CREWE STATION HUB AREA ACTION PLAN CONSULTATION - KEY POINTS

Introduction and Key Issues

- No mention of the Handsacre Link near Litchfield which will dilute the benefits of HS2 services to Crewe, Runcorn, Liverpool, Stoke-on-Trent, Macclesfield and Stockport. CEC should campaign for its cancellation and for its replacement by the 'Meaford Curve' near Stone.
- No preparation is being made for the arrival of HS2 in Macclesfield.
- More housing will be required as a result of HS2. The former Gorstyhill golf course offers potential for development.
- An increase in population due to housing growth in Crewe as a result of HS2 and an ageing population will result in a significant demand on health and care infrastructure.
- Concern that the focus is around Crewe. The HS2a will have a much wider impact on the whole of south Cheshire.
- Work should have regard to the Constellation Partnership HS2 Growth Strategy. Of some concern is the footnote to the growth figures provided for both employment and housing which excludes Chester and other towns in the northern fringe as these have been accounted for in growth figures for adjacent areas.
- The Plan is too restricted to 'complimentary and supporting development in the environs of the station' where most relatively recent development is of such poor quality it will act as a major barrier to ambition.

Timeframe of CSHAAP

a) Is it appropriate for the CSHAAP timeframe to be the same as that of the Local Plan Strategy?
b) If not, what do you think the timeframe for the CSHAAP should be and why?"

- The timeframe should be parallel with the LPS.
- The timeframe should match the HS2 timeframe. The CSHAAP should be extended to include the completion of phase 2B in 2033.
- The CSHAAP, the Constellation Growth Strategy and a revision of relevant parts of the LPS in South Cheshire need to be considered holistically to ensure effective short, medium and long-term strategic planning.
- The timeframe of the CSHAAP must be sufficiently flexible to be functional over the life of the LPS, the completion of HS2a, the Hub Station, HS2b and a robust, inclusive strategy of the Constellation Growth Strategy.
- The Crewe HS2 Hub Draft Masterplan outlines the future outcomes from the potential capacity for gross additional space, homes, jobs and GVA that could be added to Crewe economy up to 2043. The outcomes of the draft Masterplan needs to be considered within the timeframe of the CSHAAP i.e. up to 2043.
- The timeline to 2030 is sensible but the vision could be for a longer period through to 2050 encompassing many of the longer term issues such as agglomeration, automation, and decarbonisation.

Geography and Boundary of CSHAAP

a) How far should the red-line boundary of the CSHAAP extend from the hub station?
b) Area there specific areas of land that could be included in the CSHAAP?
c) Are there specific areas of land that should be excluded from the CSHAAP?

If you feel that specific land should or should not be included with in the boundary please detail the reasons for this

- The CSHAAP map includes 3 GP practices which are at or above capacity. It is difficult to scope the services likely to be required but initial suggestions would look to include a walk in centre located within the architectural plan of the hub, with a potential for other health services such as pharmacies and dentist surgeries.
- The 1.5km red line boundary is not sufficient to cover the vast area of land likely to benefit the CSHAAP and to meet the regeneration strategy for Crewe. A radius approach is not appropriate and instead the boundary should follow physical and social infrastructure. To the south the boundary should follow the A5OO bypass, to the west Rope Lane, and to the east the A5020. There is no particular preference for the northern boundary.
- The strategic locations Basford East and West should be included as they directly relate to the future development at the Crewe Hub.
- The boundary should extend to include the town centre, as this will help connect the two economic hubs in the area. Whilst the boundary will focus on the hub station, the plan must acknowledge the need to connect to wider parts of the hinterland. This includes industrial areas, business parks, housing estates and the local hospital.
- The boundary should be extended to include Weston and Basford Parish south-east of Crewe to Nantwich in the north-west in order to ensure that other essential infrastructure in the Crewe hinterland that will have to access the Station Hub, can be properly evaluated and included in the CSHAAP.
- The boundary needs to be close enough for both commuter using the HS2 facility and residents of Crewe, but reflecting the different infrastructure of Crewe being based around 4 main areas – the Royal Arcade, the Civic and Cultural Quarter, the Northern Edge, and the Southern Gateway.
- The current zone should be rationalised to extend to a zone of 500m.
- The CSHAAP could be broadly defined by a 400m walking distance; however it should be extended so the Crewe Town Centre abuts the boundary.
- Royal Mail owns and occupies the freehold of the Crewe Delivery Office, 2 Weston Road and the adjacent car park. Royal Mail will have a long-term interest in the site and confirms its intention to continue to operate at the Crewe DO for the long term given its strategic location and operational significance. Royal Mail would therefore like their site and adjacent car park to be excluded from the CSHAAP area.
- The boundary line should be extended up to Gresty Lane which adjoins the Basford allocation. The West Crewe Sustainable Urban Extension could support the aspirations around Crewe Railway Station.
- The boundary line should extend to 1250m to include all major employment sites and transport infrastructure.

- Assets such as the proposed town centre heat network, the Crewe Business Park, Basford West and the MMU site must be within the boundary red-line to enable a seamless and joined up approach to the management of these assets.
- The CSHAAP must have strong regard to wider infrastructure such as the J16 corridor, Crewe Green Roundabout, and the access of goods and people to the Science Corridor.
- The boundary should be extended to include Nantwich to the northwest and Weston and Basford and Alsager to the south east.
- Specific areas of land to be included should include: Crewe Railway Station and its environs; Weston Road corridor; Macon Way corridor; Gresty Road corridor; Nantwich Road corridor; Mill Street corridor; and Crewe Town Centre and its environs. The areas beyond these should be excluded form the CSHAAP and addressed via review of the LPS.

Sustainable Development

Does the LPS sufficiently address sustainable development in its existing policies or do you think that further guidance is required in the CSHAAP specifically regarding sustainable development?

- 5-7 trains per hour will have a huge effect on the area; therefore the local plan must be able to accommodate this growth in a sustainable manner. The comment in 12.2 is ambiguous – if the CSHAAP is not a daughter document to the LPS then earlier statement in 2.4 suggests that the CSHAPP is a supplementary planning document.
- Sustainability remains a key pillar in NPPF and the LPS of which transport infrastructure and accommodating car parking and congestion related to the station must be a significant consideration in the context of HS2.
- The LPS preceded HS2 and so there are no policy considerations of the impact of the HS2.
- The LPS, through policies MP1, SD1 and SD2, sufficiently addresses sustainable development. There is little requirement to duplicate or dilute such policies and therefore no additional policies are required unless the AAP uncovers specific risks or issues not addressed in the LPS.
- LPS provides a reasonable framework for the promotion of sustainable development, however this will need to be adapted to the specific needs of Crewe Town centre and the Hub, in particular issues of air quality, carbon reduction, resilience and biodiversity/greenspace.
- The construction of the Hub and surrounding area included in the area action plan is an opportunity to demonstrate the very latest in sustainable building practices.
- Further guidance is needed in terms of sustainable development given that the National Planning Policy Framework has been revised since the adoption of LPS.

Vision and Objectives

a) What do you think the Vision for the CSHAAP should be?
b) What do you think the objectives of the CSHAAP should be?

Vision

- The Vision and Objectives should adopt an approach which captures the development potential of the wider town, as opposed to solely the land surrounding the Hub Station. This will ensure the benefits of HS2 are felt from a wider catchment area.
- The WCSUE should form part of the wider vision for the Crewe Hub Station. The delivery of homes to cater for the growing need of Crewe as a result of the HS2 should be considered as part of a comprehensive vision.
- Should be centred on a comprehensive and integrated Crewe Station Hub that engages positively with the surrounding neighbourhoods and communities with regard to the social, environmental and economic opportunities.
- To create a destination with an iconic station and surrounding area that makes Crewe a must for visitors and trigger economic regeneration and growth for the benefit of all stakeholders in the area. The CSHAAP vision should include office, retail and leisure facilities.
- Should look to incorporate local values in terms of what additions would be of most benefit to the existing and potential future residents. The vision should look to incorporate the perceived increase in vitality and growth for Crewe; the aim being to have a mature and robustly functioning town with sufficient services contributing to the overall Cheshire East Council agenda. Proposed operational objectives are as follows: profitability; service to the population; retention of the services/population; efficiency of services.
- Any vision statement and accompanying objectives must include: the Crewe Hub Station and related developments must serve the residents of urban Crewe, providing a springboard for economic regeneration, job generation and a refreshed "quality of place" that reflects local, regional and national aspirations; and the Crewe Hub Station and related developments offer benefits beyond Crewe and outcomes must be considered in the context of the wider opportunities from Nantwich to the M6.
- Provide an area for the passengers and local people to be proud of.
- The best route to realising the vision will be to promote sustainable development that recognises the importance of social, environmental and economic development, and the interrelationship between them. For the economic aspects the following issues should be considered:
    - Improving the conditions for future investment and growth – including economic infrastructure (transport, energy, digital, smart), quality of place, decarbonisation and resilience.
    - Plans and actions to recognise and meet the need to develop and build local skills and talent to maximise potential growth opportunities.
    - Maximising opportunities as a gateway for Cheshire East's economy and the Northern Powerhouse – to reflect Crewe's role in our wider economy.
    - Supporting inclusive growth – so that all in Crewe benefit from the town's development, including its exiting businesses.

    - Recognition of, and support for, the wider Constellation Partnership HS2 Growth Strategy.
- The vision and objectives must look beyond Crewe and assess the impact upon the wider area, especially the corridor from Crewe along the A500 to Junction 16 on the M6.
- The creation of a new, sustainable urban quarter with the HS2 Hub at its heart, offering first-class rail connections, a high-quality housing offer, and locations for new employment and leisure opportunities all set in a high-quality environment and with significant infrastructure improvements, but in a manner that complements the role of a reimagined and repurposed Crewe Town Centre, and underpinned by delivery high-quality links between these two strategic locations.

<u>Objectives</u>

- Should include: sustainable development, historical and natural environment, design principles, and to enact the inclusion of the wider area.
- Should encourage close links between the Station Hub and both Basford East and West but should also seek to encourage additional uses on the land around the strategic allocations linking opportunities for sustainable growth and transport e.g. parking facilities or a Park-and-Ride facility for the Station.
- Should include: strong transport and public realm links with the Town centre; developing office accommodation; providing retail space; building leisure facilities; integrated rail hub that links seamlessly with the local area's transport system; create a brand and an experience which sets the tone for Crewe and the surrounding area; accessibility from the wider region into the hub.
- The CSHAAP should boost the density of the area surrounding the station. Design quality should be excellent, and the view from trains as they pass through Crewe should be considered.
- The objectives should be well designed buildings; preservation of historic buildings' links to the town centre; and improvements to the area adjacent to the station.
- Natural England advise that the CSHAAP objectives should reflect paragraph 102 of the NPPF. The vision should aim to avoid any adverse effects and where this is not possible provide appropriate mitigation measures. Achieve net environmental gains where possible and seek to implement net gain opportunities that promote the conservation, restoration and enhancement of priority habitats and strengthen ecological networks.
- Should include: provision of first-class rail connections as part of a first-class transport interchange; development of a high-quality housing offer within a sustainable location and attractive local environment; creation of new employment opportunities, capitalising on infrastructure improvements; creation of a high-quality environment to benefit local residents, businesses, and visitors; delivery of a repurposed Town Centre that supports a range of diverse uses, and is a focus for new and existing residents, businesses, and visitors; and ensure that high-quality links are created to ensure that all parts of Crewe can access the HS2 Hub and its environs in a safe and sustainable manner.

Land Use and Master-Planning

Should the CSHAAP be underpinned by a masterplan?
If so what type of land uses do you think should be addressed by the masterplan and how should sub-areas for specific land uses be defined?

Underpinned by a Masterplan?

- It may be more suitable to develop a set of clear and detailed objectives that will underpin the schemes presented by each interested party. This may develop into a series of smaller Masterplan's which relate to each objective in order to maximize permeability, connectivity and sustainable development.
- The CSHAAP should be underpinned by a masterplan for the town and area. The development of the hub station should be complimentary to the ambitions of the area and not established in isolation.
- The CSHAAP should have a masterplan plan that is closely aligned to the plans to regenerate Crewe and Crewe's town. This alignment will drive out inefficiencies and will identify best example for Crewe.
- Natural England strongly advise that the CSHAAP should be underpinned by a Masterplan to ensure careful consideration is given to the detailed design of this major infrastructure project.
- Has any work been undertaken to look at other High-Speed train stations across Europe? If not why not and there are very valuable lessons to be learnt that no doubt could be applied to Crewe and its hinterland.

Type of Land Uses

- Land and offices around the station, retail and leisure to compliment the town centre and provide a gateway to the town. Housing developed to encourage investment in the local area. Sufficient parking and accessibility to cope with movement.
- The impact of high-speed trains operating alongside residential areas/schools e.g. Leighton on the north side of Crewe needs careful consideration e.g. noise and vibration impacts. Also consideration associated with power supply/gantries.
- The plan should specify industrial and residential areas and ensure they are not mixed.
- The commercial area of Nantwich Road should be maintained.
- Royal Mails DO site is located within an existing industrial area with similar uses adjacent which are not noise-sensitive. If the Council is minded to include this parcel, alongside Weston Road (A532), the uses within this area should be retained for industrial and commercial purposes only. Royal Mail would be concerned if land in the vicinity of the DO is promoted for alternative and potentially noise-sensitive uses (including residential) which could have the potential of imposing operational sanctions onto the DO and restricting Royal Mail's ability to meet its statutory objectives. Paragraph 182 of NPPF 2018 should be taken into consideration and further guidance included in CSHAAP.
- A mixture of housing – high density homes around the town centre and larger family homes elsewhere within the wider town. Gresty Lane should be incorporated into Basford Development area to help provide a variety of housing for the wider population.

- The use of infographics should be used to engage and communicate proposals. All land uses should be included, alongside infrastructure requirements, so that a holistic view of the area can be developed.
- A wide range of land uses should be addressed (A1, A2, A3, A4, A5, B1, B2, C1, C2, C3, C4, D1, D2, and Sui Generis).

Creating a New Centre that compliments the Existing Town Centre

a) Should the CSHAAP ensure that new development around the hub-station supports the function of Crewe Town Centre?
b) If so how could the CSHAAP best achieve this?

- The design of the new station needs to be modernistic, functional, appealing/pleasant to the eye, environmentally friendly e.g. energy conservation and efficiency features (solar panels on roof?), future proof (in terms of future passenger numbers and numbers of trains) and suit both train operators, retailers, and passengers. Maintenance costs are another consideration for the station design.
- As the station at Crewe is relatively central within the HS2 network, would this allow Crewe to build a state of the art conference center (or other centers) that would serve most of England? This would offer numerous possibilities for building new hotels/restaurants and offer enhancements to retailers etc.
- New development around the Station Hub should align and compliment the function of Crewe Town Centre. Existing uses around the station and within the Town Centre should be retained and enhanced. The CSHAAP should also seek to diversify the economy within Crewe by introducing alternative land-uses and industries to the area. Policy should also include and encourage an alignment between key strategic areas (and the land surrounding it) to the South, namely Basford East and West. To do this complimentary uses around existing clusters of commercial or residential buildings should be introduced. This will not only build upon the existing uses present around both the station and within the town centre, but also encourage the organic growth of the area.
- The medium term vision is to establish two hubs, station and town centre, but if successful there will naturally be investment and development between the two hubs which would include office retail, leisure and housing development. Eventually the two hubs would merge and be seen as one 'city-like' entity.
- The hub should support the town centre but become a centre with its own identity.
- Where is the most appropriate place for health services. If Crewe Town Centre is to remain a primary shopping and leisure destination; there is potential for a renewed focus on public services (inc. health) in the secondary hub.
- The two centres should be complementary. The key is good links between the two areas via foot, cycle and rapid transport system.
- It would be beneficial for the main centres of Crewe – hub station, town centre and to a lesser extent Grand Junction - to be mutually supportive and have a synergy of vision which capitalises on their strengths and allows each to be successful. The Town Centre and Grand Junction has a primarily daytime economy; and the hub station with Nantwich Road has more of a night-time offer.

- The main focus should be to deliver development that cannot be accommodated within Crewe Town Centre and its environs; is best suited to be in the vicinity of a major transport interchange; is of a scale appropriate to the context; and contributes towards the achievement of sustainable development.
- Certain parts of Town Centre and its environs could be subject of Neighbourhood Development Orders and LDO's.

Design, Heritage, Public Realm and Landmark Buildings

a) Should the CSHAAP include more detailed policies than already set out in LPS?
b) Is so what type of policies should be included and what matters should they address?

- Historic England welcomes the fact that heritage has been identified as a key theme for the CSHAAP. Development linked to the arrival of HS2 offers opportunity to enhance the setting of the station, and a number of locally notable buildings around it. Ensuring that new development is of appropriate scale, design and materials will do much to achieve this aim.
- Existing polices within the LPS and the emerging policies within the SADPD sufficiently address issues regarding design, heritage, public realm and landmark buildings. Specific policies may however be included should risk be identified e.g. specific guidance or direction on design, or having a stand off from such assets.
- The design brief should be a separate document dealing specifically with the challenges of the proposed redevelopment and not tied to a general document which might not be appropriate.
- The policies should be more detailed than the LPS and should address historic building preservation; detailed standards for new developments - design guide; good open space design; and plan for the residential area off Nantwich Road.
- Natural England believes that the CSHAAP should include more detailed policies than is set out in the LPS as it is a major infrastructure project that is outside of the normal context of LPS policy.
- It would be preferable to develop bespoke and detailed policies which reflect the conditions for growth that will allow businesses to consider whether they wish to establish a presence within the area, such as: place-shaping is a vital area for the development around the hub-station, especially environmental, built form and design standards; economic infrastructure – how the area will capitalise on digital/smart technologies, energy and decarbonisation; accessibility – safe walking and cycling routes and mixtures of usage; housing offer – especially densities and range of tenures; education and training – mapping of potential skills gaps and actions to address these.
- Design related policies should not seek to impose a particular type of architectural language, but should seek to establish key principles in terms of urban design and the public realm, with a particular focus on materials, housing densities, building heights, scale and massing, access and permeability, and the relationship with the major infrastructure works that will take place, while ensuring that these principles are compatible with land uses proposed.
- The CSHAAP will require an updated more relevant policy context to be set within an advanced LPS Review.

Landscape and the Natural Environment

Does the Development Plan (including emerging policies in the SADPD) sufficiently address matters of Landscape and the environment or should more bespoke policies be developed in the CSHAAP? If not what matters do you feel such policies should address?

- Policies within LPS and emerging policies within the SADPD sufficiently address issues regarding landscape and the environment. Specific policies may however be included in the CSHAAP to enhance and build upon these policies.
- The CSHAAP needs to consider the best methods of how to create linkages between existing urban green spaces, ecology corridors identified within Crewe environs and across Basford (including those included in current strategic development sites). Wherever possible Public Green Open Spaces need to be incorporated to off-set urban development and provide opportunities for the Hub Station and Crewe Town Centre regeneration to create a valued 'sense of place'.
- The plan needs to address: the lack of parks and open spaces and to set up a scheme to ensure more is created; and encourages the natural environment and wildlife movement through an urban corridor.
- The area surrounding Crewe is urban in character with a limited number of environmental assets. The Gresty Lane site could potentially help to provide new opportunities for publically accessibly open space. The site proposes to protect, maintain and enhance native hedgerows, trees, field ponds and watercourses as part of an integrated blue-green infrastructure network, whilst providing new open space and pedestrian and cycle routes for wider public use.
- Natural England considers that more bespoke policies addressing matters of landscape and the environment should be included in the CSHAAP. The environmental policy should reflect paragraph 174 b) of the NPPF. The CSHAAP should link into the wider HS2 aspirations, in particular HS2's Green Corridor concept that seeks to support local wildlife and communities, while simultaneously integrating the railway into the landscape. The Green Corridor seeks to create a network of new wildlife habitats, woodlands and community spaces that will improve ecological connectivity and ensure impacts upon the natural environment are manged appropriately.
- More bespoke policies should be developed in order to respond to the context of the area. Matters that should be addressed include: design and greening of infrastructure, public realm, and provision of urban greenspace.

Highways, Parking, Transport and Other Infrastructure

a. What infrastructure issues should the CSHAAP address?
b. Where do you think the key highway interventions should take place?
c. What improvements to the highway network and facilities should be provided for pedestrians and cyclists?
d. Is the existing policy framework sufficient to address air quality issues?
e. How should the CSHAAP address parking? Should it set a new framework for this specific issue or rely on the existing parking standards of the Local Plan Strategy?
f. Should the CSHAAP safeguard land to deliver key infrastructure requirements (for example where a highway route may benefit from improvement).

What Infrastructure should the CSHAAP address?

- The Crewe station development plan must consider a review of housing availability/requirements needs to address shortfalls and the impact on Council services, emergency service, police, doctors, hospitals, schools, utilities, and road/traffic implications.
- Access for cyclists.
- Poor infrastructure is effecting the town centre and companies are having difficulty recruiting key staff who quote poor accessibility as a reason to turn down job offers. The CSHAAP must provide an opportunity to address these issues.
- Crewe Town is notoriously constrained by its Victorian railway bridges and road network, together with traffic pinch-points at the Weston Road roundabout, end of Macon Way and Mill Street. A new Hub Station alone will be fail to accomplish its potential unless these issues are addressed. Traffic flows, parking, congestion issues and air quality management must be specific issues addressed by this Area Action Plan.
- Good car access and parking are essential if the station is to be used to its fullest capacity.
- The infrastructure plans within the CSHAAP need to provide for holistic solutions which give regard to transport and accessibility by all modes. It should articulate how digital infrastructure (including 5G, IOT and SMART) and energy networks will manifest themselves. In the case of energy, the role of decentralised heat and power to enable development in where there are energy constraints, and also how the area can facilitate the spread of networks in the presence of railway line barriers, i.e. facilitating connections for heat, power and digital networks at the hub and rail crossings. Regard should also be made to climate resilience of this infrastructure. The CSHAAP needs to ensure there is a strong supply of employment land to attract investment. As appropriate, this should include specialised facilities such as incubators and flexible working space.

Where do you think the key highway interventions should take place?

- Key highway interventions should be taken around periphery of station in order to ease congestion and improve accessibility
- Any highways interventions should be addressed in a strategic manner, and the CSHAAP provides the opportunity to do this. Specific locations for interventions include: Weston Road; Macon Way; Nantwich Road; Gresty Road/South Street; and Mill Street.
- The issue of infrastructure should be looked at beyond the new Crewe Station Hub.

- A reliable commuter system to serve all residential areas – the simplest option if to put in an electric tram which can also serve Leighton Hospital.
- Crewe is close to major roads/motorway links and there are opportunities to improve these so HS2 passengers can use Crewe as a hub to access places like Nantwich, Leek, Middlewich…etc.
- For the CSHAAP to be effective the boundary cannot be too large, but equally, there must be plans put in place to connect the wider areas of Crewe and Nantwich.
- The roundabout next to the railway station (B & Q, Crewe Arms etc.) would benefit from enlargement and alteration in the same way that the Crewe Green roundabout has recently been improved.
- To provide accessibility to certain key locations in addition to the hub station, these will include Crewe Business Park, routes to Leighton Hospital/Bentley, the Basford East and West developments and routes to the wider Cheshire area. These interventions should have full regard to promoting sustainable travel modes, application of smart technologies, and facilitate other economic infrastructure.

What improvements to the highway network and facilities should be provided for pedestrians and cyclists?

- A full review of current pedestrian and cycling infrastructure should be undertaken within Crewe and the surrounding settlements.
- A short bridge for pedestrians and cyclists should be provided, parallel to, and along south of Nantwich Road (between the site of the former post office/Weston Road (now a small car park) and the top of the station, currently occupied by two disabled bays). The bridge would span platform 1 to 6.
- Pedestrian bridges would make it easier and safer to cross the roundabout in one go, rather than crossing individual junctions one at a time.
- Cycle lanes would be great, space allowing. Nantwich road is especially difficult to alter/improve due to lack of space.
- There needs to be better cycle and walking routes. Could a changed Nantwich Road be needed to address the Crewe Green Roundabout and the bottle neck of the railway bridge on Nantwich Road.
- Green and blue Infrastructure should be included as a key infrastructure requirement in the CSHAAP e.g. green corridors and SUDS.
- Cyclists and pedestrians need good access to key locations around the station area such as Crewe Business Park. Pedestrians and cyclists should be prioritised in the area close to the station and strong routes provided to the town centre and retail park. Smart technologies such as digital wayfinding could be very useful in improving cycling and pedestrian routes.
- Access for buses arriving/departing from the station can be improved. It's dangerous and confusing outside the station on Nantwich Road and there are often cars parked in the way. Some kind of parking enforcement needs to be enforced there to deter people, either via fines issued using cameras to monitor the situation or with enforcement officers.

Is the existing policy framework sufficient to address air quality issues?

- Policies in the LPS and emerging SADPD provide sufficient guidance to air quality. Should evidence reflect a specific risk relating to air quality, it may be appropriate to address through the CSHAAP.
- Traffic should be moved from Nantwich Road as the air quality is poor. The current policies are not good enough.
- Air Quality issues will need to be considered in more detail as part of the HRA process so it is not possible to say if the existing policy framework is sufficient at this stage.
- Air quality issues are addressed within the existing policy framework but we would suggest that real time monitoring through the use of a comprehensive network of sensors would provide improvements to both decision making and recording of air quality. Utilising existing road furniture will allow the sensors to be powered at low cost and provide a sufficiently dense network to allow a variety of particulates to be monitored.
- Air quality is already a major issue across the CSHAAP area, and therefore the opportunity should be taken to develop a new policy approach to air quality through the development of the CSHAAP.

How should the CSHAAP address parking? Should it set a new framework for this specific issue or rely on existing parking standards of the LPS?

- Adequate and affordable parking (with long-term parking options) must be put in place. As space is limited, the simplest and most environmentally friendly way is building underground parking.
- Additional multi-storey parking should be supported around Gresty Road and Pedley Street.
- A high level of parking may not be available in close proximity to the station as it currently is, As there is limited scope to deliver sufficient land for parking for Station hub and the expected development within the town centre, additional land outside of the town centre and potentially outside of the current settlement boundary should be considered.
- A popular option for town and cities is to implement park-and-ride facilities.
- The boundary should be expanded to include west of Crewe Road and south of Gresty Lane which can deliver additional infrastructure e.g. park and ride facility
- The CSHAAP will need to identify clearly proposals for long term parking associated with the HS2 as their will be a high demand for travel to London and later possibly to Liverpool. As parking is already a problem for local businesses in the station area a great deal of ingenuity will be needed to fit more than 100% increase. As the station is already some distance from the town centre there will also be a high demand for rapid transit between the two. Space for this is currently not available. How will this be allowed in the CSHAAP?
- Parking is dreadful - especially for commuters - the price is astronomical to park all day, and more free short stay parking for people picking up/dropping off, popping in to book tickets etc. is needed (this would also encourage people to park properly instead of in the bus stops).
- A park and ride for the station would be an option if land could be found and the parking being a reasonable cost. This would also reduce congestion around the roundabout junction.
- The best way to ensure superb access and parking may be to build a separate station with a tram link to the existing one - possibly like the one between Birmingham Intl station and its airport. As near to the A500 as possible as that is where most cars will be coming from.

- Parking should be by the main entrance to the station which should be off Weston Lane.
- Whilst the LPS includes parking standards that all new development should adhere to, given that HS2 is a unique development opportunity, the CSHAAP could develop an approach that is more attuned to the demand initiated by HS2 and development in the station area and which also contributes to high quality place-making.
- Car parking will be a key issue for the CSHAAP to address, and a strategic approach should be taken that ensures that car parking is fully integrated with the transport network (for example through park and ride facilities), and that a more efficient approach to the use of land for car parking is taken.
- More free shorty stay parking is needed for people picking up/dropping off, popping in to book/collect tickets…etc.

Should the CSHAAP safeguard land to deliver key infrastructure requirement (for example where a highway route may benefit from improvement)?

- It may be necessary for the Council to safeguard pieces of land to deliver future infrastructure needs, including transport and social infrastructure, and encourage the Council to evidence any future designations made through the CSHAAP
- The land that is required to realise the bridge, i.e. outside the top of the station and at the space of the small car park (formerly the post office on Weston Road)
- It is vital the CSHAAP does safeguard land to deliver key infrastructure requirements, to make sure every possible solution can be explored to achieve the "end in mind" we all want to see.
- It is sensible for land to be safeguarded to ensure that infrastructure such as heat networks and digital infrastructure can be delivered alongside the HS2 station and associated development within the plan area. It will be vital that future aspirations are clarified and the necessary land requirements understood in order to properly safeguard the future sustainability of the area.
- A wider holistic appraisal must be adopted that takes into account the Constellation Growth Strategy and the major road infrastructure modifications being undertaken by HS2 Ltd in order to bring the HS2 a route through Wybunbury and Weston parishes.

Recreation, Leisure and Community Facilities

Does the Development Plan (including emerging policies in the SADPD) sufficiently address matters of recreation, leisure and community facilities or should more bespoke policies be developed in the CSHAAP?
If not what matters do you feel such policies should address?

- Adopted policies within the LPS and the emerging policies within the SADPD sufficiently address issues regarding recreation, leisure and community facilities and provide adequate guidance. Additional policy is not necessary unless evidence suggests otherwise. These issues may also be dealt with through policies regarding infrastructure and the natural environment.

- The CSHAAP should include the provision for recreation, leisure and community facilities. If the hub station and town centres are to become a destination then it must have activities to encourage people to stay and visit. Connectivity to leisure and recreational activities is vital.
- Any large scale development should seek to deal with shortfalls in recreational facilities. Landowners will derive a windfall improvement in land values by the public expenditure so its only fair that the community should seek some of that gain in the form of land and financial contributions where these are incapable of being self funding.
- Is there a mechanism in place for health to receive additional contributions aside from Section 106 funding?
- The Plan does not really cover recreation and leisure. The limited facilities need improvement. Community facilities to meet the needs of the diverse population in the area are needed.
- There is limited recreation, leisure and community space and facilities within close proximity to the Hub Station. The Gresty Lane site responds to this identified need by providing potential enhancements and improvements to the Alexandra Soccer Centre, as part of the wider scheme, providing indoor sport facilities for the wider community. The Site also has extensive public open space designed around the local landscape features with recreational facilities and play areas designed to suit the needs of the local residents.
- The area covered by CSHAAP is unique and of wider importance to Crewe and therefore bespoke policies should be developed. The key considerations for these bespoke policies must be overall quality of place, provision of facilities to facilitate and encourage both day and night-time economies, and provide for the needs of employees, businesses, and commuters.
- More bespoke policies should be developed . Such matters can be detailed in a masterplan to underpin the CSHAAP.

Other Issues

Are there any other issues the CSHAAP should address?

- To maximise the impact of the CSHAAP there must be good dialogue between the public and private sector, with a pro-active and influential ambassadors to promote the benefits of change and the need to think big and be ambitious.
- The WCPNPSG is anticipating the submission of a Neighbourhood Plan (Reg 14) in 2019. Other Parishes south of Crewe either already have 'made' neighbourhood plans or at an advanced stage. This is significant in the context of the emerging SADPD Policies that have also been recently consulted upon. The Steering Group remains concerned that the CSHAAP remains focused on Crewe.
- Some businesses will be displaced in the remodelling of the area and it's important that their needs are catered for. It will be necessary to obtain compulsory purchase powers at an early stage to encourage engagement of all parties.
- A key point to raise is security - these trains will be operating at high speeds so will be vulnerable to sabotage (explosives etc.) so adequate security screening plus adequate surveillance, similar to that in place for air travel, must be put in place at the station to avoid this potential issue. Another area that will need some consideration, are whether the

existing emergency services able to respond to possible emergencies e.g. ambulances, fire services, police, and engineers etc. Platform safety, facilities for maintenance/parking of high speed trains and carriages also needs to be considered.

- Cheshire has large sand deposits which need to be considered carefully with the HS2.
- There is a shortfall of 430 units, or 14% less than what was initially expected in the LPS. As such, the Council need to identify additional sites which are progressing towards a full or a hybrid planning application to address the identified shortfall and help meet the increased demand from HS2. The Gresty Lane provides a deliverable site that can progress towards a full application to help address the housing shortfall, and housing demand from HS2.
- The benefits of the HS2 station should be maximised in accordance with the recommendations in the Government's Housing White Paper 'Fixing our Broken Housing Market'. The WCSUE would help to support this local investment by providing new homes for the additional workforce generated by these proposals.
- It is vital that the CSHAAP is not seen as an isolated plan and should take into account SEP, HS2 Growth Strategy, Crewe Masterplan and the LPS amongst others. The way forward would be a unified and joined up approach to provide necessary improvements and realise the benefits of HS2.
- The plan focuses tightly on Crewe when the HS2a proposals will have a serious and significant impact on the wider area.

General Comments

- Coal Authority – no specific comments at present
- Surrey Country Council – wish to be consulted in future should any development be focused around the existing railway sidings to ensure silica movements are not prejudiced
- National grid – no specific comments at present
- Active Travel – to emphasis and encourage implementation of the principles already adopted by CEC in its local plan and associated strategies.
- United Utilities – has significant wastewater infrastructure passing through the area, especially in and around the train station. This includes some associated easements which will need to be afforded due regard in the masterplanning process. Sustainable drainage needs to be fully reflected through the CSHAAP. The principles of sustainable surface water management should be used to support other principles and requirement of the plan e.g.) there are opportunities to reduce surface water run-off as part of the number of public realm improvements or sustainable design requirements within the CSHAAP. The CSHAAP should set out that there is a need to follow the hierarchy of drainage options for surface water in the NPPG and include exemplary SuDS. Referencing LPS SE13 in the CSHAAP will reinforce the requirement for future development to ensure the hierarchy is followed. The AAP should specifically reference that future development incorporates genuine, above ground, sustainable drainage systems, landscaping features and permeable/porous hard surfacing materials to help reduce or maintain rates of surface water runoff to existing drainage systems. The AAP should set out an ambitious target for the reduction of surface water discharge.