

Cheshire East Local Plan

Crewe Hub Area Action Plan

Publication Draft

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1. Introduction

- 1.1 The arrival of HS2 to Crewe presents an unparalleled opportunity to realise Crewe's full potential as a regional and national hub and could bring transformational growth that can have significant environmental, economic and social benefits for the community of Crewe and beyond. The project offers huge opportunities to support regional economic growth and rebalance the economy of the north whilst securing a long term move towards greener and more sustainable forms of travel which are crucial to maximise the regeneration opportunities that can be truly transformative for Crewe.
- 1.2 Current plans already confirmed by government will see the operation HS2 services to Crewe by 2028, with a later phase linking Manchester and beyond. To maximise the opportunities for inter-regional connectivity, regeneration and economic growth, Cheshire East Council, working in partnership with Network Rail, the Local Economic Partnership and the Constellation Partnership, are continuing to engage with government to seek to secure additional investment in infrastructure that supports a more frequent service and an enhanced station at Crewe. Whilst the connectivity opportunity at Crewe Rail Station exists regardless of the Council's HS2 related growth ambitions, this opportunity is vastly improved if such investment can be secured.
- 1.3 Securing HS2 services to Crewe means delivering investment in Crewe Station to create a true HS2 Hub, with the rail infrastructure and facilities that can create a level of connectivity potentially of a scale that is truly transformative for Crewe. Such investment can bring high levels of new jobs and homes, and opportunities to radically improve the built environment and functionality of central Crewe, enhancing Crewe's already considerable transport advantages. Achieving this and enabling HS2 services to arrive at Crewe will require significant re-modelling of Crewe Station, creating additional passenger

capacity and facilities that in turn will create the need for complementary and supporting development in the environs of the station. Together, investment in Crewe Station and the delivery of a land use plan



embedded with measures to improve connectivity, have the ability to catalyse the private sector to respond to the opportunities of locating near to a national rail hub, with superb services and vastly improved built environment.

- 1.4 In considering how best to remodel Crewe Station, the Council has worked with Network Rail to propose a design solution that orientates the main station entrance, ticketing, public transport and parking facilities to Weston Road, introduces an additional rail crossing south of the station which creates capacity at Nantwich Road to refocus this entrance toward pedestrian and cyclist access. In the longer term the solution enables internal pedestrian access via a transfer deck that connects Gresty Road to Weston Road and supports a third local entrance opening directly off South Street.
- 1.5 The design solution for Crewe Station forms the heart of the Crewe Hub and intimately informs the accompanying land use and planning strategy set out in this Area Action Plan. The Crewe Hub Masterplan plan talks to the station proposals in a way that ensures the highest level of connectivity for all development in the area, seeking to create a new sustainable neighbourhood connecting the town centre to Crewe Station and a new Commercial Hub adjoining the reconfigured entrance at Weston Road.

- 1.6 This approach seeks to respond to the significant change that could be catalysed through investment in the rail services here. It sets out a supportive development framework with clear aspirations to realise and deliver the uplift in social and economic value that HS2 can bring to Crewe and establishes an enabling planning regime to secure jobs and deliver environmental improvements that will ensure growth here can make the most efficient use of land in a truly sustainable location, and ultimately rebalance our economy for success in the region, and the north.

Responding to the Opportunity

- 1.7 In response to opportunities presented by developing a national high speed rail network, Cheshire East Council has undertake a programme of work to demonstrate how securing HS2 services to Crewe and delivering investment in Crewe Station can:

- 1.7.1 Accommodate HS2 services and satisfy increased rail demand
- 1.7.2 Deliver growth that could not otherwise be achieved
- 1.7.3 Increase land value close to Crewe Station; and
- 1.7.4 Realise the increase in land value to fully mitigate the impacts of HS2 and realise its benefits in the local and regional economy.

- 1.8 The Council has pursued two complementary and integrated approaches to demonstrate how the above could be achieved. Firstly, a business case has been prepared, investigating what measures are needed and how investment can be realised to deliver the above, and secondly, a land use and planning strategy has been developed to support the management of place and co-ordination of development associated with investment identified in the business case.

- 1.9 The Councils business case sets out a strategy that:

- 1.9.1 Identifies improvements to Crewe Station that enable HS2 services to arrive in the town
- 1.9.2 Optimises benefits to Crewe through a land use strategy integrated with the station (including a package of infrastructure measures that support growth and investment); and
- 1.9.3 Establishes a funding mechanism, based on the retention of business rates within a newly created a HS2 Growth Corridor that will facilitate investment in infrastructure and facilities.

1.10 The Councils land use and development strategy has been prepared both within the earlier exploratory stages of the business case and later refined under the aegis of preparing a Crewe Hub Area Action Plan, and sets out a local planning policy framework that:

- 1.10.1 Manages development to ensure optimum physical integration with Crewe Station, supporting a shift to more sustainable travel and the most efficient use of land.
- 1.10.2 Supports high growth, and a flexible approach to development that allows schemes to fully realise the benefits and increased land value opportunity of locating close to Crewe Station
- 1.10.3 Sets out how land value can be captured to mitigate impacts, and deliver environmental and infrastructure improvements that support sustainable growth.

1.11 Importantly the Crewe Hub business case sets out the financial mechanisms that enable the AAP to build on provisions made in the Councils Local Plan Strategy and deliver development to maximise opportunities and support regeneration of Crewe. Setting out a package of measures that will help gap

fund key development opportunities and infrastructure ensures that the approach in the AAP can be delivered.

1.12 Accordingly this approach looks to the long term and presents a planning framework that has been tested on its ability to deliver long term growth, beyond the plan period, that substantially exceeds the growth set out in the LPS itself. The AAP stops short of establishing a new growth target for this area of central Crewe but does out how a framework that can support additional jobs and homes ahead of full review of the Local Plan in 2025 that can address such matters in full.

1.13 The following two sections set out the aims of the Crewe Hub Area Action Plan and the development principles that will underpin growth in the area around Crewe Station in the period before a full local plan review in 2025.

Aims

1.14 The Crewe Hub will be transformed by:

1.15 Adding value

1.16 Through public and private sector investment, alongside an enabling planning framework, the conditions will be created in the Crewe Hub to ensure that development in the area benefits Crewe and is able to fully contribute to measures that will realise the Crewe Hub ambition.

1.17 Investing in Infrastructure

1.18 A package of investment in rail, highways and transport infrastructure will be delivered, including provision of a new east-west rail crossing south of Crewe Station that together will underpin and support development of the Crewe Hub. Green and blue infrastructure, public realm improvements and facilities to promote walking and cycling will create a vibrant place focused on creating sustainable new communities.

1.19 Improving the Environment

1.20 New development presents an opportunity to vastly improve the availability and quality of public realm and green infrastructure, and instil a step-change in the local design dynamic. The Crewe Hub will focus on creating connected, integrated and permeable development linked by a series of public spaces that promote exploration and create new habitats and green space to mitigate the impacts of climate change.

1.21 Celebrating Heritage

1.22 Crewe is a nationally important centre for the rail industry and has been instrumental in its development in this country. The industrial and rail heritage of the area is fundamental to Crewe's character and creating the environment to support new investment for the future, also means realising opportunities to celebrate the industrial and rail achievements of the past.

1.23 Delivering Jobs

1.24 Investment and development in the Crewe Hub will create the conditions that stimulate business demand to locate close to a nationally significant rail hub. Maximising the advantage of this location, the area will support knowledge-based, research and creative industries to locate in Crewe by providing new high quality facilities and supporting skills based training in the local area.

1.25 Building Homes

1.26 The area around Crewe Station has capacity and potential to deliver new homes creating new vibrant and sustainable neighbourhoods, well connected to the existing community, that can realise the most efficient use of land in the area and create regeneration opportunities that deliver for Crewe.

1.27 Creating Places

1.28 As series of green links and public spaces will permeate the Crewe Hub linking the area to Crewe Station and the wider town. Crewe Commercial Hub will take full advantage of its location in a highly connected place and regenerating the Mill Street area will create new high quality and sustainable neighbourhoods to bridge the gap between the town centre and Crewe Station by introducing a Green Link that extends across a radically improved Nantwich Road Corridor, directly into the station.

1.29 Connecting People

1.30 The Crewe Hub will be a highly connected place, both within its own development, and looking outwards to the rest of the world. The area will be globally connected through embedded digital communications infrastructure and physically connected through investment at Crewe Station that creates a world class transport interchange providing sustainable onwards travel options that meets increased passenger demand and turns Crewe into one of the most connected places in the country.

Development Ambitions: Principles and Approach

1.31 Development Area 1: Mill Street

1.32 The area east of Mill Street will be the focus for new residential development focused on the delivery of town houses and apartments that offer high quality accommodation, in a variety of sizes and tenures. The Crewe Green Link and a network of connected green spaces will establish a new and vibrant arterial route between the station and town centre, supporting a new community that will be located in one of the most connected places in the country and enabling a critical mass of density that fully realises the opportunity of infrastructure investment in the area.

1.33 Development Area 2: Macon Way

1.34 Land west of Macon Way and around Crewe Arms roundabout will support a mix of uses focusing on business and employment in the south of the area and, in the longer term, new homes to the north. Development here will be focused on connections to both Crewe Station and to the Valley Brook, an important green space that will be integrated in the layout of new homes and offices forming both an essential green corridor to access facilities and services, but also an important landscape feature that connects the Crewe Hub to its wider setting in the Cheshire countryside.

1.35 Development Area 3: Commercial Hub

1.36 Land east of Weston Road presents an important opportunity to maximise the jobs density that Crewe can support and to truly capture the unique benefits of its location adjacent to Crewe Station. In the longer term the area will shift its employment offer in this location from predominantly warehouse and

manufacturing to present a high quality office environment that supports science, research and tech industries.

1.37 Development Area 4: Station Hub

1.38 Crewe Station is the heart of the Crewe Hub and investment here to upgrade station facilities and enable the arrival of HS2 services will be the axis around which the full potential of the Crewe Hub can be realised.

1.39 A new primary entrance will be established at Weston Road, incorporating station facilities, multi storey parking, public realm improvements and a new public transport hub. Office and conferencing facilities supported by restaurants and cafes will create a truly modern rail offer in the heart of Crewe, talking closely to the adjacent Commercial Hub.

1.40 The existing main entrance on Nantwich Road will become the main pedestrian and cyclist focused access to the station with a vastly improved public realm that connects from station to the Crewe Hub Green Link at Mill Street.

1.41 In the longer term a pedestrian access deck will enable full access through Crewe Station, over the platforms, connecting Weston Road to Gresty Road. This second pedestrian and cyclist focused entrance will open to a public plaza creating the key link for residents of Crewe South to access the station facilities.

1.42 A package of highways interventions (the Crewe Hub Access Package) will secure efficient and safe movement across the Crewe Hub, formed around a new rail crossing south of Crewe Station that will form the Southern Link Road Bridge.

1.43 Together, the extensive station, infrastructure and environmental improvements will create the conditions that secure investment in the wider area and draw people and businesses to what will be a truly sustainable location.

1.44 Development Area 5: Gresty Road


1.45 The area south of Nantwich Road and east of Gresty Road will host a range of new development and forms the gateway for Crewe South to benefit from improved access to the station. Managed parking and highways interventions in the areas west of here will ensure that the creation of a green highway corridor at Gresty Road successfully manages traffic and station access, whilst vastly improving the public realm throughout the area. This area will also host the western landing of the Southern Link Road Bridge which will be designed to integrate with the existing area and enable pedestrian and cyclist access through an additional rail crossing point. Mixed use development across the area will bring forward new investment and public realm improvements, most notably through the creation of a new public plaza and entrance adjoin Crewe Station at the site of Rail House.

1.46 Development Area 6: Nantwich Road Corridor

1.47 Nantwich Road Corridor will continue to play a critical role connecting east and west Crewe across the rail line but, with the opening of the SLRB, will perform a vastly different role focused on pedestrian and cyclist movement and access to the station. New cycling and walking routes that integrate green infrastructure will draw Crewe Station fully into the residential orbit of Mill Street, linking to Crewe Town Centre and beyond.

2. Plan Context

National Context

- 2.1 In January 2012, the Government announced its intention to develop a new national high speed rail network known as High Speed 2, or HS2, which is expected to provide a huge increase in rail capacity, greatly enhanced rail connections throughout the UK and substantial reductions in journey times. The project was designed around a 'Y' shaped network extending from London, to Birmingham, Leeds and Manchester with substations anticipated to be delivered in the East Midlands and South Yorkshire.
- 
- The map shows the proposed HS2 rail network in England. It features a 'Y' shaped route starting from London in the south and branching out to Birmingham, Leeds, and Manchester in the north. The route is divided into two phases: 'HS2 Phase one' (blue line) connecting London to Birmingham and Crewe, and 'HS2 Phase two' (red line) connecting Birmingham to Leeds and Manchester. Key stations marked include London, Heathrow, Buckingham, Peterborough, Nottingham, Doncaster, York, Leeds, Manchester, Sheffield, Crewe, Wigan, and Birmingham. The 'East coast main line' is also indicated. A scale bar shows 50 miles.
- 2.2 The scheme provides new infrastructure to enable high speed only trains to run on high speed only tracks but also allow the same trains to run on conventional rail creating better connections to non-HS2 stations. Tracks are being designed to support services that can operate at around 250mph (conventional services operate at a maximum of 150mph).
- 2.3 The HS2 network is proposed to be delivered in two phases and a recent government review of the project (headed by Douglas Oakervee) has resulted in proposals to run Phase 1, linking London to Birmingham and onwards to Crewe by 2028-31, and Phase 2, incorporating Northern PowerHouse Rail from 2035-40.
- 2.4 At the time of writing, the detailed implications of the Oakervee Review are unclear in terms of timings for project delivery, rail possessions, engineering

works etc but the process has resulted in Governments reconfirmation of support for the entire scheme and an indication that HS2 services will be planned to arrive at Crewe from 2028 onwards.

Local Context: Future Investment in Crewe Station

2.5 Investment in the rail infrastructure, buildings and environs of Crewe Station will mean delivery of:

- 2.5.1 A new primary Station entrance at Weston Road incorporating a public transport hub, station facilities, multi storey parking and new commercial, retail and business space;
- 2.5.2 A secondary pedestrian and cyclist focused entry at Nantwich Road;
- 2.5.3 A third local entrance, focused toward pedestrians and cyclists at Gresty Road;
- 2.5.4 A new rail crossing south of the Station (the Southern Link road Bridge);and
- 2.5.5 Delivery of significant public realm interventions at Nantwich Road and Weston Road





Artists impression: Weston Road Entrance including public transport hub, multi storey parking, public realm and station facilities



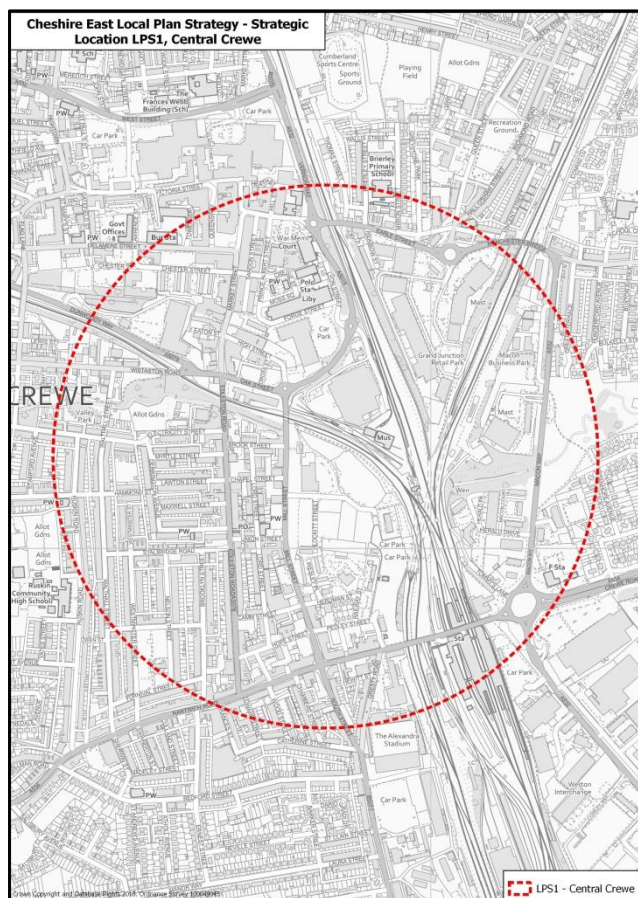
Weston Road entrance, artists impression: station plaza

Local Plan Strategy

- 2.6 The local context for development in Cheshire East is set out in the Cheshire East Local Plan Strategy (LPS) which establishes a series of strategic policies and allocations to meet the overall growth needs for the borough, to deliver a minimum of 36,000 homes and 380 hectares of land for business uses. Growth needs are distributed through a settlement hierarchy, with specific sites identified to meet the needs of settlements throughout the Borough.
- 2.7 Crewe is the largest settlement in Cheshire East and identified as a Principal Town. As such it is expected to accommodate in the order of 7,700 homes and 65ha of employment land, achieved through a series of land allocations identified in the LPS. The urban core of Crewe is addressed through policy LPS 1 Central Crewe, which identifies a high level approach to support regeneration and development opportunities enabling delivery of around 400 homes, additional retail and employment uses.
- 2.8 Although Crewe is already home to world-renowned companies in the fields of advanced engineering and manufacturing as well as business and finance the town underperforms on a range of indicators from, notably across health and education and its urban structure suffers from severance between its main centres, Crewe Station and Crewe town centre.
- 2.9 Crewe saw a boom in engineering and railway industries, which grew around the railway junction, creating jobs and economic opportunity. Yet, the town's residential heart and high street developed just over 1km to the north of the station, away from the heavy industry.

2.10 Addressing this lack of connectivity and supporting the town to grow it's economy and employment offer are at the core of this area action plan that will ensure that in the future these two centres will deliver renewed growth.

2.11 The LPS sets out the policy context in which this growth will take place and within which the Crewe Hub AAP is being prepared. In particular, Strategic Location LPS 1 "Central Crewe" establishes a series of detailed principles that should underpin development in a broad area of Crewe including the existing Railway Station and the town centre.



2.12 The AAP extends to a geography larger than that of LPS1 but seeks to build on some of the key elements of that policy, notably to 'maximise opportunities for improvement and regeneration incorporating the introduction of new green infrastructure'. LPS1 also sets out a number of more specific issues that the AAP provides additional detail on, these are:

- 2.12.1 The delivery of new homes (at approximately 40 dwellings per hectare, including both apartments and family homes);
- 2.12.2 Provision of other commercial uses including office;
- 2.12.3 The incorporation of new, and improvements to existing, green infrastructure within new developments to include increased tree planting;

the creation of tree lined boulevards; the creation of green spaces; the provision of children's play areas and the provision of pedestrian and cycle links between new and existing developments;

- 2.12.4 Appropriately sited, rationalised and improved car parking to support town centre uses and the local economy;
- 2.12.5 Provision of new car parking, signage, concourse, public transport interchange and improved station facilities (including ancillary development relating to its use) at Crewe Railway Station;
- 2.12.6 The creation of pedestrian and cycle links to the railway station and the town centre;
- 2.12.7 Improvements to the wider highway network, including the A534 Nantwich Road Corridor and specifically in relation to the access to Crewe Railway Station;
- 2.12.8 Improvements to Crewe Railway Station, including the development of adjacent land for complementary uses, to improve connectivity at this major communications hub.

2.13 LPS 1 also includes a series of site specific principles of development that should be considered in development proposals for central Crewe. The most relevant to the AAP are:

- 2.13.1 The creation of stronger physical connections between the town centre, the railway station and Grand Junction including the provision of better transport information between the town centre and railway station.
- 2.13.2 The promotion of development which capitalises on and enhances Crewe Railway Station's position as a major communications hub.
- 2.13.3 The encouragement of landmark developments of an appropriate design in particular at Macon Way to reflect this prominent location. This should include offices or other commercial uses (not retail).

2.13.4 New buildings should be of a high design quality and respond to Crewe's railway heritage and contemporary living. The new development should sensitively retain and incorporate any heritage buildings and/or structures within them.

2.13.5 Provision of green infrastructure to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. The creation of green spaces including those linking green infrastructure and safe and secure pedestrian and cycle routes should be integrated into any development proposals.

2.13.6 Provision of new, and improvements to existing pedestrian, cycle and public transport links between existing and proposed residential areas, employment, commercial and leisure areas, schools and health facilities and within the town centre itself.

2.14 Collectively the provisions made in the LPS and through LOS1: Central Crewe have formed the basis of the approach set out in this AAP and have been used to inform a planning and land use response to the opportunities presented by investment in Crewe Station to deliver HS2.

Status of the Crewe Hub AAP and Material Weight

2.15 The Crewe Hub AAP builds on the high level matters primarily set out in LPS1. It seeks to respond to the significant change likely to affect Central Crewe as a result of investment in Crewe Station and sets out a long term planning framework for the area, in anticipation of a local plan review in 2025 that will address the wider development implications of HS2 for the borough.

2.16 The Crewe Hub Area Action Plan forms part of Cheshire East Councils Development Plan, represents an evolution of policies in the council's strategic plan and a limited, but selective departure from policy LPS1: Central Crewe, in order to support additional growth in the area ahead of a Local Plan review.

2.17 Given that HS2 is not scheduled to arrive to Crewe until 2028, and the AAP has a plan period to 2030, this plan is primarily a mechanism to manage and support the earliest investment and development opportunities to ensure that a comprehensive and integrated approach to development is taken in the area whilst testing the longer term potential of high growth in its evidence base. As such this plan represents a transition between the Councils 'non-HS2' Local Plan Strategy of 2017 and a full plan review in 2025 that will further consider the impact of HS2 on the borough.

2.18 Therefore, to realise the opportunities presented by HS2, manage this change and support investment and development of Crewe Station and the surrounding area, the Crewe Hub AAP sets out a planning framework that responds to the significant change that HS2 could bring to Crewe, ensuring the Council is well placed to positively manage development here in the long term.

2.19 Overall, the Crewe Hub Area Action Plan:

2.19.1 Establishes a long development framework which will support and manage development around Crewe Station;

2.19.2 Represents an evolution of policies in the LPS and a selective departure from Strategic Location LPS1: Central Crewe allowing additional growth in the period until a full review of the local plan is undertaken.

2.19.3 Creates a transition between the non-HS2 planning framework of the Council's Local Plan Strategy ahead of a full plan review in 2025.

2.19.4 Forms part of the statutory development plan and legally be the starting point for deciding planning applications within its boundary

2.20 Importantly the Crewe Hub Area Action Plan will not:

2.20.1 Trigger a Local Plan review or trigger investigation into other development opportunities arising from HS2 that are located outside of the boundary of the AAP.

2.21 Therefore the CHAAP has been prepared to be consistent with the LPS but represents an evolution of the approach set out here, exploring opportunities to deliver additional growth beyond the plan period whilst creating a framework within which to manage early development matters around Crewe Station, some of which may arise in the interim period.

Sustainability Appraisal

2.22 The Council must carry out an appraisal of the sustainability of the policies and proposals in the Crewe Hub AAP. This has helped the Council to demonstrate how the Crewe Hub AAP will contribute to the achievement of sustainable development.

2.23 A Sustainability Appraisal Scoping Report (Scoping Report) was published in November 2018. It identified the scope and methodology for the appraisal of the Local Plan, and was produced to make sure that the social, environmental, and economic issues previously identified were up to date.

2.24 The Scoping Report:

2.24.1 Identified the key social, environmental, and economic issues facing Cheshire East;

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

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

2.26 The Sustainability Appraisal Report has been produced under Regulation 18 of the Local Planning Regulations, to demonstrate that the Sustainability Appraisal process has formed an integral part of plan-making. It sets out the method and findings of the SA at this stage, including the consideration of any reasonable alternatives and is included in this paper at Appendix 2.

2.27 The legally required SA Report is published alongside this document and can be found in Appendix 2.

Habitats Regulations Assessment

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

Main Issues

2.29 This section summarises some of the key issues for the plan area and a summary analysis of potential opportunities. A more detailed assessment of the relevant issues for Crewe can be found in the Background Report which accompanies this plan and includes specialist technical reports. These, along with the Consultation Reports and the Sustainability Appraisal process provide the context for the development of the vision, objectives and policies in this Plan.

2.30 People and Population

2.31 The population around the study area is younger than Cheshire East average, with 68.5% of the local population being of working age (16-64) and only 13.46% of residents aged over 65 years old.

2.32 The 2011 Census put the number of unemployed Crewe residents at around 2,500, which equated to 4.7% of the population aged 16 to 74. This was slightly above the England and Wales average (4.4%), but considerably higher than Cheshire East average (3.2%).

2.33 Crewe has some of the most deprived communities in England; there is an association between deprivation and health inequality and Crewe has some of the worst performing indicators of health in Cheshire East.

2.34 In Cheshire East the proportion working in skilled trades and low-skill or elementary occupations are slightly below the UK average; almost half of the people working in the Borough are employed in high-skill occupations; the proportion of 16 to 64 year olds in the Borough with a first degree or equivalent qualification exceeds the figures for the North West and UK, however thirteen of Crewe's 47 Lower Layer Super Output Areas (LSOAs) are among the 20% most

deprived in England and 20 of the towns LSOAs are within the 20% worst performing areas nationally for education skills and training for young people and children.

2.35 At time of the 2011 Census, 24.3% of the town's 16+ population had no qualifications (similar to England and Wales average of 24.8%), but this proportion exceeded 30% in the wards of Crewe North (30.5%) and Crewe St Barnabas (35.7%). The proportion with a qualification at or above Level 4 (which broadly equates to degree level) averaged only 19.7% across the town as a whole and was well below the England and Wales average (24.4%) in six town's wards.

2.36 Environment and Biodiversity

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

2.38 There are areas of flood risk around Valley Brook.

2.39 There is a general lack of urban habitat and green infrastructure across the area and opportunities to link to the Valley Brook are not currently being taken.

2.40 CO2 from traffic has increased and the boundary includes part of Nantwich Road, the subject of an Air Quality Management Area;

2.41 Transport and Connectivity

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

2.43 However the area is subject to high volumes of traffic and congestion at peak times, contributing to air quality issues. Rail severance limits the ability to re-route traffic and junction and road improvements are necessary to accommodate more development in the area.

2.44 Pedestrian and cycle movements in the town centre are supported by a number of routes suitable for cyclists but that do not represent an extensive formalised network. There is a lack of quality pedestrian and cycle routes in the wider town, particularly towards its edges and the residential areas within walking distance of the town centre. Currently there is not a clear route for pedestrians and cyclists from the station to the town centre.

2.45 Connectivity and integration of modes between the town centre and the station needs improvement.

2.46 **Business and Retail**

2.47 The WYG Retail Study (2016/2019 update) evaluated retail performance across Cheshire East producing a series of health check assessments.

2.48 Crewe town centre provides an important resource, particularly for residents in the southern part of the Borough, in catering for their convenience and comparison goods needs, as well as providing a key location to access a range of services. The study highlighted that the health of Crewe town centre has declined in recent years; operators focused on the value end of the market, with the town lacking in terms of more upmarket national operators; Grand Junction

Retail Park acts to enhance the wider appeal of Crewe as a shopping and leisure destination but also provides a competing destination to the town centre

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

2.50 Housing

2.51 Crewe has a faster level of population growth than the Cheshire East trend over the past 5 years.

2.52 The population in Crewe is younger than Borough averages and Crewe has smaller household sizes than the borough average.

2.53 While the local affordability ratios are better than at the Borough level, this is largely driven by lower property prices. It is apparent that income constraints act as a barrier to the local population's ability to afford housing and therefore the relationship between residents housing opportunities and employment opportunities is important.

2.54 There is a lower satisfaction with living in Crewe than the Borough average, and a relatively high level of deprivation on the living deprivation index points to a strong need for qualitative interventions

Accompanying reports and evidence base

2.55 The following reports have been prepared to inform the development of the Crewe Hub Area Action Plan. These reports should be consulted for more detailed information and form the evidence base for this plan. Links to these reports can be found in Appendix 2.

- 2.55.1 [All Change for Crewe: High Growth City \(2013\)](#)
- 2.55.2 [Crewe HS2 Hub Draft Masterplan Vision \(2017\)](#)
- 2.55.3 [Constellation Partnership HS2 Growth Strategy](#)
- 2.55.4 [Crewe Hub Station Campus Design and Masterplan \(2018\)](#)
- 2.55.5 [Housing Need Study Evidence Base \(2019\)](#)
- 2.55.6 [Delivering Employment, Skills and Training Background Report \(2020\)](#)
- 2.55.7 [Crewe Station Hub: Retail Evidence \(2019\)](#)
- 2.55.8 [Addendum to 2018 Cheshire East Retail Study Update \(2020\)](#)
- 2.55.9 [Heritage Study and Heritage Impact Assessment \(2019\)](#)
- 2.55.10 [Transport Evidence Base \(2019\)](#)
- 2.55.11 [Crewe Hub Southern Link Road Bridge Grip 2 Feasibility \(2019\)](#)
- 2.55.12 [Crewe Southern Link Road Bridge Access Options – Preferred Route Assessment \(2019\)](#)
- 2.55.13 [Public Open Space Evidence Base \(2019\)](#)
- 2.55.14 [Environmental Assessment \(2019\)](#)
- 2.55.15 [Sustainability Appraisal & Habitats Regulations Assessment \(2020\)](#)
- 2.55.16 [Equality Impact Assessment \(2020\)](#)

Developing the Plan – Consultation and Previous Stages

2.56 Extensive consultation has been carried out during the preparation of the Crewe Hub AAP, and the inputs of key stakeholders in the area sought. Accompanying consultation reports summarise the results and resulting changes to the Crewe Hub AAP as it progressed.

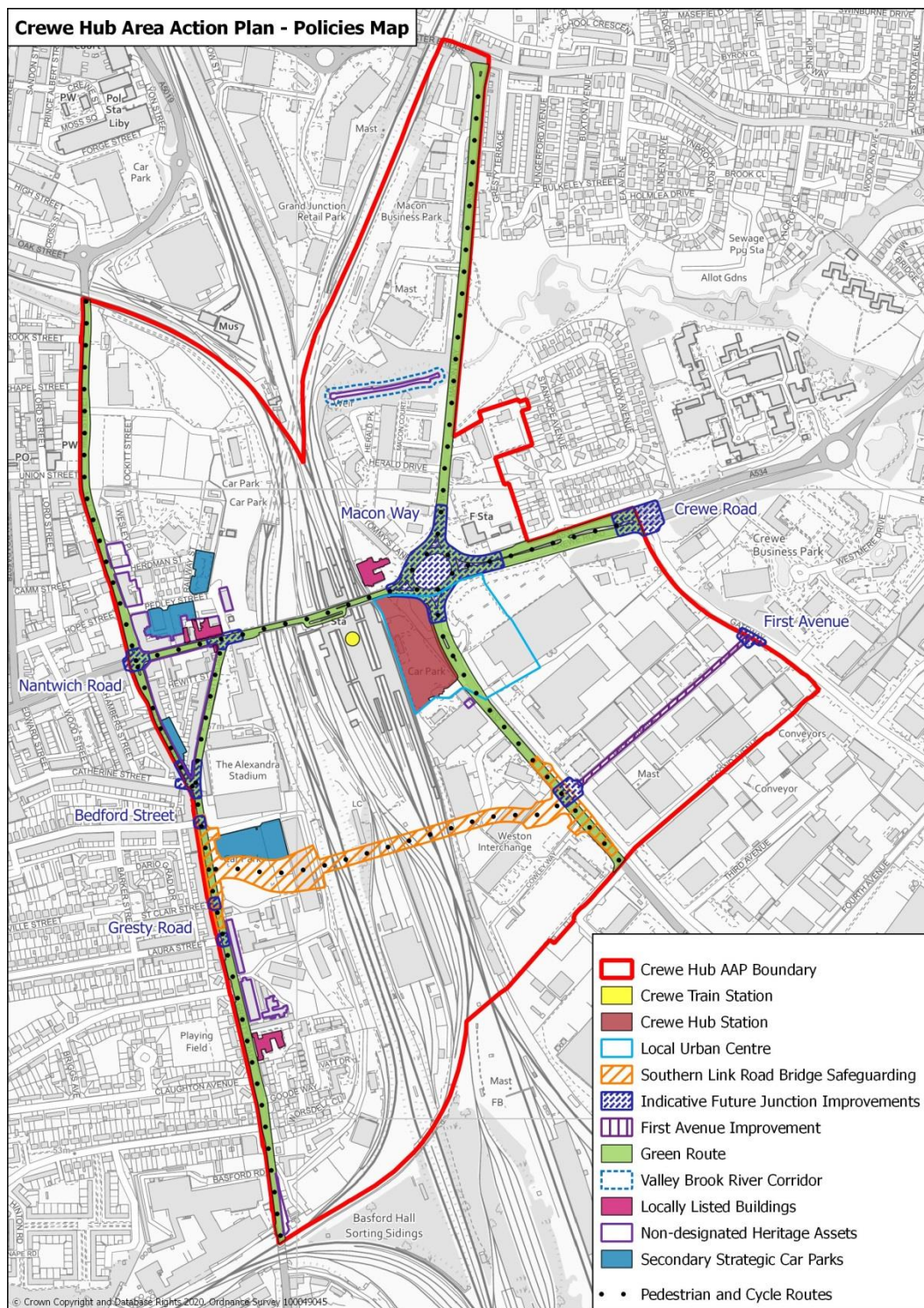
3. Vision

- 3.1 Through the creation of new sustainable neighbourhoods and an exceptional and vibrant urban business district, integrated with an improved Crewe Station, development of the Crewe Hub will ensure Crewe can realise its potential as a nationally significant transport and economic centre and prime destination for sustainable growth, serving as an impressive gateway into the dynamic and ambitious North West of England and creating a new core to and from which enhanced sub-regional connectivity can be achieved.
- 3.2 To achieve this the Crewe Hub Area Action Plan paves the way for the arrival of HS2, setting out how opportunities arising from investment in Crewe Station can be realised to improve the quality of life for present and future residents and build on the ambitions of the local plan, primarily set out in policy LPS1: Central Crewe, to maximise opportunities for improvements and regeneration.
- 3.3 Building on this approach the highest quality design and sustainability standards will be embedded throughout development in the Crewe hub, creating a gateway into the region that is visually important, economically successful, publicly vibrant and celebrates the importance of Crewe's industrial and rail heritage creating an exciting place to live, invest and visit.
- 3.4 Development will be designed to connect people to the places they need to be, creating new green routes across the area. Key interventions at Crewe Station will provide the core rail infrastructure that will unlock investment, and upgrades across the local highways network will ensure efficient access to the station and the successful management of future transport needs across the Crewe Hub.
- 3.5 Capitalising on this connectivity, intensification of business uses east of the station will deliver a new commercial district, marking a step change in design

quality in the area and stimulating market appetite for new investment beyond the station, bringing new jobs, skills and sustainable growth.

- 3.6 Connecting new development across the Crewe Hub, a vastly improved environment will introduce a wide range of new habitats, green infrastructure and public realm creating an integrated green network of routes and spaces, and an active and stimulating environment that is resilient to the effects of climate change.
- 3.7 This connectivity will form the basis of a new residential offer in the area, built on the creation of new, well connected and walkable neighbourhoods at the edge of the town centre that will support the vitality of Crewe in the long term, and create a new market for a range of exceptionally well designed homes, integrated with the existing community.
- 3.8 Achieving this Vision will optimise the benefits arising from investment in Crewe Station, and the arrival of HS2 services, realise our most sustainable travel opportunities; it will support economic investment, jobs growth and new neighbourhoods, and create a step change in climate resilience in the built environment that will unlock the full potential that Crewe has to offer.

Crewe Hub Area Action Plan Policies Map



Objectives

Objective 1: Maximising Development Opportunities

Provide a new Commercial District and mixed use commercial and residential development in other locations to support and enable the delivery of an upgraded Crewe railway station.

This will be delivered by:

1. Maximising land efficiency to deliver new employment floorspace and homes
2. Supporting existing businesses to benefit from the arrival of HS2 to Crewe
3. Enabling the delivery of new services, facilities and enhanced public realm
4. Capitalising on accessibility by supporting improved transport infrastructure
5. Supporting the on-going regeneration of Crewe town centre through:
 - a. New and improved pedestrian and cycling links between the town centre and Crewe railway station
 - b. The extensive regeneration of the Mill Street area, creating vibrant new neighbourhoods connected to both the town centre and Crewe railway station
 - c. A retail offer that serves the needs of travellers and visitors, but which does not compete with the existing town centre

Objective 2: Improving Connectivity

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

This will be achieved through:

1. The delivery of an upgraded Crewe railway station with:
 - a. Rail infrastructure to accommodate 5 / 7 HS2 trains per hour and that enables enhanced operational capacity to improve local and regional rail connectivity
 - b. A primary entrance on Weston Road, providing main vehicular access and a local transport hub connecting to Crewe Bus Station and beyond
 - c. A reconfigured entrance at Nantwich Road focused on pedestrian and cyclist access
 - d. A new pedestrian access at Gresty Road creating a transfer deck and pedestrian link through Crewe railway station to Weston Road
 - e. An improved public realm adjoining the railway station and across the Crewe Hub
2. Integrating the most advanced digital and smart technology in the fabric of new development
3. Successfully managing increased vehicular demand through:
 - a. Minimising conflicts with local trips by ensuring that vehicles are directed to both the Strategic Road Network and Major Road Network.
 - b. Increasing highway capacity to unlock development land and allow efficient operation of the highway network, particularly in relation to vehicle movements crossing the West Coast Mainline within the Crewe Hub
 - c. Future proofing the transport network, to make sure that it can fully adapt and capitalise on emerging technologies (such as electric, self

driving and on-demand vehicles) that improve journey time reliability and reduce vehicle emissions

- d. Consolidation of local parking provision and increased parking capacity close to Crewe railway station and in the Commercial District
- e. Creating a safe, high quality journey experience and maximising the use of sustainable transport modes by walking, cycling, bus and rail through new and improved links
- f. Establishing a local transport interchange adjoining Crewe railway station on Weston Road, connecting to the town centre and beyond

Objective 3: Delivering Sustainable Development

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

This will be delivered by:

1. Ensuring new development delivers net-zero greenhouse gas emissions through a range of measures both on and off site
2. The provision of social, health, education and green infrastructure across the Crewe Hub
3. Maximising the opportunity to reduce reliance on vehicles by creating a new residential offer, built to high design standards, to match employment opportunities within walking distance of Crewe railway station
4. Supporting skills and jobs by levying contributions to local education and skills-based training associated with the delivery needs of HS2 and other development across the Crewe Hub
5. Ensuring development supports and enables healthier lifestyles through active design and an improved travel, leisure, recreation, sport and cultural offer
6. A net gain in biodiversity through a network of linked public spaces incorporating green infrastructure that retains, improves and provides new habitats

Objective 4: Improving Environmental Quality

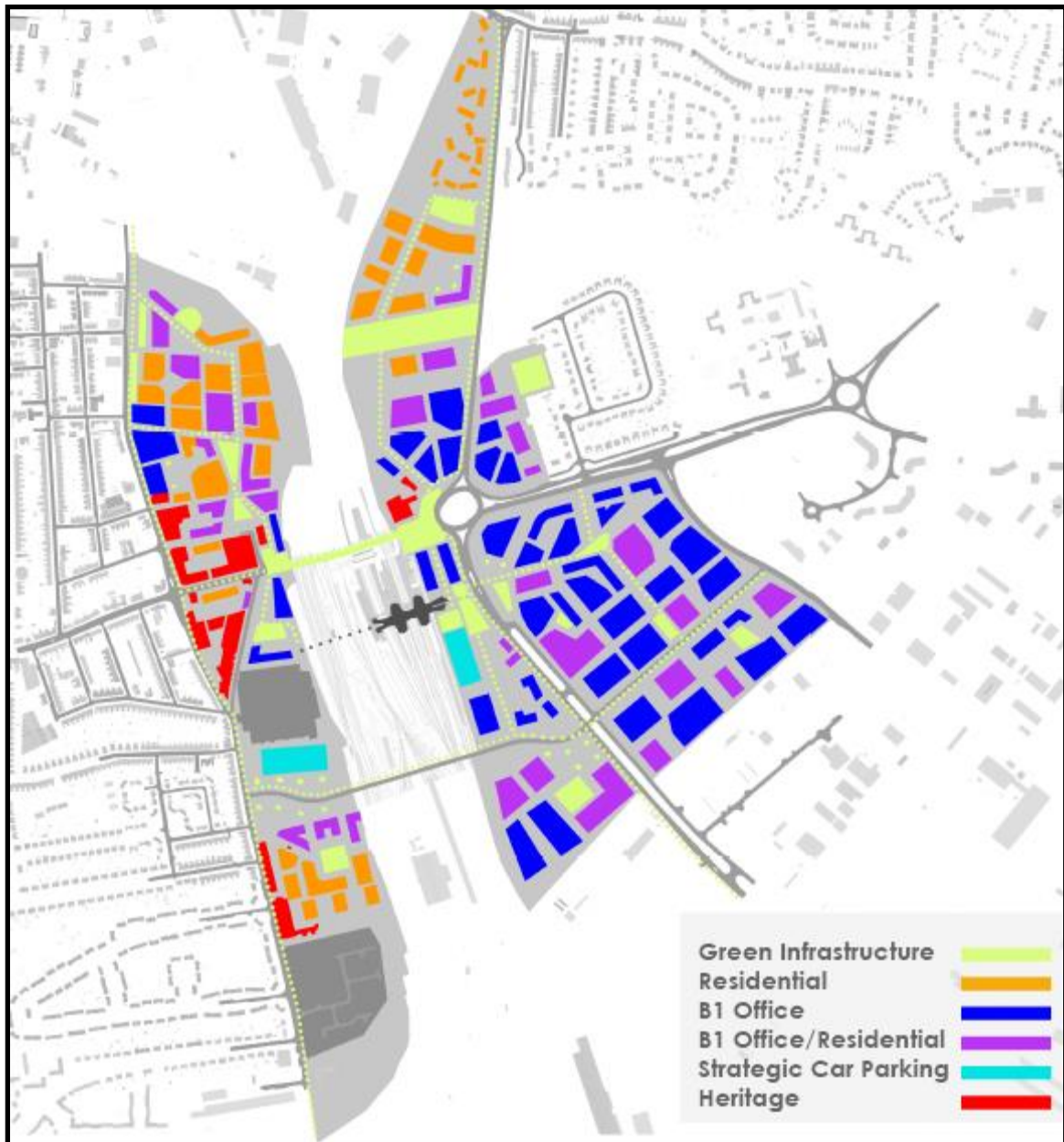
A new innovative design dynamic will be promoted across the Crewe Hub with an emphasis on enhancing environmental quality through development that is coherent, connected and makes best use of local character and heritage to establish a sense of place.

This will be achieved through:

1. Significant improvements to the station environment including improved frontages and high quality and accessible public spaces that create a positive transition between Crewe railway station and the local area
2. Building design that fully integrates environmentally sustainable measures and that improves the image and function of the Crewe Hub
3. A new townscape with active ground floor uses, liveable streets and skyline of increased height and quality
4. Exceptionally designed landmark buildings, in key locations
5. The retention and integration of locally valued heritage assets and character buildings within new development
6. An improved urban landscape, more recognisably connected to Cheshire's countryside through integrated green infrastructure
7. The delivery of a high quality public realm that prioritises pedestrians and cyclists, is underpinned by active spaces, navigable streets and high quality materials, and that delivers multi-functional benefits as part of a high quality green and blue infrastructure environment, utilising any opportunities for the sustainable management of surface water
8. Creating a sustainable solution to the water environment as a result of new development and improving overall water quality in the area

4. Development Opportunities

Figure 1: Crewe Hub Masterplan



Policy DO1: Crewe Hub Development Principles

Proposals that are consistent with the Crewe Hub Masterplan (figure 1), or more detailed design codes produced after the adoption of the Crewe Hub AAP, will be supported in principle.

Development in the Crewe Hub should be brought forward comprehensively with individual sites relating well to one another in their use, design, layout and function contributing to improved connectivity across the area

All new development should:

- a) Make the most efficient use of land to deliver regeneration opportunities, residential development and economic growth.
- b) Significantly contribute to improving the environment, character, and function of the Crewe Hub.
- c) Be designed to incorporate features that facilitate the use of walking, cycling and public transport.
- d) Contribute either directly or through legal agreements to the delivery of the primary Green Routes identified in policy IC2.
- e) be accessible and inclusive – ensuring that developments can be used safely, easily and with dignity by all, regardless of disability, age, gender, ethnicity or economic circumstances.

Meanwhile uses

Where a current use is no longer viable as a result of:

- a) works to Crewe Station
- b) rail infrastructure works; or
- c) other infrastructure or construction works in the Crewe Hub,

Temporary planning permission for meanwhile uses will be supported that enhance the vibrancy and vitality of the area, promote existing local business,

support community functions or the needs of points a) – c) above. Additional car parking will not be supported under this policy.

Supporting Text:

The masterplan sets out the spatial vision for the AAP, demonstrating how regeneration and development opportunities can be unlocked and how new routes, green space and infrastructure can be delivered.

The masterplan provides guidance to inform the preparation of development proposals for the area, setting out key matters that proposals should address in order to achieve high quality new development that will significantly enhance the area and benefit Crewe as a whole.

To ensure that individual development sites relate well to one another in their use, design, layout and function, the masterplan sets out a high level framework within which development should be considered. It should be used at an early stage in the design process to underpin the approach to integrating sites with existing development, and to establish how the site will relate to future development opportunities identified in the masterplan and adopted policies map.

Whilst LPS1 Central Crewe identifies potential to deliver some 400 new homes, the AAP is not limited to the geographic area identified in that policy and is introduced to recognise that since the LPS was drafted in the period before 2017, plans to secure that HS2 services to arrive at Crewe have significantly advanced with confirmation that HS2 will proceed, detailed proposals on station improvements fully developed, and the legislation to implement these plans further advanced by government.

In anticipation of the opportunities presented by HS2 to increase jobs and residential density around a major rail hub, the masterplan represents a growth scenario accommodating around 2,400 new homes and 230ha of employment land (based on a mix of residential types and led by apartment development and B1 office use). It establishes a complimentary land use and infrastructure arrangement that can accommodate longer term growth beyond the plan period, associated with

investment in Crewe Station that enables improved rail services (including high speed rail services).

However, whilst the masterplan may be realised sooner if improvements to Crewe Station and the arrival of HS2 come to fruition earlier, the overall land use arrangement is conceived primarily as a means to achieve positive regeneration for Crewe ensuring the most efficient use of land in proximity to an existing national transport hub, with or without HS2 and sets out a means to manage development now with a view to achieving increased growth density in the long term, and potentially beyond the plan period.

In the event that changing circumstances impact on the sites / infrastructure delivery in line with the stated programme then the council will consider measures as set out in Appendix 2 (Monitoring) of the AAP, including the use of its Compulsory Purchase Powers, in order for the stated objectives to be met.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Background Report to the Crewe Hub Masterplan (2020, Cheshire East Council)

CHAAP Background Report (2020, Cheshire East Council)

Policy DO2: Supporting Crewe railway station

New development should support the delivery and successful operation of an upgraded Crewe railway station; development that impedes delivery of Station improvements, supporting infrastructure, facilities, access and entrances will not be permitted.

Development of Crewe railway station and immediate environs should incorporate excellent public realm, easy and safe access for pedestrians and cyclists and high quality features that support sustainable travel options.

Supporting Text:

Proposals for the development of Crewe Railway Station are expected to include the following:

- Alterations to the station building including a new roof and reconfigured internal layout
- A new primary entrance from Weston Road to include:
 - extensive public realm
 - multi-storey parking
 - ticket office, station facilities and retail
 - office and conferencing/hotel facilities
 - public transport hub for bus stops, taxis and bicycle parking
- Reconfiguration of Nantwich Road entrance to focus on pedestrian and cyclist access
- Extensive public realm and highways works across Nantwich Road Bridge
- A new pedestrian and cyclist entrance opening to Gresty Road incorporating improved public realm and connecting through the station to Weston Road

Investment in Crewe Railway Station to deliver the above works underpins the approach to the Crewe Hub Masterplan, which in turn supports safe and convenient access to the station and a land use arrangement best placed to capitalise on proximity to a public transport hub of national significance.

Therefore development that sterilises the ability to deliver station improvements as identified, including associated infrastructure, or that significantly prevents the delivery of the Crewe Hub Masterplan, will not be permitted.

Much development associated with the railway network, including rail infrastructure itself, is governed by permitted development rights relating to operational railways. Whilst the upgrade to Crewe Railway Station itself will be delivered under this regime, development outside of the station, and where the station adjoins the wider public realm, is not subject to the same permitted development system. Accordingly a variety of works are likely to be developed that require planning permission.

Where planning consent is required the Council will seek to ensure the successful integration of the station building within its wider context and that the station environs are developed to not only support the upgrade of the station, but also take full advantage of the benefits of any new and improved services and facilities here.

Related Documents

All Change for Crewe: High Growth City (2013, Cheshire East Council)

Crewe Town Centre Regeneration Delivery Framework for Growth (2015, Cushman and Wakefield)

Crewe Hub: Improving Capacity and Connectivity for our Customers (2016, Network Rail).

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Policy DO3: Economy and Employment

Proposals for the re-use, re-development or intensification of the use of land within existing employment areas will be permitted in accordance with policies DO5 and DO9.

Proposals for new employment uses should be concentrated on the provision of B1a and B1b uses.

Increased scale, height and massing of B1a and B1b uses will be supported at the Commercial District (DA 3) to enable new commercial, knowledge based, science and creative sector industries to locate close to the railway station. Development in this area should contribute to the creation of an attractive environment for offices.

Additional B1a and B1b uses in other locations will be supported in accordance with policies DA1 to DA6, and will be supported where they form part of mixed use schemes.

Supporting Text:

The council seeks to support the efficient operation of the land market in the area to take advantage of opportunities arising from locating service, science and knowledge based industries close to Crewe Railway Station.

To make the greatest positive impact on the local and regional economy, and support high jobs density in a location that is highly accessible by rail services now, and will experience greater connectivity in the future, this policy supports a market led approach to the delivery of new B1 employment uses and the re-development of existing employment sites for B1 employment primarily in locations around the station, and longer term, from B2 and B8 uses to C3 Residential use at \development Area 2: Macon Way.

This policy should be read alongside LPS policies 'EG1: Economic Prosperity', 'EG2: Rural Economy' and 'EG3: Existing and Allocated Employment Sites'.

Decisions to develop individual sites and / or change land use in the area may impact on the council's supply of housing and employment land. Development activity and any gain or loss of employment or housing land will be monitored in accordance with Chapter 16 of the Local Plan Strategy 'Monitoring and implementation'.

In circumstances where B2 or B8 employment sites are redeveloped for B1 uses and this leads to a loss of employment land supply in the area, proposals for non-allocated employment sites that meet identified employment needs will be considered in accordance with 'Enterprise and Growth Policies' as set out in the LPS.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Crewe Station Hub: Retail Evidence (2019, CBRE)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Policy DO4: New Residential Development

The development of new, high quality homes will be supported where a density of at least 40 dwellings per hectare is achieved. Residential development at a greater density, massing and height will be supported at sites where:

- Proximity and connectivity to sustainable transport services at Crewe railway station, alongside their provision of facilities that enable use of sustainable transport, significantly reduces the need to travel by car.
- It can be demonstrated that higher levels of land efficiency and environmental quality are achieved.
- High quality design standards can be achieved both within the building itself and the surrounding public realm.
- Such buildings, or groups of buildings, make a positive contribution to the skyline.

Opportunities to introduce a mix of housing types, sizes and tenures suitable to meet the needs of different age groups, including older people, will be supported in accordance with the approach set out at DA1-6.

Supporting Text:

This policy seeks to support delivery of development opportunities around Crewe Station by enabling greater density of development and therefore ensuring the most efficient use of previously developed land. Proposals should be considered with in accordance with the approach set out in policies DA1-6.

Whilst the exact quantum of growth to be distributed to Crewe is a matter for local plan review by 2025, the Crewe Hub AAP sets out an approach that provides guidance for development that may come forward ahead of then. It establishes a framework within which to support and co-ordinate regeneration and development opportunities in this interim period until a full plan review can more fully consider the impact of HS2.

To support the viability of schemes and ensure that proposals are able to fully meet the policy requirements of the Crewe Hub AAP and other policy requirements in the development plan, the Council will take a flexible approach to major residential schemes within the AAP working with developers to improve viability and ensure the most efficient use of land is achieved.

Major development proposals must be accompanied by a viability assessment. The costs of a viability assessment are to be borne by the applicant and will be independently assessed the applicant will be required to pay for and provide a viability evaluated and assessment by an external body on behalf of Cheshire East Council.,

Opportunities to incorporate a range a mix of housing types and tenures will be supported in major residential schemes in accordance with the approach set out in policies DA1-6. Where it is not possible to provide a mix of housing type, a mix of tenure and size will be sought.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Housing Needs Strategy Evidence Base Report (2019, CBRE)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Policy DO5: Mixed use development:

Mixed use development will be supported where such uses are consistent with the approach set out in policies DA1-6 and a mixed use is necessary to support the viability of a scheme, and in other cases where uses serve a community need or create activity at the ground floor frontage of the building.

In B1 led mixed use schemes residential development will be supported where the Council is satisfied that such proposals are necessary to ensure scheme viability and that the residential element of the scheme is of a scale subservient to employment uses on the site.

Supporting Text:

Mixed use developments will be an essential part of development in the Crewe Hub and are an important means of promoting the efficient use of land, whilst improving viability of schemes.

Where the viability of a scheme is marginal and this can be demonstrated through an open book exercise, paid for by the applicant, mixed use proposals that improve viability will be considered on their merits. The number of jobs created, and the schemes ability to deliver or contribute to the infrastructure and policy requirements of this plan will be taken into account when considering mix use developments and their ability to improve viability of the overall scheme.

Where mixed use development is found acceptable, the balance of uses should support the preferred approach to the area set out in the Crewe Hub Masterplan and policies DA 1- to 6.

To promote sense of place, improve security and animate local streets, active ground floor uses are particularly important in mixed use development. Proposals should demonstrate that they have made all reasonable efforts to make sure that the proposed active uses will be delivered and occupied, and in particular there is an expectation that the approach to leasing and management will be flexible to accommodate a range of users, including those from the independent sector.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Housing Needs Strategy Evidence Base Report (2019, CBRE)

Crewe Station Hub: Retail Evidence (2019, CBRE)

Policy DO6: Affordable housing

In developments of 15 or more dwellings (or 0.4hectares) 30% of all residential development will be required as affordable housing.

The requirement should be met on site delivering a tenure and housing mix suitable to the area and split between 65% affordable rented accommodation and 35% intermediate affordable housing.

Where viability is marginal a flexible approach may be considered in accordance with the approach set out below.

Supporting Text:

The Council will normally seek onsite delivery of affordable housing in accordance with LPS Policy SC 5 Affordable Homes. However, the council will be mindful of the costs of bringing forward development in the Crewe Hub and will consider affordable housing provision, on a case-by-case basis. Affordable housing requirements should be balanced with other requirements for transport infrastructure, community facilities, open space and the policy requirements of the Crewe Hub AAP.

Where it is demonstrated through robust viability evidence that delivery of affordable housing on site, would render the development of a site unviable (in line with paragraph 7 of LPS Policy SC 5 'Affordable Homes'), an alternative approach to provision may be supported.

In such circumstances the developer will be required to submit an open book viability assessment. In such cases the council will commission an independent review of the viability study, for which the developer will bear the cost. In cases where such alternative affordable housing provision is agreed there may be a requirement for the provision of 'overage' payments to be made. This will reflect the fact that the viability of a site will be agreed at a point in time and may need to be reviewed, at set point(s) in the future.

In circumstances where it can be demonstrated that schemes are not viable an approach reflecting local housing circumstances may be supported where:, the council will normally require:

- a) 50% of the affordable housing is delivered without public subsidy and provided on site; and
- b) 50% of the requirement is provided in the form of a financial contribution to improve housing stock in the local area.

Where such an approach is supported it should be in accordance with identified needs and the Councils Home Repairs and Adaptations for Vulnerable People: Financial Assistance Policy or any subsequent replacement policy.) and agreed with the Councils Strategic Housing Team.

In exceptional circumstances and where it can be justified, as a first alternative to delivering a) above, the affordable housing will be accepted off-site; this should be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. In exceptional circumstances and where it can be justified, as a second alternative, a financial contribution will be accepted in lieu of affordable housing provision

Where a financial contribution is sought (related to either a) or b) above) , the Council will seek to use a standard methodology which will be detailed in additional guidance and based on evidence such as the Strategic Housing Market Assessment, local housing needs surveys and other housing market studies.

Related Documents

Housing Needs Strategy Evidence Base Report (2019, CBRE)

Home Repairs and Adaptations for Vulnerable People: Financial Assistance Policy (2017, Cheshire East Council)

Policy DO7: Crewe Hub Local Urban Centre

A Crewe Hub Local Urban Centre is defined on the adopted policies map at DA4 Station Hub and the frontage of DA3 Commercial District.

Within the Crewe Hub Urban Local Centre, individual units for main town centre uses should:

1. provide small scale convenience and comparison goods only. Bulky goods retail provision will not be permitted.
2. Cumulatively not exceed 6400sqm gross floorspace

Outside of the Crewe Hub Local Urban Centre, retail and leisure proposals that exceed 500sqm gross floor space, including proposals to extend A1 stores, or to vary the range of goods permitted to be sold, must be accompanied by an impact assessment and demonstrate that they do not have a significant adverse impact on:

- a) The delivery of existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) The vitality and viability of any existing centre, including local consumer choice and trade in the town centre and relevant wider retail catchment, up to five years from the time the application is made.

For major schemes where the full impact will not be realised in five years, the impact should be assessed up to ten years from the time the application is made.

Where any proposal fails to satisfy the sequential test and/or is likely to have a significant adverse impact on one or more of the considerations set out in criterion a), it will be refused.

Supporting Text:

LPS Policy EG 5 'Promoting a town centre first approach to retail and commerce' sets out the retail hierarchy in Cheshire East, using the settlement hierarchy set out in LPS Policy PG 2 'Settlement hierarchy' (principal towns, key service centres and local service centres).

Policy DO8 therefore supplements LPS Policy EG 5 and confirms the retail hierarchy in Cheshire East.

To ensure adequate provision of retail services at Crewe Station and support the sustainability of Crewe town centre by providing certainty over where other retail provision is considered appropriate, a new local urban centre has been added to the retail hierarchy and is defined on the adopted policies map at DA4 Station Hub and the frontage of DA3 Commercial District.

Within the defined Crewe Hub Local Urban Centre proposals for main town centre uses should be small scale (around 500sqm gross), create an active frontage to the public realm and be commensurate with the centre's role and function as a travel hub and business district. For the avoidance of doubt, the Crewe Hub local urban centre does not fall within the definition of town centres in the glossary of the NPPF and therefore relevant applications will not be required to undertake a sequential test considering impact on this centre.

National planning policy promotes the role of town centres as the heart of communities and requires that their vitality and viability are protected and enhanced. In doing so, it requires applications for edge and out-of-centre development for retail and leisure uses that are not in accordance with an up-to-date development plan, to be supported by impact assessments, where their size exceeds the relevant threshold. The NPPF sets a national threshold of 2,500 sqm, however, local planning authorities are able to set their own thresholds in the light of local evidence.

In accordance with guidance set out in Planning Practice Guidance, the Threshold Policy for Main Town Centres Uses Impact Test: Evidence and Justification Report (2018) has analysed data from a number of sources in forming a view on the appropriateness of setting alternative threshold levels. Overall, the report concluded that it is appropriate to set local thresholds for the borough to reflect the differing scale of defined retail centres. Those thresholds relevant to the Crewe Hub are shown in the table within the policy.

Where a catchment area extends across a number of centres, the need or otherwise for an impact assessment must have regard to the thresholds for each centre. Applicants are encouraged to engage with the council at an early stage to discuss the implementation of the sequential and impact assessment.

In undertaking the sequential test, flexibility should be demonstrated on matters such as format and scale and, where relevant, the cumulative impact of individual units within a close proximity to one another should also be considered.

Related Documents

Crewe Town Centre Regeneration Delivery Framework for Growth (2015, Cushman and Wakefield)

Cheshire East Retail Study (2016, WYG)

Cheshire East Retail Study Update (2018, WYG)

Crewe Station Hub: Retail Evidence (2019, CBRE)

Addendum to 2018 Cheshire East Retail Study Update - Crewe Retail Capacity Update (2020, WYG)

Threshold Policy for Main Town Centre Uses Impact Test: Evidence and Justification Report (2017, Cheshire East Council)

Retail Assessment of Planned Crewe Hub Local Centre (2020, WYG)

5.Improving Connectivity

Policy IC1: Improving Connections

All development by virtue of its form, design, layout, landscaping and external treatment should maximise the opportunities to improve permeability for pedestrians and cyclists and connections between Crewe railway station and Crewe town centre.

Development will not be permitted that impedes physical access or fails to improve it where it is reasonably possible to do so, given its location, form and scale.

Supporting Text:

Both the Cheshire East Local Transport Plan (LTP) and the DfT Local Cycling and Walking Infrastructure Plan Technical Guidance outline the importance of high-quality links for encouraging trips on foot that are coherent, direct, safe, comfortable and attractive.

The Crewe Hub Masterplan has been conceived with this in mind to improve connections between the town centre and Crewe Railway Station and improve permeability for pedestrian and cyclists throughout the Crewe Hub.

Applicants should consider how the design and layout of proposals positively contribute to this aim. New development should incorporate or contribute to walking and cycling infrastructure that prioritises pedestrians and cyclists and provides the most direct routes possible, such as providing crossings at desire lines that enable safe road crossings in one move.

In particular to support modal shift and access to sustainable transport options, pedestrian and cycling links should be at the top of the road user hierarchy in the vicinity of the Crewe Railway Station, with routes that are safe, high-quality and attractive to use.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (2017, Department for Transport)

Cheshire East Cycling Strategy 2017-2027 (2017, Cheshire East Council)

Cheshire East Local Transport Plan 2019-2024 (2019, Cheshire East Council)

Transport Evidence Base (2019, Jacobs)

Policy IC2: Primary Green Routes

The Primary Green Routes are:

- a) Gresty Road and Mill Street
- b) Weston Road and Macon Way
- c) Nantwich Road

At the Primary Green Routes identified on the adopted policies map, schemes that upgrade existing transport corridors should:

- a) Deliver enhanced green and blue infrastructure that contributes to the creation of tree-lined boulevards, a linked network of local green spaces and enhanced urban habitats; and
- b) Incorporate high-quality pedestrian and cycling networks in accordance with policy IC4.

Building facades along the identified routes will be expected to be set back from the highway to incorporate high quality design and public realm features that create additional space for pedestrians, active streets and contribute to enhanced environmental sustainability in accordance with policies EQ1 and EQ2.

Supporting text:

This policy seeks to ensure that where development takes adjoining the identified green routes, design matters will be especially important.

Applicants should engage with the Council at an early stage in the design process to ensure frontage and public realm elements create a positive relationship between buildings and the street, that encourages street activity.

Schemes brought forward under this policy should seek opportunities to include a range of green infrastructure throughout, such as street trees and urban meadows, green walls, green/brown roofs, rain gardens, water and other natural features.

For highways works, junction improvement and public realm improvements, schemes should take advantage of opportunities to introduce green infrastructure and biodiversity assets wherever possible.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Policy IC3: The Crewe Hub Green Link

Within DA 1: Mill Street, and DA6 Nantwich Road Corridor, highways improvements and the layout of new development should create a Crewe Hub Green Link, establishing a new route that connects Crewe Railway Station to Crewe town centre through the area.

Such a route should be identified in development proposals and incorporate:

- a) A clear route that links Crewe railway station to Mill Street, and beyond to the town centre;
- b) Pedestrian and cyclist priority in the road hierarchy;
- c) New green infrastructure, and where relevant, the retention and improvement of existing green infrastructure; and
- d) High quality facades and frontage public realm including features that create active streets and contribute to enhanced environmental sustainability.

Supporting Text:

Figure 2 sets out an indicative block layout that would facilitate the Crewe Hub Green Link to be created and to ensure that the layout of development creates a new route between Crewe Station and Crewe town centre, applicants for development within DA1 Mill Street are encouraged to engage with the Council at the earliest opportunity.

It is recognised that a consented scheme at Mill Street Lockitt Street (18/5040N) does not include provision for a link as described in this policy.

If additional applications are made at this site, the Council will expect the incorporation of a link as described in policy IC3 and seek to work flexibly with the land owners and site promoters to achieve such a link.

The green link should be formed as a main arterial corridor, connecting different parts of the area together and forming the main route which prioritises pedestrian and cyclist movement between the station and town centre.

The Green Link should be a widened pathway that incorporates resting points, cycleways and green spaces through a mixture of tactile paving and landscaping that delineates how space is used.

The Green Link should connect Nantwich Road Bridge to Mill Street and development proposals in this area must demonstrate how the form and layout of schemes will create the route of the Green Link.

Along the Green Link a series of public spaces and squares should be incorporated to serve surrounding development, reflecting and contributing to the character of the area.

The Green Link should maintain an integrated approach to design and materials throughout its creating a consistency in design. The layout, design, landscaping, and relationship of public space to private buildings along the Green Link should create space for activity to take place on the street.

Similarly the use of buildings at ground floor, and that form the frontage of the Crewe Green Link, should create a visual connection to the street (for example by the extensive use of glazing at ground floor and not presenting a blank facade to the street) and encourage an active street scene through careful choice of materials, access solutions and boundary treatments that encourage physical and visual permeability between buildings and the street.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council)

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Policy IC4: Pedestrian and Cycling Networks

Major new development will be required to demonstrate how proposals contribute to the provision of a high quality pedestrian and cycling network that:

- a) Is accessible for all users, regardless of disability.
- b) Incorporates excellent way-finding.
- c) Includes secure cycle parking
- d) Achieves the design principles set out within the Department for Transport's Local Cycling and Walking Infrastructure Plan technical guidance.
- a) Segregates cyclists from motorised traffic and provides high quality routes and facilities in line with Cheshire East Council's Cycling Strategy and the Department for Transport's Local Cycling and Walking Infrastructure Plan guidance.

Key pedestrian and cycling routes are identified on the adopted policies map. Development that would impede the successful operation of such routes, or which fails to fully contribute to their delivery and improvement, will not be supported.

Key cycling and pedestrian routes identified are:

- a) Nantwich Road;
- b) Mill Street corridor to Crewe town centre;
- c) Weston Road;
- d) Macon Way;
- e) Crewe Road;
- f) Gresty Road; and
- g) Southern Link Road Bridge

Supporting Text:

This policy seeks to reduce carbon emissions and improve the experience of the Crewe Hub by reduce the need to travel by private car, and encouraging more sustainable modes of transport particularly encouraging access to rail and bus services by cycling and walking.

Pedestrian and cycling networks should be designed into new development and create a high quality public realm linking housing, employment and public transport centres, that encourages people to walk and cycle. Networks should be designed to positively manage vehicular access and enables more sustainable patterns of travel that improve public health and reduce impact on the climate.

To effectively influence the individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience.

In major new development, applicants should submit information setting out how the requirements of policy IC4 will be achieved, demonstrating how pedestrians and cyclists have been prioritised in the road hierarchy and how access, connectivity and permeability in and through the development site has been improved to connect to local services and facilities.

Related Documents

Cheshire East Cycling Strategy 2017-2027 (2017, Cheshire East Council)

Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (2017, Department for Transport)

Cheshire East Rights of Way Improvement Plan 2011-2026 (2011, Cheshire East Council)

Transport Evidence Base (2019, Jacobs)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Policy IC5: Transport and Highways Infrastructure

Development in the Crewe Hub will be required to make appropriate contributions to highways infrastructure that underpins the efficient operation of the network in the Crewe Hub and beyond.

To optimise the performance and benefits of the local network, proposals for a range of improvements to the highway network will be supported, and appropriate contributions sought toward their delivery:

1. Southern Link Road Bridge
2. Highways enhancement measures
3. Vehicular Access Corridors
4. Local Vehicular Access
5. Public Transport and Taxis

Development that prevents the delivery of these improvements, as identified on the adopted policies map or which hinders the ability to improve the capacity and efficiency of the local network, will not be permitted.

Supporting Text:

Delivery of the Crewe Hub Vision and Crewe Hub Masterplan is dependent on the delivery of the infrastructure identified in this plan which will support all development in the area in planning terms.

In accordance with policies ISD1, ISD2 and ISD3, it is therefore considered necessary for development proposals in the Crewe Hub to contribute to such infrastructure accordingly, either through direct provision on site (for example relating to green infrastructure) or through contributions off site.

Southern Link Road Bridge:

A new rail crossing (the Southern Link Road Bridge) south of the existing station is necessary to create capacity on the network that accommodates growth in the area.

The corridor, access route, buffer and landings of the Southern Link Road Bridge (SLRB) are identified on the adopted policies map. Only development that supports the delivery of the SLRB will be supported in these locations.

Highways Enhancement Measures

A series of local highways enhancement measures will be required to secure the efficient operation of the network and where relevant, contributions will be sought to:

- a) The Crewe Arms roundabout, and approaches
- b) Improvements schemes at Nantwich Road, Mill Street, South Street, Gresty Road;
- c) Dualling of the A5020;
- d) Dualling of the A500 between Junction 16 of the M6 and the Meremoor Moss roundabout (A500/A5020/A531 junction);
- e) A scheme to reduce through-traffic using streets west of Gresty Road;
- f) Improvement scheme at A5020 Weston Gate Roundabout;
- g) Public transport, walking and cycling infrastructure improvements; and
- h) Crewe Railway Station public transport interchange

Vehicular Access Corridors

The vehicular access corridors are the highest capacity routes in Crewe's network.. Whilst most of the routes lie outside the AAP, Weston Road and Gresty Road are important routes that facilitate movements to and from Crewe Railway Station, and across the wider Crewe Hub, as well as protecting the surrounding areas from unintended effects through reassigned traffic or increased congestion at pinch points. Schemes in these corridors should support and compliment other policies identified within this document.

Schemes that provide appropriate signing and information to guide vehicular users to the most appropriate and preferred access route, will be supported at the following locations:

- a) The M6 J16;

- b) A500 east and west of Crewe;
- c) David Whitby Way;
- d) Weston Road;
- e) Gresty Road; and
- f) Jack Mills Way (via SLRB).

Local Vehicular Access

Local improvements to the road network will be supported where they are viable and help relieve congestion within the Crewe Hub and surrounding area. Such schemes could include the redesign of Mill Street and Edleston Road to become a gyratory incorporating increased footway width along Mill Street to create a wide shared route for bicycles and pedestrians.

The area encompassed between the junctions of Edleston Road and Arthur Street along Nantwich Road is a declared AQMA. Interventions which lead to improved air quality in this area will be supported.

Public Transport and Taxis

Proposals for a public transport hub at Crewe Railway Station should support modal shift by providing relevant information for users to make informed choices and encouraging onward travel by means of public transport and sustainable modes of transport.

The public transport hub should be located as close to Crewe Railway Station as possible, provide a dedicated area for use by bus services, with access routes into the interchange designed to improve reliability and avoid delay to services, and minimise impact on the local highways network. The public transport hub should be delivered to a high-quality standard and include:

1. Provision of real time information (RTI) displays and bus timetables
2. Provision of CCTV to improve the perception of safety
3. Provision of access routes for bus services that avoid delay;

4. Capacity for sufficient bus stands at Crewe Hub to serve future services that have covered waiting facilities and lighting;
5. Onward travel information to encourage integration with other modes: rail, taxi, cycling and walking

Taxis are also an important element that provide local connectivity and access to and from Crewe Station. Taxi ranks should be in a suitable location close to the station, be accessible to all and designed to allow a free flow of movement by Hackney Carriages (HCs) with good connections onto the local road network.

Taxi ranks will be clearly lined with active enforcement to ensure their use by HCs only. Sufficient space will also be dedicated for separate holding areas/pick-up/drop-off points/and kiss and ride areas or Public Hire Vehicles (PHVs). Additionally, Electric Vehicle (EV) charging infrastructure should be provided to promote uptake of EVs.

Related Documents

Cheshire East Local Air Quality Strategy (2018, Cheshire East Council)

Cheshire East Air Quality Management Area Maps (Cheshire East Council)

Cheshire East Air Quality Action Plan (2018, Cheshire East Council)

Cheshire East Air Quality Annual Status Report (2018, Cheshire East Council)

Crewe Campus - Stage 2 - Options Transport Planning (2018, Mott MacDonald)

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

Crewe Southern Link Road Bridge (SLRB) Access Options – Preferred Route Assessment (2019, Cheshire East Council)

Transport Evidence Base (2019, Jacobs)

Policy IC6: Bus Priority

Proposals that introduce bus priority measures for main bus corridors linking to the Crewe Hub will be supported in principle. Whilst the measures required will depend on highway interventions and the evolution of the bus network, new development will be required to contribute to the following measures:

- a) Access routes for bus services that avoid delay;
- b) Bus priority measures on Weston Road between Crewe Arms Roundabout and the entrance to the public transport interchange;
- c) Bus priority measures for bus routes linking the Crewe Hub and Crewe Bus Station; and
- d) Retaining and enhancing bus priority measures along Crewe Road as part of any revised highway layout.

New bus stops within the Crewe Hub should incorporate:

- a) Real time information displays and bus timetables
- b) Measures that improve safety and the perception of safety, including CCTV
- c) Onward travel information to encourage integration with other modes: rail, taxi, cycling and walking.

Supporting Text:

Main bus corridors may alter over time. Policy IC6 will apply to the most appropriate routes as agreed by both the relevant bus operator(s) and Cheshire East Council.

Within main bus corridors measures may be introduced to ensure shorter and more reliable journey times for bus passengers, improve bus journey times and reliability, and encourage uptake in use.

The current westbound bus priority lane along Crewe Road will be maintained and will be supplemented by priority on the eastbound approach along Nantwich Road and to/from the public transport interchange off Weston Road.

Related Documents

Cheshire East Local Transport Plan (2019, Cheshire East Council)

Crewe Campus - Stage 2 - Options Transport Planning (2018, Mott MacDonald)

Transport Evidence Base (2019, Jacobs)

Policy IC7: Re-Use of Existing Car Parks

The re-use of existing car parks for recreation purposes will be supported where it can be demonstrated that their loss will not have a harmful impact on the local highways network and proposals include facilities and features that promote use by and serve the everyday recreation needs of the community.

Supporting Text:

Proposals to use existing car parks for recreation purposes must submit a parking assessment that clearly demonstrates the change of use of the car park will not result in a loss of parking provision that has a harmful impact on the local highways network.

The design of recreation uses should incorporate safe and convenient access for all users and seek opportunities to introduce biodiversity and green infrastructure through landscaping and boundary treatments.

Policy IC8: Parking Provision

Strategic Car Parking

To meet the demand arising from increased usage of rail services, a primary multi-storey car park (MSCP) is allocated for development and identified on the adopted policies map.

Where a need to accommodate parking demand arising from increased use of Crewe Station can be identified, and cannot be met by the Crewe Hub MSCP, development of secondary strategic car parking sites, as identified on the adopted policies map, will be supported.

Residential Car Parking

Residential parking should be delivered off-street through courtyard and under-croft provision where practicable.

A reduced level of residential parking will be supported where it can be demonstrated that the proposed level of provision is sufficient to meet the needs of the development, taking into account the provision of facilities to support non-vehicular modes of transport within the development itself, and the availability of, and access to, other non-vehicular modes of transport in proximity to the site.

Business Car Parking:

Parking provision for B1 and mixed use B1 proposals should not normally be met on site, instead proposals will be required to make appropriate contributions to the delivery of consolidated parking in locations that minimise conflicts with the local transport network, directs vehicles from outside Crewe along the Major Road Network and minimises conflict with pedestrians and cyclists.

Bicycle parking

New development should provide bicycle parking in accordance with Appendix C, Table C.3 of the LPS.

Bicycle parking should be:

- Included in all development proposals and considered at an early stage.
- Fully secure
- Well lit
- As close to the facility it serves as possible.

Where medium or long term bicycle parking is required, provision should be weather protected.

Supporting Text:

This policy sets out the principals that will underpin the Councils decisions on parking matters in the Crewe Hub to prevent the delivery of unplanned and inefficient parking. It seeks to ensure that parking is safe, supports the efficient operation of the highways network and is provided safe and accessible locations.

The Crewe Hub offers an opportunity to promote the use of public transport and the efficient use of land. Applicants should identify travel demand arising from their schemes, making limited provision on site but ensuring full needs are met through work jointly with other developers in the area and CEC to deliver consolidated parking in locations that serve the site well in accordance with policy IC9.

Forecast demand for parking is forecast to grow alongside demand to use services from Crewe Station. It is expected that in the order of an additional 1200 car parking spaces will be required to satisfy demand for rail travel in the ten years.

This strategic level of demand associated with expansion of rail services will be met at the locations identified on the adopted policies map with the primary multi storey parking facility for the area, that serves most rail demand, being located as close to the station as possible. Such provision should minimise impact on the highways network, provide a facility that is visually attractive and which enhances the station areas operational function.

Focusing development in an existing urban area, close to a national transport hub offers opportunities to reduce reliance on private vehicles and reduce the land take which would be otherwise necessary to ensure the needs for car parking are fully satisfied. The Council will take a flexible approach to parking requirements in the area and applicants must demonstrate, through submission of a travel assessment, the parking demand that is likely to arise from their proposals and how such demand can be sufficiently provided for.

The Council will expect applicants to demonstrate an approach that consolidates the majority of parking provision, particularly for employment led development, in locations off site but in close proximity to the development.

Development agreement and commuted sums may be sought in accordance with policies ISD2 and ISD3 to deliver bespoke parking facilities that serve multiple development sites.

Parking in new residential development will be treated flexibly to strike a balance between meeting identified needs at the time of the application but also taking into account a full travel plan and transport assessment for the site, taking into account the availability (both now and in the future) of public transport provision and the availability of other services that may reduce the need to travel, in close proximity to the site.

Related Documents

Crewe Campus- Stage 2 – Options Transport Planning (2018, Mott MacDonald)

Transport Evidence Base (2019, Jacobs)

Cheshire East Local Plan Strategy - Table C.3 (2017, Cheshire East Council)

Car Parking Strategy (2020, Cheshire East Council)

Policy IC9: Car Parking Design

All car parks operating in the Crewe Hub should align with the following principles:

- a) Be delivered to a high-quality standard, including provision of suitable technology to support low carbon vehicles, wayfinding and secured cycle parking
- b) Provide a safe environment for all users through:
 - i. Being clearly sign-posted, well lit and easy to find
 - ii. Ensuring clear visibility for drivers and pedestrians
 - iii. The incorporation of firm, stable, level, well drained surfaces that are not slippery
 - iv. The use of clearly marked parking areas with safe walking areas
- c) Incorporate excellent design and high quality materials including, where possible:
 - i. permeable materials in parking areas and incorporation of on-site attenuation, to reduce runoff rates and increase infiltration
 - ii. bunding and landscaping to mask parking at ground floor level;
 - iii. locating access and ramps within and to the rear of the car park, away from the frontage;
 - iv. locating stairs and lifts at corners/frontages, ensuring they incorporate windows to create visible activity in the building;
 - v. the incorporation of energy generation on roofs.
 - vi. segregation of vehicular movements from pedestrian movements

Supporting Text:

The Crewe Hub offers an opportunity to promote the use of public transport and the efficient use of land. Applicants for business uses should identify travel demand arising from their schemes, making limited provision on site but ensuring full needs are met through work jointly with other developers in the area and CEC to deliver

consolidated parking in locations that serve the site well in accordance with policy IC9.

Technological parking solutions, including automated parking that encourage efficiency, minimise impact on the highways network and minimise land take for parking, will be supported.

Allocated strategic car parking sites are designed primarily to serve the needs arising from demand for rail services at Crewe Station. These needs should be met as close to the station as possible, minimise impact on highways network, provide a facility that is visually attractive and enhances the station area.

This policy seeks to manage car parking demand by meeting identified needs arising from station demand and directing suitable parking development to preferred locations and therefore preventing the delivery of unplanned parking.

Should additional strategic parking demand arise, beyond the capacity of the primary MSCP, the development of secondary car parking provision, through the intensification of the existing uses at Pedley Street and Crewe Alexandra will be supported.

Residential parking in new development will be treated flexibly to strike a balance between meeting needs identified at the time of the application but also taking into account a full travel plan and the availability (both now and in the future) of services and public transport in close proximity to one another. The Council expects that applicants clearly set out an approach that meets the full parking demand arising from development.

Car parks should be well managed to ensure the safety of users and the safe operation of facilities. Opportunities to employ technology led solutions to car parking management will be supported where they demonstrate the safe and efficient operation of the facility, which in turn supports the safe and efficient operation of the local highways network.

Proposals for all car parking should be accompanied by a car parking management plan setting out how 'Station Car Parking Good Practice Guide' has been applied in setting appropriate car parking charge levels, such as the quality standard of the car parks, local parking pressures and the types of trips being facilitated by the upgraded Crewe Railway Station and land use across the wider Crewe Hub, especially in terms of what proportion it makes up of the overall journey cost.

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

Related Documents:

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

Car Parking Strategy (2020, Cheshire East Council)

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

Station Car Parking Good Practice Guide (2018, Rail Delivery Group)

Cheshire East High Level Car Parking Strategy (2017, Cheshire East Council)

Policy IC10: Car Parking Standards

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

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

Supporting Text:

To prevent the over provision of car parking, the approach to parking provision in the Crewe Hub will be to ensure that parking demand and need are fully assessed,

taking accessibility to all forms of public transport into account, when considering proposals for parking.

Appendix C of the Local Plan Strategy sets out minimum parking standards within the borough. Appendix C is not to be applied within the Crewe Hub. The table at IC11 represents maximum parking standards and should be applied instead.

A parking strategy should be submitted with all major development, demonstrating how parking needs are met for all users, and setting out how the parking strategy encourages the use of public transport, walking and cycling. Where the parking strategy relies on future occupiers/users of the site using public transport, and therefore minimising parking provision, appropriate contributions will be required toward public transport services.

Related documents:

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

Cheshire East Local Transport Plan 2019-2024 (2019, Cheshire East Council)

Car Parking Strategy (2020, Cheshire East Council)

6. Infrastructure for Sustainable Development

Policy ISD1: New Infrastructure

Where appropriate new development shall contribute to and/or make provision for a range of infrastructure necessary to support the successful operation of Crewe railway station, deliver the policy requirements Crewe Hub AAP; and local plan. Development that would prevent delivery of the infrastructure at locations and routes identified on the adopted policies map will not be permitted.

Major development proposals must be accompanied by a viability assessment. The costs of a viability assessment are to be borne by the applicant and will be independently evaluated and assessed by an external body on behalf of Cheshire East Council.

In cases where alternative approaches to meeting planning obligations are agreed a requirement for the provision of 'overage' payments will be made in accordance with ISD3.

Supporting Text:

The Council will take a flexible approach to development proposals and work with applicants to secure viability that enables delivery of the policy requirements and infrastructure set out in this plan.

Improvements to infrastructure in the Crewe Hub are fundamental to achieving the vision for the area, and are necessary to both deal with existing deficiencies and to cater for the growth of new communities in the area. The proposed growth of the Crewe Hub should be supported by improvements to a range of infrastructure.

Improved connectivity forms a vital part of the Crewe Hub AAP in terms of assisting economic growth, improving the environment and maximising the benefits of Crewe as a national rail hub. The council will expect either the delivery of or contributions to infrastructure and services that support increased connectivity and transport needs arising from development including contributions to public transport services where

such services form part of the approach to managing travel demand arising from the site.

It should be recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public and private sector agencies. Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable on the impact on local services.

The infrastructure requirements of development proposals will be assessed on their own individual merits; but in some circumstances it will be necessary to view individual applications collectively in assessing the combined off site requirements in line with the Crewe Hub Masterplan and infrastructure policies in this AAP.

The council's stated aims for the delivery of the sites within the Crewe Hub are that they should be delivered on a comprehensive basis in line with the Crewe Hub Masterplan. Development across the Crewe Hub cannot be comprehensively delivered without additional highways capacity provided by the proposed Crewe Hub Access Package, including provision for the Southern Link Road Bridge.

Related Documents

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Crewe Southern Link Road Bridge (SLRB) Access Options – Preferred Route Assessment (2019, Cheshire East Council)

Policy ISD2: Forward Funded Infrastructure Costs

The Council will recover the costs associated with forward funded infrastructure from applicants that rely on this infrastructure to mitigate the effects of their development and make it acceptable in planning terms where:

1. The council or its funding partners have specifically approved the forward funding of the infrastructure in question on the basis that all or part of its costs will be subsequently recovered from developers that benefit from it;
2. The council or its funding partners have a supporting infrastructure recovery document which details:
 - a) the overall amount to be recovered;
 - b) the individual sites, areas or types of development that will be required to contribute;
 - c) the mechanism to be used for proportionally calculating the cost of contribution from individual applicants.
3. The recovery of costs meets all the planning obligation tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 or as required by any subsequent amendment to these Regulations or to national planning guidance;
4. The recovery of costs is secured through a Section 106 agreement and includes any administrative, legal and financing costs associated with both providing the infrastructure and its subsequent recovery through the planning obligations process.

The council will refuse planning applications where applicants seek to rely on forward funded infrastructure to make proposals acceptable in planning terms but are not prepared to make the required contribution towards refunding the cost of its provision through planning obligations.

Supporting Text:

This policy provides greater detail to assist in implementing LPS Policy IN 1 'Infrastructure' and LPS Policy IN 2 'Developer contributions'. It is also intended to help facilitate development in the Crewe Hub and will be particularly useful, where appropriate, in helping to deliver key connectivity policies in this Plan such as IC3 (The Crewe Hub Green Link), IC4 (Pedestrian and Cycling Networks) and IC5 (Transport and Highways Infrastructure)..

As a proactive authority, Cheshire East Council is seeking to assist developers in achieving agreed levels of growth in the borough as detailed in both this specific area action plan and in the wider local plan. For this reason the council recognises that in certain circumstances, such as the provision of a road, bridge or other infrastructure necessary as part of a comprehensive approach to development in an area, it is necessary or desirable for infrastructure to be provided in advance of planned development to act as an enabler and help bring forward individual schemes which would not otherwise be able to progress on their own.

This will benefit the residents or occupiers of early phases of a large scheme, particularly where the scheme may take a long time to reach completion, involve multiple developers or where the infrastructure can't be provided in a phased way and is required early on but is not viable to be provided at that time.

It will apply only to infrastructure schemes funded by the council or its partners where the funding approval was made on the basis that all or part of the costs incurred will be subsequently recovered from developers benefiting from it i.e. where the council has borrowed; used its reserves; or diverted funding from other budgets in the short term to help bring forward development on the understanding that it will be repaid.

Recovery of cost will be calculated on a proportionate basis taking account of the size of each development site as a proportion of the total size of all the contributing development sites, the uses proposed on each site (employment sites are likely to contribute less to the total recovered costs than housing sites for viability reasons) and the level of need generated for the forward funded infrastructure. Details will be

provided in an accompanying infrastructure recovery document so that developers are able to understand at an early stage, while preparing a planning application, the likely contribution towards the forward funded infrastructure that will be required from them.

The Council will identify any agreed forward funded infrastructure schemes and monitor their repayment through planning obligations as part of its annual infrastructure funding statement.

Related Documents

Cheshire East Community Infrastructure Levy Charging Schedule (2019, Cheshire East Council)

Policy ISD3: Planning Obligations Reduced on Viability Grounds

Where the council has agreed to reduce planning obligations on the grounds of viability, the applicant will be required to enter a legal agreement that enables the council to review an agreed viability assessment against future trigger points, with the aim of recovering all or part of the reduced planning obligations should a new assessment indicate that profits are higher than originally forecast and the Council considers the reduced obligation can no longer be justified on viability grounds.

The details of the reduced planning obligation will be recorded in the legal agreement together with the form or nature that any recovery of obligation will take. These obligations should comply with national regulations on planning obligations.

The council will refuse planning applications where applicants request the reduction of planning obligations on viability grounds but have not agreed a legal agreement that enables these planning obligations to be recovered.

Supporting Text:

It is the council's expectation that infrastructure and other planning obligations required to make a development acceptable in planning terms will be provided as part of all development.

In exceptional circumstances, the council will consider the need to reduce the normal planning obligations required by policy where an applicant has demonstrated to the satisfaction of the council, through a detailed viability assessment, that it is not viable to provide such an obligation.

It is unlikely that the council will agree to the reduction of a planning obligation where the council provide essential site specific items to mitigate the impact of development such as a necessary road improvement. In these circumstances the opportunity to negotiate a reduced obligation is limited.

As viability is judged on a range of factors, any of which may change over time, it is appropriate that the council should seek to recover these obligations should market

conditions improve or development proves to be more viable than originally forecast. This is particularly important on larger sites that are likely to be developed out over many years and where the potential for a positive change in viability is greater.

A typical example of where a reduced obligation may apply would be affordable housing. It may be agreed for viability reasons that a developer should provide less than the policy target for affordable housing, say 20% rather than 30%, with the remaining provision being set aside as a reduced planning obligation to be provided should certain circumstances detailed through a legal agreement be triggered.

While the details of each reduced planning obligation agreement will vary in accordance with site specific circumstances, the general mechanism for establishing and managing an agreement will be as follows:

A full viability assessment shall be prepared and agreed with the council as a baseline financial position detailing the forecast costs and profits associated with a proposal. This should include a breakdown of the costs associated with providing all the planning obligations needed to make a planning application acceptable in planning terms. This will form part of the legal agreement.

In accordance with government policy, all viability assessments should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

Details of the reduced planning obligations and the form in which these shall be recovered will be recorded in a legal agreement. For example, this could be for an increase in affordable housing, an extension or improvement to on-site infrastructure delivered by the developer, or a share of any increase in profits provided that it is allocated to a specified reduced obligation.

The planning obligations to be restored should be identified and compliant with national regulations on planning obligations.

Details of agreed trigger points for a financial review of the development will also be included in the legal agreement. These trigger points may take the form of calendar

dates or be based on development triggers, such as number of units occupied, but should allow adequate time so that adjustments to planning obligations can be practically delivered on the site before development is complete.

On reaching a trigger point, the applicant will be expected to submit an updated viability appraisal. This should include:

- a) updated costs using an agreed index to the point of delivery;
- b) updated house price information based on actual sales prices for the preceding period;
- c) any other revenue received from or financial support provided to the development including grant funding and/or sales to affordable housing registered providers unless previously accounted for; and
- d) updated forecasts for developer return (profit).

The developer will be required to meet part or all of the reduced obligations that have been agreed should the developer return be higher than forecast in the original agreed assessment and at a level where the council considers the reduced obligation can no longer be justified on viability grounds. The council will factor in the need to achieve normal profit returns when making this decision.

All the costs incurred by the council in establishing and managing each individual reduced obligations agreement will be met by the applicant.

Alternative mechanisms to that described above are possible and may be appropriate for certain schemes. For example, for regeneration schemes a re-valuation may be more appropriate than an updated viability appraisal.

Therefore in some cases, variations to the above process may be agreed or required at the discretion of the council.

Related Documents

Cheshire East Community Infrastructure Levy Charging Schedule (2019, Cheshire East Council)

Policy ISD4: Energy Infrastructure (Net-Zero Carbon)

New development will be supported where it takes measures to reduce energy demand, incorporates supply from renewable energy sources and makes more efficient use of fossil fuels toward reaching net-zero carbon emissions from construction and operation, minimising both yearly and peak energy demand.

Residential development will be expected to achieve achieved an energy efficiency standard of a minimum of 19% CO₂ improvement over Building Regulations requirements Part L 2013 (TER Baseline). and each residential unit built should achieve as a minimum, a water efficiency standard of not more than 110 litres per person per day maximum indoor water consumption.

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

As part of any major development proposal (residential and non-residential), an energy statement should be submitted that clearly sets out the total energy requirements of development in the construction, build and operational phases, and the extent to which this requirement will be met through:

- a) Minimising energy demand and maximising energy efficiency through sustainable construction and operation; and passive design that addresses passive heating, cooling, and ventilation systems;
- b) Incorporating low carbon and renewable energy generation into the fabric of development, or built within the development, including the use of local deep geothermal heat;
- c) Making use of other local energy sources (such as secondary heat) and maximising energy generation, and storage, on site; and
- d) Connecting to existing combined heat and power and district heating/cooling networks, and / or contributing to their future development to serve the development and surrounding area.

Where the energy needs of the development are not fully met through the above measures, the energy statement should set out if, and to what extent the residual carbon emissions will be off-set, and the mechanism through which off-setting will be achieved.

Supporting text:

Energy requirements in new buildings are covered extensively by the building regulations regime and through LPS Policies SE 8 and SE 9, which address renewable and low carbon energy, and energy efficiency, respectively. To ensure that development is sustainable and makes efficient use of energy and water proposals will be required to submit a Standard Assessment Procedure (SAP) to assess the energy rating of development and demonstrate compliance with Part L of the Building Regulations.

Given the higher levels of building and population density expected to be created in the Crewe Hub there is an important opportunity to instil a climate sensitive approach to the built environment here, by understanding the energy needs of buildings and their end use, and requiring development to implement an approach that is both viable and environmentally sustainable.

Therefore in addition to completion of the SAP, applicants for major development will be required to submit an energy statement to clearly set out the energy needs of the building and its end use, and the design, construction and off-setting measures (including any off-setting through financial contributions to projects off-site), that will be used to reduce the overall emissions footprint of the development.

Related documents:

Cheshire East Energy Framework (2015, Cheshire East Council)

BREEAM New Construction 2018: Technical Manual (2018, BRE)

Crewe Town Centre Detailed Feasibility Study (Heat Mapping and Masterplanning) (2015, AECOM)

Climate Change and Sustainable Energy Planning Research (2011, LDA Design)

Figure 2: Green Space and Green Infrastructure



Policy ISD5: Green Space and Green Infrastructure

All new development should contribute to the delivery of a network of good quality, integrated, linked and accessible multi functional green spaces across the Crewe Hub.

Development proposals are expected to demonstrate how schemes will contribute to delivering the objectives of the Cheshire East Green Infrastructure Plan (2019) for Crewe and will be required to submit:

- a) A Green Infrastructure Strategy setting out the overall approach to Green infrastructure (GI) within the scheme.
- b) A Parameter Plan that identifies the GI to be retained and created within the boundary of the development
- c) Where Environmental Impact Assessment is required, an environmental statement – Non Technical Summary: a simplified version of the environmental statement
- d) A GI and Biodiversity Management Plan detailing the management and maintenance of GI features to ensure functionality and connectivity of features within the boundary of the development, and connectivity with features beyond the boundary.

2. Major development proposals should demonstrate how they:

- a) Have employed the DEFRA biodiversity metric to deliver biodiversity net gain and have ensured that the provision of new habitats is linked to existing habitats.
- b) Support the delivery of the green network identified in Figure 2
- c) Positively contribute to the provision of Green Infrastructure and align to HS2's Green Corridor concept.
- d) Incorporate blue and green infrastructure.
- e) Incorporate trees and other planting to provide opportunities for cooling by shading of amenity areas, buildings and streets and to help to connect habitats using native plants that can be managed and sustained within future predicted local climatic conditions.
- f) Identify and use important features of the local character to reflect, reference and enhance local distinctiveness and sense of place in landscaping and GI features.

- g) Are accessible for all, regardless of disability, and encourage optimal use for recreation and leisure.
- h) Reduce sealed surfaces and integrate sustainable drainage and features designed to minimise surface water run-off, manage flood risk, and maintain the natural water cycle.

Supporting Text:

New development in the Crewe Hub offers an important opportunity to address the deficiency of green infrastructure in the area by ensuring green space provision is incorporated in high quality public realm that will serve existing and new communities in the area, link existing green assets and contribute to offsetting the effects of climate change and habitat loss.

Major development will be required to submit a Green Infrastructure Strategy that sets how green space and green infrastructure is being used to address the matters identified in this policy and the degree to which provision is being met on site. Importantly, developers will be encouraged to employ Building with Nature standards and to meet a Full Award (Excellent) rating.

The presumption will be that green infrastructure and green space provision associated with development schemes will be provided on site. However, a mix of on and off-site provision will be acceptable where this meets the needs of the development and achieves a better outcome in terms of green space delivery that is consistent with the Crewe Hub masterplan and this policy. This would involve the payment of a commuted sum to the council.

Where green space and green infrastructure are delivered on site applicants will need to demonstrate how the management and maintenance of the provision will be provided for in perpetuity. Green space and green infrastructure associated with the delivery of policies IC2 and IC3 form part of a wider, connected network of green space and are strategically important to the delivery of the Crewe Hub Masterplan and

should be conveyed to the council along with a commuted sum for a minimum period of 20 years maintenance.

Related Documents

Cheshire East Green Space Strategy (2013, Cheshire East Council)

Cheshire East Green Space Strategy Update (2019, Cheshire East Council)

Green Infrastructure Action Plan for Crewe (2013, The Environment Partnership)

Cheshire East Green Infrastructure Plan 2019 to 2030 (2019, The Environment Partnership)

A Green Future: Our 25 Year Plan to Improve the Environment (2018, HM Government)

Biodiversity Net Gain: Good Practice Principles for Development (2019, CIEEM, CIRA and IEMA)

Ambition for All – the Sustainable Community Strategy 2010-2025 (2010, Cheshire East Council)

Building with Nature Standards

Public Open Space Evidence Report (2019, CBRE)

HS2 Green Corridor Concept

Policy ISD6: Skills Infrastructure

For major development schemes the Council will seek planning obligations to deliver local employment opportunities and help address skills deficits in the local population.

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

- a) The type and number of jobs created by the development in both the construction and end-use phases
- b) How jobs created by the development (in both the construction phase and end-use operation) will be made available to local residents
- c) The key skills required within those jobs; and how, locally, the developer will:
 - a. Support and contribute to the design and delivery of relevant skills training, including engaging with local education, skills providers and partners;
 - b. Promote apprenticeships to all ages, and support its supply chain to maximise apprenticeship opportunities for residents;
 - c. Support the delivery of local work placements, work experience and internships for young people, the long term unemployed and (under) graduates;
 - d. Raise the profile of career opportunities across the sector, including activities to inspire young people and adults;
 - e. Ensure vulnerable groups e.g. Not in Employment Education or Training (NEETs), Cared For and Special Educational Needs and Disability (SEND) young people, have equal access to employment and skills benefits from the development;
 - f. Ensure its supply chain creates ESPs and embeds the outcomes above.

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

Supporting Text:

In line with the Council's Economic Development Strategy (2011, updated 2019) to provide employment opportunities for local people and to adopt good employment and skills practices, the Council will expect applications for major development within the Crewe Hub to develop and implement an 'Employment and Skills Plan' (ESP) identifying opportunities for employment and up-skilling of local people through the implementation of their development proposal.

The ESP should be informed by priorities identified through the Council and its partners and will be secured through s106 agreements.

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

Related Documents:

Delivering Employment Skills and Training Background Report (2020, Cheshire East Council)

Cheshire East Corporate Plan 2017-2020 (2017, Cheshire East Council)

Cheshire East Economic Development Strategy (2011, Cheshire East Council)

HS2 Growth Strategy (2018, Constellation Partnership)

Ambition for All – the Sustainable Community Strategy 2010-2025 (2010, Cheshire East Council)

Employment Densities Guide (2015, Homes and Communities Agency)

Policy ISD7: Digital and Smart Infrastructure

Digital infrastructure, telecomms and other utilities equipment should be integrated into the fabric of development. External features will only be permitted where:

1. They are sited and designed to minimise visual impact;
2. There is no reasonable possibility of sharing facilities;
3. Other options to minimise visual impact have been explored; and
4. They do not harm the character or appearance of the building or area.

All development should:

1. Provide, and where possible, future-proof provision, for the most advanced digital technology available
2. Achieve at least the level of digital connectivity set out in Part R1 of the Building Regulations
3. Ensure availability of sufficient ducting space for future digital infrastructure
4. Meet the requirements for mobile connectivity within the development and take appropriate mitigation to avoid reducing mobile connectivity in the surrounding areas
5. Support the effective use of features of the public realm to accommodate well-designed and located digital infrastructure

Supporting Text:

The vastly improved physical connections arising through development of the Crewe Hub must be complemented by provision for digital connectivity in new development here in accordance with LPS policy CO3: Digital connectivity.

Access to fibre-optic, superfast broadband is becoming increasingly vital for residents and businesses and is key to growing a sustainable local economy. Occupiers of new residential or commercial premises expect a high quality broadband connection as a utility similar to the provision of electricity or gas.

New developments must be 'future-proof' with appropriate digital infrastructure that will meet existing and future communication needs. Applicants should work with the Council to demonstrate how provision of appropriate digital infrastructure is incorporated in major development.

Related Documents

Approved Document R – Physical Infrastructure for high speed electronic communications networks (2016, HM Government)

Connecting Cheshire Initiative

Cheshire and Warrington Digital Strategy and Delivery Plan (2019, Cheshire and Warrington Local Enterprise Partnership)

Policy ISD8: Water Infrastructure

To ensure the comprehensive and efficient provision of water utilities, all development should create a sustainable solution to the water environment by:

1. Making best use of any opportunities for the sustainable management of surface water run-off through a sustainable drainage system (SuDS). If it is demonstrated that such a system cannot feasibly be achieved, then the following options may be implemented, in the priority listed:
 - a. an attenuated discharge to watercourse, or
 - b. where (i) is demonstrated not to be feasible, an attenuated discharge to a highway drain or public surface water sewer;
 - c. where (ii) is demonstrated not to be feasible, an attenuated discharge to a public combined sewer.
2. Delivering or contributing to the delivery of, a high quality public realm with multi-functional benefits as part of a sustainable green and blue water environment
3. Clearly demonstrating how early phase drainage solutions have regard to future interconnecting development phase; and
4. How unfettered drainage access can be created to adjoining sites

Supporting Text:

LPS Policy SE 13 'Flood risk and water management' seeks to reduce flood risk in the borough, through directing development to those areas that are at lowest risk of flooding from all potential sources (sequential approach).

In line with the requirements of the NPPF, in the first instance development should be situated in Flood Zone 1 (low risk). Where development in Flood Zone 1 cannot be accommodated, consideration should then be made towards situating development in Flood Zone 2. Development in Flood Zone 3 should only be proposed if there are no reasonably available alternative sites (subject to the exceptions test). Inappropriate development in Flood Zone 3b will not be permitted.

Development(s) shall be situated to avoid the risk of flooding. Where this cannot be achieved, any developments situated in areas at risk of flooding should be designed to make sure they are made safe for their lifetime and do not increase the risk of flooding onsite or elsewhere, taking into account the impact of climate change.

Mitigation of flood risk shall be achieved by incorporating on-site measures. Off-site measures shall only be considered where proposed on-site measures are inadequate or where no alternative can be provided. Examples of proposals that could reduce the risk of flooding include mitigation/defence/alleviation work, retrofitting of existing development, and off-site detention/retention for catchment-wide interventions.

The council's Local Flood Risk Management Strategy (2017), notes that culverting:

- a) can damage the ecology of a watercourse;
- b) introduces an increased risk of blockage, with a consequent increase in flood risk; and
- c) can complicate maintenance because access into the culvert is restricted (in some cases being classified as a confined space and requiring trained operatives and specialist equipment).

There is a requirement to consult with the appropriate risk management authority (e.g. the Environment Agency), and local water companies (e.g. United Utilities) for all sources of flooding.

In demonstrating a reduction of surface water discharge on previously developed land, applicants should include clear evidence of existing positive connections from the site with associated calculations on rates of discharge. In relation to the reduction of greenfield runoff rates, applicants should include clear evidence of existing positive operational connections from the site with associated calculations on rates of discharge. This evidence is critical to make sure that development does not increase flood risk.

Landscaping proposals should consider what contribution the landscaping of a site can make to reducing surface water discharge. This can include hard and soft landscaping such as permeable surfaces to reduce the volume and rate of surface water discharge.

The treatment and processing of surface water is not a sustainable solution; surface water should be managed at source and not transferred, with every option investigated before discharging surface water into a public sewerage network. The expectation will be for only foul flows to communicate with the public sewer.

Applicants wishing to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available. A discharge to groundwater or watercourse may require the consent of the Environment Agency or Lead Local Flood Authority.

However, it is not always appropriate to discharge surface water runoff from certain catchments to the environment prior to levels of treatment. Proposals for SuDS schemes should always be designed to incorporate sufficient treatment stages to make sure that the final discharge is treated to such a standard as is appropriate for the receiving environment. Further information is available from the Environment Agency in its groundwater protection guidance and position statements and The SuDS Manual (CIRIA). Approved schemes will be expected to be supplemented by appropriate maintenance and management regimes for the lifetime of any surface water drainage schemes.

Proposals should demonstrate how the site delivers foul and surface water drainage as part of a wider strategy, related to other sites and relevant factors within the Crewe hub, having regard to interconnecting phases of development. It will be necessary to make sure the drainage proposals are part of a wider, holistic strategy that coordinates the approach to drainage between phases, between developers, and over a number of years of construction.

The applicant will be expected to include details of how the approach to foul and surface water drainage on a phase of development has regard to interconnecting phases in a larger site. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should make sure a proliferation of pumping stations is avoided on a phased development. A piecemeal approach to drainage should be avoided and early phases of development should provide the drainage infrastructure to meet the needs of any later interconnecting phases of development.

In delivering drainage as part of a wider strategy, applicants will be expected to ensure unfettered rights of discharge between the various parcels of development in a wider development to prevent the formation of 'ransom situations' between separate phases of development.

Related documents

Preliminary Flood Risk Assessment (2011, Jacobs)

Preliminary Flood Risk Assessment Addendum (2017, Cheshire East Council)

Cheshire East Strategic Flood Risk Assessment (2013, JBA Consulting)

Cheshire East Local Flood Risk Management Strategy (2017, Cheshire East Council)

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2003

Weaver Gowy Catchment Flood Management Plan (2009, The Environment Agency)

Non-Statutory Technical Standards for Sustainable Drainage Systems (2015, DEFRA)

Groundwater protection guidance documents (The Environment Agency and DEFRA)

Position statements: The Environment Agency's Approach to Groundwater Protection (2018, The Environment Agency)

The SuDS Manual (2015, CIRIA)

Surface Water Drainage (2015, The Canal & River Trust)

7.Improving Environmental Quality

Policy EQ1: Design, Integration of Development, and Public Realm

All new development across the Crewe Hub should that raises design standards in the area, creates a significant improvement in the quality of design and public realm, and provides green infrastructure within the development.

By virtue of its type, form, layout and access, development proposals should:

- a) Incorporate high quality materials and architecture throughout
- b) include design landmarks and notable features (either within the public realm or the buildings themselves) that assist wayfinding and navigation through the site, contributing to the delivery of well-linked public squares and green spaces in as set out in Figure 2
- c) Incorporate the principles of Active Design
- d) Make sure due regard is given to disabled people when considering street furniture, cycle lanes (for example crossing points for pedestrians), lowered kerbs and on-pavement parking that restricts wheelchair space on pavements
- e) Set out street, movement and public realm hierarchies explaining the key principles of the approach
- f) Provide information that sets out the design approach to the scheme including:
 - a. a palette of hard and soft landscaping
 - b. species lists and use of ornamental and/or native species
 - c. the requirements of play and recreation areas and the equipment proposed
 - d. the architectural language covering materials, elevations and fenestration
 - e. the approach to matters of detail relating to sustainability and end delivery

- g) Submit detailed or character area codes for each phase of development where the site is to be delivered in multiple phases, or by multiple developers.

Supporting Text:

Good design is central to the creation of attractive, successful and sustainable places. The Council expects high quality, well designed developments that contribute positively to the quality of place to make the best use of land.

This policy, read alongside LPS Policy LPS policy SE 1 'Design' will apply to all proposals for new development requiring planning permission, where relevant, regardless of its land use.

Development in the Crewe Hub should create a new sense of identity in the built environment that relates well to surrounding buildings and improves the design quality of the area. Proposals should incorporate views into and out of new development and create legible streets through carefully considering the relationship of builds to the street.

Developers should engage with the council at the earliest opportunity in order to make sure that new development responds appropriately to the unique character and quality of place in the borough. Engagement can also help to consider the evidence required to support planning applications such as the requirement for design coding, testing layouts, illustrative masterplans, massing studies and modelling for larger proposals, as appropriate in line with LPS Policy SE 1 'Design'.

A Design and Access statement should be submitted as part of any major development proposal and should set out a spatial design code addressing the layout, form and structure of the site and a detailed character area code demonstrating how the proposal responds positively to the design opportunities of the site and how the proposed development visually and physically integrates with the existing urban fabric of Crewe, whilst setting new high quality design parameters for the area.

Where proposals include applications for later phases of development, or development to be taken by the developer should submit character area codes to demonstrate how later phases will successfully integrate with the early stages of the scheme.

Character area codes should be presented as a set of illustrated design proposals that demonstrate how the character and specific design features of a proposals have been addressed to consider the following issues:

- a) context
- b) identity
- c) built form
- d) movement
- e) nature
- f) public spaces
- g) uses
- h) homes and buildings
- i) resources
- j) lifespan

Related Documents

Active Design Guide (2015, Sports England and Public Health England)

Cheshire East Borough Design Guide supplementary planning document (2017, Cheshire East Council and e*SCAPE Urbanists)

Secure by Design: Design Guides (Official Police Security Initiatives)

Policy EQ2: Light and Privacy and Amenity Space

The design and layout of schemes, and their relationship to the site and its characteristics should provide an adequate degree of light and privacy between buildings and should include an appropriate quantity and quality of outdoor private amenity space, or where this is not possible, an equivalent contribution to public open space, having regard to the type and size of the proposed development.

Supporting Text:

Environmental disturbance includes the effects of noise, vibration, smells, fumes, smoke, dust or grit. Sensitive uses are those uses whose activities are particularly vulnerable to disturbance from noise, pollution, loss of privacy, or daylight and visual intrusion, such as schools, hospitals and homes.

The Cheshire East Borough Design Guide supplementary planning document (2017) supports an innovative design led approach and promotes opportunities to manage the impact of dense buildings on light, privacy and amenity.

Should additional parameters relating to light, privacy and amenity be introduced in the wider development plan, policy EQ2 should take priority within the Crewe Hub.

Where proposals are delivered at a higher density, it is recognised that the ability to deliver private amenity space may be compromised. In such circumstances applicants will be required to contribute to the delivery of recreation space and green infrastructure as set out in policy ISD4 and LPS policy SE6.

Related Documents

Cheshire East Borough Design Guide supplementary planning document (2017, Cheshire East Council and e*SCAPE Urbanists)

Policy EQ3: Environmentally Sustainable Design

Buildings should be designed to minimise their use of resources and their impact on the environment. Proposals should incorporate design features that reduce energy consumption, maximise biodiversity net-gain and minimise water usage and surface run off.

As an integral part of their design, and where possible, new buildings should:

- a) Be designed to include features that reduce heating and cooling,
- b) Be orientated to make best use of opportunities for natural heating and cooling
- c) Use materials that reduce impact on the environment and ensure energy efficiency
- d) Fully remediate land where necessary
- e) Protect sites of biodiversity importance, minimising their impact on such sites
- f) Enable biodiversity net gain by providing features of value for wildlife in an urban setting. Such features may include:
 - i. Features for nesting swifts
 - ii. Green/brown roofs
 - iii. Permanent open water as part of SuDS
 - iv. Living walls / green walls
 - v. Enhancement of the Valley Brook corridor
- g) Include water saving and water recycling measures in their design and associated landscaping, incorporating the following:
 - i. sustainable drainage
 - ii. innovative SuDS systems that include permanent open water
 - iii. green roofs;
 - iv. grey water recycling: and
 - v. in relevant locations, landscaping that creates permeable drainage to Valley Brook.

- b) Contribute to the development of a strategic district heating network in accordance with LPS Policy SE 9 'Energy efficient development', unless it is demonstrated that this is not feasible or viable. Consideration should be given to opportunities to connect into an existing network or to establish a new network to serve both the proposed development and surrounding land uses.

Supporting Text:

This policy seeks to ensure that new development considers the environmental impact of design choices early in the development process and to ensure that schemes are delivered to the best possible design standards that reduce impact on the environment, energy, and resource use.

Wherever possible the Council expects proposals to minimise their impact on the environment and introduce design features that reduce energy consumption, promote biodiversity and support the water environment.

Within their Design and Access Statement, applicants should set out how their proposals employ the measures set out above in policy EQ4

This policy, read alongside LPS Policy SE 1 'Design' will apply to all proposals for new development requiring planning permission, where relevant, regardless of its land use.

Related Documents

Crewe Town Centre Detailed Feasibility Study (Heat Mapping and Masterplanning) (2015, AECOM)

Cheshire East Energy Framework (2015, Cheshire East Council)

Policy EQ4: Tall Buildings

Buildings that are substantially taller than buildings in their vicinity and/or which significantly change the skyline within the Crewe Hub should:

- a) make a positive contribution to the evolution of a unique, attractive and distinctive Crewe, including to its skyline and approach views
- b) Be located where they can easily be served by public transport nodes
- c) Play a positive role in a coordinated place-making approach to the wider area

Proposals for tall buildings will be supported where it can be demonstrated that they

- a) Are of excellent design quality
- b) Are appropriately located
- c) Contribute positively to sustainability
- d) Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and will bring significant regeneration benefits

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment and public realm.

Supporting Text:

In the context of ensuring sustainable development, the Crewe Hub is a location that has many regeneration opportunities but a finite amount of land availability to take advantage of proximity to Crewe Station and Crewe town centre. Therefore achieving a higher density of development here requires the prudent use of land resources available, including the use of taller buildings

Tall buildings by their very nature can dominate the street scene and be highly visible over long distances. They can also have an impact on the local micro-climatic conditions, for example, by creating wind tunnels. It is for these reasons that it is

considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space. The definition of tall as being in relation to neighbouring buildings should be noted in the policy.

Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner which can hinder the development of the site for other uses and can have an adverse impact on the developability of other sites. This can have a significantly negative impact on the regeneration of an area. Therefore It is crucial that the viability and deliverability of a proposed tall building be proven.

Related Documents

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Policy EQ5: Safeguarding Crewe's Railway and Built Heritage

New development will be expected to avoid, minimise and mitigate negative impacts on Crewe's railway and built heritage assets (as identified on the adopted policies map).

Development proposals that would remove, harm or undermine the significance of non-designated heritage assets, or their contribution to the character of a place, will only be supported where the benefits of the development outweigh the harm having regard to the level of harm to the significance of the non-designated heritage asset.

Supporting Text:

It should be recognised that not all buildings, structures or landscapes that may be of local significance are currently documented or captured on a local list. Where these have local architectural or historic significance they will be treated as non-designated heritage assets under this policy.

A Heritage Impact Assessment has been carried for the Crewe Hub and specific locations are identified for their local heritage value and/or contribution to the local character. These locations are specified on the adopted policies map and also identified within the Crewe Hub masterplan. Wherever possible development proposals in these locations should seek to retain and re-use the asset.

It is presumed that non-designated heritage assets will be retained. Where proposals seek to redevelop a non-designated heritage asset, an assessment of the asset will be required to consider the asset's architectural and aesthetic quality and its unique contribution to the remaining architectural, historic, townscape and landscape interest of the area.

Related Documents

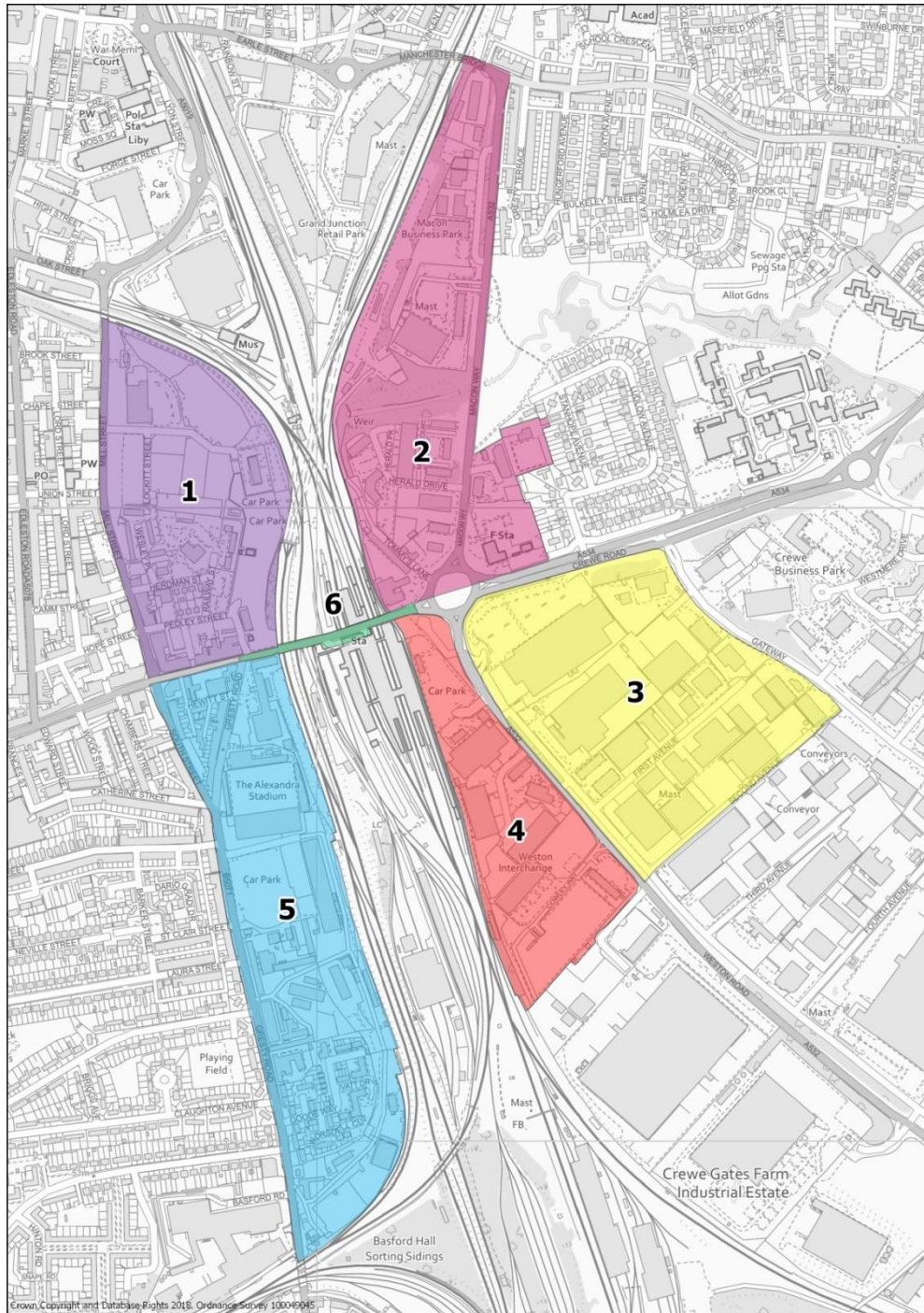
Crewe Station Hub Area Action Plan: Heritage Study and HIA (2019, Hinchliffe Heritage)

Local List of Historic Buildings Supplementary Planning Document (2010, Cheshire East Council)

Crewe Archaeological Assessment (2003, Cheshire County Council and English Heritage)

Network Rail: The Guide to the Care and Development of Network Rail's Architectural Heritage (2015, Network Rail)

8. Crewe Hub Development Area Policies



Crewe Hub Development Areas

Policy DA1: Mill Street

Development proposals for the development area should:

1. reintroduce the historic grid iron street pattern to reinforce connections with older areas to the west around Lord Street and Eddlestone Road.
2. support delivery of the Mill Street Primary Green Route.
3. be designed to create a pedestrian and cyclist focused Crewe Hub Green Link (CHGL) connecting Crewe Railway Station with the town centre, through the central part of DA 1 'Mill Street'.
4. direct pedestrian and cyclist movement to the CHGL to enable a high degree of connectivity through the area.

The following development schemes will be supported:

5. Residential
6. Mixed use residential led office schemes
7. higher density development and taller buildings towards the centre and east of the development area, closer to the railway lines.
8. small scale retail, D1 and D2 uses that create activity on the street and help people find their way through the area.
9. works to Mill Street and Mill Street Underline Bridge that visually enhance the character of the area and improve pedestrian and cyclist access to the town centre.
10. development of the railway arches at Mill Street Underline Bridge for a range of uses including retail, D1 and D2, which creates a positive gateway that enhances the arrival to the town centre.
11. temporary uses (including construction compounds) at Pedley Street car park during construction of rail infrastructure.
12. proposals to open up the existing culvert.

Supporting Text:

1. This policy seeks to support the creation of a new urban neighbourhood linking the town centre to Crewe Station via the Crewe Green Link.
2. Development here is expected to be primarily residential and set in improved public realm that makes extensive use of green infrastructure creating a safe and active environment for residents, pedestrians and cyclists to enjoy. Mixed use schemes that are residentially led, will also be supported here.
3. The design and layout of development in this area is especially sensitive and must create an urban form based around an arterial route that connects development in the area to and from Crewe Station and Mill Street in accordance with policy IC1.
4. The Crewe Hub Heritage Impact Assessment identified that the area had previously been developed in a grid-iron street pattern similar to the urban form further west around Lord Street and Eddlleston Road. The Council expects proposal for this area to be designed to reintroduce and reinforce the historic grid iron pattern of development, ensuring that streets take a form that are traditional to Crewe.
5. Proposals for small scale retail uses will be considered in accordance with policy DO7 and will be supported where they are small-scale, in locations that contribute to way-finding through the area, serve convenience needs and contribute to creating activity on the street.
6. Small scale D1 uses for clinics, health services, crèches and day nurseries will also be supported alongside D2 uses for small gyms and facilities that provide



indoor sports and recreation will also be supported, particularly within the Railway Arches to the north of Mill Street.

7. This area has been subject to multiple historic uses, including industrial uses (the old Gas Works at Lockett Street are notable) in the past, therefore, in preparing applications developers are expected to submit sufficient information For the Council to be satisfied that contamination risks are fully identified and measures that address risks and impacts arising from contamination on the site are fully addressed
8. An air quality management area is in place partly within, and partly outside of the Crewe Hub AAP boundary to the south and east of DA1, at Nantwich Road.
9. Proposals within DA1 may be required to provide an air quality assessment, particularly where such proposals are considered to be a large scale and/or are likely to have a significant or cumulative impact upon local air quality. The level of assessment required will depend on the nature, extent and location of the development.
10. Developments that introduce sensitive receptors (such as housing, schools, care homes, hospitals) in locations of poor air quality will not be acceptable unless designed to mitigate the impact.
11. The Low Emissions Strategy Partnership(7) provides advice on how large developments can minimise their air quality impacts, particularly in relation to reducing traffic emissions.
12. Whilst works to Crewe Station and associated public realm work are underway, the existing car park at Pedley Street may be required as construction compound. A flexible approach will be taken to support temporary development at this site that enables the efficient delivery of planned works associated with the Crewe Station.

Policy DA2: Macon Way

Development proposals for the development area should:

1. support the delivery of the Weston Road and Macon Way Primary Green Route to create an arterial pedestrian and cyclist route through the centre of the area, linking to Crewe Railway Station.
2. Not sterilise opportunities to introduce bridge connections across the railway line, landing within the area
3. make sure the Valley Brook river corridor is protected.
4. enhance the Valley Brook river corridor as an important natural landscape feature and usable area of open land including:
 - a) conserving and enhancing existing areas of value;
 - b) restoring and enhancing the natural elements of the river environment; and
 - c) promoting public access.

Development proposals adjacent to Valley Brook river corridor should:

5. provide an active frontage and positive connection with the river corridor;

The following development schemes will be supported:

6. mixed use and residential led development incorporating a range of family housing in the northern part of the site.
7. B1(a) and B1(b) business uses, and mixed uses in locations to the south of the area.
8. C1 hotel uses in the south of the area that enhance the role and function of the Crewe Hub and mitigate relevant harmful impacts on adjoining uses.
9. landmark buildings of increased height and high quality design in frontage locations along Crewe Road and Macon Way that incorporate green landscaping at building frontages, creating green boulevards that incorporate trees, verges and urban meadows.

10. pedestrian and cyclist routes incorporating extensive green infrastructure, which link residential development in the northern part of the site, Valley Brook and business uses at the south of the site, to Crewe Railway Station
11. development proposals adjoining the Valley Brook that positively integrate with the river corridor through their layout and design.
12. schemes designed with a naturalised buffer zone of at least 8 metres from the main river to protect and enhance the conservation value of the watercourse and ensure access for flood defence maintenance.

Development proposals in areas at risk of flooding should be informed by a Flood Risk Assessment and address and mitigate known flood risks and demonstrate how surface water can be appropriately managed ~~in accordance with policy ISD7.~~

Supporting Text:

This policy seeks to deliver a mixed use area north west of Crewe Station, that focuses development on employment uses toward the south of the site and residential uses toward the north of the site. The council expects applicants to demonstrate how development proposals have fully considered routes and linkages throughout the site, ensuring pedestrian and cycling connections to Crewe Station are successfully achieved.

Development here is expected to link to Valley Brook enhancing the river corridor and ensuring that the landscape here becomes a characteristic feature of development in the area.

Part of the area lies within an identified flood risk zone (zones 1 and 2). Proposals within the identified flood risk zones are expected to submit a flood risk assessment in accordance with Environment Agency guidelines and policy ISD8.

An air quality management area is in place outside of the Crew Hub AAP boundary to the north of DA2, at Earl Street and Manchester Bridge.

Proposals within DA2 may be required to provide an air quality assessment, particularly where such proposals are considered to be a large scale and/or are likely

to have a significant or cumulative impact upon local air quality. The level of assessment required will depend on the nature, extent and location of the development.

Developments that introduce sensitive receptors (such as housing, schools, care homes, hospitals) in locations of poor air quality will not be acceptable unless designed to mitigate the impact.

The Low Emissions Strategy Partnership(7) provides advice on how large developments can minimise their air quality impacts, particularly in relation to reducing traffic emissions.

Policy DA3: Commercial District

Development proposals for the development area should:

1. include green infrastructure and safe and convenient pedestrian and cyclist access that physically and visually integrates with adjoining public realm located in DA4: Station Hub.
2. be set back from the highway to enable provision of enhanced landscaping and green infrastructure, contributing to the creation of the Weston Road and Macon Way Primary Green Routes.
3. include an arboricultural statement when in the vicinity of the existing Tree Preservation Order (TPO) on the corner of Crewe Road and Gateway, and demonstrate how the TPO tree is incorporated into the proposal.

The following development schemes will be supported:

4. B1(a) and B1(b) business uses across the area.
5. office-led mixed-use residential development.
6. Small scale retail on frontage locations of Weston Road
7. exceptionally designed landmark buildings on the frontage of Weston Road and Crewe Road.
8. consolidated parking delivered in multi storey format, incorporating basement/undercroft parking, where possible.
9. The upgrading of First Avenue, creating a route that links Weston Road and Gateway to accommodate additional traffic.

Supporting Text:

This policy supports the delivery of B1 office based employment in locations east of Weston Road. It supports the creation of new, and diversification of existing B2 and B8 uses in the area and, where scheme viability is improved threatened, supports the incorporation of mixed use residential development. In such circumstances residential elements should be provided on the basis of the minimum necessary to secure viability and in accordance with policies DO5.

Within the defined Crewe Hub Local Urban Centre, retail development will be supported in accordance with Policy DO7. Proposals for A1 uses that exceed the size thresholds, or cumulative floorspace thresholds set out in the policy must submit an impact test in accordance with this policy.

Development is expected to be master planned and delivered comprehensively to secure a built form that physically and visually connects to and across Weston Road, aligning to a future improved primary entrance to Crewe Station here and creating a high quality public realm within and fronting the commercial district.

Wherever possible, schemes should include landscaping and green infrastructure that contributes to the creation of a network of green space connecting to improved landscaping on Weston Road and be set back from the highway here and at Crewe Road to enable the creation of green corridors on these key routes.

Landmark buildings of increased height will be supported on the frontages of Weston Road and Crewe Road where the building and site design can secure high quality architecture, materials and landscaping.

Development in the area must successfully and fully address its impacts, including to satisfy the need for parking that may arise from the scheme. Through a travel plan, proposals should demonstrate how they have promoted walking and cycling and,



where parking is required, it is to be met through a development agreement that requires applicants to contribute to the delivery of consolidated business parking, in multi storey format in a location within the Development Area.

Policy DA4: Station Hub

Development proposals for the development area should:

1. not prevent or impede the successful and efficient operation of Crewe Railway Station or sterilise future opportunities to upgrade Station infrastructure, buildings, access or facilities.
2. deliver a high quality public realm adjoining the entrance to Crewe Railway Station, including a new public plaza, incorporating green space, and extensive landscaping.

The following development schemes will be supported:

3. B1(a) and B1(b) business uses
4. public realm schemes that connect to and visually integrate with adjoining public realm located in DA3: Commercial District.
5. provision of a station ticket office, associated retail, food, drink and drinking establishments adjoining Crewe Railway Station.
6. landmark buildings incorporating a mix of B1(a) and B1(b) uses, hotel and conferencing facilities, and A3 and A4 uses.
7. a multi-storey car park to accommodate around 1,200 car parking spaces.
8. a high quality public transport interchange that includes:
 - d) capacity for sufficient bus stands that have covered waiting facilities and lighting, to serve future services;
 - e) onward travel information to encourage integration with other modes: rail, taxi, cycling and walking;
9. proposals for the realignment of the local highways network incorporating improvements to the Crewe Road roundabout and Weston Road that enable safe and convenient movement for pedestrians and cyclists, whilst delivering wider highways and public realm benefits.

Supporting Text:



This policy supports the delivery of improvements to Crewe Station and the creation of a new primary entrance facing Weston Road. The area is expected to include a range of services and facilities that will support the long terms successful

operation of Crewe Station by increasing its connectivity to the Crew Hub and beyond.

To ensure Crewe Station is ready to accommodate additional services associated with HS2, a range of station alterations will be necessary to implement, taking into account not only increased passenger demand, put also the impact on opportunities outside of the station itself.

Therefore the design and orientation of Crewe Station, alongside its services and facilities are key factors that will enable development in the surrounding area to succeed.

Ensuring that the hierarchy of station entrances is aligned to land use arrangement outside the station is fundamental to maximising opportunities to make the most efficient use of land in the area, increase jobs and residential density and deliver the aspirations of the Crewe Hub Masterplan. Therefore ensuring that the facilities are in place to support the role and function of each entrance to Crewe Station is fundamentally important to ensure that opportunities within the surrounding area are fully realised.

Towards this aim, policy DA4 supports measures that will ensure the successful operation of Crewe Station, including its adjoining highway network, public realm, transport and other facilities.

Proposals in this location should:

- a) Be designed to ensure safe, efficient and convenient access to Crewe Station for all users
- b) Deliver primary station parking facilities, in multi storey format, to meet parking demand arising from the station;
- c) Accommodate a transport hub for buses, taxis and cyclists to safely and securely access the station;
- d) Create a new public plaza incorporating a range of green infrastructure;

Retail, employment and other commercial uses such as conferencing facilities, bars and restaurants of an appropriate scale to serve the development area will also be supported in accordance with policy DO7.

A primary car-park is allocated and identified on the adopted policies map to meet strategic need arising from passenger growth at Crewe Station. Should passenger growth exceed capacity at the primary strategic parking location, additional provision will be considered firstly at the secondary strategic parking location, as identified in on the adopted policies map.

Policy DA5: Gresty Road

Development proposals for the development area should:

1. contribute to the delivery of highway schemes that improve the efficiency and safety of the local network on Gresty Road and South Street.
2. make sure the amenity of existing occupiers is not harmed, when adjoining existing residential uses to the south of the area.
3. retain and reinforce the layout and form of the identified South Street, Gresty Road and Nantwich Road character area, including the retention of heritage and character buildings. Where taller buildings are appropriate, proposals for non-residential uses should not harm the amenity of nearby residents.

The following development schemes will be supported:

4. office-led mixed-use development across this area delivering a range of homes and B1(a) and B1(b) business uses.
5. proposals to enhance the stadium's role as a recreation and leisure facility.
6. redevelopment of the site of the current Rail House to deliver a landmark building at a similar height, incorporating a mix of uses, the most active of which should be located at the ground floor.
7. redevelopment of Nantwich House incorporating extensive high quality public realm and new cycling and pedestrian access routes to Crewe Railway Station.
8. the use of land adjoining the safeguarded route of the Southern Link Road Bridge (SLRB) (identified on the adopted policies map) for a temporary construction compound. Upon completion of the SLRB, development of this land for uses consistent with the approach to the area will be permitted.
9. development that supports the delivery of a pedestrian and cycle focussed Railway Station entrance and associated public realm works, including the provision of green infrastructure, to the north of Crewe Alexandria Stadium (and identified as safeguarded land on the adopted policies map).
10. re-use of existing open space for outdoor recreation and leisure uses

- 11.intensification of the parking use at Crewe Alexandra car park to provide multi storey parking to meet long term strategic parking demand arising from Crewe Station passenger growth, and that cannot be met by the primary strategic parking facilities in DA4.

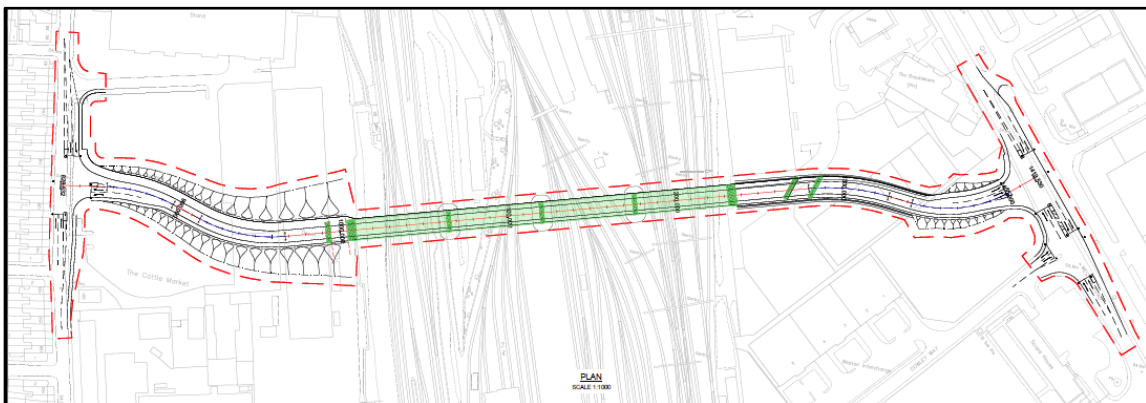
In the event the stadium site becomes available for development, proposals for a mix of uses including residential, community facilities, and B1(a) and B1(b) business, which integrate high quality public realm and amenity green space, and contribute to the delivery of the Gresty Road and Mill Street Primary Green Route will be supported.

Supporting Text:

This policy supports a range of development that will contribute to the successful operation of Crewe Station in the long term, improve the public realm and make best use of opportunities to bring forward new residential and employment opportunities in the area.

Land adjoining Crewe Station (the triangle south of Nantwich Road and east of South Street) should host development that secures improved realm and does not prevent the delivery of a third entrance to Crewe Station in the long term.

The Crewe Hub Heritage Impact Assessment identified a number of local heritage assets that are identified on the adopted policies map. Development proposals for



route alignment of the Southern Link Road Bridge

sites

including identified local assets should consider how best to incorporate the heritage value of buildings here, in their proposals (in accordance with policy EQ5)

Proposals that may introduce sensitive receptors for air quality should submit an air quality assessment demonstrating how schemes will contribute to the management of air quality in the area.

Crewe Alexandra Football Club and Stadium is an important leisure and recreation assets for the town and proposals that enhance this use and enable the Club to improve it's facilities will be supported. Should Crewe Alexandra FC decide to relocate to an alternative site, the council will take a flexible approach to enable additional mixed use development on site and will require the provision of leisure and recreation facilities within an alternative scheme.

Wherever possible, development fronting to Gresty Road should be set back from the highway and incorporate landscaping features such as street trees, urban meadows and planting that links to, and contributes to the creation of a green corridor along this important route.

Policy DA6: Nantwich Road Corridor

A new entrance to Crewe Railway Station at Nantwich Road should make sure there is a fully integrated and accessible solution that prioritises pedestrian and cyclist access.

The following development schemes will be supported:

1. proposals to improve the environment on Nantwich Road for non-vehicular users that:
 - a) include high quality public realm;
 - b) integrate green infrastructure;
 - c) provide appropriate and secure cycle storage; and
 - d) give priority to, and include clear routes for, pedestrians and cyclists.
2. Temporary measures, ahead of the construction of the SLRB, which create more space for pedestrians and cyclists along Nantwich Road.

Supporting Text:

Nantwich Road Bridge is an important east/west arterial route for vehicles and pedestrians. The introduction of an additional rail crossing south of the station (the southern link road bridge) will create additional capacity on this route and allow the implementation of an enhance pedestrian and cyclist focused public realm strategy that improves local access to a Crewe Station.



Proposals that bring this forward will be supported and may included additional engineering work sot Nantwich Road Bridge.

Proposals should visually connect to the station entrance, creating a safe route between Crewe Station and the Crewe Hub Green Link, set out in DA1.

The public realm should incorporate high quality features and landscaping to introduce green infrastructure wherever possible.

Proposals that support the successful operation of this area for pedestrians and cyclists will be supported, for example temporary activities and uses that improve the vibrancy of this route (such as food and drink stalls) or facilities that support a service that encourages pedestrian and cyclist use (such as bike hire, bike security or public information stands)

Development must ensure that access is maintained for existing businesses in and around the Nantwich Road/Pedley Street areas whilst any works are carried out.



Artists impression of public realm improvements at Nantwich Road

Appendix 1: Glossary

Glossary

Affordable housing:

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Blue infrastructure

A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources and contributes to the health and quality of life of local communities.

Brownfield land

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes

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

Community Infrastructure Levy

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

Conservation

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

Conservation Area

Areas of special architectural or historic interest.

Designated heritage asset

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

Development plan

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

Edge of centre

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

Employment land

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

Greenfield

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

Green infrastructure

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

Heritage asset

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

Historic environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Infrastructure

Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education, sport/recreation and health facilities.

Infrastructure delivery plan

National planning policy formally requires local authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their local plan documents.

Listed building

A building or structure of special architectural or historic interest. Listed buildings are graded I, II* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures in its curtilage that have formed part of the land since before 1 July 1948. Historic England is responsible for designating buildings for listing in England.

Local plan

The plan (which can comprise one or more documents) for the future development of the local area, drawn up by the council in consultation with the community. In law this is described as the development plan documents adopted under the Planning and

Compulsory Purchase Act 2004. The term includes old policies which have been saved under the 2004 Act.

Local Plan Strategy (LPS)

A development plan document and the first part of the council's local plan, the LPS was adopted in July 2017. It sets out the overall planning framework for the area. It includes strategic policies and allocations to achieve sustainable development.

Local planning authority

The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. National park authorities and the Broads Authority are also considered to be local planning authorities.

Local urban centre

Defined area comprising of a range of shops and services that generally function to meet local, day to day shopping needs, sometimes including small supermarkets. Local urban centres do not fall within the definition of town centres.

Local wildlife sites/site of biological importance

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

Main town centre uses

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

Masterplan

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

National Planning Policy Framework (NPPF)

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

Neighbourhood parade of shops

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

Non-designated heritage asset

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

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

Open space

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

Out of centre

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

Outdoor sports facilities

Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.

Planning obligation

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Pollution

Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land

See 'Brownfield land'

Primary shopping area

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Principal town

The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The principal towns are Crewe and Macclesfield.

Priority habitats and species

Species and habitats of principal importance included in the England Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites

Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Settlement hierarchy

The local plan settlement hierarchy is set out in LPS Policy PG 2. It categorises settlements into four tiers: principal towns, key service centres, local service centres and other settlements and rural areas.

Site of special scientific interest (SSSI)

Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Special areas of conservation (SAC)

Areas given special protection under the European Union's Habitat Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special protection areas (SPA)

Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Stepping stones

Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic site/ location

An important or essential site/area in relation to achieving the vision and strategic priorities of the local plan and which contributes to accommodating the sustainable development planned for over the local plan period.

Supplementary planning documents

Documents which add further detail to the policies in the local plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability appraisal

An appraisal of the economic, environmental and social effects of potential policies and proposals to inform the development of the plan.

Sustainable development

A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:

- Social progress that recognises the needs of everyone; Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

Town centre

Area defined on the adopted policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in local plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Wildlife corridor

Areas of habitat connecting wildlife populations.

Appendix 2: Evidence and Links

Documents published to support the Publication Draft Crewe Hub Area Action Plan [PUBCHAAP] are all available to download from the HS2 webpage:

https://cheshireeast-consult.objective.co.uk/portal/planning/cs/crewe/crewe_hub_area_action_plan_development_strategy_and_further_options

- Publication Draft Crewe Hub Area Action Plan (2020, Cheshire East Council) [PUBCHAAP 01]
- Draft CHAAP Policies Map (2020, Cheshire East Council) [PUBCHAAP 02]
- Draft CHAAP Masterplan [PUBCHAAP 03]
- Publication Draft Sustainability Appraisal (2020, Cheshire East Council) [PUBCHAAP 04]
- Publication Draft Sustainability Appraisal Non-technical Summary (2020, Cheshire East Council) [PUBCHAAP 05]
- CHAAP Habitat Regulations Assessment (publication version) (2019, JBA Consulting)[PUBCHAAP 06]
- CHAAP Background Report (2020, Cheshire East Council) [PUBCHAAP 07]
- Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects) [PUBCHAAP 08]
- Background Report to the Crewe Hub Masterplan (2020, Cheshire East Council) [PUBCHAAP 09]
- Crewe Station Hub: Retail Evidence (2019, CBRE) [PUBCHAAP 10]
- Addendum to 2018 Cheshire East Retail Study Update – Crewe Retail Capacity Update (2020, WYG)[PUBCHAAP 11]
- Housing Needs Study Evidence Base Report (2019, CBRE) [PUBCHAAP 12]
- Crewe Campus – Stage 2 – Options Transport Planning (2018, Mott MacDonald)[PUBCHAAP 13]
- Transport Evidence Base (2019, Jacobs) [PUBCHAAP 14]
- Crewe Southern Link Road Bridge GRIP 2 Feasibility (2019, Mott Macdonald)[PUBCHAAAP 15]
- Crewe Southern Link Road Bridge Access Options – Preferred Route Assessment (2019, Cheshire East Council) [PUBCHAAP 16]

- Car Park Strategy (2020, Cheshire East Council) [PUBCHAAP 17]
- Delivering Employment, Skills and Training Background Report (2019, Cheshire East Council)[PUBCHAAP 18]
- Environmental Assessment (2019, Mott Macdonald) [PUBCHAAP 19]
- Public Open Space Evidence Report (2019, CBRE) [PUBCHAAP 20]
- Heritage Study and Heritage Impact Assessment (2019, Hinchliffe Heritage) [PUBCHAAP 21]
- CHAAP Viability Assessment (2020, HDH Planning & Development) [PUBCHAAP 22]
- Infrastructure Delivery Plan (2020, Cheshire East Council) [PUBCHAAP 23]
- Statement of Consultation (2020, Cheshire East Council) [PUBCHAAP 24]
- Duty to Co-operate (2020, Cheshire East Council) [PUBCHAAP 25]
- Crewe HS2 Hub Growth Corridor Commercial Case (2020, Cheshire East Council) [PUBCHAAP 26]
- Crewe HS2 Hub Growth Corridor Economic Case (2020, Cheshire East Council) [PUBCHAAP 27]
- Crewe HS2 Hub Growth Corridor Management Case (2020, Cheshire East Council) [PUBCHAAP 28]
- Crewe HS2 Hub Growth Corridor Management Case (2020, Cheshire East Council) [PUBCHAAP 29]
- CHAAP Monitoring Framework (2020, Cheshire East Council) [PUBCHAAP 30]
- Constellation Partnership HS2 Growth Strategy (2018, Constellation Partnership) [PUBCHAAP 31]
- CHAAP Delivery Strategy [PUBCHAAP 32]
- Retail Assessment of Planned Crewe Hub Local Centre (2020, WYG) [PUBCHAAP 33]

Other related documents

A Green Infrastructure Plan for Cheshire East 2019 to 2030 (2019, Cheshire East Council). Available at

<https://www.cheshireeast.gov.uk/pdf/planning/green-infrastructure/final-cec-green-infrastructure-plan-october-2019.pdf>

A Green Future: Our 25 Year Plan to Improve the Environment (2018, HM Government). Available at

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

Active Design Guide (2015, Sport England and Public Health England). Available at

<https://www.sportengland.org/media/3426/spe003-active-design-published-october-2015-email-2.pdf>

All Change for Crewe: High Growth City (2013, Cheshire East Council). Available at

<https://moderngov.cheshireeast.gov.uk/documents/s25052/All%20Change%20for%20Crewe%20-%20High%20Growth%20City%20-%20Appendix.pdf>

Ambition for All - the Sustainable Community Strategy 2010-2025 (2010, Cheshire East Council). Available at

https://www.cheshireeast.gov.uk/council_and_democracy/connected-communities/sustainable_community_strategy.aspx

Approved Document R – Physical Infrastructure for high speed electronic communications networks (2016, H M Government). Available at

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