.



Residents have noted that the Masterplan recognises the need for a new link road to assist with the extra traffic. At present there is no time scale for the start of this road which residents feel is vital. They felt there should be no closure of Pym's Lane and Sunnybank Avenue until this road is completed.

There is no evidence from Cheshire East about how this expansion will impact surrounding roads, like Badger Avenue, adjacent to the Masterplan area. Possible pinch points that currently exist have been identified but there is no evidence of the plan to provide a solution to these areas of congestion.

Residents are concerned about the increase in traffic on Middlewich Road which is a narrow major road. There are accidents and near misses on this road. The Masterplan mentions the need to replace one bridge on the A530 but residents feel the whole of Middlewich Road needs significant upgrading if the roads are to be closed.

Middlewich Road needs to be widened to cope with the increase in cars accessing the entrance to the Bentley car parks. The car parks will be accessed from Middlewich Road with all cars turning into the car parks as the car park entrances on Pym's Lane are closed and workers no longer park on residential streets. Cars coming from Nantwich will be turning across a stream of fast moving traffic. Residents need re-assurance that appropriate measures will be implemented to ensure the safety of motorists on Middlewich Road.

I feel that if the roads are to be closed then Bentley and Cheshire East Council need to increase the capacity of the remaining road network the duelling of the A530 and other road traffic improvements unless this work is carried out, the loss of a through route of Sunnybank Road and Pym's Lane will only lead to a far busier road traffic on to roads around the surrounding area particularly at peak times.

I would suggest the Sunnybank Road be one way from the junction of Halton Drive and Burlea Close to Pym's Lane to allow workers to get to work and residents to get access to the remaining road network in the surrounding areas along with cycling lanes for cyclists.

The road is a main route for residents of Marshfield estate, sunnybank rd, merrils ave, bilton way, primrose hill, Cavendish rd, when travelling northward and the route for the only bus that serves the estate to the hospital.

I feel that sunnybank rd could be diverted if it was turned westward on north side of bridge and run alongside railway finally being turned northward to exit opposite recycling plant by existing traffic lights.

#### Response

Thank you for providing your comments and suggestions for the future improvements of the highway network around Crewe. Any planning application will need to include full details of any and all proposed highway mitigation schemes. Your suggestions have been provided to both Bentley and Cheshire East Council's Highways department.

#### Changes to masterplan required

None

#### Potential Actions

Cheshire East Council to work closely with all local parties to minimise the impact on accessibility in Crewe of this and other proposals, the timing of any closure will also be a key consideration in future approvals.

### Mitigation - Highways

#### Representations Received

I would recommend that the new link road and other road improvements need to happen first before any road is closed, as otherwise it may result in severe congestion.

As a resident of Farmleigh Drive, I feel that until a relief road is built. The closure of any roads is unacceptable. You can't get passed the school now. At peak times you can't turn right onto minshall new road.

It is also essential that the alternative to Pym's Lane, (the proposed Leighton West Spine road) are available before Pym's Lane is closed.

I would recommend that the closing of the roads should be undertaken at the same time as new provision is provided, ie the Spine Road is complete and other highway mitigation has

taken place, for example making Minsuell New Road and Frank Webb Avenue up to West Street one way.
Completion of Loink Road needs to be open before closure of Pym's Lane. Link Road development needs to include the straightening out of Minshull New Road at the dip across the brook. Developing a museum to allow Crewe residents to see what Bentley actually does! No proposed entrance from Ashbank Roundabout reducing traffic and noise from existing residential area and planned housing development on Minshull New Road (pedestrian and cycle access is ok). Current traffic problems at Sainsbury Roundabout, Nantwich needs addressing.
I do support the idea. But relief roads to be must in place first and consider the people who live in the town. Ambulances still need to get to the hospital. For me Bentley can have Sunnybank Road Now.
Cheshire East council need to keep pace with Bentley Motors plans by having the relief road built and open before Sunnybank Road & Pymms Lane are closed to traffic, so this area of the town does not become grid locked. We would have put this to Cheshire East Councillor's had they been in attendance at the public meeting and heard and dealt the public's concerns.
In my opinion as a local resident who has to endure all the traffic issues that go with living off Minshull New Road it is absolutely imperative that all the new roads are in place BEFORE Pym's Lane is closed. It is also very important that a new road to link between Minshull New Road and Middlewich Road actually be built and not just be an option as on the current plans. This is all necessary not just for local residents but also for the emergency services which need to get to and from the hospital. It can be impossible to get past the primary school at times and this would only get worse if the new routes were not established before road closures take place. I also feel that a new link to the Middlewich Road is needed to provide Bentley with sufficient access to there site.
5. On the map being displayed there were lines for the 'link road' Not any information available about that. Surely that is the most important thing BEFORE agreeing Bentley expansion. CEC need to put the infrastructure in place before any plans for Bentley are agreed. It would be mayhem with out it. Where can we see details of the link road, when is it to be started and who is going to pay for it is all very important. 6. It was said that this was their vision of the future. But there was a visitor there saying that he had been to a meeting at Leighton and the plans are for it to start in 2018?? OMG we will need to ensure we have a flask and sandwiches in our vehicles if the proposed changes are agreed before the road.
The timing of the replacement of the Rail Bridge must be such that it does not cause further chaos
you need to make sure any infrastructure changes made are completed before any rd closures take place ie any by pass is built 1st not last and improved access when staff leave the site so bottlenecks are not created
Before developing these plans there are already issues that need to be dealt with, residents have daily problems regarding parking and speeding by workers in resident areas. This has already disrupted emergency services access to resident areas. Closing pymms lane and sunnybank road will only increase traffic down minshull new road and cuts off the fastest route to the hospital. It's all good and dandy saying that a new road will be made but when is that likely to be achieved and this should be put in place before any road closures fo the safety of the elderly and those with medical conditions in this area. Parking will also become worse as we will now be surrounded by the factory and workers already believe they own the streets, therefore a disciplinary system needs to be put in place so that we can park outside our own homes.
No action to be taken until a replacement road scheme has been introduced.
I would support any internal campus scheme if a replacement road was planned, built and opened before Pym's Lane and Sunnybank Road were closed. Unless this was done I strongly object to the scheme.
I object to closing roads and moving tip.already a major problem with flytipping.road closure is antiquated.new roads that are proven to be adequate need to be in place and working well before contemplating this.bentley can pay for a bridge if its that big a problem.
To minimise disruption to status quo I would like to see new roads completed before old ones closed off. (I would also like to drop for ever the use of the word "link" in the phrase "Link Road" because it is redundant).

I think for the security of the site and safety of the workers it is important to close the roads through the middle to external traffic. However, alternative arrangements need to be made before this takes place.
although Bentley motors ltd are a large employer which is a good for the economy of the town in respect to employing Crewe residents, their employees come from the surrounding area as well, this means that there is a large amount of traffic in and out of the area already causing havoc in and out of the town without any expansion. Also it means they are going to encroach again on the greenbelt land surrounding Crewe. Any development should in clued developing road services first to alleviate the road congestion.
<p>I strongly object to the road closures unless they first:</p> <p>Widen and improve the A530 from Flowers Lane to Coppenhall Lane to compensate for closing Sunnybank lane to cars.</p> <p>Provide cycle and pedestrian right of way along the existing Sunnybank lane route or provide a new cycle &amp; pedestrian way near the A530.</p> <p>Provide a railway station and park and ride facilities on the Chester line near the A530.</p> <p>The east -west road to replace Pyms lane should have a roundabout junction with the A530.</p> <p>All the above should be completed before any road closures.</p>
Concern of traffic impact on Minshull New Road, related to timings of closures.
In terms of navigating around Crewe from Leighton hospital, the two main routes around Crewe are the Middlewich Road to the south (affected by the Boulderstone bridge works) and the Bradfield Road/Sydney Road corridor to the east (affected by the Sydney Road bridge works). We need an assurance that these are incorporated into the overall phasing and planning. In terms of getting into Crewe from Leighton Hospital, there are effectively two routes into the centre of Crewe from the small island on Pyms Lane i.e. using either Minshull New Road or Badger Avenue. By closing Pyms Lane all of the combined Badger Avenue and Minshull New Road traffic will be forced to travel along Minshull New Road past Leighton Academy School and we are concerned firstly about the roads' ability to cope with the combined traffic and secondly for the safety of school children and other pedestrians. We believe that the spine road linking Minshull New Road to Leighton Hospital needs to be completed and fully operational, before Pyms Lane is closed.
If, as was suggested at the meeting, Bentley want the roads closed within 12 months then residents feel this is not appropriate. The extensive works around the Sydney Road area must also be considered. In the next 2 years there will be the closure of the Sydney Road Railway Bridge and the re-modelling of the Cross Keys and Crewe Green roundabouts. Though these projects are not in the immediate area they will effect traffic flow around the town. The partial closure of the Manchester Bridge led to chaos on roads well away from the closure as motorists tried to find a way around the closure.
The Council seems to be of the view that Bentley is the only business worth caring about, and therefore anything that they need (including the closure of most of Pyms Lane and part of Sunnybank Road) is a 'done deal'. Please consider the needs of the rest of Crewes residents and ensure that before these roads are closed the proposed new Leighton West Link Road and Leighton West Spine Road are constructed and available for use BEFORE Sunnybank Road and Pyms Lane are closed to vehicular traffic not accessing the Bentley site
<p>A few years ago the council noted this road was an accident black-spot, introducing more restrictive speed limits and signs explaining the number of deaths. I would submit that the road is barely fit for purpose now. Despite extensive modelling etc. common sense would indicate that enhanced road signs and tinkering with it are not going to make it suitable until 2030.</p> <p>Are there any assurances that the repair to the railway bridge on the A530 will be completed before Bentley close the roads? If these works over-run the diversionary route via Sunnybank Road will no longer be available. Also if there is a serious accident in the area (don't forget the authorities labelled it a "black-spot") we will be denied the same route.</p>

Bloor and Linden have no objection to the future growth of Bentley in Crewe, which is welcomed. Policy CS3 of the emerging Local Plan identifies that new employment uses should be provided towards the south of the allocation and the proposals by Bentley fulfil this requirement.

Policy CS3 also sets out a number of improvements to the road network which will need to be undertaken in order to make development of the site acceptable in highways terms. These include improvements to a number of specific roads and junctions, but also to the network generally and the policy references a need for contributions to be made to key enabling infrastructure.

Bloor and Linden have held numerous discussions with Cheshire East Council in order to discuss and seek to agree these improvements, which carry considerable costs.

Chapter 7 of the Draft Development Framework describes short term highways mitigation measures. It states that "the plan across identifies the locations within which highway capacity assessments are required. This work would inform where improvements will be necessary to offset the impact of any traffic increases associated with the road closures in the shorter term".

Bloor and Linden support the requirement for Bentley to undertake highway capacity assessments of the local road network as part of any future planning application. Where improvements to the local highway network are required to offset the impact of any traffic increases then these will need to be delivered.

Chapter 7 also states that "the predicted traffic figures for 2032 indicate the need to provide a high quality east-west Link Road to the north of Bentley to accommodate the traffic that would be generated by the new development envisaged within the Councils Local Plan Strategy".

Bloor and Linden also support the requirement for the east-west Link Road and this part of the new link road infrastructure sits entirely on EotN's land. It is therefore essential that EotN and Cheshire East Council ensure the delivery of the east-west link.

In summary, Bloor and Linden would wish the Council to ensure that the highway impacts on the local network are fully identified through highway capacity assessments and offset accordingly.

I would be grateful if you could confirm safe receipt of these representations.

With reference to the Bentley Motors Draft Development Plan, please find below my thoughts.

Although I appreciate Bentley's importance in the area and their wish to develop the site, the plan as it stands will inevitably cause immense disruption and inconvenience in the short term and increase already stretched infrastructure in the long term.

The preferred closures of Sunnybank Road and Pym's Lane will direct traffic, possibly including large delivery vehicles, onto housing estate side roads and then onto Coppenhall Lane as drivers try to short-cut the long traffic jams already being experienced on Middlewich Road. Added to this the probability that a further 830? houses will be built in the not too distant future north of D330Pym's Lane towards Leighton Hospital, accessing onto Middlewich Road.

There is, on the marked plan, a 'potential' Leighton West Link Road and Leighton Link Spine Road but these are to be between Minshull New Road/Bradfield Road junction and Middlewich Road, not helping in any way to divert traffic away from an already chaotic road.

I think we can all accept that Bentley will achieve their ambition to have a campus with private access roads, but Cheshire East and the local Councils must seriously consider their electorate's needs when determining an infrastructure plan prior to this happening. Site visits, on different days and at different times, need to be made over a period of time to properly assess traffic volume between Pym's Lane and Sainsbury's Roundabout. I assume this is covered by 'traffic modelling' but hope it does not exclude several site visits.

Looking at the Draft Town Strategy Report, I see there are several road and housing developments featured but these are yet to be agreed and are well into the future. Would it be feasible at this stage to have Pym's Lane and Sunnybank Road closed for a period of, say, six months to properly ascertain the effect on the surrounding area without these future developments?

At this present time, therefore, I wish to register my objection to the Bentley Motors Draft Development Plan as it stands.

1. That before any road closures are implemented mitigation measures must be taken to ensure that there is no adverse impact on the adjoining roads or on the amenity of residents living on or near to those roads, and the Leighton West Link Road must be in place;
2. That traffic measures and site management plans be put in place to ensure that employees, visitors and suppliers do not access the site along residential streets including Sunnybank

Road and Minshull New Road;

**Response**

The traffic modelling has taken into account the proposed new 'Leighton spine road' that is planned and will be delivered by the Leighton West site to the north of Bentley. The spine road will provide a link from Minshull New Road to the A530 Middlewich road and Flowers Lane and provide access to Leighton Hospital from Smithy Lane. This site is not yet the subject of any planning applications but it is included within the Cheshire East Local Plan Strategy, as a Strategic Site.

**Changes to masterplan required**

None

**Potential Actions**

Comments and suggestions to be forwarded to Bentley for consideration as part of any future planning application.

**Movement within Crewe**

**Representations Received**

Bentley Motors have not thought through their site plans properly. They should have purchased part of old the railway works opposite to their Merrill Bridge entrance. By doing this they could connect into the railway system by the Chester line and use this for transporting the built cars away from the factory and also they could have a works train to bring their workforce in from a out lying car park, ideally out at Basford just off the A500. This would then alleviate a lot of the traffic congestion in and around Crewe. A lot of the Crewe Works staff in the 60/70's use to travel in by train into the works from the potteries and around the Manchester area and other locations. Their Entrance at Merrill Bridge is virtually opposite the entrance to the railway works. You have a temporary closure of West Street by Merrill's Bridge during the night to allow the transfer of their products and possibly during certain times of the day..

**Response**

Your representation has been forwarded for consideration by Bentley Motors.

**Changes to masterplan required**

None

**Potential Actions**

No further actions required

**Mitigation – Tunnel and Speed Limit**

**Representations Received**

Allow Bentley to expand yes...but keep the Roads Public...Just reduce the speed to 20mph and put in proper pedestrian crossings or road bridges.

The development is great but you can not 'sell off' a piece of infrastructure namely Pymms lane to a private company. Get Bentley to build a tunnel for us to use. They can plant trees and gardens on top of the tunnel to make their campus look pretty, but the people of Crewe would still have a main road to us. I've read that you plan to look at the impact of closing the road on other roads. Your job as a council is to improve infrastructure not make it worse. The infrastructure around Crewe is a joke, I can't believe closing a major road is being considered. As I have said, make them build a tunnel.

You can not close a major road, build a tunnel instead so we can keep the road.?

I have proposed a cut and shut tunnel under Sunnybank Road. Or a dedicated light controlled crossing. I hold out no hope that our views will be considered.



I object to close both roads when they could build road tunnels and foot bridges which other sites have done in the past and it works well
logistically they can still achieve growth of the factory without shutting roads or the tip. Road closure would result in longer travelling times to a major hospital resulting in loss of lives . Other local roads are already heavily congested which are made worse by Bentley employees parking wherever they can .Bentley have already been allowed to buy all the green land in the local area. How much more misery are they going to be allowed to inflict on local residents. Logistically they could build themselves a private road from Middlewich Road to near Legends and then a bridge or subway system to the main factory without effecting the whole area and thousands of people. They could change the car park into a multi-storey to obtain the parking capacity.
<b>Response</b>
Thank you for taking the time to provide your suggestion. The intention of the campus is to create development over the existing highway network and redesign routes around the site, it would therefore be impractical to construct tunnels or amend speed limits in line with your suggestions.
<b>Changes to masterplan required</b>
None
<b>Potential Actions</b>
No further actions required

<b>General/Not Applicable</b>
<b>Representations Received</b>
Bentley seem to have a face they present to the public and one that they present to the workforce. My friend who works in I.T. took 1 day off when is father died due to fear of blotting his card and the continuous threat of redundancies. Another friend from the shop floor does not know from one week to the next what shift he is working which changes almost weekly, making childcare arrangements impossible and several other people I know are banking hours apparently because sales are poor. How many out of the 4000 employees live locally? I would like to know more facts before they are allowed to damage the infrastructure of our town? Traffic in Crewe is already unmanageable without closing more roads, what will happen to Crewe Recycling which is currently accessible via different routes, I heard moving it to Middlewich was an option which is ridiculous, fly tipping will increase significantly. Why couldn't the campus be situated on another site? MMU for example?? However it is my belief that this is a foregone conclusion and that Cheshire East Council will agree to any of Bentleys demands despite immense opposition
Will there be any liaison with the UTC?
<b>Response</b>
Thank you taking the time to make a submission, your comments have been noted. Bentley are in regular and close communication with the UTC.
<b>Changes to masterplan required</b>
None
<b>Potential Actions</b>
No further actions required

<b>Overall Objections</b>
<b>Representations Received</b>
Sunny bank road and pyms lane closure is not acceptable. This application should not be accepted.

I wish to object to the closure of Pym's lane
I strongly object to closure of Pym's lane and Sunnybank.
I object to shutting part of Sunnybank Avenue and Pym's Lane to the public as this is used by many people in the area, particularly Leighton and Coppenhall residents, to access Queens Park and the town centre.
The road infrastructure is nowhere near satisfactory now, therefore adding to this would cause totally unacceptable disruption to this area of Crewe
Object to the closure of Pym's Lane to the public and the knock on effect of surrounding roads that are already busy at peak times. Will directly impact on my journey to and from work at Leighton Hospital
I totally object on the basis of the absolute chaos this will cause in and around Crewe.
Bentley seem to have a face they present to the public and one that they present to the workforce. My friend who works in I.T. took 1 day off when his father died due to fear of blotting his card and the continuous threat of redundancies. Another friend from the shop floor does not know from one week to the next what shift he is working which changes almost weekly, making childcare arrangements impossible and several other people I know are banking hours apparently because sales are poor. How many out of the 4000 employees live locally? I would like to know more facts before they are allowed to damage the infrastructure of our town? Traffic in Crewe is already unmanageable without closing more roads, what will happen to Crewe Recycling which is currently accessible via different routes, I heard moving it to Middlewich was an option which is ridiculous, fly tipping will increase significantly. Why couldn't the campus be situated on another site? MMU for example?? However it is my belief that this is a foregone conclusion and that Cheshire East Council will agree to any of Bentley's demands despite immense opposition
I strongly object to the proposal regarding the closure of Pym's Lane and Sunnybank Road.
You are completely ignoring local residents by expanding the way that you are. Building high rise buildings are an eye sore. Why can't you build lower ones?
The masterplan implies growth, however they recently laid off a load of temporary staff and have little to offer in terms of what they actually want to do. Is it a deception to think it is growth when all they want to do is close roads off to the public which would then put even more pressure on a congested section of Crewe.
As a resident living in Primrose Hill for 26 years this company has taken over the area. the air pollution has got worse and should be measured. it is like living in the middle of an industrial est. the roads in the area will not manage with this proposal should the residents experience a depreciation in their property values , who will be liable for the provision of compensation
Bring close to the factory, I would like Bentley to do very well, but not at the expense of the people close to the factory.
Total madness do not support
No regard has been given to local residents and the impact that this expansion actually has on them.
I travel from Nantwich to Crewe on a daily basis and the proposed closure of sunny bank road/pym's lane will effect my journey drastically.. If Bentley wish to proceed with development they should only do this without the need to disturb the general population of crewe and surrounding areas by closing much needed road access. I am therefore very much against road closure to accommodate this.

I also feel that other planning developments by Bentley motors for example the car park now being create at the back of houses on Minshull New Road Crewe and the effect that this had on local

residents that the issues that were brought to notice then where ignored and will be so again

20 representations have been made by neighbouring properties and 7 with 45 signatures on has been received expressing concern about the following:

- do not own all of the land as some of the roadway belongs to the residential properties of consultation
- of greenspace, recreational land and a place for dog walkers and children
- on property values
- of trees
- of a view , sunlight and daylight
- on wildlife
- and increased risk of flooding
- should resurface road at the rear and provide off street parking for residents and reduce dust .
- on residential amenity by loss of light, noise and light
- on health and wellbeing
- problems in the area
- should include alley gates
- will be unsightly
- should include sound absorbing materials
- risk from parked cars
- There should be a minimum 20/25 metres distance between the fence and neighbouring properties
- The council should not have sold this land to Bentley, as it was a gift bequeathed to the council and will have clauses. Sale of land may not have been legal
- CCTV may result in loss of amenity
- Would result in anti-social behaviour
- Alternative sites should be considered
- Grasscrete should be used as a surface

As well as the above points residents living by this site have complained about the increased noise levels and have also suffered from mouse infestation.

I trust that my views will not be ignored regarding the current plans and that the planning department and Bentley Motors Crewe will not only be looking at expanding their business but will also take into consideration the health and welfare of the residents of the surrounding areas.

I strongly oppose the closing of Sunnybank Road at the bridge for any traffic. I also object to Bentley traffic racing down Bilton Way at home time.

Why Close Sunnybank Road and Pym's lane? Public road needed for traffic to Leighton Hospital. Access for residents Minshull New Road always blocked.

Obviously one must agree with Bentley expansion. But this should not be carried out at the expense, and total disregard for the community as a whole. Therefore cannot answer the above questions.

We strongly object to the closure of Sunnybank Road at railway bridge. If this has to happen close it altogether no access at all as cars will be parked in our area.

Why should Bentley motors be aloud to change the roads around the area, they are taking over. Money Talks

How much are they paying/have they paid for land they want? We have far too much traffic driving through the streets of our estates already, closing roads won't help that will it? It will make things worse. Tell Bentley to move elsewhere.

The proposed scheme would make it more difficult to access my place of work. Much more thought needs to be given to the needs of residents rather than placating the desires of Bentley.
No need to close roads in Crewe .
I dispute this quote "More than 4,000 people are employed directly by the company, which provides many apprenticeship opportunities locally. Locally? I've not seen a local Boy or Girl start an Apprenticeship here @ Bentley in nearly 15 years, the nearest being Warrington!!! Can Bentley define 'locally' The town is over run with Vehicle's due to people coming to and from Work who all mostly live elsewhere. Why doesn't Bentley employ people in a 5 to10 mile radius? I can remember when 7800 worked @ Bentley most were local too, they came to work on their bikes, now we have 5 times more car parking spaces for nearly 4000 less people!!!
if you go head ,with the plans for the roads ,you will have to give you worker more time walk for there dinner ,if the road are closed to all that use it also you may have think about the shops loosing money that your worker spending with them and if you win the planning you may have to make you café a lot big so that means more planning with council and objectors as well you workers will be more tired with all ex/walking for dinner and not be able park there cars to get away first that will be harder on the roads that are open so you will have to make more time for in and out times to make the roads cope with ex/cars etc I hope you think before you run in more objections thank you,
This development framework is detrimental to the immediate residents of the area. I strongly oppose the plan.
We are opposed to the closure of the roads that we use daily . Minshull New Road is a bottle neck before the closure of Pym's Lane and Sunnybank Road. We wouldn't like to think what this will do to the local community. Closure of the recycling centre will create further problems!!!! I have objected to buildings and noisy extractors being built in residential areas but nothing has been done!!! I have had the environmental officers here who have done nothing. As well as the noise we have to contend with, they want to close our roads that have been there forever. And what is this word being used? Masterplan!!!!!!
Failure to comply with previous commitments by Bentley relating to lighting in new building, and trees.
I am writing to you regarding the proposal of closure of road parts ofPym's Lane and Sunnybank Road by Bentley motors Crewe. I do not object to Bentley motors Crewe expanding to create further jobs what I am objecting to is the impact this expansion will have on local residents. I feel that traffic will increase along Minshull New Road Crewe especially along Minshull New Road, West Street end to the first roundabout. My concerns regarding the above points are 1 Health and environmental issues pollution from increased traffic, decreased air quality. 2 Safety issues unable to access transport such as local buses , local disabled buses, (Imyself am disabled) taxis and cars. 3 Lack of parking for local residents and their visitors 4 on local business due to people being unable to park to access local business When attending the meeting at Pym 's lane on Thursday January 12th my concerns were raised and the proposals where widening of road, how is this to be achieved. Cycle routes, how this to be achieved. No parking in Minshull New Road , how is this to be achieved . Clearly these proposals where stated by people who had no idea of the infrastructure ofMinshull New Road.
The campus model is only one scheme for expansion

I object to the closure of Pym's Lane and Sunnybank Road for Bentley Motors by Cheshire East Council. Why don't Bentley Motors have an underpass under these roads? or is it because of the cost, which was decided by Bentley management several years ago. Once East Cheshire Council have 'given in' to Bentley's demands, with threat of moving out of Crewe if they don't get their own way, once the roads are closed to non Bentley personnel East Cheshire Council will close the tip (Bentley have previously stated it would close in previous reports). It appears what Bentley want Bentley get. Why don't Bentley pay for and made to construct the 'new road' that the Council state would exist after Bentley get their plans past. Why have Bentley not informed the public that they will be constructing a test track on the vast area of land that they will be purchasing, probably cheap from the Council, most of which is 'old' landfill site which nothing else can be built on? Have the Council already purchased Farms/Bilding etc that have been up for sale, so as Bentley can obtain all the land for their test track etc. Bentley workers already treat other road users and local residents with contempt with their driving and parking. Will Bentley be ensuring the Council/locals that they will produce parts for the car in Britain, and not use 100% German items brought in from Germany, Crewe Bentley is just an assembly factory. Their threats of moving to Germany will not happen because customers by Bentley because it is 'British', sales would drop if 'German'.

I understand that there is a proposal to ban residents from parts of Sunnybank Road and Pym's Lane. I had intended to attend the meeting on Monday evening but a family medical emergency required my wife and I to go to Leeds at lunch time. The proposal is to close Sunnybank Road at the railway bridge, and Pym's Lane from near the junction with Middlewich road and from near Minshull New Road. This closure is requested by Bentley Motors. From what I have been told by people attending the meeting is that the roads will remain open but by use of Bentley personnel only. Perhaps you would confirm this. Together with a lot of people who reside in the area are totally against these plans and Bentley Motors play the game of if we do not get what we want we will move our plant to other area's, and do not forget we are a large employer in Crewe. This is totally bullying tactics. I understand at the meeting the concerns that employees of the company travelling to work speed up and down roads within the estate using some of the minor roads as Rat Races. Parking in roads by employees is inconsiderate to some residents.

To restrict the roads to people who reside on the estate is totally beyond belief.

I have e.mailed Mr Timpson with my comments on various road safety problems should the closure take place, something the people who I have spoken too think it is a done deal by both East Cheshire Council and Crewe town council. We all smell a rat and we will not lie down and just accept these proposals. I await your reply.

**Response**  
Thank you for your submissions. We will ensure that both the Council and Bentley Motors are sighted on these objections, and where possible factor these into future proposals.

**Changes to masterplan required**  
None required

**Potential Actions**  
Relay comments to Bentley Motors, and there will be a further opportunity for these issues to be raised through any subsequent planning application.

**Positive**  
**Representations Received**  
I think this will be a very positive investment in the town and fully support the proposals. It's hoped then that Bentley will continue to review and invest in it's staff to ensure it's success.  
Support the vision which ensures the retention of Bentley in Crewe. Bentley provide assistance to many community groups and projects.  
Bentley Motors is of huge importance to Crewe and as such they should be allowed to go ahead with this proposal.  
Can only be better to the area  
This is exactly the kind of development this area desperately needs. My hope is that the council will do everything possible to support this plan and not let lack of infrastructure become a barrier.

I'm really in favour of this great investment & the faith that VW group put in Crewe
I am very supportive of the expansion of Bentley as it is a significant driver of economic growth in Crewe which is needed
Crewe and the local area can only prosper from the continued investment in the Bentley facility. Providing the infrastructure through which Bentley can expand over the coming years is absolutely the right thing to do together with a thorough redevelopment of Crewe as a whole, making the town more attractive to existing and new residents. Substantial infrastructure projects such as HS2 must be taken advantage of to leverage Crewe into a new crown of Cheshire.
I welcome the growth and development of Bentley to benefit Crewe
Support the growth of Bentley
Just make it happen
I think more jobs in Crewe is a good thing.
Development at Bentley is very important for the local economy
Bentley has been part of my family on the past, with myself and brothers and father worked there in the past (in it's former guise as R-R and Bentley Motor Cars Ltd) and I would like to think my neice and nephews get the same opportunity working in a highly respected work place.... if the expansion of the factory enables this... I am for it...
This is our largest local employer and expansion is vital to the future of Crewe
The growth of Bentley motors is only a good thing for crewe. Bringing in more jobs and job security for the locals of crewe and surrounding areas.
Allowing Bentley Motors to develop a campus will support their growth as a business and bring more jobs to Crewe.
This is very positive news for Crewe and should result in an increased investment in the town, providing much needed jobs.
This can only be good for the security of the workforce and investment in the future of the town
The benefits of the proposal far outweigh any disadvantages. Some people have tried to say that there will be a reduction in bus services and that car journeys for local residents will become longer. These arguments are a nonsense. The bus routes can easily be diverted either via the A530 or Minshull New Road or Frank Webb Avenue this also applies to any journeys by car. Hopefully there will also be a new road in the future and also new cycle ways.
It will be great for the town and the surrounding area, increasing and securing employment opportunities for the future. The thought of Bentley maybe moving their manufacturing facility somewhere else would be devastating for Crewe and the surrounding area.
A fantastic opportunity for Crewe. I can only see positive benefits. Any concerns over bus routes etc. can easily be overcome.
Whilst I tend to support the expansion of Bentley
Having one large site with main entrance on Middlewich road, Will ease noise and traffic around the housing estates in sunnybank road and poms lane
As a major employer in the area, it is critical that we support the VW group in their investment, and their consultation with member of the public shows their willingness to work with the community on their proposals.
If it does not affect or impose on the surrounding neighbourhood (traffic flow, Bentley workers continuing to disrespect the neighbourhood) then it would be a great thing for Crewe.
They employ majority of Crewe folk. This is needed to progress
Closing the roads would have little effect for drivers who cut through, due to the current volume of traffic going to Bentley, it is quicker to go around



I feel with Brexit on the horizon the fact that Bentley have confidence in the future to make ambitious plans they should be encouraged. I do think that there will be implications for many local residents but surely with careful planing and negotiation suitable planing can be achieved.
A difficulty that the Council has is that the two largest employers in Crewe are effectively co-located in the same area to the north-west of Crewe. So as well as the 4,000 employees mentioned in the Bentley Masterplan there are already 4,200 NHS staff (as at 1st November 2016) employed by Mid Cheshire hospitals NHS Foundation Trust. So in summary, we reiterate that we remnain supportive of the expansion of businesses (and housing) within Crewe and its surrounding environs. It is after all this increasing populous that is creating the demand for the healthcare service, which we in turn provide, however, for the avoidance of doubt we feel that a number of highways and cycleway improvements are needed before any roads are closed.
Any future development around Bentley and improving aspirations and prospects for Crewe families can only be a good thing. The obvious questions from a school/community perspective are the impact on the road infrastructure and traffic along Minshull New Road. I am aware, however, there are proposals for a new road across the fields to the hospital.
I refer to the Draft Development Framework for Bentley Motors. Our business premises are located on West Street, Crewe. Which we have operated from since 1992. We recognise that Bentley is a major employer in the town and as a supplier to them; I am pleased they are making a long term decision to continue to keep their manufacturing facility in Crewe.
Sport England supports the Bentley Masterplan and welcomes the acknowledgement on p18 under the Leisure Provision Section, the need to replace any sports provision which could be adversely affected by any future development. Should at some point in the future the sports facilities could be affected, Sport England would welcome early discussions with Bentley and the LPA to avoid any unnecessary delays to future planning applications.
Bentley Motors is an iconic and internationally recognised brand and we are fortunate that their headquarters are based in Crewe. The company make a tremendous contribution to the economy and the Masterplan outlined is welcomed and is a boost for the town. future growth plan is integral to the future success of this area and the new campus receives significant support from the Chamber. Bentley's
Good luck Bentley. We wish you every best wishes to succeed with your plans and development in this area. Thank you for believing in our area. We hope everyone else will back this project to help.
<b>Response</b>
Thank you for taking the time to express your views
<b>Changes to masterplan required</b>
None
<b>Potential Actions</b>
No further actions required

<b>Consultation Process</b>
<b>Representations Received</b>
Creation of Campus is lacking detail

I have read the "Masterplan" (MP) several times. It's obvious that it's been compiled by Bentley Motors (BM) with their own interests and objectives in mind, and this is perfectly understandable. I think one of the aims of the MP is to make the residents of Crewe feel honoured and proud that BM are located in Crewe, I doubt you'll find many residents who reside to the South or East of BM feeling like that. There is a lot of anger and resentment brewing at the moment about these proposals and Cheshire East Council (CEC) would do well not to ignore these Residents and their feelings. Most people feel that this is a done deal, big business and money talking and getting it's own way, but this MP is amateurish, it throws up more questions than it answers, several problems are mentioned e.g. Traffic congestion and Road infrastructure, but none are answered, instead it says things like CEC is aware of this and will review. The most important thing the MP highlights is Bentley's desire to close Pyms Lane to the public, everything in their MP flows from that. Will CEC reveal what price BM are paying for all the land they propose to use?

There is no mention of how local residents who use the current roads that are proposed to be closed will be consulted. Closure of Sunnybank Road and Pyms Lane will have negative impacts on local residents regarding public and private transport routes.

1. How few people knew about the sessions, if you are not an 'online/Facebook' person you would not have known about it. I don't buy the Chronicle not listen to the local radio. I feel that Bentley or CEC should have done a leaflet drop to those directly involved/affected by changes. This could have been as little as 1 or 2 mile radius of Bentley Motors.

Residents have little confidence in the consultation process. Residents who live in the West Ward of Crewe, on the Marshfield Estate, had no notification of the Bentley Masterplan. They had no letters about the Bentley consultation as they were not recognised by the officers at Cheshire East as being impacted by the proposed changes. At the 2 consultation meetings held by Bentley residents asked questions but there were no clear answers. People were told different things by the experts at the briefings. The residents at the meeting expressed the view that the consultation was a paper exercise and Cheshire East Council has already agreed to these proposals. They felt that their views will be ignored by the Council. Past experience of the way plans put forward by Bentley are dealt with would suggest they are right in their assumption.

I want Bentley Motors to stay in Crewe the largest employer we have in this area needs to grow for future jobs and prosperity. Having said that when I attend the consultation event it seems the decision to close the roads round the plant has already been taken, I feel my views and that of other residents need to be heard.

5. That assurance is given that the cemetery will not be affected, and will be treated with respect. In view of the degree of concern from local residents, we request that the consultation period be extended for a further 6 weeks to allow time to arrange a public meeting for residents to meet with Town and Borough Councillors, and representatives from Bentley Motors Ltd.

May I ask why there was no one at a local council meeting on the 6th February 2017?  
This was to discuss the PROPOSED Bentley master plan, which is seemingly still under proposal.  
The comments and statements that came from the local council members has led me to believe that Bentleys has been given the go ahead already.  
Is this true? After visiting a Bentleys event and being told certain facts from Bentleys staff and also council members, for a time was great. However, I have since learned that all present tailored their answers to the individual and were outright lies. After spending over 22 years in the Army, I am not familiar with the ways of public servants, which I believe the council to be, but I would've thought that outright lies were not the correct way to behave.  
I doubt I will get a reply, but if you did actually provide one, could you clarify at what stage this master plan is at? What the council is doing about local resident concerns?

I went to a meeting at the George's on Monday night about the closing of Pym's Lane and Sunnybank Road not 1 member of Cheshire East or Bentley turned up at the meeting so it makes me think that a deal has already been done with Cheshire East to close both roads it looks like what Bentley wants Bentley gets with a few backhanders from Cheshire East to me it looks like they are all as bent as a 10 bob note would you look into this for me and they say the council is going to put up council tax to pay for social care and yet send money to China to help pay for theirs don't you think that is very wrong this government and country has lost the plot

<b>Response</b>
Thank you for taking the time to provide your comments, and we will use this feedback to improve our processes. The consultation for this Masterplan has been extensive and appropriate for this stage in the development of Bentley Motors' vision. As this vision progresses there will be additional opportunities for local residents to be consulted and raise their concerns.
<b>Changes to masterplan required</b>
None
<b>Potential Actions</b>
No further actions required

<b>Recycling Centre</b>
<b>Representations Received</b>
My support is dependent on the long-term retention of the household waste/recycling facility at Pyms Lane or relocation to a replacement location equally convenient for Crewe/Nantwich residents.
I also have concerns about the future of Crewe Tip - if it is closed and moved to another town, the existing issue of fly tipping will increase significantly.
3. Waste recycling site. If this is to be moved in the future it must be within Crewe and not moved to Nantwich or further afield.
Also the recycle centre should not be moved, as the fly-tipping is bad enough.
I feel that in order for Bentley to realise their ambitions then Cheshire East should assist by re-siting the recycling centre from its existing location in Pyms Lane. May be to Man Green since the main tip will cease and major recycling will go to Middlewich. If Bentley is prepared to invest in the future, then should Cheshire East and Crewe Council.
Lets show that Bentley is preferable to the tip and move it to Mawgreen?
As a result of the Brexit vote, it is now essential that everything possible is done to maintain and build on Bentley Motors' commitment to the UK in general, and Crewe in particular. This plan gives clear and demonstrable confirmation of that commitment. However, assuming that Cheshire East approves the plan, it would be well advised to give some clear statements about the future of recycling in the town. The present statements are unspecific and will not give reassurance to people who are concerned with this well used facility. Eventually, Bentley will need the site. Whatever the local authority then does will draw criticism. Assuming that Cheshire East does have a plan (and past performance gives some doubt on that) it would be much better to be open about it now and gain acceptance.
The relocation of the Tip is something I strongly disagree with. The Representative from Cheshire East who was at the Bentley open day informed me that this was not being considered, yet this is a clearly stated intention of Bentley. It would seem that Cheshire East are not being completely honest .
With the tip closing down and Crewe having even more fly tipping going on in the area. Why would you remove a major service from a large population of your residents? Surely fly tipping is only going to increase without a tip in Crewe and people will just dump items on the street instead.
The dealings between BM and CHK Engineering will be a private matter between the 2 companies, but the Waste Recycling Centre (WRC) is another matter. Clearly Pyms Lane cannot be closed to the public whilst the WRC is in it's current location. The MP states that BM have the "ambition" to relocate the WRC. So it must be safe to assume that they have a agreed a price with CEC to purchase all the land required to the North of Pyms Lane and presumably come to some sort of arrangement with CEC to fund a New WRC? However the MP makes no mention of when they propose the current WRC will close or where they propose to relocate it, presumably within Crewe?

Within the framework there is no mention of the relocation of the council waste disposal site. Why is this? I expect that the reason is the council does not wish to present its plans for this as it knows there will be a public outcry and far from keeping local residents informed, it wishes them to be kept in the dark and thereby achieve a fait accompli. Rumour has it that the council will move the site to the Middlewich area which I feel would be a disaster for the residents of Crewe and Nantwich. There are over 100,000 people living in the Crewe and Nantwich area and many of those will not journey to Middlewich to dispose of rubbish that they cannot put in the household collection bins. As a result, unsightly fly tipping will increase exponentially and residents who do decide to journey to Middlewich will have to use more fuel than they do at present in travelling to Pym's Lane. These factors would be very harmful to the environment and undermine the council's efforts to improve the local environment through the recycling of waste. I would therefore like the council to state clearly in the development framework what it intends to do about the waste recycling site at Pym's Lane.

No consideration has been given to access for the household waste site on Pym's Lane and this is not included in the document, which is a significant oversight that does not allow for a considered and informed response.

Because they would move the tip and yes they will, Crewe will become one BIG TIP. People not want or be able to afford to drive out of town so 'fly tipping' will become the norm.

As the location of the Waste and Recycling Centre potentially affects more residents of Crewe than the entire Audi/VW organization's workforce. We NEED to know to where the Waste and Recycling Centre will be relocated; simply stating that it needs to be relocated is pointless, because as outlined in this set of documents it is BLINDINGLY OBVIOUS that the centre needs to be relocated... i.e. In future where will we have to take our refuse and recycle-able items that are not currently collected by the council?

also removal of the current tip site would result in more flytipping which Cheshire East are reknown at being crap at dealing with at best.

If the recycling were to close I dread to think how much fly tipping would increase!!

I fully support Bentley's proposed expansion, though I am not happy about Pym's Lane being closed. It is also essential the the household waste recycling centre is maintained, with access from Middlewich Road. I am concerned that although the plan states that the centre will not close, it is not shown of the new proposed site plan.

Another area of concern for residents is the future of the Pym's Lane refuse disposal site. The Master plan suggests that the refuse site will become part of the Bentley plant. The residents are concerned about access to the site in the medium term and where a future site might be, in the long term. There is a real fear that the site will be closed and no replacement provided, leading to an increase in fly tipping. Residents would like some re assurance that the Pym's Lane site will remain accessible to the public and will be replaced, once the current site has been sold to Bentley.

P4 of BBDDFM notes that the waste site will be closed whereas the "Key Questions Answered" document on CEC website says "...there are no plans to close this centre...". Perhaps CEC would like to check the status of this facility with Bentley and advise the public where the replacement will be. One should note that there are constant reports in local press of fly-tipping. Closure of this site would sadly encourage such anti-social behaviour.

4. Although Cheshire East have stated that there are no plans for the Tip to be relocated , Bentley Motors have made it very clear that it is their ambition to move it and it would seem pivotal to Bentleys plans for this relocation to take place. This facility is of great use to the people of Crewe and its relocation would cause some inconvenience to them but perhaps more so to those people who would have the newly relocated tip in their neighbourhood .

Could you please confirm that there are no plans to move this facility ?

4. That the Household Waste and Recycling Centre should remain where it is unless it can be relocated to a site in Crewe which is no less accessible or convenient for Crewe residents and which causes no disturbance to residential properties; and

#### Response

The council's household waste recycling centre at Pym's Lane lies within the long-term ambition for the Bentley campus. However, there are no plans to close this centre and any future change to the facility would have to be consistent with the household waste and recycling requirements of Crewe – and would require a future approval.

#### Changes to masterplan required

None

<b>Potential Actions</b>
No further actions required

<b>School</b>
<b>Representations Received</b>
Hello just a couple of comments on the Bentley master plan, I know that there is quite a few families who live on the Marshfield estate who have young children that actually cycle or walk to the Leighton park academy school via Sunnybank Road and Pyms Lane because the husbands are at work so there's no other alternative transport so what do these families have to do to get to school so if by closing Sunnybank Road and Pyms lane the only other routes are Minshull New Road and Smithy Lane and getting to Smithy Lane via Middlewich Road is a dangerous one from Pyms Lane lights to near Leighton hospital there is no footpath so if I was a mother with young children would I have to move school or would a school bus be available to go to Leighton Academy
<b>Response</b>
Liaison is taking place with Leighton Academy School to understand the impact of the proposal on pupils attending the school
<b>Changes to masterplan required</b>
None required
<b>Potential Actions</b>
Continued liaison with Leighton Academy to understand the impact if detailed plans emerge.

<b>Sustainable Transport</b>
<b>Representations Received</b>
Hello just a couple of comments on the Bentley master plan, I know that there is quite a few families who live on the Marshfield estate who have young children that actually cycle or walk to the Leighton park academy school via Sunnybank Road and Pyms Lane because the husbands are at work so there's no other alternative transport so what do these families have to do to get to school so if by closing Sunnybank Road and Pyms lane the only other routes are Minshull New Road and Smithy Lane and getting to Smithy Lane via Middlewich Road is a dangerous one from Pyms Lane lights to near Leighton hospital there is no footpath so if I was a mother with young children would I have to move school or would a school bus be available to go to Leighton Academy
As a cyclist and local, the closure of Sunnybank Road and Pymms Lane doesn't only affect Bentley users. It affects the local community. There has been no traffic free alternative provided by Bentley to provide access from Leighton/Coppenhall to Queens Park/Nantwich. It would not take much of a deviance from the plan to provide a traffic free pedestrian route from Pymms Lane on the Perimeter of the site parallel to Minshull New Road and then along the Chester Railway Line to Join with the closed Sunny Bank Road rail bridge, which has diverse traffic free paths to Queens Park and Nantwich, both accesses by recently added pedestrian crossings, non of wich are present on the suggested detour along Middlewich road, which is outright dangerous and shows no consideration for the local community
A lot of people walk and cycle to Bentley and the hospital, and more would if it felt safer. When the campus and associated roads are built, it would be most welcome if good quality cycle paths and footpaths are constructed, well separated from motor traffic and giving equal priority to those using active transport. I understand the road at the rear of the Minshull New Road terraces, adjacent to the factory, is due to be surfaced. This could make an excellent traffic-free cycle route .
I cycle to work from the George's cycle path to Leighton hospital. I cycle along the route that is proposed for closure and take over by Bentley. Whilst I support the expansion of businesses in Crewe, I am concerned that this will impact on a safe cycle route to work. How will Bentley ensure that an alternative cycle path to Minshull new road and Leighton hospital will exist if these roads are closed to the public?

4.Encouragement should be given to staff to walk or use bikes to get to work.

Whilst it is good to see further investment from Bentley in Crewe we are very concerned about the effect of the Pyms Lane and Sunnybank Road road closures and the alteration of road junctions for the following reasons:

1 These roads are public thoroughfares used by pedestrians and cyclists on local journeys.

2. The existing signed pedestrian/cycle network uses these roads making the link between the Leighton Greenway and the Crewe-Nantwich Greenway.

3. The suggested alternative of developing further the Crewe-Nantwich Greenway along the Middlewich Road corridor is shown as a "potential route". Whilst this is very much supported it will not happen without significant investment in land negotiations and construction. It is not mentioned in the document whether Bentley or CEC has any funding earmarked for this.

4. Minshull New Road is a most unattractive road for pedestrians/cyclists due to the dominance of local traffic. There is no mention in the framework of any significant changes to improve the environment. Middlewich Road north of Marshfield Bank is just too dangerous for pedestrians and cyclists in its current form.

5, The road junctions proposed for changes will be altered to accommodate yet more traffic. Such changes usually have an adverse effect on pedestrians and cyclists, as any crossings are considered as an afterthought.

Therefore we would like to see definite alternative proposals put in place by Bentley/CEC Highways to accommodate local journeys on foot or by bike, to be available if and when Pyms Lane/Sunnybank Road are closed.

Does the proposed reconfiguration of the highways consider cyclists

Currently, anyone cycling to Leighton Hospital from Wistaston (or even Nantwich) will use the Greenway cyclepath as far as the George's, and then use Sunnybank Road and Pyms Lane (which has a segregated cycle path) and then Minshull New Road. Closing Sunnybank and Pyms to through traffic means that cyclists will now have to either use West St and Minshull New Road or the main A530. As such, if this plan I to go ahead, it is essential that significant improvements are made with regard to cyclists on one (or both) of these routes.

Please ensure that if the 'Legends' facility is redeveloped that it is replaced elsewhere within the 'campus' - Bentley need fit and healthy employees and this is one way of achieving that.

Also, please ensure that Bentley encourage as many of their employees to cycle/walk to work, as this will help to minimise any impact on the surrounding highways, whilst also helping to keep them fit.

Turning to safe cycling routes, we have received the largest number of comments from staff who cycle to work and for these people, being asked to cycle an additional distance or being forced onto 50mph speed limit roads will force them to think again about their safety. Mid Cheshire Hospitals are supportive of providing safe alternatives to the private motor vehicle and in this regard the Bentley Masterplan will be removing the option of a direct route for our cyclists from both Wolstanwood and Wistaston areas. We need safe cycling routes from the Crewe west areas including Woolstanwood, otherwise having cycled as far as Queens Park and the King George V playing fields there is no opportunity to be able to cycle across the railway, and to get around the Bentley Motors' site. This will inevitably mean that more people will resort to their private Mmotor vehicle in order to access the hospital. We believe that safe (i.e. segregated vehicle and cyclist) cycle links into the centre of Crewe including Woolstanwood and Wistaston need to be provided and the Connect2 cycle link to Nantwich needs to be completed. All three must be provided before closing Pyms Lane and Sunnybank Road.

Our comments relate to the proposed 'Connect 2 Crewe Cycleway Extension' shown on the consultation plan. We have recently commissioned some initial design work on this scheme and due to the width of highway land along the A530 being limited, in some sections we would need to route the cycleway behind the existing hedge on the periphery of Bentley land. This is particularly the case south of the proposed access point off the A530 to the Bentley site and close to the proposed cycleway tie-in with the Leighton West Link Road.

Also believe it or not, pedestrians also use this route too. I & many others have too, walked my dog for 12 years along Pyms lane & Sunnybank rd to get to the Georges field & then the park, returning along West st to home.

How will public rights of way be protected?



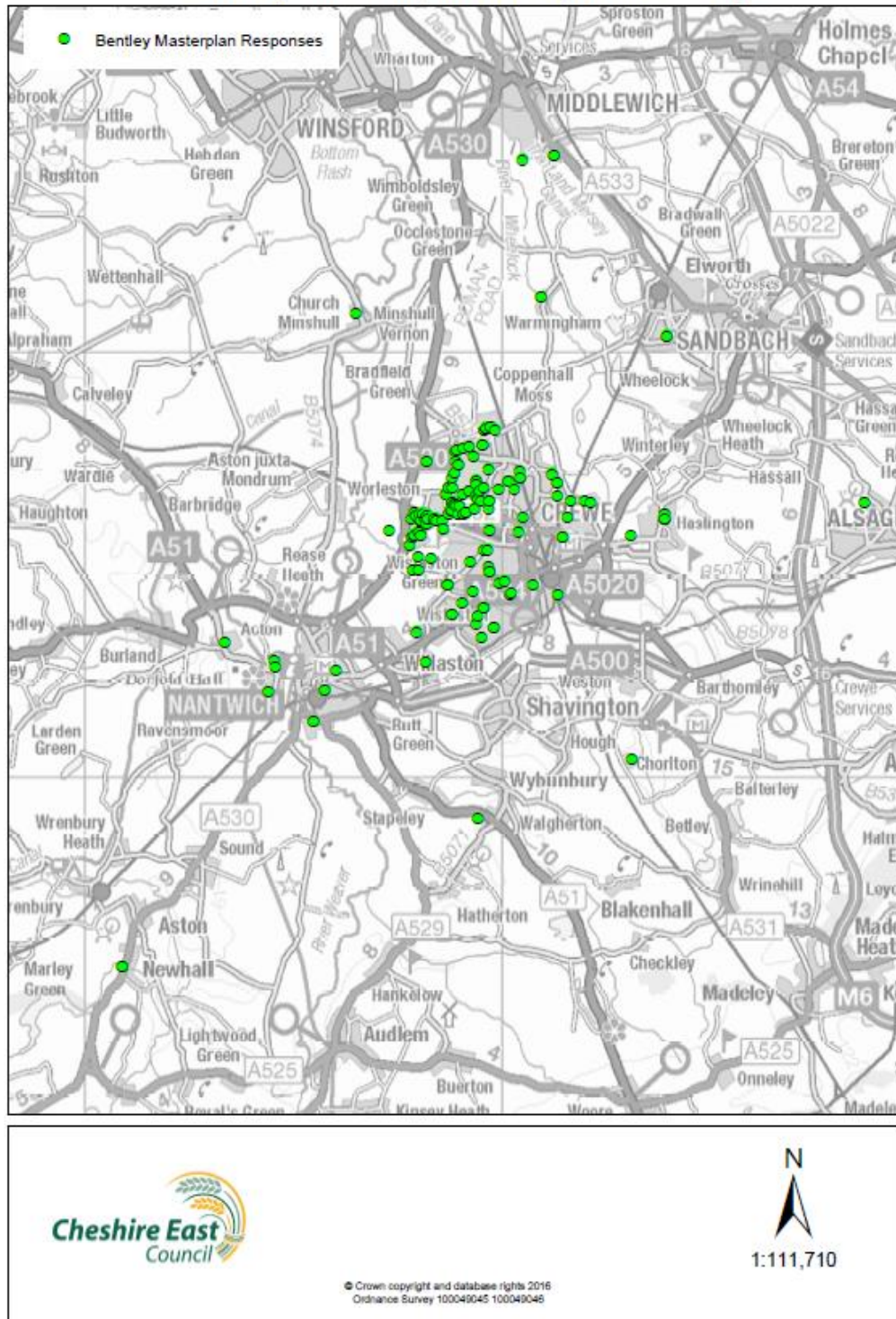
<b>Response</b>
Any planning application will need to be accompanied by a sustainable transport and travel plan which will detail how Bentley intends to ensure the sustainable commute of its staff. In respect of local residents, it is recognised by Bentley Motors that pedestrians and cyclists need to be catered for in addition to motor vehicles, in addition Cheshire East Council has policies supporting sustainable transport. Liaison is taking place with Leighton Academy School to understand the impact of the proposal on pupils attending the school
<b>Changes to masterplan required</b>
The Masterplan will be changed to reflect the need for sustainable access to and from the Bentley Site.
<b>Potential Actions</b>
Sustainable Travel Plan through the planning process, further liaison with Leighton Academy to understand the impact.

<b>Utilities</b>
<b>Representations Received</b>
Many thanks for consulting United Utilities on the above document. I have reviewed the Draft Development Framework for the Bentley Motors site which will underpin the development for the future growth of Bentley in Crewe. From an initial look at the location of proposed against the location of United Utilities assets, we can see that: <ul style="list-style-type: none"> <li>• Surface water and combined sewers run through the northern part of the site;</li> <li>• There is a six-inch cast iron water main that runs the length of Pym's lane. If this road is to be closed then this main may need diverting.</li> </ul> Please note that there may be other assets within the proposed development area. The presence of United Utilities assets will need to be afforded due regard in the future development of sites. We urge developers to contact United Utilities to explore options for addressing this as early as possible, as it may affect the layout of proposed development. UU currently has a free pre-application service available for developers to potential development proposals. If you do raise this as part of your discussions, please give them our contact details:
<b>Response</b>
A detailed planning application will include disruption to underground services and the plans to minimise this.
<b>Changes to masterplan required</b>
None
<b>Potential Actions</b>
To be progressed as part of the planning process.

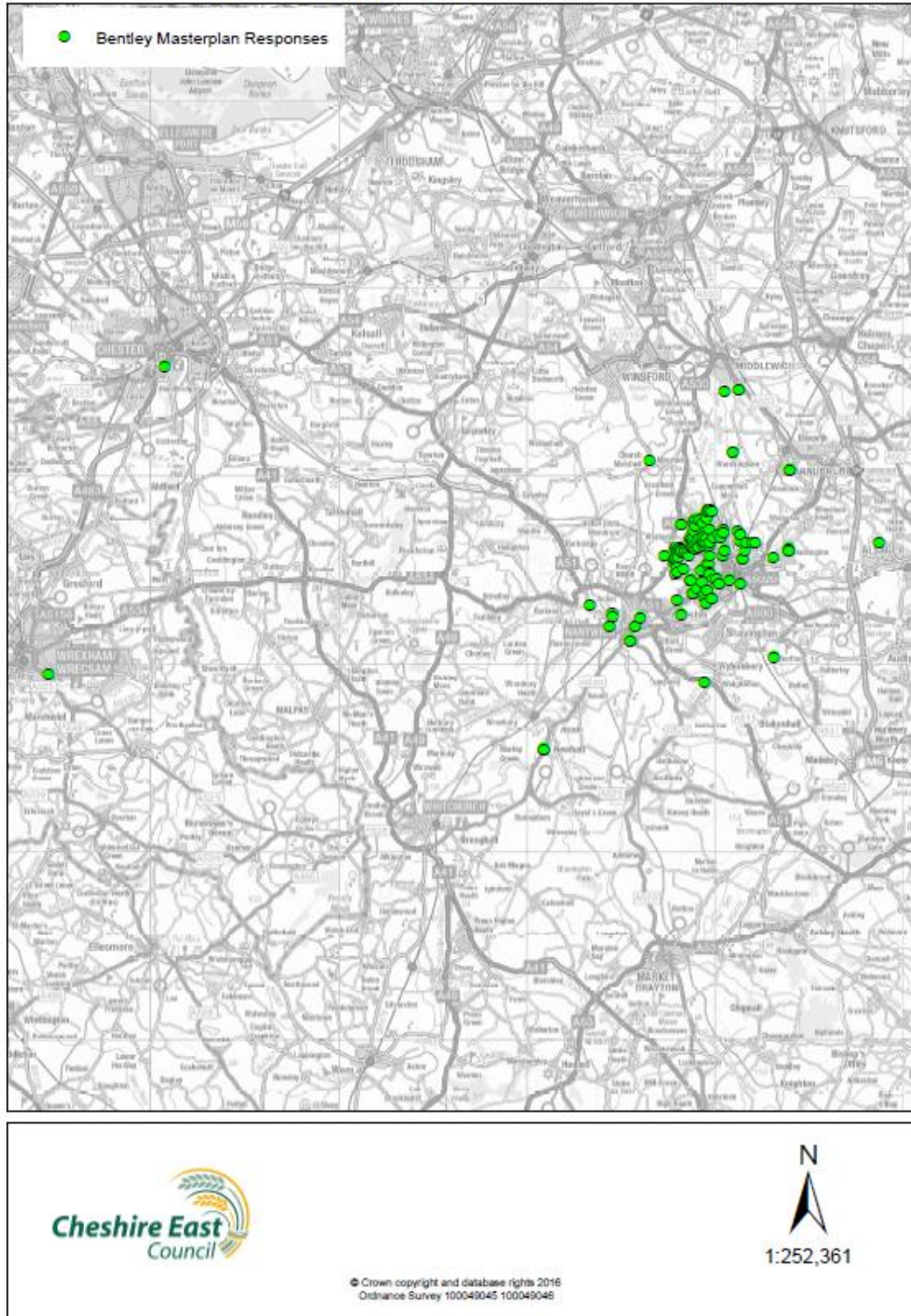
## APPENDIX 6

### MAPPED RESPONSES

Bentley Masterplan Responses Map

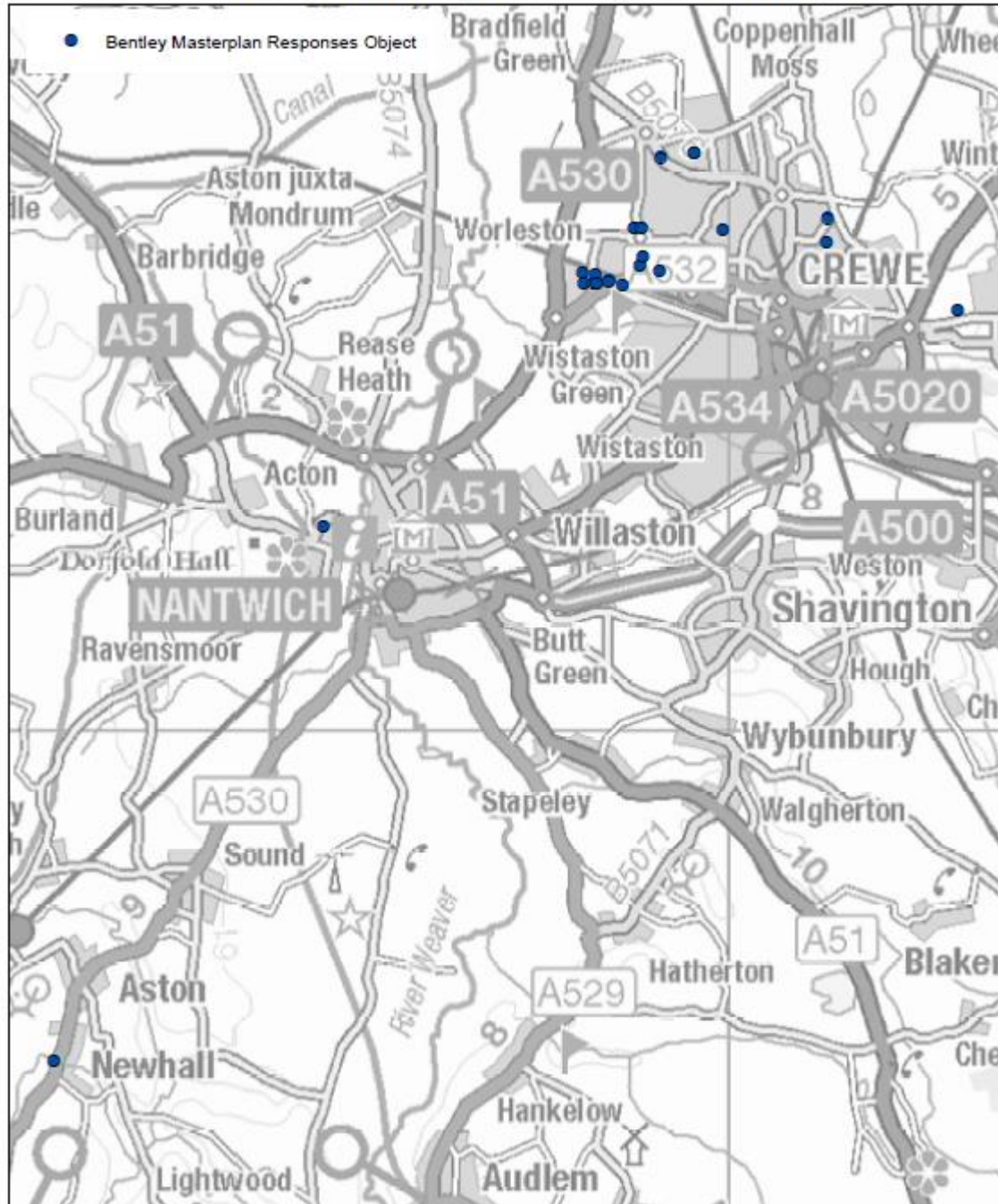


## Bentley Masterplan Responses Map



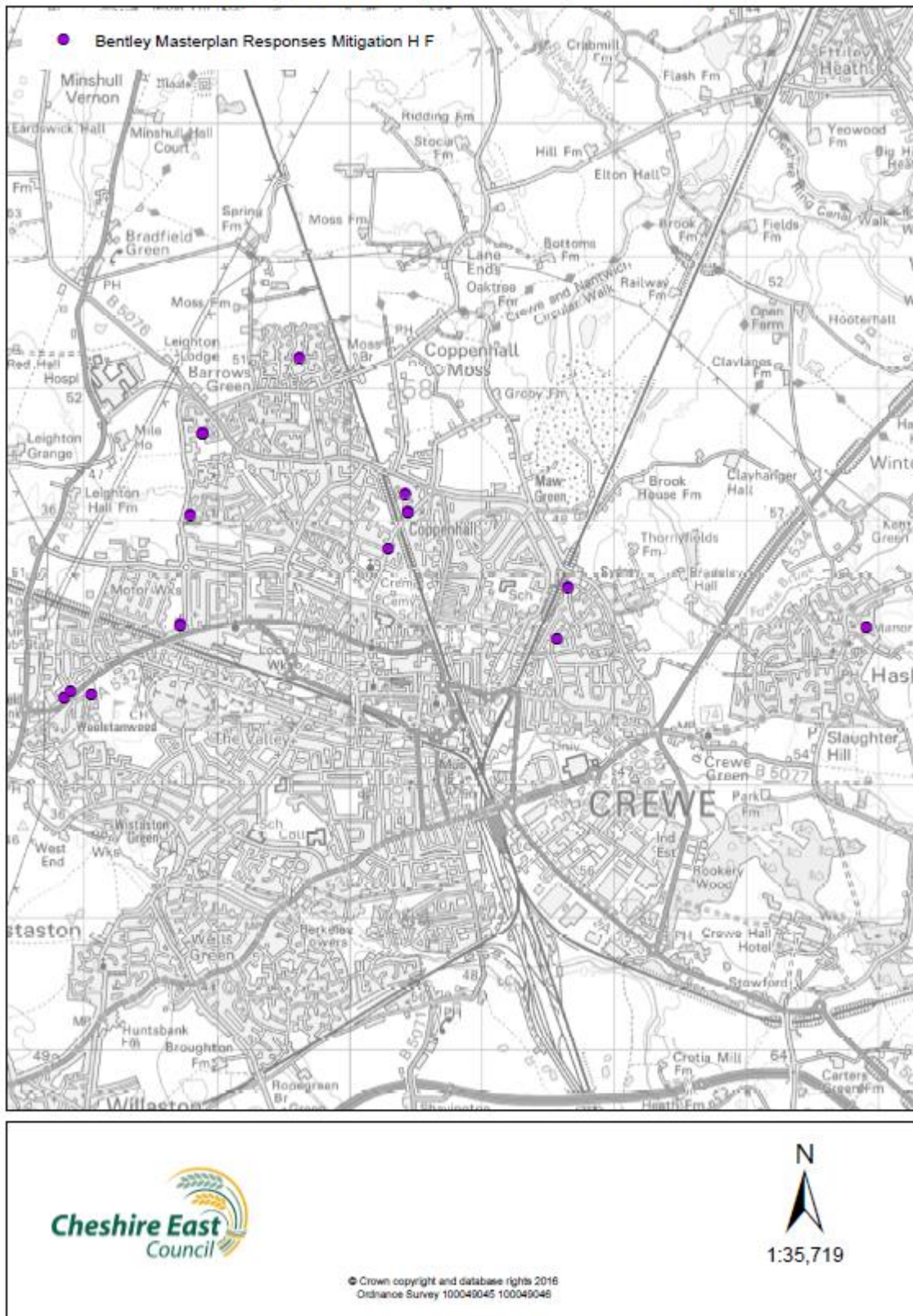


## Bentley Masterplan Responses Map



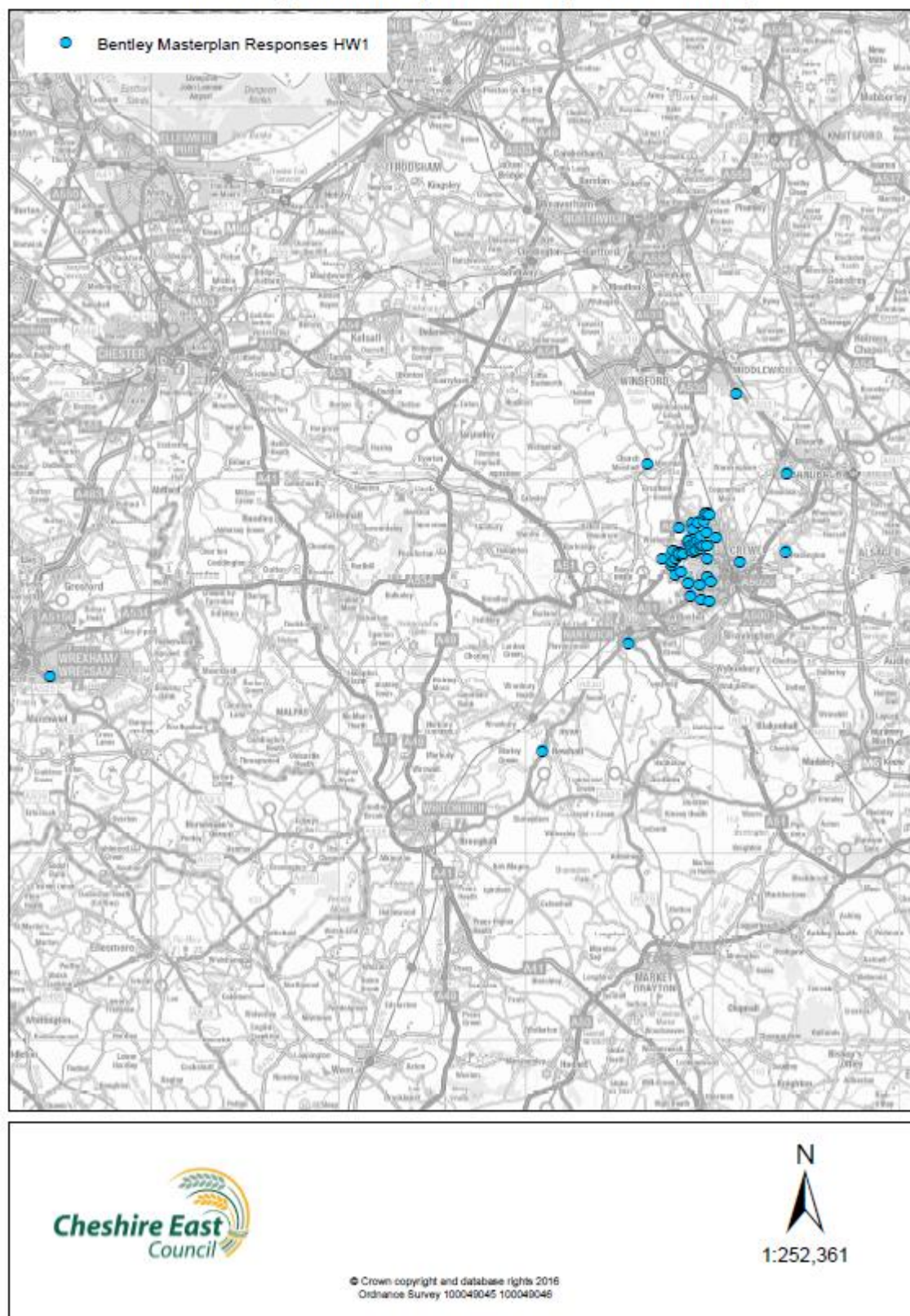
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## Bentley Masterplan Responses Map





## Bentley Masterplan Responses Map





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