

Cheshire East Local Plan

Site Allocations and Development Policies Document

Crewe Settlement Report

[ED 28]

August 2020

Contents

| | |
|--|-----|
| 1. Introduction | 3 |
| 2. Crewe | 4 |
| Introduction | 4 |
| Neighbourhood Development Plan | 4 |
| Strategy for development in Crewe | 5 |
| 3. Development requirements in Crewe..... | 6 |
| 4. Site selection | 8 |
| Introduction..... | 8 |
| Stage 1: Establishing a pool of sites for Crewe | 8 |
| Stage 2: First site sift | 8 |
| Stage 3: Decision point – the need for sites in Crewe | 9 |
| Stage 4: Site assessment, Sustainability Appraisal and Habitats Regulations Assessment | 9 |
| Stages 5 to 7: Evaluation and initial recommendations; input from infrastructure providers / statutory consultees; and final site selection | 11 |
| 5. Retail planning | 23 |
| Introduction..... | 23 |
| Retail overview | 23 |
| Retail health indicators and analysis | 24 |
| Impact test threshold | 25 |
| Complementary strategies and parking provision..... | 25 |
| Retail and leisure boundaries | 26 |
| Stage 1: Primary and secondary frontages | 27 |
| Stage 2 – Primary Shopping Area..... | 29 |
| Stage 3 - Town Centre Boundary | 30 |
| Other Retail Centres..... | 30 |
| 6. Settlement boundaries..... | 41 |
| Introduction..... | 41 |
| Settlement boundary overview | 41 |
| Settlement boundary review | 51 |
| 7. Appendices..... | 86 |
| Appendix 1: Site selection maps and table | 86 |
| Appendix 2: Traffic light forms | 110 |
| Appendix 3: Heritage Impact Assessments | 118 |
| Appendix 4: Infrastructure providers/statutory consultees responses..... | 123 |
| Appendix 5: Retail boundaries maps | 129 |
| Appendix 6: Settlement boundary maps..... | 140 |

1. Introduction

- 1.1 This Report is the Crewe Settlement Report (“CSR”) [ED 28]. It brings together several aspects of settlement-based work, carried out to inform the development of the Revised Publication Draft Site Allocations and Development Policies Document (“SADPD”) [ED 01]. The CSR is split into chapters detailing work carried out for Crewe on the site selection process, retail planning, and the consideration of settlement boundaries.
- 1.2 Documents referenced with the ‘ED’ prefix are available to view in the Revised Publication Draft SADPD consultation library.

2. Crewe

Introduction

2.1 Crewe is a town with its own settlement boundary, set in Open Countryside and Strategic Green Gap, as defined in the Cheshire East Local Plan Strategy (“LPS”), adopted in 2017. It is identified as a Principal Town (“PT”) in the LPS, and has a 2018 mid-year population estimate of 74,500 people.

Neighbourhood Development Plan

2.2 Neighbourhood Planning was introduced with the Localism Act 2011 and gives communities new powers to write planning policies through Neighbourhood Development Plans (“NDPs”) and grant planning permission through Neighbourhood Development Orders. Neighbourhood planning provides a powerful set of tools for local people to make sure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

2.3 At the time of writing, a Crewe NDP was not being produced. However there are a number of parishes that lie within or adjacent to the Crewe Settlement Boundary who are producing, or have an adopted NDP:

- Haslington – Regulation 7 Neighbourhood Area designated on 16 February 2016;
- Minshull Vernon and District – Regulation 7 Neighbourhood Area was designated on the 7 October 2019;
Moston – was ‘made’ on the 14 February 2019 and is now part of the Development Plan;
- Shavington – has reached the Regulation 16 submitted plan consultation stage;
Weston and Basford – was ‘made’ on the 16 November 2017 and is now part of the Development Plan;
- Willaston – was ‘made’ on the 7 December 2017 and is now part of the Development Plan;
- Wistaston – was ‘made’ on the 7 December 2017 and is now part of the Development Plan.

2.4 Further information can be found on the Cheshire East website.¹

¹ <https://www.cheshireeast.gov.uk/planning/neighbourhood-plans/neighbourhood-planning.aspx>

Strategy for development in Crewe

- 2.5 The focus for Crewe over the LPS period is that of high quality employment-led growth. The key objective for Crewe is to take advantage of its prime location for connectivity and significantly increase the amount and type of employment land that is available in the town. The town is located in a strategic gateway location into the North West region, with excellent communication links to other parts of the country by road, rail and air (via Manchester Airport). Crewe also benefits from an advanced engineering manufacturing skills base and a supply of available development land.

3. Development requirements in Crewe

- 3.1 The LPS identifies a borough wide requirement for a minimum of 36,000 homes and 380 hectares (“ha”) of employment land over the Plan period, 2010 to 2030 (Policy PG 1 “Overall Development Strategy”).
- 3.2 The 36,000 dwelling requirement identified in the LPS is the minimum requirement for housing development in Cheshire East over the Plan period. The Council needs to be sure that this requirement is completed by 2030.
- 3.3 It is appropriate and recognised good practice for a local planning authority to apply an additional level of flexibility to accommodate any potential future changes to sites or changing housing market conditions over the life of the plan, to make sure that the housing requirement is achieved. This means that the total level of housing provided in each settlement will normally be higher than the expected level of development. Cumulatively, this additional amount of housing, along with a small sites windfall allowance, provides a ‘flexibility factor’.
- 3.4 As set out in The Approach towards Spatial Distribution and Provision of Housing and Employment Land Report [ED 05], the overall level of plan flexibility on housing supply has increased significantly since the adoption of the LPS in 2017.
- 3.5 The employment land requirement identified in the LPS already includes a 20% flexibility factor, as set out in the Alignment of Economic, Employment and Housing Strategy (¶¶3.55 to 3.58).
- 3.6 It is also worth noting that the development requirements of the Borough have largely been met in the LPS.
- 3.7 Figure Crewe 1 shows the indicative development land requirements for Crewe as set out in LPS Policy PG 7. Retail requirements are set out separately and retail issues are considered in Chapter 5 of this report.

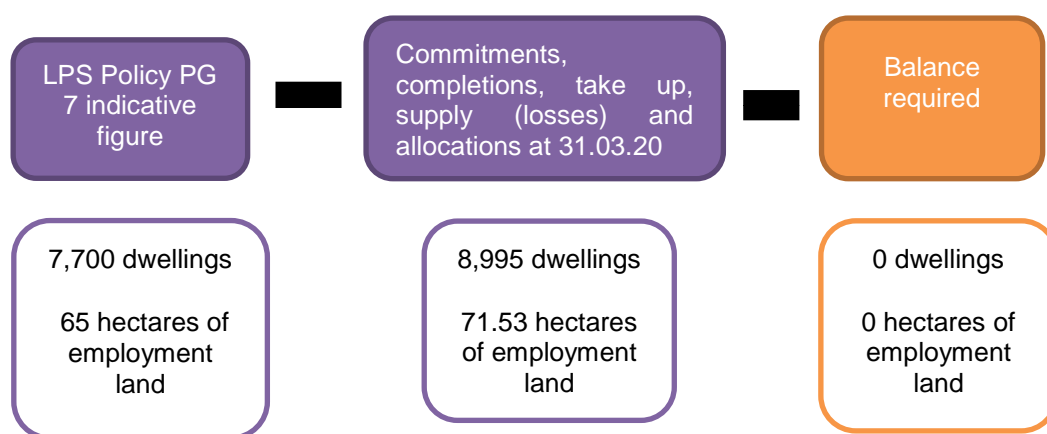


Figure Crewe 1: Amount of development land required over the Plan Period

- 3.8 There were 2,688 housing completions (net) in Crewe (including 480 completions on LPS strategic sites) between 1 April 2010 and 31 March 2020 and 17.35ha employment land take up (including 4.40ha on LPS strategic sites).
- 3.9 Commitments were 1,875 dwellings and 0.72ha of employment land (excluding LPS strategic sites). In addition, 3.20 ha of existing employment land supply was lost to alternative uses between 01 April 2010 and 31 March 2020. Because the employment land requirements are expressed as gross requirements (and already include a significant allowance for the replacement of land lost to alternative uses), there is no need to 'replace' this land lost by making new allocations.
- 3.10 There are also ten LPS strategic housing sites and one strategic location in Crewe. At the 31 March 2020, there were 480 housing completions (net) on LPS strategic sites and commitments were 2,396 dwellings. A further 2,056 dwellings are allocated and therefore the total number of dwellings on allocated sites is now 4,932.
- 3.11 There are three LPS strategic employment allocations totalling 51.63ha. At the 31 March 2020, take up on these sites was 4.40ha, commitments were 19.25ha, leaving remaining allocations of 27.98ha.
- 3.12 In addition there are currently four sites allocated for employment uses in the Borough of Crewe and Nantwich Replacement Local Plan which account for 3.03ha.
- 3.13 Taking into account existing completions/take up and commitments, this leaves a remaining requirement for the provision of 0 dwellings and 0ha of employment land over the remaining Plan period.
- 3.14 Although there is not a need for the allocation of further employment land in Crewe, two sites have been proposed for allocation for employment purposes, by two large, established and key employers, to facilitate their own further investment, expansion and job creation. It is therefore considered to be appropriate for both sites to be subject to the SSM process. Both sites are sustainably located and would fall within the proposed settlement boundary for the town. In principle they could be acceptable in the event they were not allocated for employment purposes. Both sites are considered further in section 4 of this report.

4. Site selection

Introduction

4.1 This chapter documents the implementation of the Site Selection Methodology (“SSM”) for Crewe and should be read alongside the Revised Publication Draft SADPD Site Selection Methodology Report [ED 07], the Sustainability Appraisal (“SA”) [ED 03], the Habitats Regulations Assessment (“HRA”) [ED 04]. It documents all seven stages of the SSM² including recommending sites to be included in the Revised Publication Draft SADPD [ED 01].

Stage 1: Establishing a pool of sites for Crewe

4.2 In line with the SSM, a longlist of potential sites was established for Crewe. This pool consists of all sites listed or submitted in the Urban Potential Assessment (August 2015); the Edge of Settlement Assessment (August 2015); the LPS Final Site Selection Reports (July 2016); the LPS examination hearing sessions (October 2016); the Call for Sites (June 2017); the First Draft SADPD consultation (October 2018); and the Initial Publication Draft SADPD consultation (August 2019).

4.3 A total of 34 housing sites and 5 employment sites were identified at stage 1 and this pool of sites is mapped in Appendix 1, with headline figures shown in Table Crewe 1 below.

Stage 2: First site sift

4.4 The first site sift was carried out to produce a shortlist of sites for further consideration in the site selection process. Sites were removed that:

- can't accommodate 10 dwellings or more, unless they are in the Green Belt or Open Countryside, as defined in the LPS and are not currently compliant with those policies;
- are not being actively promoted;
- have planning permission as at 31/03/20;
- are in use (unless there is clear indication that this will cease)
- contain showstoppers (i.e. SPA, SAC, Ramsar, SSSI, functional floodplain (flood zone 3b), historic battlefield);
- are LPS Safeguarded Land; or
- are allocated in the LPS.

² Stage 1 – Establishing a pool of sites, Stage 2 – First site sift, Stage 3 – Decision point, Stage 4 – Site assessment, Sustainability Appraisal and Habitats Regulations Assessment, Stage 5 – Evaluation and initial recommendations, Stage 6 – Input from infrastructure providers/statutory consultees, Stage 7 – Final site selection.

- 4.5 A total of 17 housing sites and 5 employment sites were included in stage 2 following the first site sift. These are listed and mapped in Appendix 1, with headline figures shown in Table Crewe 1.

| | Housing | | Employment | |
|---------|-----------------|-----------|-----------------|----------------------|
| | Number of sites | Dwellings | Number of sites | Employment land (ha) |
| Stage 1 | 34 | 7,528 | 5 | 43.14 |
| Stage 2 | 17 | 7,358 | 5 | 43.14 |

Table Crewe 1: Crewe sites considered in Stages 1 and 2 of the SSM

Stage 3: Decision point – the need for sites in Crewe

- 4.6 Stage 3 of the SSM is a decision point whereby account was taken of the most up-to-date employment and housing land supply information as at 31/03/20, and the LPS spatial distribution of development to determine whether or not Crewe required sites to be identified in the SADPD.
- 4.7 As detailed in ¶3.13, there are no remaining development requirements in Crewe and consequently there is no need to identify further sites for housing or employment development.
- 4.8 However, there are two sites that have been proposed for allocation for employment purposes, by large, established major employers, for their own further investment, expansion and job creation. These sites are considered in detail below.

Stage 4: Site assessment, Sustainability Appraisal and Habitats Regulations Assessment

- 4.9 Table Crewe 2 shows the sites put forward for employment that has been considered in Stage 4 of the SSM for possible inclusion in the SADPD.

| Option ref | Site name | Gross site area (ha) | Number of dwellings | Employment land (ha) | Saved Policy designation ³ |
|------------|-----------------------------------|---------------------------|---------------------|----------------------|---|
| CFS 594 | Land off Gresty Road | 5.69 | 0 | 5.69 | Open Countryside |
| CFS 634 | Land at Bentley Motors, Pyms Lane | 56 (gross); 1.22 (net) | 0 | 1.22 (net) | In the settlement boundary; the 'Legends' leisure facility and associated open space within the gross site area is also the subject of Policy RT.1 (Protection of open spaces with recreational or amenity value) |

Table Crewe 2: Crewe sites considered in Stage 4 of the SSM

4.10 These sites are considered further detail in this chapter and both are thought to be in conformity with the LPS Vision and Strategic Priorities.

4.11 The sites were assessed in a consistent way:

- Site visits to all sites;
- Red/amber/green traffic light assessments and site commentary;
- Sustainability Appraisal and Habitats Regulations Assessment of all sites for which a traffic light assessment was completed. Information on accessibility can be found in the accessibility assessments, which is also included as criterion 14 in the traffic light assessments.

4.12 The traffic light assessments are shown in Appendix 2. The results of the sustainability appraisal can be found in the SADPD SA Report [ED 03] and the results of the Habitats Regulations Assessment can be found in the SADPD Habitats Regulations Assessment [ED 04].

³ In the Borough of Crewe and Nantwich Replacement Local Plan 2011. Note that this site is proposed to be included in the proposed revised settlement boundary for Crewe through the SADPD.

Stages 5 to 7: Evaluation and initial recommendations; input from infrastructure providers / statutory consultees; and final site selection

- 4.13 Using the SSM and the iterative assessment approach⁴, the following sections of this chapter evaluate and assess the candidate sites. The work from each of the stages 5 to 7 of the SSM is presented together for each site.
- 4.14 The first site to be considered is CFS 594: Land off Gresty Road, Crewe.

CFS 594: Land off Gresty Road, Crewe

Introduction

- 4.15 This greenfield site is around 5.69ha, and is located in the south of the town. It has been put forward for owner-specific employment development by Morning Foods.
- 4.16 The site lies to the south of the existing Morning Foods milling factory, which is one of the town's major employers. The site has been promoted to enable the expansion of the existing business, for B1⁵ and B8 uses.
- 4.17 The site selection findings are summarised in Table Crewe 4 (Stage 4 of the SSM).

⁴ Further details on the iterative assessment approach can be found in the Revised SADPD Site Selection Methodology Report [ED 07]

⁵ The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757) is due to come into force on the 1st of September 2020. This will replace the Use Classes Order quoted in this report. B1 will be Use Class E(g).

| CFS 594 site selection findings | |
|--|---|
| Achievability | <ul style="list-style-type: none"> • Employment development attracts a zero charge in the adopted Community Infrastructure Levy Charging Schedule. • The site is greenfield and the proposal is for an owner-specific expansion of an employment site (Morning Foods). • There are no known site specific considerations that could impact on the site's overall broad viability. |
| Suitability | <ul style="list-style-type: none"> • An overview of the assessed 'traffic light' criteria highlights a mix of green (12), amber (7) and red (1). • Of the criteria assessed as being amber, it is considered that they can be addressed using appropriate mitigation measures; they include: <ul style="list-style-type: none"> ○ Landscape impact ○ Compatible neighbouring uses ○ Heritage assets impact ○ Flooding/drainage issues ○ Ecology impact • The only red category was with regard to the site being greenfield. |

Table Crewe 4: CFS 594 site selection findings

Stage 5: Evaluation and initial recommendations

- 4.18 Overall this site performs reasonably well through the site selection process although there are some factors that would require mitigation.
- 4.19 The traffic light assessment of the site shows that the site performs well in relation to most of the criteria. It is in a relatively accessible location and the accessibility assessment shows that it meets the minimum standard in relation to a number of services and facilities. The site scores amber in relation to proximity to seven services and facilities including proximity to outdoor sports; a convenience store, a supermarket; a primary school and secondary school and leisure facilities. Proximity to childcare and local meeting place score red in the assessments.
- 4.20 Of the traffic lights that score amber, it is considered that appropriate mitigation measures could be put in place with regard to landscape, compatible neighbouring uses, heritage assets, flooding/ drainage and ecology.

- 4.21 In landscape terms, there are not thought to be any negative impacts upon any landscape designations. The site is adjacent to built development on two sides and is opposite strategic site LPS 3: Basford West.
- 4.22 There are a number of residential properties within the vicinity of the site and mitigation would be required in order to minimise any impact upon existing residential development.
- 4.23 Flood zones 2/3 cross the northern boundary of the site – associated with Gresty Brook, however the majority of the site is within flood zone 1.
- 4.24 The Habitats Regulations Assessment (HRA) [PUB 04] screening assessment identifies that this site has a potential impact on a European site. The site is located within 3.2km of West Midlands Mosses SAC and Midland Mere and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI). Potential impact pathways may include recreational pressure or hydrological impacts on groundwater levels and/or groundwater contamination. The site is also within the Impact Risk Zone for Wybunbury Moss in relation to air pollution.
- 4.25 With regards to West Midlands Mosses SAC, which includes Wybunbury SSSI, the HRA Assessment of Likely Significant Effects identifies that no recreational impacts are anticipated from this site given that it is put forward for employment development. Given the distance of the site from the SAC/SSSI and the lack of hydrological connectivity, no likely significant hydrological effects are identified. Any increase in traffic as a result of this allocation is likely to be negligible. The site is put forward for B1 and B8 uses only and is therefore unlikely to involve industrial or agricultural processes which could lead to air quality impacts upon the SSSI.
- 4.26 In relation to the Midlands Meres and Mosses Phase 1 Ramsar, which includes Wybunbury Moss SSSI, the HRA Assessment of Likely Significant Effects identifies that no recreational impacts are anticipated from this site given that it is put forward for employment development. Given the distance of the site from the SAC/SSSI and the lack of hydrological connectivity, no likely significant hydrological effects are identified. Any increase in traffic as a result of this allocation is likely to be negligible. The site is put forward for B1 and B8 uses only and is therefore unlikely to involve industrial or agricultural processes which could lead to air quality impacts upon the SSSI.
- 4.27 The site is in a known mineral resource area for salt. Surface development at this location is not considered to have an impact on below ground salt mining.
- 4.28 The site scores red for being greenfield..
- 4.29 The proposed allocation of this land for employment purposes would enable the expansion of Morning Foods, a well established, major employer in Crewe. Morning Foods currently employ around 500 people; a large proportion of their workforce is from the local area. The site would enable Morning Foods to expand and create additional jobs, enhancing the local economy.

Stage 6: Input from infrastructure providers/ statutory consultees

4.30 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this Report.

- **CEC Public Rights of Way** – Walking and cycling routes should be improved to the site including down Crewe Road.
- **Environment Agency** - There is a small section of Flood Zone 2 in the north-east corner of the site. The site is adjacent to Gresty Brook and unobstructed access is required to the watercourse at all times with a minimum of 8m undeveloped buffer zone from top of bank/toe of any flood defence for maintenance and emergency purposes.
- **Natural England** - The site is located 5000m from Sandbach Flashes SSSI which is notified for physiographical and biological importance. It consists of a series of pools. It has triggered the IRZ for Rural Non Residential.

The site allocation is located 4000m from Wybunbury Moss SSSI which forms part of the Midland Meres and Mosses Ramsar and the West Midlands Mosses SAC which is a nationally important series of open water and peatland sites. It has triggered the IRZ for Air Pollution. • The site lies within Provisional Agricultural Land Classification (ALC) Grade 3. There is a traditional orchard is located in the south of the site. This is a Priority Habitat listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006.

- **Highways England** - Proposed development site allocations are not considered to be of a significant scale at an individual level and that the geographic location of these sites throughout the authority area is unlikely to have the potential to generate noticeable increase in traffic impacts at the Strategic Road Network (SRN).
- **United Utilities** – There may be difficulties connecting to the foul sewer. There is an opportunity to connect to the south west of the site at the junction of Gresty Green Road and Crewe Road. It will be necessary for the developer to discuss the connection with any landowners, Cheshire East and United Utilities to establish feasibility of drainage prior to the next stage of the Local Plan. A strategy for surface water disposal will be required.
- **Network Rail** - The site is adjacent to the railway boundary and a freight lease site. The applicant should discuss proposals with Network Rail to ensure that the development does not impact upon the safe operation of the railway.
- **National Grid** – No allocations affect National Grid assets.
- **Historic England** – No comment.

- **Natural Resources Wales** - No site specific comments. Recommend that Natural England/ Environment Agency/ Severn Trent/ United Utilities and the local authority environmental health team be consulted on the acceptability of candidate sites. Natural Resources Wales advocates that design and access statements include consideration of invasive non-native species and biosecurity during and post construction. Consideration should also be given to the Alien Invasive Species (Enforcement and Permitting) Order 2019. Storage of substances within the Dee Water Protection Zone may need consent from Natural Resources Wales.

4.31 The issues raised can be dealt with through mitigation and site design. A Heritage Impact Assessment (HIA) was conducted for this site and further details can be seen in Appendix 3. The HIA confirms that the site could accommodate development for employment uses whilst respecting the setting of the Locally Listed Buildings - Yew Tree Farm and Barn. With mitigation measures in place the impact of development would be minor.

Stage 7: Recommendation for site CFS 594: Land off Gresty Road, Crewe

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site be included as an allocated site in the SADPD, delivering around 5.69 hectares of employment land.



Map Crewe 2: Site CFS 594 Land off Gresty Road

OFFICIAL

CFS 634: Land at Bentley Motors, Pyms Lane, Crewe

Introduction

- 4.32 This mixed greenfield/brownfield site is comprised of a wider gross site area of 56 hectares, including the Bentley Motors factory and land with the benefit of planning approval for employment development for Bentley Motors. It has been put forward for employment development.
- 4.33 The proposed area of net additional employment land (1.22 hectares) comprises of the area of land that is proposed to be developed for two replacement car parks (planning permission reference 17/4011N). The two car parks will replace car parking areas lost to the development of two production and manufacturing facility buildings, along with an engine test bed building. All three proposed new buildings are to be located within the wider gross site area and will add to the built form of the existing Bentley factory and provide additional employment opportunities.
- 4.34 It is also possible that further areas within the wider 56 ha gross site area may be proposed for employment development in the future.
- 4.35 The site selection findings are summarised in Table Crewe 3 (Stage 4 of the SSM).

| CFS 634 site selection findings | |
|--|--|
| Achievability | <ul style="list-style-type: none"> ● Employment development attracts a zero charge in the adopted Community Infrastructure Levy Charging Schedule. ● The site is mixed greenfield /brownfield and is formed of the wider Bentley Motors site and is proposed for owner-specific expansion. There are no known site specific considerations that could impact on the site's overall broad viability. |
| Suitability | <ul style="list-style-type: none"> ● Planning permission was granted on the 23 January 2019 for the area of net additional employment land (17/4011N). ● An overview of the assessed 'traffic light' criteria highlights a mix of green (11), amber (8) and red (1). ● Of the criteria assessed as being amber, it is considered that they can be addressed using appropriate mitigation measures; they include: <ul style="list-style-type: none"> ○ Landscape impact ○ Compatible Neighbouring Uses ○ Highways Impact ○ Heritage Assets ○ Ecology ● The only red category was with regards to contamination due to the site having a history of depot, parking and agricultural use; and the site being within 250m of a known landfill site. The contamination officer however raised no objection during the application process (17/4011N) subject to conditions. |

Table Crewe 3: CFS 634 site selection findings

Stage 5: Evaluation and initial recommendations

- 4.36 Overall this site performs well through the site selection process. The majority of the site is already in use for employment purposes with the net additional areas comprising of land permissioned for car parking (17/4011N).
- 4.37 This site is also included within the site area that is covered by the [Bentley Motors Development Framework and Masterplan \(BDFM\)](#), which sets out the vision of Bentley Motors Ltd to create a 'campus' in Crewe to safeguard and support its future growth. The BDFM was endorsed at the Council's Cabinet meeting on 9 May 2017 and helps to provide the context for this proposed allocation. The document, which is a material planning consideration in the

determination of applications, provides information on key design and development principles.

- 4.38 The traffic light assessment of this site shows that the site performs well in relation to most criteria. It is in an accessible location and the accessibility assessment shows that it meets the minimum standard in relation to most of the required services and facilities. It scores amber in relation to two services and facilities – proximity to a secondary school and distance to the railway station. None of the facilities score red in the assessments.
- 4.39 Of the traffic light criteria that score amber, it is considered that appropriate mitigation measures can be put in place with regards to landscape impact, compatible neighbouring uses, highways impact, heritage assets and ecology. These matters were addressed as part of planning permission reference 17/4011N.
- 4.40 The site is in a known mineral resource area for salt. Surface development at this location is not considered to have an impact on below ground salt mining.
- 4.41 The site scores red in relation to land contamination, reflecting its existing use as an industrial site. However this matter was considered in relation to the recent planning application at the site, with a contaminated land report submitted. A phase II investigation was secured by condition together with details of any remediation required. It is therefore considered that this is a matter that is capable of being addressed at the detailed application stage.
- 4.42 The site includes the ‘Legends’ leisure facility and associated open space, which is the subject of the ‘saved’ Borough of Crewe and Nantwich Replacement Local Plan 2011 Policy RT.1 (Protection of open spaces with recreational or amenity value), and equivalent policy in the LPS. The protection of this area could be highlighted in any allocation policy and LPS policies seeking to safeguard existing land in outdoor sport and recreation use would apply to it.
- 4.43 The HRA identified that there are no known impact pathways to any European sites for this site.
- 4.44 The proposed allocation of this land for employment purposes would enable the expansion of Bentley Motors, which is an iconic and internationally recognised British brand that has been based at its headquarters at Pym's Lane in Crewe for more than 70 years. Employing more than 4,000 people, the site is also Crewe's largest single employer, making it a central feature of both the local and sub-regional economy.

Stage 6: Input from infrastructure providers/ statutory consultees

- 4.45 The consultation responses are summarised below, with a full list also provided in Appendix 4 of this Report.

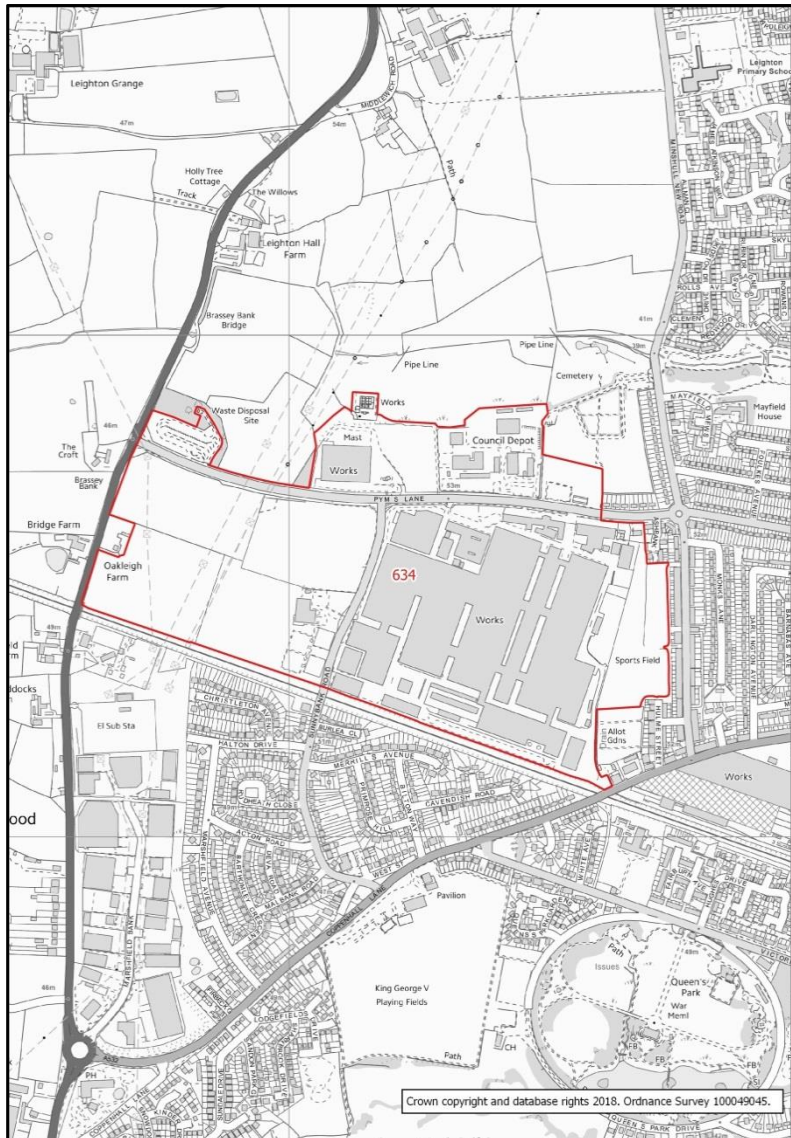
- **CEC Public Rights of Way** – Improvements required to walking and cycling routes through the site and connections to the Connect2Crewe to Nantwich Greenway and to Leighton West.
- **Environment Agency** – No significant objections at this stage.
- **Natural England** – The site is located 5000m from Sandbach Flashes SSSI. It has triggered the IRZ for large non residential developments outside existing settlements. The site is 10,000m from Wimboldsley Wood SSSI and it has triggered the IRZ for discharges. There is no priority habitat within the site. The provisional agricultural land classification is urban.
- **Highways England** – Proposed development / site allocations are not considered to be of a significant scale at an individual level and that the geographic location of these sites throughout the authority area is unlikely to have the potential to generate noticeable increase in traffic impacts at the Strategic Road Network (SRN).
- **United Utilities** – It would be useful to better understand the proposals for the site to assess whether there is capacity in terms of both water and wastewater network to serve the site.
- **Network Rail** – The site is adjacent to the railway boundary. Proposals for developments adjacent to the existing railway boundary should be discussed with Network Rail.
- **Sport England** – Welcomes the retention of the existing sports facility, playing field and associated area of open space and will improve walking and cycling routes to the site.
- **SP Energy Networks** – There are two 132kV double circuit overhead lines crossing the site.
- **National Grid** - No allocations affect National Grid assets.
- **Historic England** – No comment.
- **Natural Resources Wales** - No site specific comments. Recommend that Natural England/ Environment Agency/ Severn Trent/ United Utilities and the local authority environmental health team be consulted on the acceptability of candidate sites. Natural Resources Wales advocates that design and access statements include consideration of invasive non-native species and biosecurity during and post construction. Consideration should also be given to the Alien Invasive Species (Enforcement and Permitting) Order 2019. Storage of substances within the Dee Water Protection Zone may need consent from Natural Resources Wales.

4.46 The issues raised can be dealt with through site design. A Heritage Impact Assessment (HIA) was conducted for this site given that the main showroom

is a locally listed building. Further details can be seen in Appendix 3. The HIA confirms that with mitigation measures in place, the impact of development upon heritage assets would be minor.

Stage 7: Recommendation for site CFS 634: Land at Bentley Motors, Pym's Lane, Crewe

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site be included as an allocated site in the SADPD for employment purposes to support further investment by Bentley Motors in design, research and development, engineering and production facilities.



Map Crewe 1: Site CFS 634 Land at Bentley Motors

Sites recommended for inclusion in the SADPD for Crewe

4.47 In conclusion, the sites recommended for inclusion in the SADPD for Crewe (Stage 7) are shown in Table Crewe 5.

| Option ref | Site name | Gross site area (ha) | Number of dwellings | Employment land (ha) | Proposal |
|------------|---|----------------------|---------------------|----------------------|--|
| CFS 594 | Land off Gresty Road, Crewe | 5.69 | 0 | 5.69 | Employment development. |
| CFS 634 | Land at Bentley Motors, Pym's Lane, Crewe | 56 | 0 | 1.22 | Employment development and protected open space. |

Table Crewe 5: Sites recommended for inclusion in the SADPD

4.48 The SSM process has resulted in the recommendation of two sites: CFS 594 Land off Gresty Road and CFS 634 Land at Bentley Motors, Pym's Lane, both for owner specific employment development. These two sites would provide an additional 6.91 hectares of employment land for the town.

5. Retail planning

Introduction

- 5.1 The purpose of this chapter is to set out how the Council's policy position on retail and town centre matters to support Part 2 of the Local Plan (the SADPD) has been derived, drawing from relevant evidence and ensuring consistency with national planning policy. The chapter should be read alongside the retail evidence prepared to support the SADPD including, most recently, the WYG Retail Study Partial Update (2020) [ED 17].
- 5.2 The SADPD will consider the need for the allocation of sites for retail, leisure and town centre uses and set out the future planning policy approach in Cheshire East. It will also:
- confirm the retail hierarchy approach for the settlement
 - consider the approach to the impact assessment threshold for the settlement
 - consider boundaries (as appropriate) for retail uses including town or local centre boundaries, primary shopping areas
 - consider matters that might influence a future development approach in terms of development management policies or allocation(s) for retail and town centre uses

Retail overview

- 5.3 Crewe town centre is the primary shopping centre in the south of the Borough. It is 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.
- 5.4 It is a Principal Town ("PT") in the settlement and retail hierarchy with a focus on high quality comparison retail, supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential.
- 5.5 The Crewe Town Centre Boundary is currently defined in the Crewe and Nantwich Local Plan 2011. The town centre is focused on the pedestrianised streets of Market Street, Queensway and Victoria Street. The Market Centre, an indoor, managed shopping centre is located to the north of Victoria Street and accommodates a range of national multiple tenants. Further units are provided at the Victoria Centre in the north west portion of the town centre. Crewe's indoor market is located in the Market Hall. The streets in the southern part of the town centre, including the southern portion of Market Street, Edleston Road and High Street provide a secondary function and accommodate largely independent retailers. Vernon Way Retail Park is located at the south east boundary of the town centre and Phoenix Leisure Park is located at the western extent of the town centre.

- 5.6 Crewe, as a PT, has a town centre boundary, Primary and Secondary Frontages but does not currently have a defined Primary Shopping Area in the Crewe and Nantwich Local Plan 2011. The town centre boundary also includes three sites allocated by saved Policy S6 for retailing and/or leisure/entertainment uses and shows a leisure commitment at Eaton Street which has been completed. Seven existing car parks are also identified within the town centre boundary, by saved Policy TRAN.8 – Existing Car Parks.
- 5.7 LPS Policy LPS 1 Central Crewe looks to maximise opportunities for improvement and regeneration, including the development of a wide range of uses within the urban area of Crewe. Specific reference is made to the provision of comparison retail and leisure uses within the town centre boundary and the promotion of a market with a unique theme.
- 5.8 Grand Junction Retail Park is located approximately 300m to the east of the town centre; it lies outside the town centre boundary, in an edge of centre location. The retail park provides a range of retail and service units including Next and M&S.
- 5.9 Although outside the town centre, further retail and service uses are located along Nantwich Road. The Crewe and Nantwich Local Plan 2011 saved Policy S.9 Nantwich Road, Crewe states that new retail development will be permitted on Nantwich Road (as defined on the Proposals Map) provided that it accords with other relevant Policies within the Local Plan. It also enables the change of use to non retail use where it does not have a detrimental impact upon the retail function or residential amenity.

Retail health indicators and analysis

- 5.10 The WYG Retail Study (2016) and updates prepared, most recently in 2020 (WYG Retail Study Partial Update [ED 17]) has valuated the vitality and viability of the two PTs in Cheshire East (Crewe and Macclesfield) and the nine KSCs in the Borough. The WYG retail work has also considered the retail health and function of the Local Service Centres.
- 5.11 Appendix 3 of the WYG Retail Study (2016) (pp 7-12)⁶ includes the full health check for Principal Towns and Key Service Centres and has been updated in appendices A and B of the WYG Retail Study Partial Update (2020) [ED 17]. The retail 'health check' draws on a number of key indicators in accordance with national guidance. For Crewe, it indicates that comparison and convenience goods provision is well represented but there is a under representation of service and leisure provision. The centre contains a

6

http://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/cheshire_town_centres_study.aspx

reasonable level of multiple retailers however most of these are focused on the value end of the market.

- 5.12 Vacancy rates are high, significantly higher than the national average. However some vacant units fall within the proposed Royal Arcade scheme. The Crewe Market Hall is also the subject of significant investment. When these vacant units are excluded, vacancy rates are more akin to the national average.
- 5.13 There are a range of car parks serving the centre and public transport is provided by Crewe Railway Station and the bus station.
- 5.14 The centre is of mixed environmental quality and there are locations which are in need of modernisation, including the areas surrounding Victoria Street. The night time economy could be improved and the range of leisure uses falls below national averages.

Impact test threshold

- 5.15 WYG have assessed the floorspace thresholds for planning applications for main town centre uses (particularly retail and leisure uses) above which an impact assessment is required. The impact test threshold evidence, initially prepared in 2017, has been reassessed through the 2020 WYG Retail Study Partial Update [ED 17].
- 5.16 For Crewe, as a PT, the impact threshold test is 500 sq.m outside of the town centre boundary in relation to the closest defined centre(s) (convenience, comparison, service & leisure – Use Class A1, A2, A3, A4 & A5)⁷.

Complementary strategies and parking provision

- 5.17 The Council has developed a **town centre regeneration programme** to address a steady decline in investment and footfall in the town centre. The intention is to enhance the 'offer' of the town centre as a place to visit, recapturing consumer expenditure lost from the Crewe and the South Cheshire area to competitor locations.
- 5.18 The Regeneration Programme for the town centre, agreed by the Council's Cabinet in September 2017 established a number of priorities, including:

⁷ The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757) is due to come into force on the 1st of September 2020. This will replace the Use Classes Order quoted in this report. These Regulations will create a new broad 'Commercial, business and service' use class (Class E) which incorporates the previous shops (A1), financial and professional services (A2), restaurants and cafes (A3) and offices (B1) use classes. Uses such as gyms, nurseries and health centres (previously in use classes D1 Non-residential institutions and D2 Assembly and leisure) and some other uses which are suitable for a town centre area are also included in the class. This new class allows for a mix of uses to reflect changing retail and business models. It also recognises that a building may be in a number of uses concurrently.

- Develop distinct areas of change adding a greater richness of experience and distinctiveness to the town centre - the Royal Arcade, the Civic and Cultural Quarter, the Northern Edge and Southern Gateway
 - The delivery of the Royal Arcade scheme in the heart of the town centre along with a new high quality bus interchange.
 - Capitalise on the delivery of recent major developments, the UTC and Lifestyle Centre to reinforce shopping circuits and drive footfall.
 - Enhance the town centre's public realm, in pedestrian areas and at key gateways to the town centre, utilising high quality design and materials, street furniture and public art
 - Diversify and enhance the Market offer.
- 5.19 Early stages of the regeneration programme have now been completed, with the construction and opening of the Crewe Lifestyle Centre in 2016, and the development of the Crewe Engineering & Technical University Technical College, in two stages (September 2016 and September 2017).
- 5.20 In September 2017, the Council approved plans for £15 million investment to support further key elements of the Crewe town centre regeneration programme. This is aligned to £10million Local Growth Fund grant through Cheshire & Warrington LEP and approximately £25 million private sector investment.
- 5.21 A development partner, Peveril Securities, has now been procured to deliver a mixed use development at the Royal Arcade site and a £3 million programme of refurbishment is underway at the Market Hall.
- 5.22 In addition, the **Crewe Hub Area Action Plan (CHAAP)** is currently being prepared for Crewe Railway Station and its immediate environs. The CHAAP will establish a development framework to facilitate and manage development around a future Crewe Hub Station.
- 5.23 In terms of car parking, Crewe provides a range of accessible and generally well maintained car parking options. Council owned car parking provision in Crewe provides a mix of short and long stay pay and display, along with car parks that are free of charge. Due to the pedestrianised nature of the central area of the town centre, there is a lack of on-street parking available.

Retail and leisure boundaries

- 5.24 Paragraph 85 (b) of the NPPF (2019) asks that Local Plans: “define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre”.
- 5.25 Crewe has an existing town centre boundary as defined in the Crewe and Nantwich Local Plan 2011 but no defined Primary Shopping Area. Town

centre boundaries and primary shopping areas have been reviewed (or identified) taking into account the recommendations of the WYG Retail Study (2016), monitoring / site visits and any other relevant evidence (where specified) in line with the definitions included in the NPPF (2019). The 2020 WYG Retail Study Partial Update [ED 17] has also provided recommendations on retail boundaries, which have been considered as part of the Council's evidence base in preparing this report.

5.26 The NPPF (2019) defines primary shopping areas/town centres as follows:

- **Primary shopping area:** Defined area where retail development is concentrated.
- **Town centre:** Area defined on the local authority's 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 the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

5.27 For the purposes of this settlement report, the following three stage process has been utilised:

- Stage 1 – primary and secondary frontages have been defined to establish where retail development is concentrated
- Stage 2 - definition of a primary shopping area
- Stage 3 – definition of the town centre boundary

5.28 For the avoidance of doubt, only a primary shopping area and town centre boundary will be defined on the SADPD Policies Map.

Stage 1: Primary and secondary frontages

5.29 Whilst not defined in the NPPF (2019), primary and secondary frontages are considered to be:

‘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 as restaurants, cinemas and businesses’.

5.30 Table Crewe 7 sets out the justification for defining the primary and secondary frontages as shown in Appendix 5.

| Potential Primary and Secondary Frontages Boundary | No on Map and amendment proposed | Justification for amendment |
|--|----------------------------------|---|
| 79, 79a, 81, 89 to 99 Victoria Street | 1. Secondary frontage | This area contains a high proportion of non-retail uses and some vacant units. |
| 24 Victoria Centre, and 37 to 51 Victoria Street | 2. Secondary frontage | This area contains a high proportion of vacant units and non-retail uses including a chip shop, cafe, and hairdressers. |
| Victoria Centre; The Market Centre; and units 12 to 15 Victoria Street | 3. Primary frontage | Units in a mix of town centre uses, with a high proportion of A1 retail uses. |
| Lyceum Theatre and units 4 to 8 Heath Street | 4. Primary frontage | This area contains a theatre (sui generis) and three retail units. |
| 60A to 66A Market Street and 1 to 15 Earl Street (including 8 Earl Street) | 5. Primary frontage | Units in a mix of town centre uses, with a high proportion of A1 retail uses. |
| 2 to 18 Victoria Street, 39 to 83 Market Street, and 10 to 24 Queensway | 6. Primary frontage | Units in a mix of town centre uses, with a high proportion of A1 retail uses. |
| 22 to 48 Victoria Street, 1 to 29 Queensway and 2 to 10 Delamere Street | 7. Primary frontage | Units in a mix of town centre uses, with a high proportion of A1 retail uses. |
| 1a to 15 Market Square and 3 to 7 Chester Street | 8. Primary frontage | Units in a mix of town centre uses, with a high proportion of A1 retail uses. |
| 24 to 58 Market Street | 9. Primary frontage | Units in a mix of town centre uses, with a high proportion of A1 retail uses. |
| Prince Albert Street | 10. Secondary frontage | This area contains non retail uses such as a public house, café and businesses. |
| 2 to 22a Market Street | 11. Primary frontage | This area contains a mix of uses but is predominantly A1 retail uses |
| 5 to 33 Market Street | 12. Secondary frontage | This area contains a higher proportion of non-retail uses (including |

| | | |
|---|------------------------|--|
| | | takeaways, an amusement arcade, youth support service, beauty salon and tattoo parlour). |
| 1 to 5 Chester Bridge, 232 to 258 Edleston Road, and 245 to 265 Edleston Road | 13. Secondary frontage | This area contains a high proportion of non-retail uses including restaurants, businesses and has some vacant units. |
| 2 to 50 High Street and 27 High Street to 41 High Street | 14. Secondary frontage | This area contains a high proportion of vacant units, and non-retail uses (car wash, takeaways and a bar). It is proposed that the area to the east of No.27 High Street from the designated Secondary Frontage as this area no longer contains any retail uses; it is an area of derelict land. |
| Site of Dunelm and Home Bargains | 15. Primary frontage | These two large units contain A1 retail use (Dunelm and Home Bargains). |

Table Crewe 7: Crewe Primary and Secondary Frontages Analysis

Stage 2 – Primary Shopping Area

5.31 Table Crewe 8 considers the boundary for the Primary Shopping Area (as defined in the NPPF) taking account of the primary frontages identified in stage 1 (outcomes shown in Appendix 5).

| Primary Shopping Area | No on Map and amendment proposed | Justification for amendment |
|---|----------------------------------|---|
| No designated PSA in the Crewe and Nantwich Local Plan. | 1. Include in the PSA | This contains the primary shopping frontages (detailed above in Table Crewe 7) and the adjoining and closely related secondary frontages (Prince Albert Street; 24 Victoria Centre, and 37 to 51 Victoria Street; and 5 to 33 Market Street). The PSA does not include those secondary units located to the south of |

| Primary Shopping Area | No on Map and amendment proposed | Justification for amendment |
|-----------------------|----------------------------------|--|
| | | Chester Bridge and further to the west of Victoria Street as they are considered detached from the primary shopping frontages. |

Table Crewe 8: Primary Shopping Area Analysis

Stage 3 - Town Centre Boundary

5.32 Table Crewe 9 justifies any proposed amendments to be made to the legacy Crewe and Nantwich Local Plan Crewe Town Centre Boundary. Amendments are shown in Appendix 5.

| Current Centre boundary | No on Map and amendment proposed | Justification for amendment |
|--|---|---|
| Defined in the Crewe and Nantwich Local Plan 2011. | To exclude the area of landscaping on western part of Dunwoody Way from town centre boundary. | The landscaping does not visually form part of the town centre. |

Table Crewe 9: Town Centre Boundary Analysis

Other Retail Centres

5.33 This section will consider the future retail approach for each retail centre designated on the proposals maps for the legacy Local Plans, in terms of whether that designation should continue in the SADPD. In the case of Crewe, Nantwich Road is subject to Saved Policy S.9 of the Crewe and Nantwich Local Plan 2011.

Nantwich Road

| Nantwich Road, Crewe | |
|--|---|
| Location and Description (including current status in the legacy local plan) | Nantwich Road is a retail area in Crewe's urban area, located approximately 1.5km south of Crewe Town Centre and 200m from Crewe Railway Station. |
| Total number of units | Currently 160 units contained within the currently defined Nantwich Road retail boundary – although this is proposed to be extended which is explained in further detail below. |

| Nantwich Road, Crewe | |
|-----------------------------|--|
| Range of uses | There is good representation across the various established retail and service sectors and is considered to provide a significant localised retail offer. There are also non-retail units located within the retail boundary. |
| Proximity to other centres | Nantwich Road is located approximately 1.5km south of Crewe town centre. |
| Accessibility | Nantwich Road has good accessibility by car. There is a good provision of off-street parking on Nantwich Road, with ten council operated car parks, as well as further privately owned car parks including Aldi, Sainsbury's and CCP operated car park on Mill Street. Nantwich Road is in close proximity to Crewe railway station, which is situated approximately 200m away. There are approximately 12 bus stops located inside and in close proximity to the shopping area boundary, including a bus stop at the railway station. |
| Environmental Quality | Nantwich Road has a mixed environmental quality. There are a range of style of properties in respect of the building themselves, as well as retail facades. |
| Recommendations | Nantwich Road is recommended to be identified as a Local Urban Centre. It is proposed that the Local Urban Centre boundary is extended from that in the Crewe and Nantwich Local Plan to include the following: <ol style="list-style-type: none"> 1. The takeaways (No. 227b and 227c Nantwich Road) which are located on the corner of Nantwich Road and Smallman Road; and the estate agent (No. 234 and 236 Nantwich Road) which are located on the corner of Nantwich Road and Smallman Road. 2. The flower shop on Ruskin Road (No.2 Ruskin Road). 3. The whole curtilage of what is now the Aldi Store (used to be the Earl of Crewe Hotel) which is located on the corner of Sherwin Street and Nantwich Road. 4. The Barbers Shop (No. 17 Edleston Road) and the Telecentres and Repairworld shop (No. 21, 23 and 25 Edleston Road). |

| Nantwich Road, Crewe | |
|-----------------------------|---|
| | <p>5. The range of retail units along Mill Street (No. 23 to 37) and the two Public Houses (No.1 Pedley Street and No. 39 Mill Street). It will also extend to include the pay and display car park on the corner of Hope Street and Mill Street, a showroom for uPVC glass, and funeral director unit and kitchen showroom (No. 28 and 32 Mill Street).</p> <p>6. To extend the area of greenspace where the property No.22 South Street used to be located which has been demolished (12/2473N).</p> <p>It is proposed that the Local Urban Centre Boundary is amended to exclude the following residential properties:</p> <p>7. The residential properties No's 3, 5, 7 and 9 Chambers Street; and</p> <p>8. The residential properties No's 1, 3 and 5 Frances Street.</p> |

Table Crewe 10: Review of Nantwich Road

5.34 It is recommended to designate Nantwich Road as a Local Urban Centre. The proposed changes to the Local Urban Centre boundary can be seen in Appendix 5.

5.35 A number of other retail areas have also been identified in Crewe, these are:

- West Street
- Edleston Road
- Readesdale Avenue
- Kings Drive, Wistaston
- Bramhall Road
- Coronation Crescent
- Coleridge Way

- Earle Street
- University Way
- Hightown

5.36 These areas are not allocated within the Crewe and Nantwich Local Plan 2011 and are discussed further below. Some of the retail areas are mentioned in Saved Policy S.8 (Existing District and Local Shopping Centre) in the Crewe and Nantwich Local Plan 2011, which states:

5.37 “New retail development will be permitted within district / local centres, including:

- West Street / Hightown, Crewe;
- Edleston Road, Crewe;
- Earle Street, Crewe;
- Shopping centres within or adjacent to housing estates provided it is in accordance with policies BE.1 - BE.5.

5.38 Planning applications for the change of use of shops to non-A1 uses will be permitted provided that there remains a variety of similar shops in the locality to serve the needs of local residents; or there is evidence to show that attempts have been made to let or sell the property for retail use”.

West Street

5.39 West Street (A532), one of the main roads extending out from Crewe town centre to the west, is examined further below in Table Crewe 11.

| West Street | |
|--|--|
| Location and Description (including current status in the legacy local plan) | Area not shown on the Crewe and Nantwich Local Plan Proposals Map – various shops spread out along the road extending out of the Crewe Town Centre. |
| Total number of units | 29 |
| Range of uses | The uses vary from A1 (Shops); A2 (Financial and Professional Services); A3 (Restaurants and Cafes); A5 (Hot Food Takeaways); and Sui Generis uses. |
| Proximity to other centres | Located less than 500m to the west of Crewe town centre. |
| Accessibility | West Street car park is in close proximity to the shops and there is easy pedestrian access from residential areas. The area is also accessible by bus services 42, 85, with bus stops within reasonable walking distance. |
| Environmental Quality | The environmental quality ranges from attractive shop frontages to those that are looking tired and require maintenance. |
| Recommendations | This area is recommended to be identified as a Local Urban Centre. It has a good range of convenience and comparison retail as well as other services which serves the day to day needs of nearby residential areas. |

Table Crewe 11: Review of West Street

- 5.40 As set out in Table Crewe 11, it is recommended to designate West Street as a Local Urban Centre. The proposed new Local Urban Centre boundary can be seen in Map Crewe 12 in Appendix 5.

Edleston Road

- 5.41 Edleston Road (A5078), one of the main roads extending out from Crewe town centre to the south, is examined further below in Table Crewe 12.

| Edleston Road | |
|--|---|
| Location and Description (including current status in the legacy local plan) | Area not shown on C&NLP proposals map – various shops spread out along the road extending westwards out of Crewe Town centre. |
| Total number of units | 10 |
| Range of uses | The uses vary from A1 (Shops); A3 (Restaurants and Cafes); and A5 (Hot Food Takeaways). |
| Proximity to other centres | The shops are located approximately 200m to the south of Crewe Town Centre. |

| Edleston Road | |
|-----------------------|--|
| Accessibility | Edleston Road Car Park, is in close proximity. The area is accessible by bus services 37, 38, 84 and 85, with bus stops within reasonable walking distance. |
| Environmental Quality | The environmental quality ranges from attractive shop frontages to those that are looking tired and require maintenance. |
| Recommendations | This area is recommended to be identified as a neighbourhood parade of shops which serves the surrounding residential area. |

Table Crewe 12: Review of Edleston Road

- 5.42 As set out in Table Crewe 12, it is recommended to designate Edleston Road as a neighbourhood parade of shops. The neighbourhood parade of shops can be seen in Appendix 5.

Readesdale Avenue

5.43 A parade of shops located on Readesdale Avenue is examined further below in Table Crewe 13.

| Readesdale Avenue | |
|--|--|
| Location and Description (including current status in the legacy local plan) | Area not shown on C&NLP proposals map. A parade of shops located to the south-west of Crewe Town Centre. |
| Total number of units | 5 |
| Range of uses | A number of units including a convenience store, florists, café, pharmacy and fish and chip shop. |
| Proximity to other centres | The shops are located approximately 1.3km from Nantwich Road and approximately 1.5km from Crewe Town Centre. |
| Accessibility | Forecourt parking is available. The area is accessible by bus service 8W with bus stops within reasonable walking distance. |
| Environmental Quality | Within a residential area. Environmental quality is satisfactory. |
| Recommendations | It is recommended that this area be identified as a neighbourhood parade of shops as it provides a cluster of retail uses that serve the surrounding residential area. |

Table Crewe 13: Review of Readesdale Avenue

5.44 As set out in Table Crewe 13, it is recommended to designate Readesdale Avenue as a neighbourhood parade of shops. The neighbourhood parade of shops can be seen in Appendix 5.

Kings Drive, Wistaston

5.45 A parade of shops located on Kings Drive is examined further below in Table Crewe 14.

| Kings Drive, Wistaston | |
|--|---|
| Location and Description (including current status in the legacy local plan) | Area not shown on C&NLP proposals map. A parade of shops located on the northern side of Kings Drive, close to the junction with Church Lane, to the south-west of Crewe Town Centre. |
| Total number of units | 5 |
| Range of uses | A number of units including a convenience store, beauty salon, pharmacy, hairdressers and off-licence. |
| Proximity to other centres | The shops are located approximately 1.9km from Nantwich Road and approximately 3km from Crewe Town Centre. |
| Accessibility | Forecourt parking is available to the front and rear. The area is accessible by bus service 78 with bus stops within reasonable walking distance. |
| Environmental Quality | Within a residential area. Environmental quality is satisfactory. |
| Recommendations | It is recommended that this area be identified as a neighbourhood parade of shops as it provides a cluster of retail uses that serve the surrounding residential area. |

Table Crewe 14: Review of Kings Drive, Wistaston

5.46 As set out in Table Crewe 14, it is recommended to designate Kings Drive, Wistaston as a neighbourhood parade of shops. The neighbourhood parade of shops can be seen in Appendix 5.

Bramhall Road

5.47 A parade of shops located on Bramhall Road is examined further below in Table Crewe 15.

| Bramhall Road | |
|--|--|
| Location and Description (including current status in the legacy local plan) | Area not shown on C&NLP proposals map. A cluster of shops located on the northern side of Bramhall Road, to the south-west of Crewe Town Centre. |
| Total number of units | 6 |
| Range of uses | A number of units including a fish and chip shop, hairdressers, convenience store, sandwich shop, funeral directors and cleaning services. |

| Bramhall Road | |
|----------------------------|--|
| Proximity to other centres | The shops are located approximately 1.5km from Nantwich Road and approximately 1.8km from Crewe Town Centre. |
| Accessibility | The area is accessible by bus service 78 and 8W with bus stops within reasonable walking distance. |
| Environmental Quality | Within a residential area. Environmental quality is satisfactory. |
| Recommendations | It is recommended that this area be identified as a neighbourhood parade of shops as it provides a cluster of retail uses that serve the surrounding residential area. |

Table Crewe 15: Review of Bramhall Road

- 5.48 As set out in Table Crewe 15, it is recommended to designate Bramhall Road as a neighbourhood parade of shops. The neighbourhood parade of shops can be seen in Appendix 5.

Coronation Crescent

- 5.49 A parade of shops located on Coronation Crescent is examined further below in Table Crewe 16.

| Coronation Crescent | |
|--|--|
| Location and Description (including current status in the legacy local plan) | Area not shown on C&NLP proposals map. A purpose built parade of shops located on the northern and eastern side of a roundabout to the north of Crewe Town Centre. |
| Total number of units | 14 |
| Range of uses | A number of units including convenience store, beauty salon, hairdresser, florist, bike repair shop, community shop, newsagents and sandwich shop. |
| Proximity to other centres | The shops are located approximately 1.2km from Nantwich Road and approximately 1 km from Crewe Town Centre. |
| Accessibility | Forecourt parking available. The area is accessible by bus service 8E with bus stops within reasonable walking distance. |
| Environmental Quality | Within a residential area. Environmental quality is satisfactory. |
| Recommendations | It is recommended that this area be identified as a neighbourhood parade of shops as it provides a cluster of retail uses that serve the surrounding residential area. |

Table Crewe 16: Review of Coronation Crescent

5.50 As set out in Table Crewe 16, it is recommended to designate Coronation Crescent as a neighbourhood parade of shops. The neighbourhood parade of shops can be seen in Appendix 5.

Coleridge Way

5.51 A parade of shops located on Coleridge Way is examined further below in Table Crewe 17.

| Coleridge Way | |
|--|--|
| Location and Description (including current status in the legacy local plan) | Area not shown on C&NLP proposals map. A cluster of retail units located either side of Coleridge Way to the north-east of Crewe Town Centre. |
| Total number of units | 5 |
| Range of uses | A number of units including a convenience store, off licence, hairdressers, tanning studio, carpet shop. |
| Proximity to other centres | The shops are located approximately 1.1km from Crewe Town Centre. |
| Accessibility | The area is accessible by bus service 8S with bus stops within reasonable walking distance. |
| Environmental Quality | Within a residential area. Environmental quality is satisfactory. Forecourt parking is available. |
| Recommendations | It is recommended that this area be identified as a neighbourhood parade of shops as it provides a cluster of retail uses that serve the surrounding residential area. |

Table Crewe 17: Review of Coleridge Way

5.52 As set out in Table Crewe 17, it is recommended to designate Coleridge Way as a neighbourhood parade of shops. The neighbourhood parade of shops can be seen in Appendix 5.

Earle Street/ University Way/ Hightown

5.53 Earle Street, University Way, and Hightown Street are not considered to perform the role as a Neighbourhood Parade of Shops or a Local Urban Centre for the reasons explained below:

- Earle Street – This area is not shown on the Crewe and Nantwich Local Plan Proposals Map. The street contains a few shops that are spread out along the road extending eastwards out of Crewe town centre. As the shops are sporadic and contain few A1 uses, it is considered that this area does not perform the function of a neighbourhood parade of shops.
- University Way – There is a small purpose-built shopping unit located off Beswick Drive, approximately 1.5km to the southeast of Crewe town

centre. This mainly serves the commercial and industrial areas, which are located in close proximity. The small shopping unit only contains 3 shops (takeaway, Subway and Co-operative Food), which is considered to be too small to be designated as a neighbourhood parade of shops.

- Hightown – This area is not shown on the Crewe and Nantwich Local Plan Proposals Map. The street contains a few shops that are spread out on the road located immediately to the west of Crewe town centre Boundary. The shops consist mainly of takeaways and businesses. Given that the shops are spread out and limited it is considered that this does not perform the function of a neighbourhood parade of shops.

6. Settlement boundaries

Introduction

- 6.1 As set out in the LPS, settlement boundaries currently comprise the existing settlement boundaries as defined in the saved policies and proposals maps of the former districts' local plans, as amended to include sites allocated in the LPS (excluding safeguarded land). The LPS includes a commitment that '*settlement boundaries will be reviewed and defined through the production of the Site Allocations and Development Policies DPD and neighbourhood plans*'.
- 6.2 The 'Settlement and infill boundaries review' note [ED 06] sets out the methodology to reviewing settlement boundaries in each of the Principal Towns, KSCs and LSCs. This uses a three-stage approach to defining settlement boundaries:
- i) review boundary in light of site allocations (in the adopted LPS and made neighbourhood plans or proposed through the SADPD)
 - ii) consider extant planning consents and the relationship of land to the built-up area
 - iii) review the relationship of settlement boundaries to physical features.

Settlement boundary overview

- 6.3 The existing settlement boundary is defined in the Crewe and Nantwich Local Plan 2011, as amended by sites LPS 1, LPS 2, LPS 3, LPS 4, LPS 5, LPS 6, LPS 7, LPS 9, LPS 10 and LPS 11 in the LPS.
- 6.4 LPS Policy PG 6 – Open Countryside states that the Open Countryside is defined as areas outside of any settlement with a defined settlement boundary. Table 8.3 of the LPS shows that the settlement boundary for 'Other Settlements and Rural Areas' is amended to include LPS 8 South Cheshire Growth Village, South East Crewe. The settlement boundary for LPS 8 is included within tables 13 and 14 for Crewe below (sections 9A and 9B), as LPS 8 is included within the LPS chapter for Crewe and the dwelling numbers for the site contribute to the housing requirement for Crewe. It is therefore considered that the settlement boundary for LPS 8 can be considered to be part of but not contiguous with, the settlement boundary for Crewe.
- 6.5 Crewe Town Council are not currently producing a neighbourhood development plan. A number of parishes that lie within or adjacent to the Crewe Settlement Boundary have produced or are producing a neighbourhood plan with the following being of relevance:
- Weston and Basford: was 'made' on the 16 November 2017 and is now part of the Development Plan. The Plan includes both a proposed settlement boundary for Weston (which does not impact directly on the

settlement boundary for Crewe) and a proposed Strategic Green Gap (SGG) boundary which shows both the LPS sites LPS 2 Basford East and LPS 8 South Cheshire Growth Village, South East Crewe being located outside but immediately adjacent to the SGG.

- Willaston: was 'made' on the 7 December 2017 and is now part of the Development Plan. The Plan includes both a proposed settlement boundary and a proposed SGG boundary. This is consistent with the SGG boundary shown in Figure 8.3 of the LPS.
- Wistaston: was 'made' on the 7 December 2017 and is now part of the Development Plan. The Plan includes both a proposed settlement boundary and a proposed SGG boundary. This is consistent with the SGG boundary shown in Figure 8.3 of the LPS.

6.6 For the purposes of review, the existing settlement boundary has been divided into sections as set out in Table Crewe 18 below.

| Ref | Boundary section | Description of existing boundary |
|-----|--|---|
| 1 | Between the junction of Coppenhall Lane and Middlewich Road and the junction of Pyms Lane and Middlewich Road. | Boundary follows Middlewich Road, in a northerly direction between its junctions with Coppenhall Lane and Pyms Lane. |
| 2 | Between the junction of Pyms Lane and Middlewich Road and some power lines, just north of Leighton Hospital. | Boundary follows Middlewich Road, in a northerly direction, from its junction with Pyms Lane; just south of Leighton Hall Farm, the boundary travels in an easterly direction, along hedgerow boundaries, then travels north, also along a hedgerow boundary. It then travels east, along a hedgerow boundary until it meets Leighton footpath 6, also bounded by a hedgerow and travels in a northerly direction until it meets Leighton footpath 3 and travels in a westerly direction, until it meets the old section of Middlewich Road and follows that in a northerly direction until it meets Middlewich Road. It then continues in a northerly direction, past the junction with Smithy Lane, to some power lines, just north of Leighton Hospital. |
| 3 | From some power lines, just north of Leighton Hospital to a point on the railway line, to the north of the residential development off Parkers Road. | From some power lines, just north of Leighton Hospital, the boundary travels in an easterly direction, across open fields, until it meets Flowers Lane, where it travels in a northerly direction, then travels along hedgerow boundaries in an easterly, northerly and easterly direction. The boundary then travels south, along the |

| Ref | Boundary section | Description of existing boundary |
|-----|--|--|
| | | westerly boundary of Moss Farm, then turns East and travels through an open field, then turning South along a hedgerow boundary to the west of a dwelling on Moss Lane. It then turns West, along a hedgerow, South along a hedgerow, West along a hedgerow which is also the route of Leighton Footpath 2. When it meets a junction of 4 hedgerows, it then travels south, then west, also along hedgerows, finally meeting Flowers Lane. It then travels south along Flowers Lane, East along Parkers Road and North up Moss Lane. It then turns east and follows the hedgerow and woodland boundary to the residential development that lies to the east of Moss Lane, until it meets the railway line. |
| 4 | From the north eastern boundary of the residential development off Parkers Road with the railway line, to Stoneley Road. | The boundary travels south along the railway line until it meets Bradfield Road; it then travels along Bradfield Road, in an easterly direction for a short distance and then travels north, along the rear curtilage boundaries of properties along Broughton Road. At the end of the ribbon development the boundary crosses Broughton Road and follows it north. It then follows the southern curtilage boundaries of dwellings on Broughton Road, until it meets a field boundary and travels along that field boundary, in an easterly direction until it meets Waldrons Lane, where it then travels south also along a hedgerow boundary, until it meets Stoneley Road. |
| 5 | From Stoneley Road to the railway line, to the rear of dwellings on Sydney Road. | The boundary travels in a southerly direction, along the rear residential curtilage boundaries to the east of Stoneley Road. It then travels in an easterly direction along the rear residential curtilage boundaries and the Monks Coppenhall Primary School, to the north of Remer Street, until it meets Groby Road. The boundary then travels in a southerly direction along Groby Road, then travels a short distance in an easterly direction along Maw Green Road and follows the rear residential curtilage boundaries to the east of Sydney Road, in a southerly direction, until it meets the railway line. |
| 6 | From the railway line, to the rear of dwellings on Sydney Road, to | The boundary travels in a north easterly direction, along the eastern boundary of the |

| Ref | Boundary section | Description of existing boundary |
|-----|---|--|
| | the junction of the Haslington Bypass with the Crewe Green Roundabout. | railway line, then travels along the rear boundaries of properties to the rear of Sydney Road, along an eastern field boundary and a northern field boundary, excluding fields and a paddock from the settlement boundary. It then re-joins the railway line and continues to travel in a north westerly direction, until it meets Maw Green Road. It then follows Maw Green Road, also in a north easterly direction, passing two dwellings, until it meets a hedgerow and tree field boundary, where it then travels in a south easterly direction. The boundary then runs alongside a number of fields, then turns in a south westerly direction, also following tree and hedgerow boundaries and including the buildings that comprise Fields Farm. The boundary then follows the rear curtilage boundaries of properties on Sydney Road, Mayfair Drive, Herbert Street, Rhoden Street and Foxholme Court. The boundary runs along the rear of an area of public open space, adjacent to the properties on Foxholme Court and then travels in a westerly and south westerly direction, along Herbert Street and Avon Drive, until it meets Bradeley Hall Road which it then follows in a westerly direction, until it meets the rear curtilage of The Sydney Arms Pub which it follows in a southerly direction (excluding the associated open space), continuing to the rear of properties along Sydney Road and Bentley Drive and to the rear of the Hunters Lodge Hotel. The boundary then travels in a southerly direction, along Sydney Road, until it meets a tree and hedgerow field boundary which it travels along in an easterly direction, until it meets the Haslington Bypass. It then travels along the western side of the bypass, in a south westerly direction, until it meets Crewe Green Roundabout. It then travels in a northerly direction, along the eastern side of Sydney Road, excluding Sydney Road from the settlement boundary. |
| 7 | From the junction of the Haslington Bypass with the Crewe Green Roundabout to | The boundary travels in a northerly direction, around the southern field boundary of the Strategic Allocation site |

| Ref | Boundary section | Description of existing boundary |
|-----|---|--|
| | Rookery Wood. | LPS 6 Crewe Green, on to Sydney Road, where it then travels north along Sydney Road, crossing onto the western side of the road, just below the built form of the southern-most properties on Nigel Gresley Close, where it then travels in a southerly direction, along Sydney Road. It continues in a southerly direction, across Hungerford Road and Crewe Green Road. It then crosses Crewe Green Roundabout, in an easterly direction, on to Crewe Road, then travelling in a southerly direction along the eastern boundary of an area of woodland and along the northern boundaries of two fields and along the eastern boundary of the second field, until it meets an area of woodland adjacent to Valley Brook which it follows in an easterly direction, until it meets another field, where it crosses Valley Brook. It then follows the western field boundary and Englesea Brook, until it meets Rookery Wood. |
| 8 | From Rookery Wood to the junction of University Way with Weston Road. | The boundary follows the western boundary of Rookery Wood, in a southerly direction and then in a westerly direction, where it meets University Way and continues in a southerly direction. The boundary skirts the eastern boundary of The Rookery Wood Pub, at the southern end of University Way, where it meets Weston Road. |
| 9 | <p>The boundary of site LPS 8 South Cheshire Growth Village, South East Crewe. (Also see paragraph 1.4 above).</p> <p>The boundary runs around the site from the junction of Old Park Road footpath link with Weston Road, at Stowford.</p> | The boundary of site LPS 8 South Cheshire Growth Village, South East Crewe travels in a northerly direction, along Old Park Road, until it meets the access road to Crewe Hall Enterprise Park which it then follows, also in a northerly direction, until it meets an area of woodland to the east. The boundary then follows the northern edge of the woodland until it meets the access road to Crewe Hall Farm, where it then travels in an easterly direction, along a field boundary and then follows the field boundary in a southerly direction, where it meets and crosses Old Park Road. It then travels along the southern boundary of Old Park Road, in an easterly direction and enters a field, shortly before a woodland and travels south, east and south, until it meets the railway line and travels in a westerly direction, crossing the |

| Ref | Boundary section | Description of existing boundary |
|-----|--|---|
| | | <p>railway line, where it meets a field boundary to the south.</p> <p>The boundary then travels along the southern edge of the railway line, until it meets the A5020; it then travels along the eastern edge of the carriageway, in a southerly direction, to the junction with Jack Lane, excluding the land to be used as public open space which lies in the Green Belt. It then crosses the carriageway and travels along Jack Lane, past Carters Green Farm and then follows field boundaries in a north westerly and westerly direction, until it meets Main Road, to the south of Hollyhedge Farm. The boundary then crosses Main Road and travels north. Opposite to Hollyhedge Farm the boundary then crosses an open field, in a westerly direction. Shortly before it reaches a field boundary that runs north-south, the boundary travels north and crosses the railway line, where it continues to travel north; it then travels in an easterly direction, through an area of woodland, to the junction of the Old Park Road footpath link with Weston Road, at Stowford.</p> |
| 10 | <p>From the junction of University Way with Weston Road to the junction of the A500 with the railway line.</p> | <p>The boundary travels around the roundabout, at the junction of University Way with Weston Road, in a clockwise direction, crosses David Whitby Way and skirts the southern boundaries of industrial units on Savoy Road. It then follows Crewe Footpath 25, in a north westerly direction alongside the railway line, until the footpath turns in a north easterly direction. The boundary then crosses the railway line and travels alongside the southern boundary of the railway line, in a south easterly direction, crossing David Whitby Way, until it meets a tree and hedgerow field boundary and travels in a southerly direction, until it meets the A500 Shavington bypass. The boundary then travels in a westerly direction, along the northern edge of the A500 Shavington bypass, until it meets the railway line.</p> |
| 11 | <p>From the junction of the A500 with the railway line to the junction of the A500 with Jack</p> | <p>From the junction of the A500 with the railway line, the boundary travels in a northerly direction. It then crosses a number</p> |

| Ref | Boundary section | Description of existing boundary |
|-----|---|---|
| | Mills Way. | of railway lines, in an easterly direction, in the vicinity of the Arriva trains maintenance depot, until it meets a tree and hedgerow field boundary. It then follows various tree and hedgerow boundaries, to the west of the railway line, in a southerly direction, until it meets the A500 Shavington bypass. The boundary then travels in a westerly direction, to the north of the A500 Shavington bypass, until it meets Jack Mills Way. |
| 12 | From the junction of the A500 with Jack Mills Way to the junction of the railway line and Rope Lane at Ropegreen Bridge. | From the junction of the A500 with Jack Mills Way, the boundary travels in a north westerly direction, along a tree and hedgerow field boundary, until it meets the rear curtilages of properties along Crewe Road; it then follows those rear curtilage boundaries, in a northerly direction. When the boundary reaches the rear of Hickorys Smokehouse, it then travels in an easterly direction, to the rear of a recently constructed residential development. The boundary then meets Crewe Road and travels north along the road, excluding dwellings and their curtilages to the east of Crewe Road. When the boundary reaches the southern boundary of the Gresty Bridge rail depot, formed by metal fencing and a road, it travels in a westerly direction. At the western extreme of the depot, the boundary crosses to the northern side of the railway line and travels in a westerly direction along the railway line and to the north of the railway sidings. At the western boundary of the railway sidings, the boundary travels south and continues to travel along the northern side of the railway line, in a westerly direction, until it meets Rope Lane, at Ropegreen Bridge. |
| 13 | From the junction of the railway line and Rope Lane at Ropegreen Bridge to the eastern boundary of the Tricketts Lane employment area, where it adjoins the railway line. | From the junction of the railway line and Rope Lane at Ropegreen Bridge the boundary travels in a northerly direction and follows the rear curtilage boundaries of properties that lie on the western side of Rope Lane and Springfield Drive. It then travels in a westerly direction, along the rear curtilage boundaries of properties on Crewe Road and then in a southerly direction, along the rear boundaries of properties on |

| Ref | Boundary section | Description of existing boundary |
|-----|--|---|
| | | <p>the eastern side of Wistaston Road, until it meets the rear curtilage boundaries of properties north of Moorfields, where it follows their boundaries in an easterly direction and then travels in a westerly direction along the rear curtilage boundaries of properties south of Moorfields. The boundary then travels in a southerly direction, along the rear boundaries of properties on the eastern side of Wistaston Road and then travels along the northern side of Tricketts Lane which also forms Willaston Footpath 11; the boundary then follows the northern and eastern curtilage boundaries of the Tricketts Lane employment area, until it meets the railway line.</p> |
| 14 | <p>From the eastern boundary of the Tricketts Lane employment area, where it adjoins the railway line to the rear curtilage of the south western-most property within Beech Tree Close, where it adjoins the railway line.</p> | <p>From the eastern boundary of the Tricketts Lane employment area, where it adjoins the railway line, the settlement boundary travels along the northern edge of the railway line, in a westerly direction, until it meets the eastern boundary of Tricketts Mews, where it then crosses the railway line. The boundary then travels in a south easterly direction, along the rear curtilage boundaries of properties along the northern side of Eastern Road. It then crosses Eastern Road and follows the rear curtilage boundaries of properties on the southern side of Green Lane; Oak Bank Close; Meadow Drive and Wybunbury Road. The boundary then follows the southern curtilage boundary of the southern-most property on the eastern side of Wybunbury Road, until it meets Wybunbury Road and travels along the eastern edge of the road, until it meets the A500. The boundary then travels in a westerly direction along the northern side of the A500, until it meets the Cheerbrook roundabout, where it then travels in a northerly direction, along the eastern boundary of the A51 which also follows the route of Willaston Public Footpath 10. It then travels in an easterly direction, along the rear curtilage boundaries of properties to the north of Old Newcastle Road; through and around rear curtilages of properties on Cheerbrook</p> |

| Ref | Boundary section | Description of existing boundary |
|-----|---|--|
| | | Road; in a northwesterly direction along The Fields and in a northerly direction, to the rear of public open space on Wybunbury Road. The boundary then crosses the railway line and travels in a westerly direction, along its northern boundary, until it reaches the south western-most property within Beech Tree Close, where its curtilage adjoins the railway line. |
| 15 | From the rear curtilage of the south western-most property within Beech Tree Close, where it adjoins the railway line to the side curtilage of the last property on the western side of Colleys Lane. | From the rear curtilage of the south western-most property within Beech Tree Close, where it adjoins the railway line, the boundary travels in a northerly direction, along the curtilage boundaries of properties on the western side of Beech Tree Close and Park Road. When the boundary meets Park Road, it travels in a westerly direction, along the northern side of Park Road. When the boundary meets the curtilage of the last property on the road, it travels north, following the curtilage boundaries of properties on Park Road and Hall Drive and along Hall Drive, until it meets Crewe Road. The boundary then crosses Crewe Road and then follows the rear curtilage boundaries of the ribbon of properties on the western side of Colleys Lane; when it reaches the last property on the western side of Colleys Lane, it follows the side curtilage boundary of that property, until it meets Colleys Lane. |
| 16 | From the side curtilage of the last property on the western side of Colleys Lane to the junction of Wistaston Footpath 9 with Wistaston Footpath 6. | From the side curtilage of the last property on the western side of Colleys Lane the boundary then crosses Colleys Lane and follows Wistaston Footpath 5 which is located in a gap between two dwellings. The boundary then follows the rear curtilage boundaries of properties on the eastern side of Colleys Lane and travels in a southerly direction, until it meets the rear curtilage boundaries of properties on Crewe Road which it then follows in a north-easterly direction. The settlement boundary excludes the southern part of the Crewe Road allotments, including the rest of the site within it and skirts its western boundary. It then follows the rear curtilage boundaries of properties on Sandylands Park; the western boundary of a cemetery and then |

| Ref | Boundary section | Description of existing boundary |
|-----|--|--|
| | | follows Wistaston Footpath 9, at the rear of curtilage boundaries to properties on Abbey Fields, until it meets Wistaston Footpath 6. |
| 17 | From the junction of Wistaston Footpath 9 with Wistaston Footpath 6 to the junction of Wistaston Footpath 4 with Wistaston Green Road. | From the junction of Wistaston Footpath 9 with Wistaston Footpath 6, the settlement boundary travels in a northerly direction, following the western tree and hedgerow boundary of a sports ground (CR27-4 'Eric Swan site' in the Open Spaces Assessment (2012)). It then follows the northern boundary of the sports ground, the playing fields of Wistaston Church Lane Academy and the outdoor sports facilities of the Wistaston Memorial Hall (CR27-5 and CR27-6 in the Open Spaces Assessment (2012)), in an easterly direction. The boundary then travels in a northerly direction, along Wistaston Footpath 1 and then travels in an easterly direction, along the rear curtilage boundaries of properties on the northern side of Church Lane. At the end of the row of properties, the boundary follows Church Lane, in a north-easterly direction, until it meets Wistaston Brook which it then follows in a north-westerly direction, until it meets Wistaston Green Road; this also forms the boundary to areas of public open space (CR23-3 Joey the Swan/Wistaston brook and CR18-2 Wistaston brook in the Open Spaces Assessment (2012)) that lie to the east of the Wistaston Brook. |
| 18 | From the junction of Wistaston Footpath 4 with Wistaston Green Road to the junction of Wistaston Brook with the A530 Middlewich Road. | From the junction of Wistaston Footpath 4 with Wistaston Green Road the boundary travels in a north-westerly direction, along the Wistaston Brook, until it meets the A530 Middlewich Road. The Wistaston Brook lies to the west of an area of woodland and allotments and existing residential development. |
| 19 | From the junction of Wistaston Brook with the A530 Middlewich Road to the junction of Pyms Lane and the A530 Middlewich Road. | From the junction of Wistaston Brook with the A530 Middlewich Road, the boundary follows the A530 Middlewich Road, in a northerly direction, until it meets the junction of Pyms Lane and the A530 Middlewich Road. |

Table Crewe 18: Existing settlement boundary

Settlement boundary review

- 6.7 Each section of the existing settlement boundary has been reviewed using the methodology set out in the 'Settlement and infill boundaries review' note [ED 06]. The assessments and recommendations for defining the new boundary are set out in Table Crewe 19 below.

| Ref | Stage 1 | Stage 2 | | Stage 3 | | Boundary recommendations |
|-----|--|--|---|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| 1 | <p>This boundary is not impacted by any LPS Strategic Site Allocations or Neighbourhood Plan site allocations.</p> <p>The Bentley Motors site (CFS 634) is proposed to be included within the SADPD as an allocation where additional employment development will take place. The settlement boundary will run along the western boundary of this site which is formed by Middlewich Road.</p> | <p>This boundary is not impacted by any extant planning consents.</p> <p>Land within the settlement boundary and immediately to the east of the boundary line is part of the wider Bentley Motors factory area. Planning permission (17/4011N) was granted on the 23 January 2019 for two replacement car parks for areas lost to the development of two proposed production and manufacturing facility buildings, along with a proposed engine test bed building.</p> | <p>This boundary is not impacted by any existing built development.</p> | <p>The boundary does not exclude land that has a functional relationship to the built-up area.</p> <p>There is a small ribbon of residential development that runs along part of the western side of Middlewich Road. This is considered to be typical of a semi-rural area and does not have a direct relationship with the built-up area that would justify its inclusion within the settlement boundary.</p> | <p>The settlement boundary relates to a readily recognisable feature that is likely to be permanent: it follows Middlewich Road.</p> | <p>No change to existing boundary.</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--|--|---|--|---------------------------------|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | This area is also part of the area covered by the Bentley Development Framework and Masterplan which sets out the vision of Bentley Motors Ltd to create a 'campus' in Crewe to safeguard and support future growth. | | | | |
| 2 | This boundary is not impacted by any Neighbourhood Plan or SADPD site allocations. The boundary partially runs alongside the LPS Strategic Site Allocation LPS 4 | This boundary excludes a site to the east of Middlewich Road, at Leighton Hall Farm, that has planning permission (14/1195N – approved 19/01/15) for conversion of farm buildings to 6 dwellings and is | This boundary is not impacted by any existing built development. | This boundary excludes farm buildings, at Leighton Hall Farm, being converted to residential use however this is common in open countryside and consistent with planning policies | The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of Middlewich Road, hedgerows and | No change to existing boundary. |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|---|---|--|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | Leighton West which is fully included within the settlement boundary. | currently under construction. | | in rural areas. It is not considered therefore that the settlement boundary should be amended to include the farm buildings within it. | public footpaths. | |
| 3 | <p>This boundary is not impacted by any SADPD or Neighbourhood Plan site allocations.</p> <p>This boundary follows the northern boundaries of Strategic Sites LPS 4: Leighton West and LPS 5: Leighton. It follows the eastern and southern boundaries of LPS</p> | <p>The boundary is impacted by the outline planning permission for part of LPS 5: Leighton 16/2373N for up to 400 dwellings.</p> <p>The eastern boundary of this planning permission includes a small additional area of land to that shown as part of LPS 5 Leighton however the illustrative layout shows that this</p> | <p>This boundary is impacted by existing built development on Bradfield Road which is now surrounded by residential development that is under construction.</p> | <p>The boundary excludes: land and buildings at Moss Farm and a number of residential dwellings along Moss Lane.</p> <p>These are buildings that are typical within open countryside and do not justify being included within the settlement</p> | <p>The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of woodland, hedgerows and roads.</p> | <p>This boundary should be amended to include:</p> <p>3A - the residential development that is under construction, to the north of Parkers Road and south of LPS 5 Leighton and the existing built development on Bradfield Road which is now surrounded by residential development that is under construction.</p> <p>3B - the existing built</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|---|---|---|--------------------------------|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | 5 Leighton. | <p>piece of land is to be used for SuDS and landscaping and will not be developed. It is considered therefore that it would be appropriate for this land to remain outside the settlement boundary.</p> <p>The boundary is also impacted by residential development that is under construction to the north of Parkers Road (14/4950N).</p> | | <p>boundary; residential development that is under construction to the north of Parkers Road; existing built development on Bradfield Road which is now surrounded by residential development that is under construction.</p> | | <p>development at Leighton Lodge on Flowers Lane which is now surrounded by residential development that is under construction (see above).</p> <p>3C - to follow the eastern boundary of the built form of Moss Farm, thereby including all of its built form within the settlement boundary.</p> <p>The amended settlement boundary will follow the northern boundary of site LPS 5 Leighton. The boundary will then travel south along the boundary of LPS 5 Leighton to the east of</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|--|---|--|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | Moss Farm and then to the south of Moss Farm. The boundary will then follow LPS 5 until it reaches the development under construction at Parkers Road 3A). |
| 4 | <p>This boundary is not impacted by any SADPD or Neighbourhood Plan site allocations.</p> <p>The boundary follows part of the western boundary, all of the northern boundary and most of the eastern boundary of LPS Strategic site LPS 11 Broughton Road.</p> | <p>The boundary is impacted by:</p> <p>16/5350N – 67 affordable dwellings – approved 10/10/17 (under construction).</p> <p>This site lies to the west of Broughton Road immediately adjacent to settlement boundary.</p> <p>It should also be noted that this</p> | <p>The boundary is impacted by the development to the west of Broughton Road 15/5063N) which has now completed.</p> <p>The boundary is also impacted by the planning consent on land to the east of Broughton Road for a further 67 dwellings 16/5350N).</p> | <p>The inclusion of 15/6063N (varied by 16/2263N) in the settlement boundary has led to a review of a group of properties 157 – 177 Broughton Road (odd numbers) leading up to a gap in the frontage onto Broughton Road and a group of properties 154-170 Broughton Road (even</p> | <p>The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a railway line, road, hedgerows and rear curtilage boundaries.</p> | <p>The boundary should be amended to include:</p> <p>4A - 15/5063N (as varied by planning consent (16/2263N)) and 16/2263N 157 – 177 Broughton Road (odd numbers) and 154 – 170 Broughton Road (even numbers) and Holly Hedge Farm (152 Broughton Road).</p> <p>The amended settlement boundary will follow a combination of readily</p> |

| Ref | Stage 1 | Stage 2 | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|---|---|---|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | |
| | | <p>section of the settlement boundary is subject to an HS2 Safeguarding Direction (reference map SG-02-102) HS2 Phase 2b Crewe to Manchester Safeguarding Directions, November 2016).</p> <p>17/3951N – Residential development of 11 dwellings on land off Stoneley Road (granted on the 28 June 2018)</p> | <p>In respect of 15/5063N, a variation of condition planning consent (16/2263N) resulted in an area of open space in the eastern part of the site.</p> <p>In respect of 16/5350N part of the site lies within the area of the HS2 Safeguarding Direction and any residential development on the western parcel is currently restricted by</p> | <p>numbers) on the opposite side of the road as to their functional relationship with the settlement.</p> <p>The inclusion of 17/3951N in the settlement boundary has led to the review of a small triangle of land between this site and LPS 11 and a dwelling to the east, 220 Stoneley Road as to their functional relationship with the settlement.</p> | <p>recognisable features that are likely to be permanent, along with the edge of the built form and exclude from it areas of Green Infrastructure included in the site layout plan for application reference 16/2263N and the excluding land within the safeguarded area shown on planning application reference 16/5350N.</p> <p>4B to include the planning permission for 11 dwellings (17/3951N) the triangle of land to the west between this site and LPS 11 and 220 Stoneley Road within the settlement boundary.</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--|--|--|---|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | <p>condition until such time the safeguarding area is no longer required.</p> <p>The boundary is also impacted by the planning consent for 11 dwellings at Stoneley Road (17/3951N).</p> | | | The amended settlement boundary will follow a combination of readily recognisable features that are likely to be permanent, along with the edge of the built form |
| 5 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | <p>The settlement boundary is impacted by:</p> <p>Land to the north of Remer Street, bounded by Stoneley Road and Groby Road has planning approval for 650 dwellings (outline approval granted 23/09/13,</p> | The boundary is impacted by the development to the north of Remer Street, bounded by Stoneley Road and Groby Road which is under construction (11/1643N) and a completed development of | <p>The boundary excludes land within the area bounded by Remer Street, Stoneley Road and Groby Road that is/will be adjacent to new dwellings.</p> <p>The boundary excludes land</p> | <p>The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of rear residential curtilages and roads.</p> | <p>The settlement boundary should be amended as follows:</p> <p>5A - From its junction with Stoneley Road, it should travel in a north easterly direction, along Stoneley Road, then in a southerly direction along Groby Road, thereby including within it the</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|--|--|---|--------------------------------|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | ref 11/1643N) and is under construction, | 72 houses on land to the south of Maw Green Road (13/4633N). | south of Maw Green Road, between the railway line and the completed site of 72 houses (13/4633N). | | <p>area of land with planning approval for 650 dwellings (11/1643N) and creating a strong settlement boundary, along roads. The boundary will then continue south to the junction with Maw Green Road.</p> <p>5B the boundary will be amended to include the development of 72 houses (13/4633N) constructed to the south of Maw Green Road. It will exclude the land to the north of Maw Green Road permitted for residential development as this part of the permission has now expired. The boundary will</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|---|---|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | <p>follow the northern, eastern and southern boundary of the constructed development to the south of Maw Green Road. It should then follow the existing settlement boundary, along rear curtilage boundaries of dwellings on Sydney Road.</p> <p>This would result in the inclusion of two development sites within the settlement boundary, along with the creation of a strong settlement boundary, using clear hedgerow boundaries.</p> |
| 6 | The boundary partially runs alongside the LPS | This boundary is impacted by two planning consents: | This boundary is not impacted by any existing | The boundary currently includes an area of public | The settlement boundary relates to readily | The settlement boundary should be amended: |

| Ref | Stage 1 | Stage 2 | | Stage 3 | | Boundary recommendations |
|-----|--|---|---|---|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | <p>Strategic Site Allocations LPS 6 Crewe Green and LPS 7 Sydney Road, both of which are fully included within the settlement boundary.</p> <p>This boundary is not impacted by any SADPD Site Allocations or Neighbourhood Plan site allocations.</p> | <p>19/3551N – Erection of 21 dwellings to the north of Sydney Road. Planning permission granted 13 March 2020.</p> <p>18/3477N – outline planning permission for 12 dwellings at Sydney Cottage Farm (18/3477N) which approved on the 30 August 2019.</p> | <p>built development.</p> | <p>open space that was provided as part of the development that is now formed by Foxholme Court. This land lies between the residential development and the settlement boundary. The open space clearly lies on the edge of the settlement and does not have a functional requirement to be located within the settlement boundary.</p> | <p>recognisable features that are likely to be permanent: it is formed by a combination of railway line, hedgerow/tree field boundaries; curtilage boundaries and highways.</p> | <p>6A - to include the site with planning permission for 21 houses (19/3551N) and the gardens to the rear of the dwellings on Sydney Road. This will create a strong, permanent boundary that follows the railway line;</p> <p>6B - to exclude the area of public open space that was provided as part of the development that is now formed by Foxholme Court. A new, strong boundary would be created by the built form of Foxholme Court.</p> <p>6C – to include the site</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|--|--|--|--|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | <p>with planning permission for 12 dwellings at Sydney Cottage Farm and the rear garden of 53 Herbert Street to align with the southern boundary of Sydney Cottage Farm.</p> <p>6D to include the section of Sydney Road that travels north from the Crewe Green Roundabout that is currently excluded from the settlement boundary.</p> |
| 7 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood | This boundary is not impacted by any extant planning consents. | This boundary is by the redevelopment and extension of Crewe Green Roundabout (17/3096N) | The inclusion within the settlement boundary of Strategic Site LPS 6 has created a | The settlement boundary relates to readily recognisable features that are likely to be permanent: it | The settlement boundary should be amended to include all of Crewe Green Roundabout within it. When the boundary reaches the junction of |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--|---|--|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | <p>Plan site allocations.</p> <p>The boundary runs alongside land that is allocated for employment development in the Borough of Crewe and Nantwich Replacement Local Plan 2011, some of which has the benefit of planning approval for development and some of which has already been developed.</p> | | which has now completed. | boundary that now only partially follows Sydney Road and then rejoins the existing boundary that cuts through Crewe Green Roundabout . | follows road, field and watercourse boundaries. It does however also cut through the Crewe Green Roundabout. | <p>Crewe Green Roundabout with the Haslington Bypass, it should then follow the new roundabout boundary, in an anti-clockwise direction, until it meets Crewe Road, where it would re-join the existing settlement boundary.</p> <p>This would result in the creation of a strong boundary, using a feature that is likely to be permanent, in the form of the new boundary to Crewe Green Roundabout.</p> |
| 8 | This boundary is not impacted by any LPS Strategic Site Allocations, | This boundary is not impacted by any extant planning consents. | This boundary is not impacted by any existing built | The boundary does not exclude land that has a functional | The settlement boundary relates to readily recognisable | No change to existing boundary. |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|--|---|--|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | <p>SADPD Site Allocations or Neighbourhood Plan site allocations.</p> <p>The boundary runs alongside land that has been developed for employment uses, in accordance with its allocation for such development, in the Borough of Crewe and Nantwich Replacement Local Plan 2011.</p> | | development. | relationship to the built-up area. | features that are likely to be permanent: it follows a combination of woodland and highway boundaries. | |
| 9 | This boundary follows that of the site LPS 8 South Cheshire Growth Village, South East Crewe. | Land to the west (but not immediately adjoining) the site LPS 8 South Cheshire Growth Village, South East | This boundary is not impacted by any existing built development. | The boundary does not exclude land that has a functional relationship to the built-up area. | The settlement boundary relates to readily recognisable features that are likely to be | <p>No change to existing boundary:</p> <ul style="list-style-type: none"> • Where boundaries do not currently exist, the Policy requires that |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--|--|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | This boundary is not impacted by any SADPD Site Allocations or Neighbourhood Plan site allocations. | Crewe forms site LPS 2 Basford East and has outline planning approval for 490 dwellings and a primary school (14/4025N, granted 09/02/16). Condition 30 of this approval requires a pedestrian link to be provided between LPS 3 and LPS 8 (then referred to as site D1), which is in accordance with point (i) of Policy LPS 2 and point 4 of Policy LPS 8. | | | permanent: it follows a combination of highway, woodland, road and field boundaries. Where boundaries do not currently exist, the Policy requires that they are created – such as Point (b) of Policy LPS 8. | they are created; <ul style="list-style-type: none"> • A pedestrian link is required to be provided between site LPS 8 South Cheshire Growth Village, South East Crewe and site LPS 2 Basford East. The two sites are adjacent to each other but do not immediately adjoin. It is considered that a pedestrian link could be created without having to amend the settlement boundary for either of the two sites. |
| 10 | Most of this boundary follows that of the site LPS 2 Basford East. This boundary is | Site LPS 2 Basford East has outline planning approval for 490 dwellings and a primary school (14/4025N, | This boundary is not impacted by any existing built development. | The boundary does not exclude land that has a functional relationship to the built-up area. | The settlement boundary relates to readily recognisable features that are likely to be | The settlement boundary should be amended: 10A – to follow the northern edge of the |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|--|---|---|--|---|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | not impacted by any SADPD Site Allocations or Neighbourhood Plan site allocations. | granted 09/02/16). Condition 30 of this approval requires a pedestrian link to be provided between LPS 3 and LPS 8 (then referred to as site D1), which is in accordance with point (i) of Policy LPS 2 and point 4 of Policy LPS 8. | | | permanent: it follows a combination of highway, footpath, railway and field boundaries. | A500 to the south of LPS 2. A pedestrian link is required to be provided between site LPS 8 South Cheshire Growth Village, South East Crewe and site LPS 2 Basford East. The two sites are adjacent to each other but do not immediately adjoin. It is considered that a pedestrian link could be created without having to amend the settlement boundary for either of the two sites. |
| 11 | The boundary follows that of the western boundary of site LPS 2 Basford East; the | Part of site LPS 3 Basford West was granted Reserved Matters planning approval on | This boundary is impacted by the railway line and associated adjacent built | The boundary does not exclude land that has a functional relationship to the | The settlement boundary relates to readily recognisable features that are | The existing boundary currently excludes the railway line and built form adjacent to it. The settlement boundary |

| Ref | Stage 1 | Stage 2 | | Stage 3 | | Boundary recommendations |
|-----|--|---|---|---|--|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | <p>boundary follows most of the eastern and southern boundaries of the site LPS 3 Basford West.</p> <p>This boundary is not impacted by any SADPD Site Allocations or Neighbourhood Plan site allocations.</p> | <p>24/09/15 (15/2943N) for up to 370 dwellings, a local centre, public house (also subsequent approval 17/1360N granted for public house 12/04/17), hotel and car showroom. Development is currently under construction.</p> <p>Outline planning approval (14/0378N) for B2 and B8 uses on the remaining part of the site was granted on 18/07/14. An application (17/3377D) to discharge condition 5 on 14/0378N</p> | form. | built-up area. | likely to be permanent: it follows a combination of highway, railway and field boundaries. | <p>should be amended:</p> <p>11A - to follow the A500 Shavington bypass, where it crosses the railway line, from the south western corner of LPS 2 Basford East, to the south east corner of LPS 3 Basford West. It is considered that this creates a more logical boundary that recognises that LPS 2 Basford East and LPS 3 Basford West lie either side of the railway line and that the railway line will be well enclosed by the urban area, when LPS 2 Basford East and LPS 3 Basford West are completed.</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|---|--|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | (submission and approval of a phasing plan) was submitted on 04/07/17 and was discharged on the 10.04.18. | | | | |
| 12 | <p>Part of the boundary follows that of the western boundary of site LPS 3 Basford West.</p> <p>The current settlement boundary excludes site CFS 594 Land off Gresty Road which is recommended for allocation for employment use in the SADPD.</p> | This boundary is not impacted by any extant planning consents. | <p>Land has recently been developed for housing:</p> <p>south of Crewe Road; west of Gresty Green Road.</p> <p>Land north of Gresty Lane is occupied by various employment uses.</p> <p>Ribbon</p> | <p>Existing residential development: south of Crewe Road; west of Gresty Green Road; to the east of Crewe Road and to the west of site LPS 3 Basford West.</p> <p>Existing employment development north of Gresty Lane.</p> | The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of highway, railway and field boundaries. | <p>The settlement boundary should be amended as follows:</p> <p>12A - At the start of this section of the settlement boundary, it follows the southern boundary of site LPS 3 Basford West and then travels in a northerly direction, to the rear of dwellings on the eastern side of Crewe Road. At this point it is proposed that the settlement boundary is amended, to include</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--------------------------------|--|---|--------------------------------|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | This boundary is not impacted by any Neighbourhood Plan site allocations. | | residential development is located to the east of Crewe Road and to the west of site LPS 3 Basford West. | | | the ribbon of dwellings on the eastern side of Crewe Road. The amended settlement boundary would follow Crewe Road, in a northerly direction, to its junction with Gresty Green Road and Gresty Lane, where it would then travel along Gresty Lane, in a westerly direction, including residential and employment development along Gresty Lane. At the western boundary of the employment development with the eastern boundary of an allotment site (reference CR29-2 in the Open Spaces Assessment 2012) the boundary would travel |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|--------------------------------|---|---|--------------------------------|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | <p>north until it met the railway line, thereby also including railway sidings within the settlement boundary which are almost surrounded by development. At this point, the amended boundary meets the existing settlement boundary.</p> <p>The resultant settlement boundary will include the built form of site LPS 3 Basford West; ribbon residential development to the east of Crewe Road and to the west of site LPS 3 Basford West; new residential development to the south of Crewe Road;</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|---|--|---|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | existing residential development along Crewe Road and Gresty Green Road; new residential development to the west of Gresty Green Road and railway lines and existing employment development north of Gresty Lane. |
| 13 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | This boundary is impacted by a planning consent on land north of Moorfields, for 146 dwellings (18/1193N) that is under construction. | This boundary is impacted by the dwellings constructed on the site north of Moorfields (18/1193N). | The boundary does not exclude land that has a functional relationship to the built-up area. | The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of mainly rear curtilage boundaries of properties, | The settlement boundary should be amended: 13A - to include the land north of Moorfields that has the benefit of planning approval for 146 dwellings. It will exclude the area of public open space shown in the reserved matters application |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|---|--|---|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | along with a road and public footpath. | (18/1193N). The resultant boundary would follow field boundaries that are currently formed of trees and hedgerows and will ultimately form the boundaries to the aforementioned approved residential development. |
| 14 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | This boundary is impacted by: Land to the rear of Cheerbrook Road, Willaston – Reserved Matters approved for 100 dwellings (17/0539N) this site is under construction. | This boundary is impacted by: A residential development of 40 dwellings at Eastern Road, Willaston (15/0971N) which has now completed. A residential | The boundary does not exclude land that has a functional relationship to the built-up area. | The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of road, railway and curtilage boundaries. | The settlement boundary should be amended to include the land that lies immediately adjacent to the settlement boundary and is the subject of the following planning approvals: 14A - Eastern Road, Willaston (15/0971N). The resultant boundary |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|---|---|---|--------------------------------|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | <p>Land to the north of Cheerbrook Road, Willaston – full planning permission granted for 20 houses (13/3762N) – this site is under construction.</p> <p>32 Cheerbrook Road – full planning permission granted for 6 houses (18/1352N) – this site is under construction.</p> | <p>development of 5 dwellings at 44 Cheerbrook Road (17/5274N) which has now completed.</p> | | | <p>would be created by the edge of the completed development and a tree/hedgerow field boundary;</p> <p>14B - Land to the rear of Cheerbrook Road: (17/5274N; 13/3762N; 17/0539N; 18/1352N). The resultant boundary would travel along the western and northern boundaries of the completed site of 5 dwellings (17/5274N) and along the western boundary of the site that is under construction for 100 dwellings (17/0539N) which meets the railway line and would be formed by the edge of the built form of</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--|---|---|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | those developments and tree/hedgerow field boundaries. |
| 15 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | This boundary is not impacted by any extant planning consents. | This boundary is not impacted by any existing built development. | The boundary does not exclude land that has a functional relationship to the built-up area. | The settlement boundary relates to readily recognisable features that are likely to be permanent: it follows a combination of roads and curtilage boundaries of properties. | No change to existing boundary. |
| 16 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site | This boundary is not impacted by any extant planning consents. | Near to the start of this section of the boundary, it crosses Colleys Lane and follows Wistaston Footpath 5 | Near to the end of this section of the boundary, it passes the western edge of a cemetery which is enclosed by development on 3 | The settlement boundary relates to readily recognisable features that are likely to be permanent: curtilage | The settlement boundary should be amended: 16A - to exclude all of the 'Crewe Road Allotments CR32-9'. The amended |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|--------------------------------|--|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | allocations. | | which is located in a gap between two dwellings. There are further dwellings that continue as 'ribbon development' in a north westerly direction along the eastern side of Colleys Lane, however this is not echoed on the western side of Colleys Lane and it is considered that the gap between the two dwellings which is traversed by the public footpath provides a | sides. It is therefore considered that this should remain within the settlement boundary, as it displays a high level of containment and has a strong functional relationship with the existing urban area. | boundaries of properties. The boundary does however travel through an allotment site – included in the Open Spaces Assessment (2012) as 'Crewe Road Allotments CR32-9'. It is considered that as this site lies on the edge of the settlement and is not surrounded by development, there is not any need for it to be included within the settlement boundary. | settlement boundary would then follow the rear curtilage boundaries of properties on Crewe Road and Sandylands Park. This will result in the creation of a strong, permanent boundary. |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|--|---|---|--|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | logical point for the edge of the settlement boundary. | | | |
| 17 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | This boundary is impacted by a reserved matters approval (17/6042N) for 300 dwellings which is now under construction. | This boundary is impacted by the reserved matters approval (17/6042N) for 300 dwellings which is now under construction.. | The boundary does not exclude land that has a functional relationship to the built-up area. | <p>The settlement boundary relates to readily recognisable features that are likely to be permanent: curtilage boundaries of properties.</p> <p>The boundary does however include two distinct areas of public open space: Firstly at the start of this section of the settlement boundary</p> | <p>The settlement boundary should be amended in 3 locations along this section:</p> <p>17A - Firstly, to exclude all of the open space that is currently included within it at:</p> <p>CR27-4 'Eric Swan site'; Wistaston Church Lane Academy and the Wistaston Memorial Hall - CR27-5 and CR27-6 in the Open Spaces Assessment (2012). A new boundary could be created here that would travel in an easterly direction, initially</p> |

| Ref | Stage 1 | Stage 2 | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|--------------------------------|---|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | |
| | | | | | <p>(CR27-4 'Eric Swan site'; Wistaston Church Lane Academy and the Wistaston Memorial Hall - CR27-5 and CR27-6 in the Open Spaces Assessment (2012));</p> <p>Secondly, to the east of Wistaston brook - (CR23-3 Joey the Swan/Wistaston brook and CR18-2 Wistaston brook in the Open Spaces Assessment (2012)).</p> <p>following the rear curtilage boundaries of properties on the northern side of Abbey Fields and the route of Wistaston Footpath 6. The boundary would then follow the built form of Wistaston Church Lane Academy, the rear curtilages of properties on the western side of Church Lane and Wistaston Memorial Hall. This reflects the boundary of the open space shown as being subject to Policy RT.1 in the saved Borough of Crewe and Nantwich Replacement Local Plan 2011.</p> <p>17B - Secondly, to include the area of land</p> |

| Ref | Stage 1 | Stage 2 | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|--------------------------------|---|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | |
| | | | | | <p>These areas of open space lie adjacent to but not within the built form of the settlement.</p> <p>to the north of Wistaston Church Lane Academy and the Wistaston Memorial Hall - CR27-5 and CR27-6 in the Open Spaces Assessment (2012) and properties north of Church Lane, to include the area of land that is covered by the development site of 300 dwellings (17/6042N) which is under construction (excluding the areas of open space to the periphery. This will provide a boundary that is defined by trees, hedgerows and Wistaston Brook.</p> <p>17C - Thirdly, to exclude all of the open space that is currently</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|------------------------------------|--------------------------------|---|---|--------------------------------|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | <p>included within it at: the east of Wistaston brook - (CR23-3 Joey the Swan/Wistaston brook and CR18-2 Wistaston brook in the Open Spaces Assessment (2012)). A new boundary could be created here that would follow Church Lane, then travel along the western boundary of Valley Road and Wistaston Green Road. It would then follow the curtilage boundaries of properties on Laurel Drive, Beech Drive, Willow Crescent, Hawthorn Lane, Laburnum Avenue, Elm Close, Mulberry Road and Field Lane, finally joining Wistaston Green Road, where it</p> |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|---|---|--|--|---|--|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | | | | | would travel in a westerly direction, until it met the western boundary of an area of woodland on the northern side of Wistaston Green Road. |
| 18 | This boundary is not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | This boundary is impacted by: 14/1326N – an outline application for 150 dwellings approved at appeal on the 22.10.15 on land north of Wistaston Green Road which lies immediately to the southwest of the existing settlement boundary. A Reserved Matters approval (16/6087N) for this site was | This boundary is impacted by the dwellings that have been constructed as part of the development north of Wistaston Green Road (16/6078N). | The boundary does not exclude land that has a functional relationship to the built-up area. The boundary includes an area of woodland and allotments (CR 18-1 and CR 18-2 in the Open Spaces Assessment (2012)). It is not proposed to exclude the area | The settlement boundary relates to a readily recognisable feature – Wistaston Brook - that is likely to be permanent. | The settlement boundary should be amended: 18A - to include the two areas of land north of Wistaston Green Road that have the benefit of planning approval for 150 dwellings and are under construction, along with a dwelling and its curtilage that lies between the two areas to be developed. The new boundary |

| Ref | Stage 1 | Stage 2 | | Stage 3 | | Boundary recommendations |
|-----|------------------------------------|--|---|--|--------------------------------|---|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | | granted 07/07/17. This site is split into two, with a dwelling and its curtilage lying between the two portions. It is currently under construction. | | of woodland and the adjacent allotments from the settlement boundary, as they are both considered to display a high level of containment, currently being surrounded by development on 3 sides and ultimately on 4 sides, when the development of the land to the west of the site has taken place (16/6087N). | | would follow Wistaston Green Road, to its junction with the A530 Middlewich Road; it would then follow the A530 Middlewich Road to its junction with Wistaston Brook; this is considered to be a strong boundary that will follow readily recognisable features – Wistaston Green Road and Wistaston Brook - that are likely to be permanent. |
| 19 | This boundary is | This boundary is not | This boundary is | The boundary | The settlement | No change to existing |

| Ref | Stage 1 | Stage 2 | | | Stage 3 | Boundary recommendations |
|-----|--|---|---|--|--|--------------------------|
| | Criteria A, B, C (allocated sites) | Criteria D (planning consents) | Criteria E (relation to physical built up area) | Criteria F (relation to use of built up area) | Criteria G (physical features) | |
| | not impacted by any LPS Strategic Site Allocations, SADPD Site Allocations or Neighbourhood Plan site allocations. | impacted by any extant planning consents. | not impacted by any existing built development. A farmstead and its associated outbuildings lies to the west of the A530 Middlewich Road however the buildings are rural in nature and relate strongly to the surrounding countryside. | does not exclude land that has a functional relationship to the built-up area. | boundary relates to a readily recognisable feature –A530 Middlewich Road - that is likely to be permanent. | boundary. |

Table Crewe 19: Boundary review and recommendations

6.8 The recommended boundary is shown in Appendix 6.

Wistaston Settlement Boundary

6.9 The Wistaston Neighbourhood Plan was made on 7 December 2017. This defines a settlement boundary for Wistaston under policy H4, which is effectively an update of the Crewe settlement boundary falling within the parish of Wistaston. The settlement boundary within the Wistaston Neighbourhood Plan is different in some areas to that proposed within this Report, which is explained below in Table Crewe 20. The changes are also shown in Appendix 6.

| Ref | Changes to Settlement Boundary | Conclusion |
|-----|---|---|
| A | Wistaston NP excludes residential properties further to the east and south of Crewe Road and also those properties located along Wistaston Road. This is because these properties fall within the parish boundary of Willaston. | To include the residential properties as these form part of the built up area and have a strong functional relationship. |
| B | Wistaston NP includes Crewe Road allotments. | To exclude Crewe Road allotments from the settlement boundary as this is located on the outskirts of the settlement and has no clear functional relationship with the existing built up area. |
| C | Wistaston NP includes open space at Wistaston Church Lane Academy, the Wistaston Memorial Hall and the areas of landscaping included within the reserved matters approval (17/6042N) for 300 dwellings which is now under construction | To exclude the area of open space at Wistaston Church Lane Academy and the Wistaston Memorial Hall and the areas of landscaping included within the reserved matters approval (17/6042N) for 300 dwellings which is now under construction from the settlement boundary as this is adjacent to but not within the built form of the settlement. |
| D | Wistaston NP includes the areas of landscaping included within the reserved matters approval (17/6042N) for 300 dwellings, the which is now under construction, the electricity substation and the open space to the east of Wistaston Brook. | To exclude the areas of landscaping included within the reserved matters approval (17/6042N) for 300 dwellings which is now under construction, the electricity substation and the area of open space to the east of Wistaston Brook from the settlement boundary as this is adjacent to but not within the built form of the settlement. |
| E | Wistaston NP excludes the small area of green space that is within the planning approval for 150 dwellings (17/6087N). | To include the small area of green space in the settlement boundary. The settlement boundary is instead proposed to follow a readily recognisable feature - Wistaston Green Road - which is considered to be a strong boundary that is likely to be permanent. |
| F | Wistaston NP excludes the | To include the dwelling and its curtilage |

| Ref | Changes to Settlement Boundary | Conclusion |
|-----|---|--|
| | dwelling and its curtilage that is located between the two areas to be developed. | in the settlement boundary as it will be surrounded by development on 3 sides. The settlement boundary is instead proposed to follow a readily recognisable feature - Wistaston Green Road - which is considered to be a strong boundary that is likely to be permanent. |
| G | Wistaston NP follows the built form of the planning approval for 150 dwellings (17/6087N) and excludes a small area of greenspace along the western boundary. | To include the small area of greenspace in the settlement boundary. The settlement boundary is instead proposed to follow a readily recognisable feature - Middlewich Road - which is considered to be a strong boundary that is likely to be permanent. |
| H | Wistaston NP excludes the built up area of Crewe to north and east. This is because this area falls within the Town Council of Crewe. | To include the area to the north and east in the settlement boundary as this forms part of the built up area. |

Table Crewe 20: Boundary review against Wistaston NP

Willaston Settlement Boundary

6.10 The Willaston Neighbourhood Plan was made on 7 December 2017. This defines a settlement boundary for Willaston under policy H4, which is effectively an update of the part of the Crewe settlement boundary falling within the parish of Willaston. The settlement boundary within the Willaston Neighbourhood Plan is different in some areas to that proposed within this Report, which is explained below in Table Crewe 21. The changes are also shown in Appendix 6.

| Ref | Changes to Settlement Boundary | Conclusion |
|-----|--|--|
| A | Willaston NP excludes residential properties to the north and south of Crewe Road and also along Holly Place and Gerards Gardens. This is because these properties fall within the parish boundary of Wistaston. | To include the residential properties as this forms part of the built up area and has a strong functional relationship. |
| B | Willaston NP includes the area of public open space in the development of 146 dwellings which is under construction (18/1193N). | To exclude the area of public open space shown in the layout plan for the reserved matters application and to follow the built form to create a stronger permanent boundary. |
| C | Willaston NP excludes a small part of an industrial building and its curtilage which is located at the | To include the industrial building within the settlement boundary to create a strong boundary. |

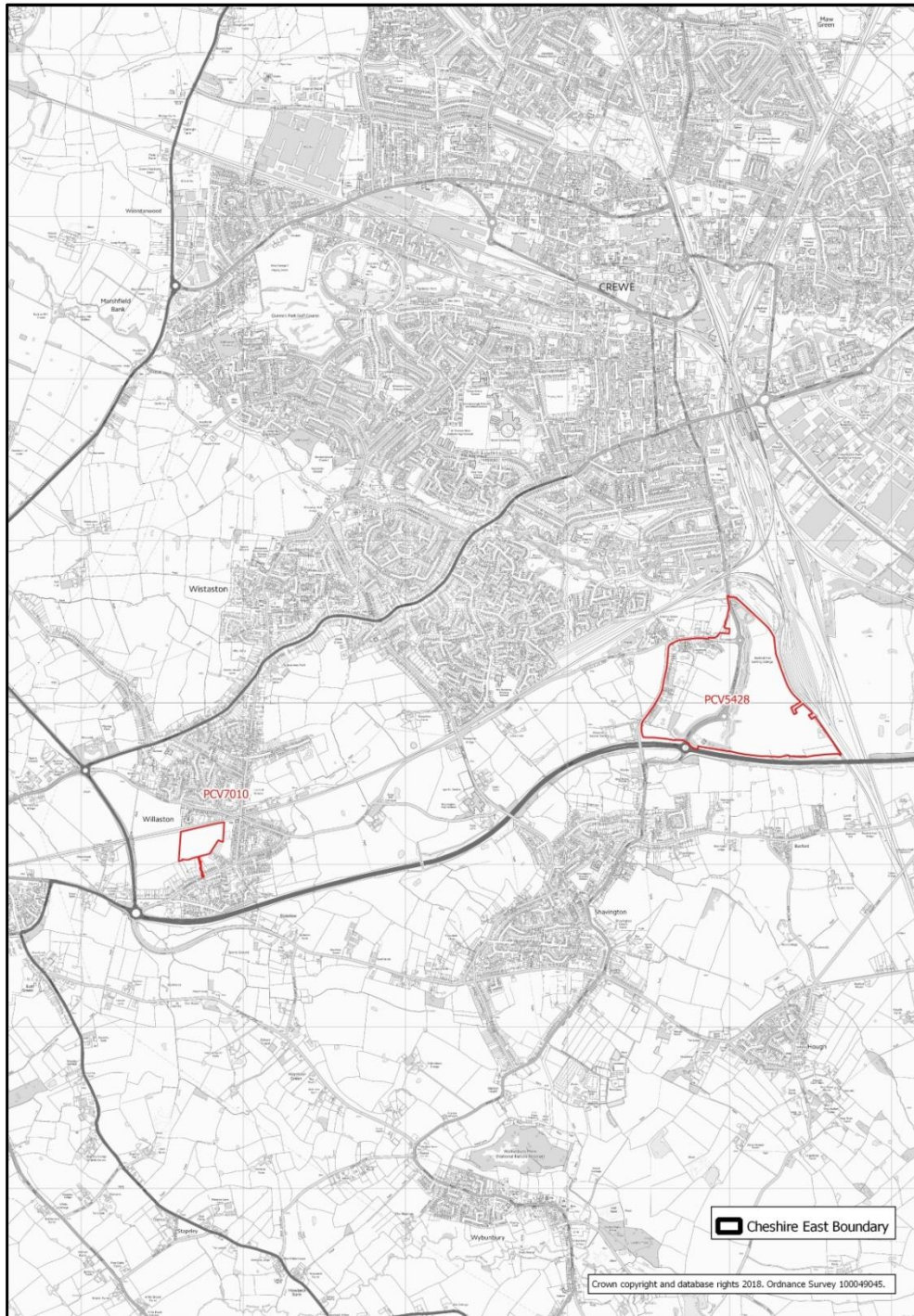
| Ref | Changes to Settlement Boundary | Conclusion |
|-----|--|--|
| | end of Tricketts Lane. This is because the industrial building and its curtilage falls within the parish boundary of Rope. | |
| D | Willaston NP excludes part of the railway line to the south of the industrial buildings located along Tricketts Lane. | To include the railway line which is located in between the industrial buildings along Tricketts Lane and the development of 40 dwellings which has now completed (15/0971N). This is considered to create a strong boundary that is likely to be permanent. |
| E | Willaston NP excludes development to the south of Old Newcastle Road. This is because the land falls within the parish boundary of Stapeley. | To include the development to the south of Newcastle Road which is considered to form part of the built up area. The boundary instead relates to a readily recognisable feature - A500 - which is considered to be a strong boundary that is likely to be permanent. |
| F | Willaston NP excludes part of the railway line to the rear of properties along Park Road (No. 6 - 74). | To include the railway line which is situated in between the rear of properties located to the south of Park Road and the approved development that is under construction (17/0539N) for 100 dwellings which is considered to create a strong boundary that is likely to be permanent. |

Table Crewe 21: Boundary review against Willaston NP

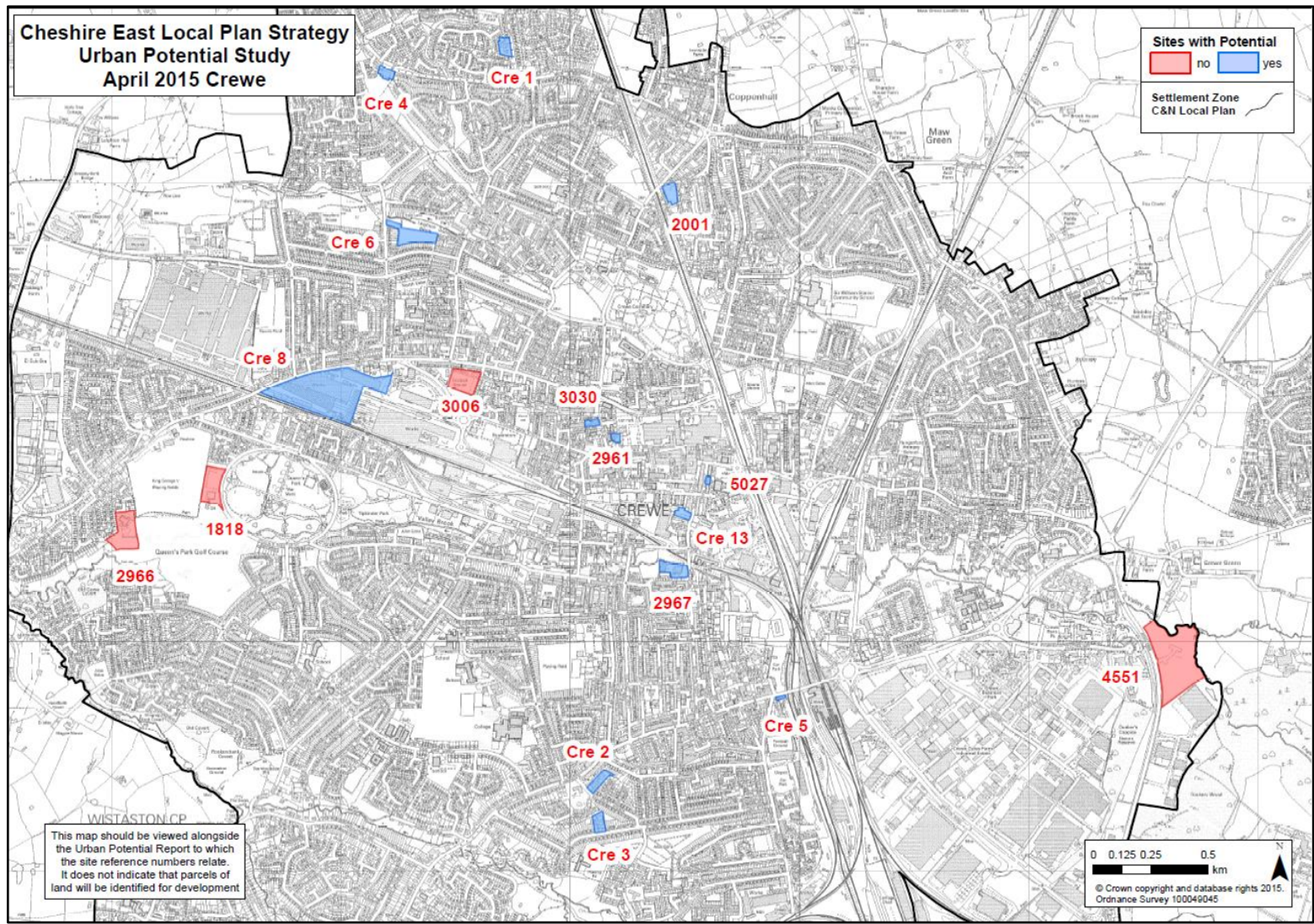
7. Appendices

Appendix 1: Site selection maps and table

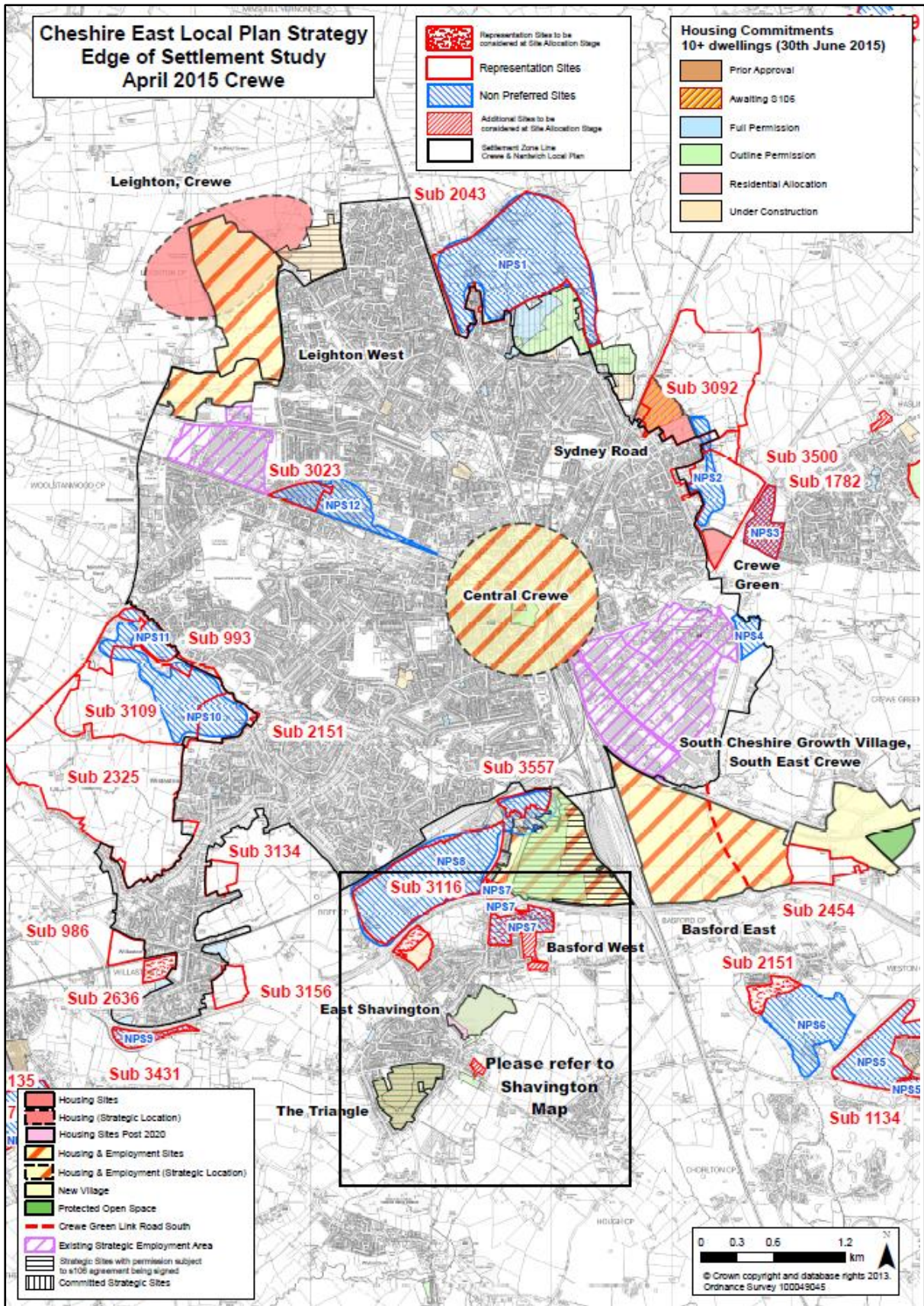
A: Stage 1 site maps



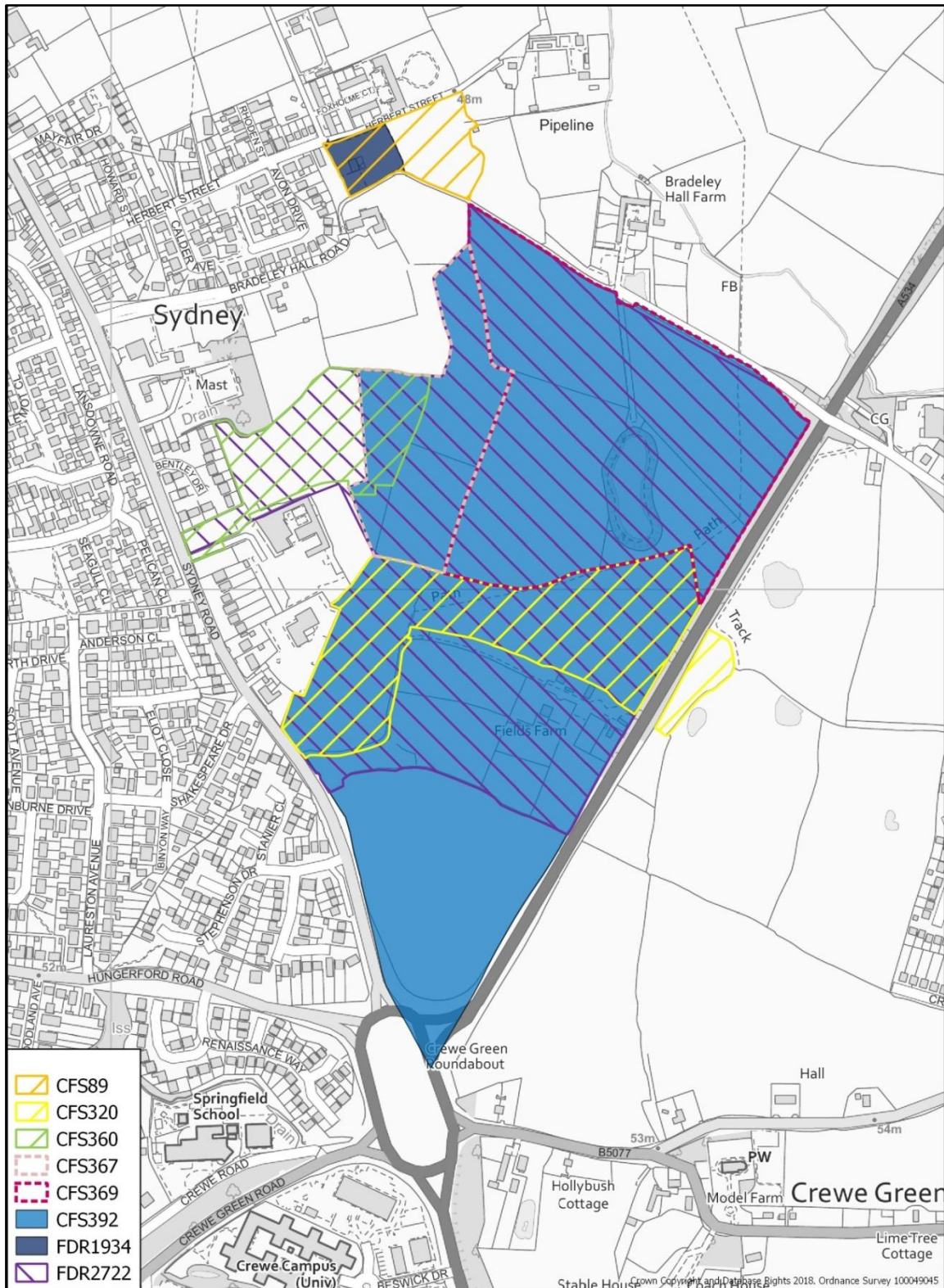
Map Crewe 3: Local Plan Strategy Crewe Final Site Selection Report (July 2016)



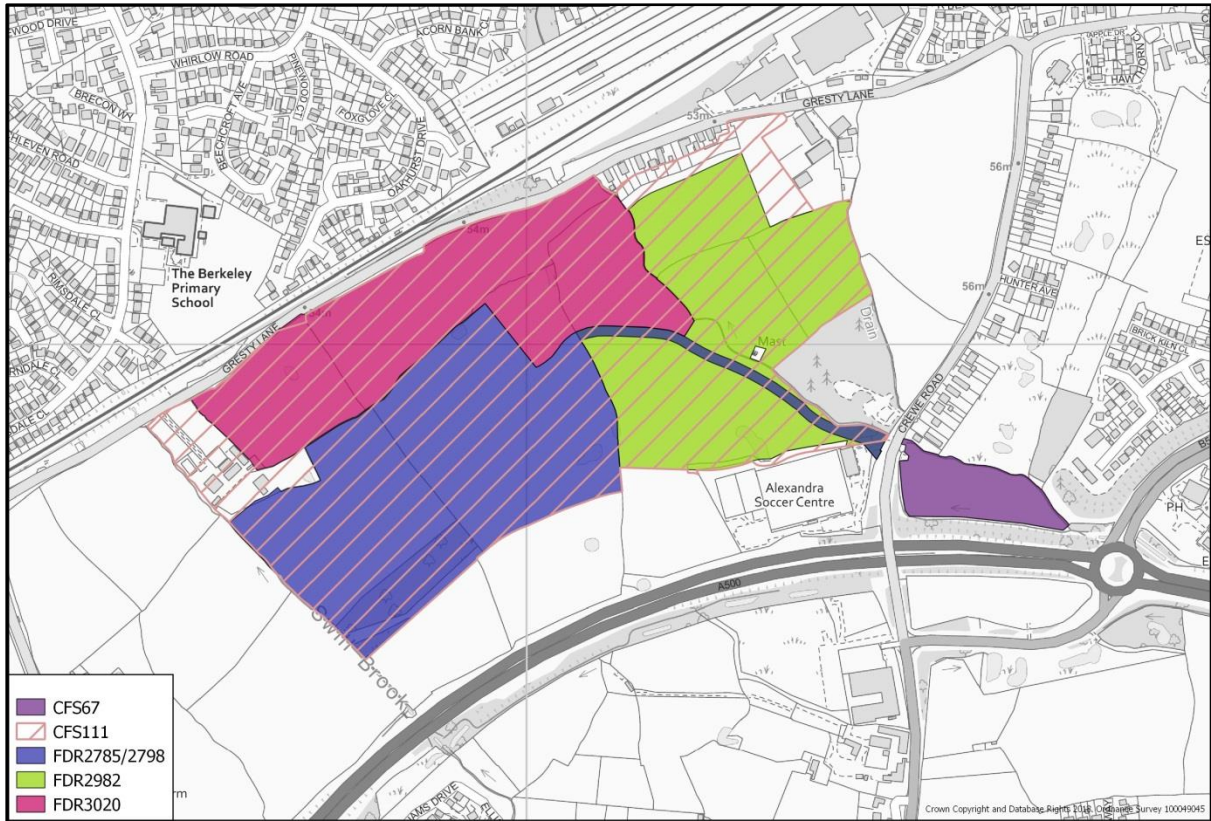
Map Crewe 4: Urban Potential Assessment (2015)



Map Crewe 5: Edge of Settlement Assessment (2015)

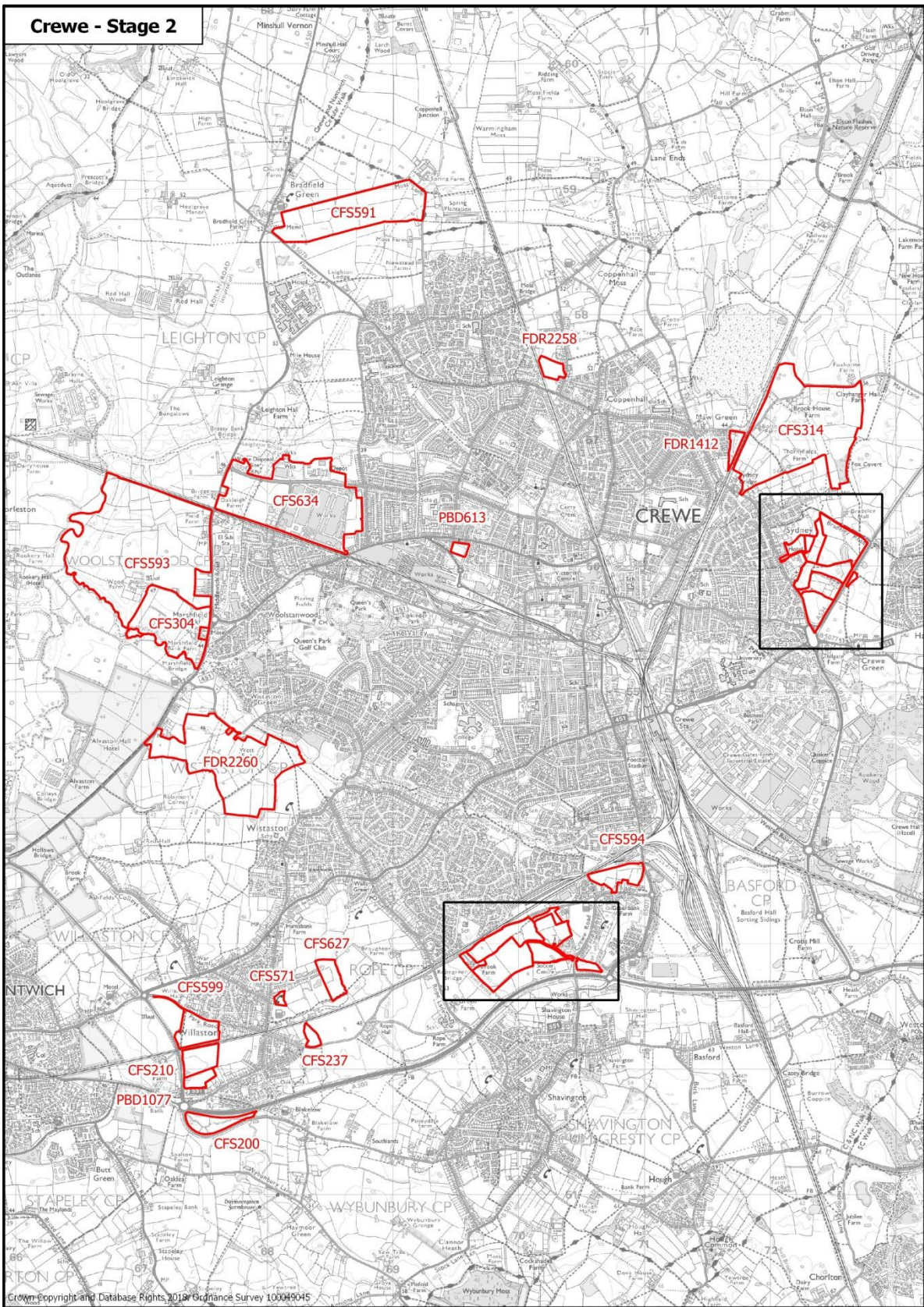


Map Crewe 6A: Call for sites (2017) First Draft SADPD Consultation sites (2018) and initial Publication Draft SADPD consultation sites (2019) North- Eastern Inset

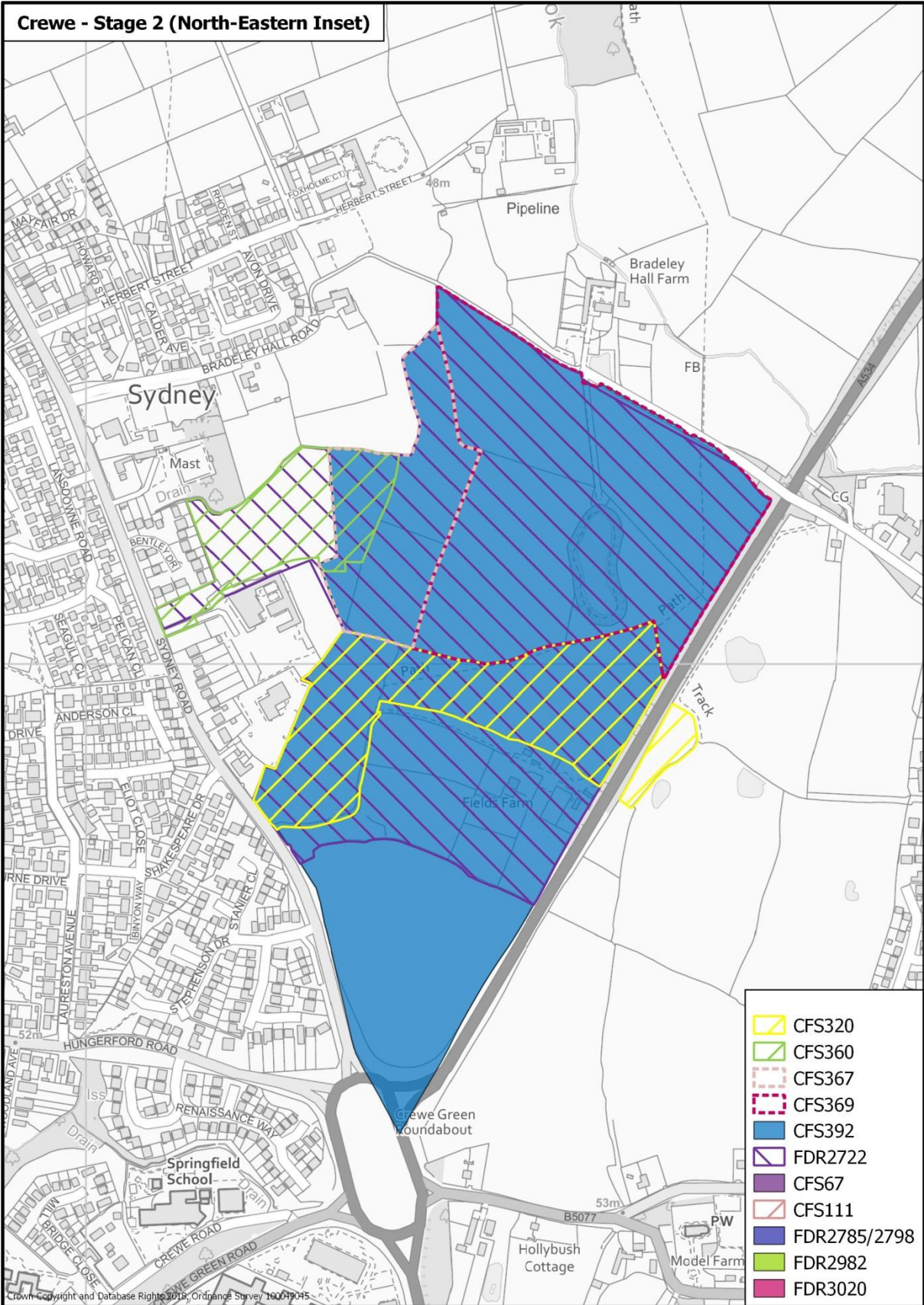


Map Crewe 6B: Call for sites (2017), First Draft SADPD Consultation sites (2018) and initial Publication Draft SADPD consultation sites (2019) Southern Inset

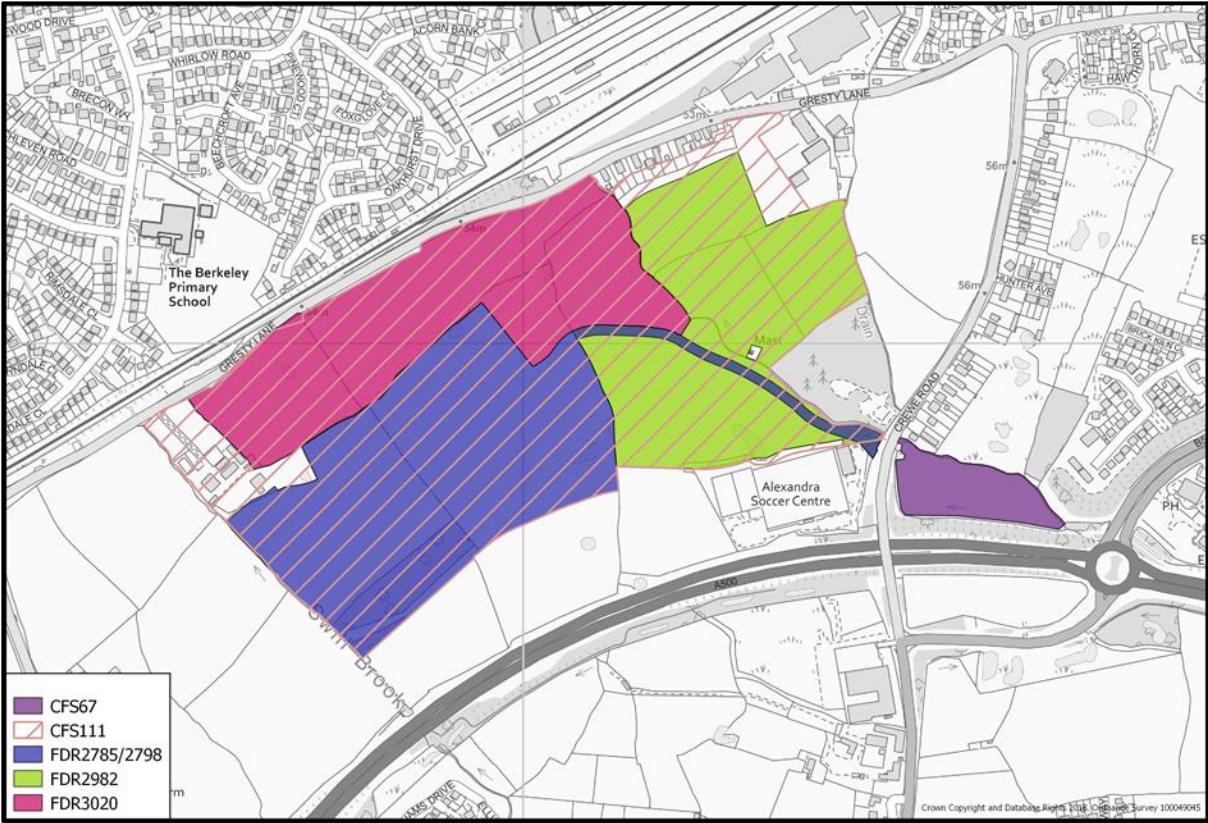
B: Stage 2 site map



Map Crewe 7: Stage 2 sites



Map Crewe 7A: Stage 2 sites: North Eastern Inset



Map Crewe 7B: Stage 2 sites: Southern Inset

C: Stage 1 and Stage 2 sites table

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|---------|---|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|---|
| A | PCV7010 | Cheerbrook Road, Willaston | 4.40 | 100 | 0 | 0 | No | Y | The site has full planning permission (17/0539N) and is now under construction. |
| A | PCV5428 | Land at Crewe Road, Shavington (adjacent to LPS 3 Basford West) | 1.23 | 37 | 0 | 0 | No | Y | The site is not being actively promoted in this format (see CFS 67). |
| B | Cre 1 | Land at 35 Mablins Lane | 0.38 | 17 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. In addition the |

⁸ A – Local Plan Strategy Settlement Final Site Selection Report (July 16), B – Urban Potential Assessment (Aug 15), C – Edge of Settlement Assessment (Aug 15), D – Call for sites (June 17), E – Local Plan Strategy Examination Hearings (Octo 16), F – First Draft SADPD Consultation sites (Oct 18), G – initial Publication Draft SADPD consultation (Sept 19).

⁹ Numbers in brackets are the developable areas, when stated in the call for sites / first draft SADPD/initial Publication Draft SADPD representations.

¹⁰ Figure as stated in call for sites / first draft SADPD/ initial Publication Draft SADPD representations or estimated at 30 dwellings per hectare.

¹¹ Exclude sites that: can't accommodate 10 dwellings or more, unless they are in the Green Belt or Open Countryside (as defined in the LPS) and are not currently compliant with those policies; are not being actively promoted; have planning permission as at 31/03/20; are in use (unless there is clear indication that this will cease); contain showstoppers (i.e. SPA, SAC, Ramsar, SSSI, functional floodplain (flood zone 3b), historic battlefield); are LPS Safeguarded Land; are allocated in the LPS.

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|------------|---|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|--|
| | | | | | | | | | site has now been redeveloped for housing (planning permission ref 17/3272N). |
| B | Cre 8 | Bombardier, West Street/Dunwoody Way | 6.88 | 300 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. In addition the site has full planning permission (17/6358N) approved 05/03/2018 for 84 bed care home and this has now completed |
| B | SHLAA 2967 | Former Manweb Depot, Electricity Street | 0.66 | 20 | 0 | 0 | No | Y | The site is not being actively promoted in this format (see CFS |

OFFICIAL

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Emplo land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|------------|--|------------------------|---------------------------|-----------------|-------------|-------------|---------------------------------|---|
| | | | | | | | | | 592). The site forms part of Strategic Location LPS 1 Central Crewe. |
| B | Cre 2 | Ethel Elks/Hilary Centre, Salisbury Avenue | 0.37 | 10 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. In addition the site has planning permission (17/3669N) approved for residential development 09/03/2018 and this has now completed. |
| B | SHLAA 3030 | Junction of Heathfield Avenue and Hightown | 0.18 | 14 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. |

OFFICIAL

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|------------|---------------------------------------|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|---|
| | | | | | | | | | In addition the site has planning permission for residential development (15/1545N) and is under construction |
| B | SHLAA 5027 | Imperial Chambers, Albert Street | 0.06 | 12 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. In addition the site has planning permission (14/4098N) approved 21/10/2014 for change of use to residential – and this is now completed. |
| B | SHLAA 2001 | Land adj the Bridge Inn, Broad Street | 0.43 | 19 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|--------|-----------------------------|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|--|
| | | | | | | | | | Strategic Location LPS 1 Central Crewe. In addition the site has planning permission (15/3863N) approved 28/09/16 for residential development and this is now completed. . |
| B | Cre 13 | Land W of Chester Bridge | 0.12 | 44 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. |
| B | Cre 3 | Manor Way Centre, Manor Way | 0.39 | 14 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. In addition planning |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|-------|----------------------------------|------------------------|---------------------------|----------------------|----------------|----------------|---------------------------------------|---|
| | | | | | | | | | permission (17/1477N) approved 31/01/2018 for residential development and this is now completed. |
| B | Cre 4 | Merlin Pub, Bradfield Road | 0.17 | 15 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. In addition planning permission (19/2432N) approved 17 July 2019 for the redevelopment of the Public House to a retail store and this is now completed. |
| B | Cre 5 | Nantwich House, Nantwich Road | 0.04 | 20 | 0 | 0 | No | Y | Site is not being actively promoted and |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Emplo land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|------------|---|------------------------|---------------------------|-----------------|-------------|-------------|---------------------------------|--|
| | | | | | | | | | forms part of Strategic Location LPS 1 Central Crewe. In addition planning permission approved (19/1121N) 28 August 2019 for change of use to an aparthotel. |
| B | Cre 6 | Frank Webb Ave/Brooklands Grove, North of Timbrell Avenue | 0.60 | 18 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. |
| B | SHLAA 2961 | Rear of Jubilee Gardens, St Pauls Street | 0.12 | 20 | 0 | 0 | No | Y | Site is not being actively promoted and forms part of Strategic Location LPS 1 Central Crewe. |
| C | SUB 2636 | Land to the rear (north) of Cheerbrook | 4.40 | 100 | 0 | 0 | No | Y | See also PCV7010 above. The site |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|-----------------|-------------------------------------|---------------------------|---------------------------|----------------|-------------|---------------------------|---------------------------------|---|
| | | Road, Willaston | | | | | | | has full planning permission (17/0539N) and is now under construction. |
| C | SUB 3431 (NPS9) | Newcastle Road, Willaston | 5.63 | 0 | Up to 5.63 | Up to 5.63 | No | Y | Site has been actively promoted through the call for sites – see CFS 200/FDR2404 below |
| D | CFS 67 | Land at Crewe Road, Shavington | 1.26 | 20 | 0 | 0 | No | N | |
| D | CFS 89 | Sydney Cottage Farm, Herbert Street | 1.21 ¹² (0.61) | 12-20 | 0 | 0 | Open space including SUDs | Y | The area identified as developable has outline planning permission for 12 dwellings (18/3477N). |
| F | FDR 1934 | Sydney Cottage | 0.42 | 12 | 0 | 0 | No | Y | A smaller part of |

¹² Representation states site is 1.21 ha although developable area is 0.6. The area identified by the representation as developable now has outline permission (18/3477N) for 12 dwellings.

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|-----------------------------|-----------------------------------|------------------------|---------------------------|----------------|-------------|---|---------------------------------|--|
| | | Farm | | | | | | | CFS 89. The site has outline planning permission for residential development (18/3477N). |
| D | CFS 111 | Gresty Lane, Shavington | 29.42 | Up to 883 | Up to 29.42 | Up to 29.42 | Up to 29.42 | N | |
| F | FDR 2798 | Gresty Lane, Shavington | 11 | 150 | 0 | 0 | Open space | N | A smaller part of CFS 111 |
| F | FDR 2785 | Gresty Lane, Shavington | 27.3 | 450 | 0 | 0 | Open space | N | A smaller part of CFS 111 |
| F | FDR 2982 | Gresty Lane, Shavington | 8.6 | 150 | 0 | 0 | Open space | N | A smaller part of CFS 111 |
| F | FDR 3020 | Gresty Lane, Shavington | 8.3 | 150 | 0 | 0 | Open space | N | A smaller part of CFS 111 |
| D/F/G | CFS 200/ FDR 2404/ PBD 1308 | Land at Newcastle Road, Willaston | 5.08 | 0 | Up to 5.08 | 0 | Public house, hotel, travel facility, roadside service area/filling station | N | Part of the site to the west is in flood zone 3b, but this is not considered a showstopper for the whole site. |
| D/F/G | CFS 210/ FDR1752/ PBD1641/ | Land E of Nantwich Bypass, | 8.02 | 200 | 0 | 0 | No | N | PBD 1077 is a smaller part of CFS 210 |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|-----------------------------|---------------------------------|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|---|
| | PBD1077 | Willaston | | | | | | | |
| D | CFS 237 | Land off Eastern Road | 1.54 | 30 | 0 | 0 | No | N | |
| D | CFS 304 | Land at Marshfield Bank Farm | 24.30 | 466 | 1.73 | 0 | No | N | Part of the site to the south is in flood zone 3b, but this is not considered a showstopper for the whole site. CFS 304 is a smaller part of CFS 593 / FDR 2787 |
| D/F | CFS 310/ FDR2260 | Land to the south west of Crewe | 48.70 | 1,000 | 0 | 0 | No | N | |
| D/F/G | CFS 314/ FDR2259/PBD1136 | Land at Sydney Road | 43.83 ¹³ | Up to 1,315 | 0 | 0 | No | N | The southern part of the site falls within LPS 7 and has planning permission for residential development (19/4337N, |

¹³ Rep states 62.65ha, however part of site is allocated in LPS for 525 dwellings (18.82ha) (LPS 7 Sydney Road), and the north-eastern part of LPS 7 has outline permission (15/0184N) allowed on appeal for residential (9.85ha), therefore the remainder of the site is considered.

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|-----------------|---|------------------------|---------------------------|----------------------|----------------|--|---------------------------------------|--|
| | | | | | | | | | 18/4050N & 19/3551N) and therefore this part of the site is excluded from the calculation of site area and number of dwellings. Area of flood zone 3b running through the site, but this is not considered a showstopper for the whole site. |
| D | CFS 320 | Land at Sydney Road | 5.12 | 150 | 0 | 0 | No | N | Smaller part of CFS392 |
| F/G | FDR2722/PBD2519 | Land south of Bradeley Hall Farm, Crewe | 15.5 | 415-600 | 0 | 0 | Possible hotel extension. Link road between Sydney Road and the A534 | N | Site area includes CFS 320, 360, 367 and 369 and part of the area of CFS392. An area of land to the north of the site is within |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|-----------------------------|---|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|--|
| | | | | | | | | | flood zone 3 but this is not a showstopper for the whole site. |
| D/F/G | CFS 360/ FDR2728/PBD2476 | Land rear of Hunters Lodge Hotel, Sydney Road | 2.56 (1.40) | 44 | 0 | 0 | No | N | Includes a small part of CFS 367 and CFS 392. See also FDR2722 |
| D | CFS 367 | Land to the east of Hunters Lodge | 3.34 (2.50) | 75 | 0 | 0 | No | N | Includes a small part of CFS 360 and CFS 392. A smaller part of FDR2722 |
| D | CFS 369 | Land south of Bradley Hall Road | 10.00 (2.48) | 72 | 0 | 0 | No | N | Part of the site to the north is in flood zone 3b, but this is not considered a showstopper for the whole site. See also FDR2722 |

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|----------------|---|-----------------------------|---------------------------|----------------|-------------|---|---------------------------------|--|
| D | CFS 392 | Land at Sydney Road | 22.57 ¹⁴ (12.11) | 363 | 0 | 0 | No | N | Includes CFS 320, CFS 369, CFS 367, small part of CFS 360. |
| D | CFS 396 | 44 Cheerbrook Road, Willaston | 0.48 | 5 | 0 | 0 | No | Y | The site has full planning permission for 5 dwellings (17/5274N) approved 29/01/2018 and is completed. |
| D | CFS 571 | Land to the east of Wistaston Road, Willaston | 0.72 | 22 | 0 | 0 | No | N | |
| D | CFS 591/PBD 22 | Flowers Lane/Moss Lane, Bradfield Green | 32.43 (20.5) | 720 | 0 | 0 | Spine road and green corridor to east of site | N | |
| D | CFS 592 | Electricity Street | 0.66 (0.4) | 145 | 0 | 0 | No | Y | The site forms part of Strategic Location LPS 1 Central Crewe. |

¹⁴ Rep states 25.6ha (actual measurement is 27.22ha); however part of site is allocated in the LPS for 150 dwgs (4.65ha) (LPS 6 Crewe Green), therefore the remainder of the site is considered.

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|----------------------------|---|------------------------|---------------------------|------------------------|-------------|-------------------------------------|---------------------------------|---|
| | | | | | | | | | See also SHLAA 2967 above. |
| D/G | CFS 593/ FDR 2791/PBD 2259 | Land west of Middlewich Road (West Crewe Sustainable Urban Expansion) | 113 | 1,800 | 0 | 0 | School and local centre, open space | N | The western and southern boundaries include flood zone 3b, but this is not considered a showstopper for the whole site. |
| D | CFS 594 | Land off Gresty Road | 5.69 | 0 | 5.69 | 0 | No | N | |
| D/F/G | CFS 599/ FDR1320/ PBD 861 | Land to the south of Park Road, Willaston | 5.08 ¹⁵ | 175 | 0 | 0 | No | N | PBD 861 has a slightly amended boundary |
| D | CFS 627 | Land east of Moorfields | 4.35 | 131 | 0 | 0 | No | N | |
| D | CFS 634 | Land at Bentley Motors, Pym's Lane, Crewe | 1.22 (net); 56 (gross) | 0 | 1.22 (net); 56 (gross) | 0 | No | N | Gross site area includes the existing Bentley Motors factory and land with the benefit of planning |

¹⁵ Rep stated a site area of 7.05ha and a developable area of 5.29ha.

| Source ⁸ | Ref | Site name and address | Size (ha) ⁹ | No. of dwgs ¹⁰ | Empl land (ha) | Retail (ha) | Other uses? | Sifted out? ¹¹ (Y/N) | Comments |
|---------------------|------------------|------------------------------------|------------------------|---------------------------|----------------|-------------|-------------|---------------------------------|---|
| | | | | | | | | | approval for employment development for Bentley Motors. |
| F | FDR 2258 | Land west of Broughton Road, Crewe | 2.49 | 75 | 0 | 0 | No | N | |
| F/G | FDR 1412/PBD 992 | Land off Sydney Road, Crewe | 1.11 | 40 | 0 | 0 | No | N | |
| G | PBD 613 | Land at Goddard Street | 1.17 | 74 | 0 | 0 | No | N | A full planning application has been submitted for 74 dwellings and is pending consideration (19/4896N). The site is allocated as 'Formal Open Space and School Playing Fields' in the Crewe and Nantwich Local Plan. |

Table Crewe 22: Stage 1 and 2 sites

OFFICIAL

Appendix 2: Traffic light forms

CFS 594, Land off Gresty Road, Crewe

- Gross site area 5.69 ha – owner specific employment (B1/ B8 uses)

| Criteria | Category | Commentary |
|--|----------|--|
| 1. Economically viable? | G | <p>As an employment proposal, the site would not currently be subject to a CIL charge.</p> <p>The site is greenfield and the proposal being is being promoted for employment purposes by Morning Foods.</p> |
| 2. Landscape impact? | A | <p>The site is not thought to have any negative impacts on Local Landscape Designations. The site is visible from the adjacent highways; the railway line to the north; Public Footpath 13 to the west of the site and a new public footpath and cycleway, to the east of the site.</p> |
| 3. Settlement character and urban form impact? | G | <p>The site is located immediately to the south of Crewe.</p> <p>The site is substantially enclosed by development on 3 sides.</p> |
| 4. Strategic Green Gap? | G | <p>The site is not located in the Strategic Green Gap.</p> |
| 5. Compatible neighbouring uses? | A | <p>This site is located immediately south of the railway line, railway sidings and a well established milling factory that operates 24 hours a day and produces both noise and odours and is a major employer.</p> <p>The site is bounded to the east by Crewe Road and a footpath and cycleway along the old route of Crewe Road; beyond this lies a small number of dwellings and some open land which is allocated for commercial development as part of site LPS3 Basford West. The site is bounded to the south by residential development, along Crewe Road; to the south of this lies further recently constructed residential development and Hickory's Restaurant.</p> <p>The Basford West development site LPS 3 extends to the south, beyond the recently</p> |

| Criteria | Category | Commentary |
|------------------------------|----------|---|
| | | <p>constructed residential development.</p> <p>The site is bounded to the west by Gresty Green Road, beyond which lies recently constructed residential development.</p> <p>The site is proposed for the expansion of the Morning Foods employment use to the north – mitigation would be required, to minimise any impact on adjacent residential development.</p> |
| 6. Highways access? | G | Access to the site can be achieved from Gresty Road however it may require the relocation/alteration of the existing bus stop facility. There are good footway links. |
| 7. Highways impact? | G | New infrastructure has been provided in the form of Jack Mills Way to accommodate traffic associated with this type of land use. |
| 8. Heritage assets impact? | A | <p>Yew Tree Farm and its barn are non-designated heritage assets on the Local List that lie on Crewe Road, adjacent to the south eastern corner of the site.</p> <p>Development of the site for employment uses would affect its (partial) open rural setting and thus its significance.</p> <p>Harmful impact of development could be mitigated/reduced by careful design, landscaping and distribution and by retaining an open “buffer” between the existing and proposed buildings.</p> |
| 9. Flooding/drainage issues? | A | <p>Flood Zone 2/3 (Gresty Brook) crosses the northern boundary of the site; the remainder of the site lies in Flood Zone 1.</p> <p>There may be some issues connecting to the foul sewer and this would require further consideration.</p> |
| 10. Ecology impact? | A | In HRA terms, the site is located within 3.2km of West Midlands Mosses SAC and Midland Meres and Mosses Phase 1 Ramsar and West Midlands Mosses SAC (Wybunbury Moss SSSI). Potential impact pathways may include recreational pressure or hydrological impacts on groundwater levels and/or groundwater contamination. |

| Criteria | Category | Commentary |
|----------|----------|--|
| | | <p>The site is also within the Impact Risk Zone for Wybunbury Moss in relation to air pollution.</p> <p>Gresty Brook crosses the northern boundary of the site, with potential for ecological impact; the Brook should be retained with a buffer of semi-natural habitat.</p> <p>There are a number of mature trees within the site and along its boundaries; hedgerows also run along some of the site boundaries.</p> <p>Otter were recorded on Gresty Brook in 2011. Impacts on otters could be mitigated through the provision of a buffer zone and method statement.</p> <p>Native crayfish are also likely to be present on the brook (one of only a tiny number of surviving populations in Cheshire). A significant buffer to the brook would be required together with avoidance of any contamination of the brook (the brook is already marginal for this species so any additional pollution may lead to the extinction of the species).</p> <p>Barn owls are likely to forage on the site – appropriate mitigation would be required.</p> <p>A small traditional orchard is located in the south of the site and this is a priority habitat that should be retained. A small area of woodland is also present and should be retained.</p> <p>A desk study submitted by the site promoter has also highlighted the potential presence of a number of other sensitive ecological receptors (priority butterfly species, priority birds, reptiles and great crested newts). These have all been recorded in the general area, but to establish whether they occur on the site a number of detailed surveys would be required at the correct time of year.</p> <p>There would be requirements for retention of</p> |

| Criteria | Category | Commentary |
|---|----------|--|
| | | the woodland, orchard and a buffer adjacent to the brook, along with appropriate mitigation and compensation. This would reduce the overall developable area of the site. |
| 11. TPO's on/immediately adjacent? | G | No TPOs on site. |
| 12. In an AQMA? | G | The site is not located in an AQMA. |
| 13. In/adjacent to an area of mineral interest? | A | In a known mineral resource area for salt. Surface development at this location is not considered to have an impact on below ground salt mining. |
| 14. Accessibility? | G | Majority of the criteria are green |
| 15. Public transport frequency? | G | <p>Bus service is commutable. There is a bus stop adjacent to the eastern boundary of the site.</p> <p>Bus number 39 serves the site to and from Crewe, Wybunbury and Nantwich; bus numbers 6, 6E, and 12 serve Gresty Road (a short walk away) to and from Shavington, Nantwich and Crewe.</p> <p>Site is within walking distance of Railway Station.</p> |
| 16. Brownfield/greenfield? | R | The site is greenfield. |
| 17. Agricultural land? | A | The agricultural quality of the site is grade 3. |
| 18. Contamination issues? | G | Low potential for contamination. As the site is proposed for employment, a Phase 1 or 2 site investigation would not be required. |
| 19. Employment land loss? | G | The site is not used for employment purposes. |
| 20. Distance to existing employment areas? | G | Within 200m of an existing employment area |

CFS 634, Land at Bentley Motors, Pyms Lane, Crewe

- Gross site area 56 ha, 1.22 ha (net) owner specific employment

| Criteria | Category | Commentary |
|---|----------|---|
| Economically viable? | G | <p>As an employment proposal, the site would not currently be subject to a CIL charge.</p> <p>The proposal is for employment purposes by Bentley Motors.</p> <p>The site is a mix of greenfield and brownfield land. There are no known site specific considerations that could impact on the site's overall broad viability.</p> <p>A hybrid planning application for employment development on the site (17/4011N) was approved in January 2019.</p> |
| Landscape impact? | A | <p>The site is not thought to have any negative impacts on Local Landscape Designations or Public Rights of Way.</p> <p>Site is visible from the railway line to the south and the surrounding highways of Pyms Lane, Sunnybank Road, Middlewich Road and Minshull New Road. Site is also visible from the adjacent cemetery.</p> <p>The site includes the 'Legends' leisure facility and associated open space which is the subject of the 'saved' Borough of Crewe and Nantwich Replacement Local Plan 2011 Policy RT.1 (Protection of open spaces with recreational or amenity value). It is not proposed that this area of the site is redeveloped. It is however important that this open space remains as part of the overall Bentley site.</p> <p>The landscape officer in the application (17/4011N) agreed with the findings of the Landscape and Visual Assessment and did not raise an objection subject to a complete planting specification to be submitted at detailed application stage.</p> |
| Settlement character and urban form impact? | A | <p>The site is substantially enclosed by development on two sides.</p> <p>The site lies immediately adjacent to the built form of Crewe which includes residential development, to the south and east.</p> |
| Strategic Green Gap? | G | <p>The site is not located in the Strategic Green</p> |

| Criteria | Category | Commentary |
|-------------------------------|----------|---|
| | | Gap. |
| Compatible neighbouring uses? | A | <p>The majority of the site comprises of the existing Bentley Motors site.</p> <p>Residential development lies to the east of the site and to the south of the railway line which forms the southern boundary of the site. The site is also bounded by open countryside to the north (this comprises the mixed use allocation LPS4 Leighton West) and west. A cemetery lies to the north east of the site.</p> <p>The Environmental Protection Officer raised no objections to the planning application for the site (17/4011N) subject to conditions / informatives requiring the submission of an acoustic mitigation scheme, a construction management plan (including dust control), restriction on hours of construction, submission of details of external lighting, provision of electric vehicle charging points, submission of a travel plan and further contaminated land survey.</p> |
| Highways access? | G | There is an existing access into the site. |
| Highways impact? | A | <p>Planning permission 17/4011N includes amendments to current access arrangements including the closure of Pyms Lane and Sunnybank Road to public traffic.</p> <p>The Highway Advisors raised no objection to the application subject to conditions. The following comments were made:</p> <p>“Traffic modelling has been undertaken to assess the impact of this new development and the closure of these roads on the operation of both the existing and future highway networks taking into account future development...Additional modelling has been undertaken on the assumption that the new development will generate traffic in line with the national traffic generation database (TRICS). This modelling has shown that the proposals including the closure of Pym’ Lane and Sunnybank Road are acceptable subject to the provision of mitigation schemes along Minshull New Road and the West Street/Sunnybank Road junction.”</p> |

| Criteria | Category | Commentary |
|---|----------|--|
| Heritage assets impact? | A | The main office/showroom is a non-designated Heritage Asset which is on the Local List. The building is Art Deco in design and highly distinctive. The development of the site could affect the buildings themselves and/or their setting. Any harm could be mitigated/reduced by retaining the buildings and careful design, height, landscaping and distribution of new buildings. |
| Flooding/drainage issues? | G | Site lies within Flood Risk Zone 1. Land to the north of the site boundary lies within Flood Risk Zones 2 and 3. |
| Ecology impact? | A | In HRA terms there are no impact pathways identified for the Site. There are some mature trees located within the site; hedgerows are located on some of the site boundaries. Appropriate mitigation would be required. There is a small pond present but based upon the information submitted with the application (17/4011N) it was considered that it is unlikely to support Great Crested Newts. |
| TPO's on/immediately adjacent? | G | No TPOs on site. |
| In an AQMA? | G | The site is not located in an AQMA. |
| In/adjacent to an area of mineral interest? | A | In a known mineral resource area for salt. Surface development at this location is not considered to have an impact on below ground salt mining. |
| Accessibility? | G | Majority of the criteria are green |
| Public transport frequency? | G | Bus service is commutable. Bus number 78 serves the site from Nantwich and Leighton Hospital. Bus number 85 serves the site from Nantwich and Hanley. |
| Brownfield/greenfield? | A | Mix of brownfield and greenfield. Buildings and car parks of the established Bentley Motors factory form part of the site. Part of the site is also formed by existing open space (pitches, tennis courts and a bowling green) and the 'Legends' indoor recreational facility. |
| Agricultural land? | G | Not classified (urban area) (MAgiC map) |
| Contamination issues? | R | High: landfill, depot, works. Phase 1 and 2 investigative studies required. |

| Criteria | Category | Commentary |
|--|----------|---|
| Employment land loss? | G | The proposed development will not result in the loss of land used for employment purposes |
| Distance to existing employment areas? | G | Part of the site is an existing employment site |

Appendix 3: Heritage Impact Assessments

HIA: CFS 594 Land off Gresty Road

| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|---|---|--|---|---|---|
| <p>Yew Tree Farm and Barn. (Locally Listed Buildings)</p> <p>Description in Local Listings SPD: “These farm buildings on a right-angle bend show the typical features of the area, with circular windows, arched entrances and cross-shaped ventilation holes.”</p> <p>Low Heritage</p> | <p>The site contributes marginally to the partial open, agricultural setting of the farmhouse and barns and is believed to be part of their former associated agricultural land. The openness of the site enables SW views of the Barn over it from the existing route of Gresty Road and its former route.</p> | <p>The development of the site would further erode: the visual links between the former agricultural buildings and their setting and; the historic functional link between the former agricultural buildings and the farm-land with which they were probably used.</p> | <p>The farm ensemble has retained an open strip of land between the buildings and the site but harm could be reduced by: a) retaining a further buffer zone of landscaped open land along the S boundary of the site with Yew Tree Farm; b) ensuring that the layout of the development retains or respects</p> | <p>The impact of the development of the site with these mitigation measures in place would be Minor.</p> | <p>The site could accommodate development for employment uses whilst respecting the setting of the heritage assets. Any harm could be mitigated / reduced to an acceptable degree. With mitigation measures in place, the development of the site would have Slight /Negligible adverse impact on</p> |

| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|----------------|---|---|--|---|---|
| Significance | | | historic field patterns and boundaries, as far as possible and; c) ensuring that the layout of any development and its detailed design are informed by <i>The Cheshire East Borough Design Guide</i> . | | the setting of these heritage assets. This impact would be at the lower end of the spectrum of “Less than substantial.” |

Table Crewe 24: Heritage impact assessment for CFS 594

HIA: CFS 634 Bentley Motors

| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|--|---|--|---|---|---|
| <p>Main Bentley Motors office/showroom and the adjacent office building to the East, (Locally listed Buildings)</p> <p>Description in Local Listings SPD: “Crewe is perhaps best known as being the home of Bentley Motors Limited. Pym's Lane is the longest ever serving home to the marque, opening in</p> | <p>The extensive site includes the heritage asset itself and its associated offices, workshops, storage areas and car parks, as well as some open land and roads. Whilst the site as a whole contributes to the industrial setting with which the showroom and offices are associated, they make virtually no positive contribution</p> | <p>The loss of the buildings which are heritage assets would represent total loss of their heritage significance. The development/redevelopment of the site excluding the heritage assets could harm the prominence of the heritage assets and their contribution to the street scene.</p> | <p>Harm could be reduced by: a) retaining the heritage assets; b) retaining the relationship between Pym's Lane as a thoroughfare and the buildings and; c) retaining the wide verge, trees and open forecourt in the vicinity of the heritage assets; d) ensuring that any new buildings on adjacent sites are</p> | <p>The impact of the development of the site with these mitigation measures in place would be Minor.</p> | <p>Development on the additional land would be appropriate in the context of the existing planning consents (17/4011N). The visual setting of the showroom and offices is restricted to a length of Pym's Lane within their immediate vicinity. With mitigation measures in place, the development of the site would have</p> |

| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|---|--|---|---|---|---|
| <p>1938. Art Deco in design, Bentley Motors is an imposing architectural building, representative of the economic and social legacy of Crewe.”</p> <p>The principle significance of the buildings is their architectural interest and their strong stylistic design. These buildings are late (1946 according to Pevsner) for their</p> | <p>to the visual setting of the offices and showroom. The public road with a wide verge and forecourt with semi-mature trees enable clear, albeit filtered views of the frontages of the heritage assets, which represent the main architectural features. The showroom has been altered with new windows and a large glazed canopy but these have only marginally reduced its architectural</p> | | <p>set back to enable views of the buildings on approaching them and; e) careful design, height, landscaping and distribution of any new buildings.</p> | | <p>Neutral/Slight adverse impact on the setting of these heritage assets. This impact would be at the lower end of the spectrum of “Less than substantial.”</p> |

| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|--|---|---|---|---|--------------|
| <p>architectural style (Art Deco) but are nevertheless highly distinctive. They also have historic interest for their continued use in association with the globally-known car manufacturers.</p> <p>Low Heritage Significance</p> | <p>quality and heritage significance.</p> | | | | |

Table Crewe 23: Heritage impact assessment for CFS 634

Appendix 4: Infrastructure providers/statutory consultees responses

| Consultee | CFS 594 Land off Gresty Road |
|--------------------------|---|
| CEC Public Rights of Way | <p>Walking and cycling routes to the site would need to be improved to provide access to employment, including down Crewe Road.</p> <p>All sites should require the provision and/or improvement of walking and cycling links between development sites and public transport hubs and other local facilities: In order to deliver these aspirations, the developer should be tasked to undertake a thorough assessment of the quality of the accessibility of the site for pedestrians and cyclists to and from key destinations, in line with the Cycle-Proofing Toolkit contained in the Council's adopted Cycling Strategy. The purpose would be to evaluate the facilities and to put forward proposals for, and deliver prior to first occupation, the improvement of those facilities so that they are cohesive, direct, safe, comfortable and attractive. The views of local pedestrians and cyclists would be valuable in the exploration of options.</p> |
| Environment Agency | <p>There are no specific infrastructure requirements at this site; however any allocation needs to be mindful of the small section of Flood Zone 2 in the north east area of the site. The site is adjacent to Gresty Brook and EA require unobstructed access to the watercourse at all times and a minimum of 8m undeveloped buffer zone from top of bank/toe of any flood defence for maintenance and emergency purposes.</p> |
| Natural England | <p>Designated Sites - The site allocation is located 5000m from Sandbach Flashes SSSI which is notified for physiographical and biological importance. It consists of a series of pools. It has triggered the IRZ for Rural Non Residential - 3. Large non residential developments outside existing settlements/urban areas where footprint exceeds 1ha.</p> <p>The site allocation is located 4000m from Wybunbury Moss SSSI which forms part of the Midland Meres and Mosses Ramsar and the West Midlands Mosses SAC which is a nationally important series of open water and peatland sites. It has triggered the IRZ for Air Pollution - 4. Any industrial/agricultural development that could cause AIR POLLUTION (incl: industrial processes, livestock & poultry units with floorspace > 500m², slurry lagoons > 750m² & manure stores > 3500t).</p> |

| Consultee | CFS 594 Land off Gresty Road |
|------------------|--|
| | <p>Priority Habitat - Traditional orchard is located in the south of the site. Traditional Orchard is a Priority Habitats listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006 and hence of national importance. The NPPF states:</p> <p>“To minimise impacts on biodiversity and geodiversity, planning policies should: promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations...” (NPPF: 117).</p> <p>Best and Most Versatile Land - Provisional Agricultural Land Classification (ALC) Grade 3.</p> |
| Highways England | <p>Proposed development site allocations are not considered to be of a significant scale at an individual level and that the geographic location of these sites throughout the authority area is unlikely to have the potential to generate noticeable increase in traffic impacts at the Strategic Road Network (SRN).</p> |
| United Utilities | <p>There may be difficulty for the developer to obtain a foul connection for the allocation. The site is surrounded by pressurised rising mains, which cannot be connected to. There is an opportunity to connect to the south west of the allocation, on the junction of Gresty Green Road and Crewe Road. Cheshire East should be aware of the need for a co-ordinated approach to obtaining a connection, and any supporting infrastructure works, which could have an impact on delivery timescales. If access is needed to include a sewer via Gresty Green Road, it should be noted that United Utilities would most likely require access via the verge off the highway that contains several trees. The developer needs to make enquiries with this landowner, UU, the local highway authority and any other landowners within the allocation. If the allocation is under multiple ownership, then it is important that all developers/landowners have access to the foul connection. This is critical because of the challenge of any early phase that preventing a later phase from accessing a foul connection. It is also important that the developer contacts UU on the above email address to obtain an estimate cost to obtaining a foul sewer connection. Any cost will obviously affect the viability of the site so it is of the utmost importance that any applicant contact us as soon as possible. To summarise, a foul connection can be obtained, but it requires early contact by the developer to firstly establish an estimate cost and then beginning a co-ordinated approach with all stakeholders to establish the feasibility prior to the next stage in the Local Plan. It should be noted that there will be an expectation</p> |

| Consultee | CFS 594 Land off Gresty Road |
|-------------------------|---|
| | <p>on this site for a foul only connection for the entire allocation, as there are more sustainable options than the combined public sewer within the site. It is important that a strategy for disposal of surface water is outlined by the next stage in the draft.</p> |
| Network Rail | <p>The site is adjacent to the railway boundary and also a freight lease site. Proposals for developments adjacent to the existing railway boundary should be discussed with Network Rail's Asset Protection team in the first instance by the applicant prior to the submission of a planning application.</p> <p>Early engagement with Network Rail is advised to ensure that the works on site and as a permanent arrangement do not impact upon the safe operation of the railway.</p> <p>Transport assessments should consider the impacts of proposal on any level crossings in the area.</p> |
| National Grid | <p>No allocations affect National Grid assets.</p> |
| Historic England | <p>No comment.</p> |
| Natural Resources Wales | <p>No site specific comments. Recommend that Natural England/ Environment Agency/ Severn Trent/ United Utilities and the local authority environmental health team be consulted on the acceptability of candidate sites. Natural Resources Wales advocates that design and access statements include consideration of invasive non-native species and biosecurity during and post construction. Consideration should also be given to the Alien Invasive Species (Enforcement and Permitting) Order 2019. Storage of substances within the Dee Water Protection Zone may need consent from Natural Resources Wales.</p> |

| Consultee | CFS 634 Land at Bentley Motors |
|--------------------------|---|
| CEC Public Rights of Way | <p>Walking and cycling routes required to the site include an extension of the Connect2 Crewe-Nantwich Greenway from Marshfield Bank northwards to the site, and then from the site northwards into Leighton West development site.</p> <p>All sites should require the provision and/or improvement of walking and cycling links between development sites and public transport hubs and other local facilities: In order to deliver these aspirations, the developer should be tasked to undertake a thorough assessment of the quality of the accessibility of the site for pedestrians and cyclists to and from key destinations, in line with the Cycle-Proofing Toolkit contained in the Council's adopted Cycling Strategy. The purpose would be to evaluate the facilities and to put forward proposals for, and deliver prior to first occupation, the improvement of those facilities so that they are cohesive, direct, safe, comfortable and attractive. The views of local pedestrians and cyclists would be valuable in the exploration of options.</p> |
| Environment Agency | <p>No outstanding/significant concerns at this stage for the potential allocated sites noted and recognise that the constraints identified within our review can be accounted for/ resolved / engineered out at a later stage in proceedings. I can also confirm that we have not identified at particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation.</p> |
| Natural England | <p>Designated Sites -The site allocation is located 5000m from Sandbach Flashes SSSI which is notified for physiographical and biological importance. It consists of a series of pools. It has triggered the IRZ for - Rural Non Residential - 3. Large non residential developments outside existing settlements/urban areas where footprint exceeds 1ha.</p> <p>The site allocation is located 10,000m from Wimboldsley Wood SSSI which is notified for woodland. It has triggered the IRZ for - Discharges - 5. Any discharge of water or liquid waste of more than 20m³/day to ground (i.e. to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location).</p> <p>Priority Habitat -There is no Priority Habitat within the allocation site.</p> |

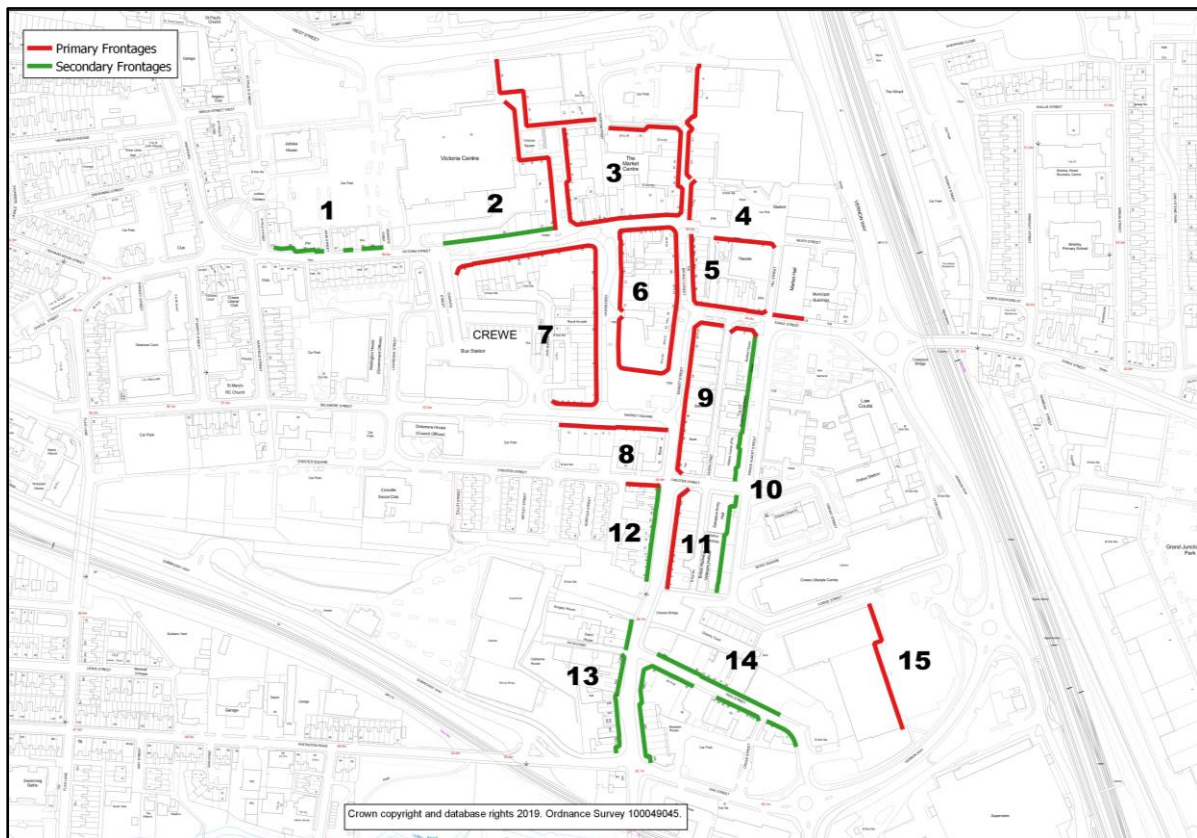
| Consultee | CFS 634 Land at Bentley Motors |
|--------------------|---|
| | Best and Most Versatile Land - Provisional ALC - Urban |
| Highways England | Proposed development site allocations are not considered to be of a significant scale at an individual level and that the geographic location of these sites throughout the authority area is unlikely to have the potential to generate noticeable increase in traffic impacts at the Strategic Road Network (SRN). |
| United Utilities | It would be useful to better understand the proposals for site reference CRE1 off Pyms Lane in Crewe as this is a large site which measures 56 hectares. It is important for further information on layout and type of employment uses for this allocation as we would have further assess whether there is capacity in both water and wastewater network to serve the site. There are also constraints in terms of the location of the network location for the area. It will be necessary to ensure that the delivery of development on this allocation is guided by strategies for infrastructure which ensures coordination between phases of development over lengthy time periods and by numerous developers. Providing a co-ordinated approach to infrastructure will result in providing assets required to support the planned growth. |
| Network Rail | The site is adjacent to the railway boundary. Proposals for developments adjacent to the existing railway boundary should be discussed with Network Rail's Asset Protection team in the first instance by the applicant prior to the submission of a planning application. Early engagement with Network Rail is advised to ensure that the works on site and as a permanent arrangement do not impact upon the safe operation of the railway. Transport assessments should consider the impacts of proposal on any level crossings in the area. |
| Sport England | Sport England welcomes that the policy will: 1.maintain the existing sports facility, playing field and associated area of existing open space; and 2.improve walking and cycling routes to the site including an extension of the Connect2 Crewe-Nantwich Greenway from Marshfield northwards to the site, and then the site northwards into Leighton West development site. |
| SP Energy Networks | There are two 132kV double circuit overhead lines crossing the site. |
| National Grid | No allocations affect National Grid assets. |

| Consultee | CFS 634 Land at Bentley Motors |
|-------------------------|---|
| Historic England | No comment |
| Natural Resources Wales | <p>No site specific comments. Recommend that Natural England/ Environment Agency/ Severn Trent/ United Utilities and the local authority environmental health team be consulted on the acceptability of candidate sites. Natural Resources Wales advocates that design and access statements include consideration of invasive non-native species and biosecurity during and post construction. Consideration should also be given to the Alien Invasive Species (Enforcement and Permitting) Order 2019. Storage of substances within the Dee Water Protection Zone may need consent from Natural Resources Wales.</p> |

Table Crewe 25: Infrastructure providers/statutory consultee responses

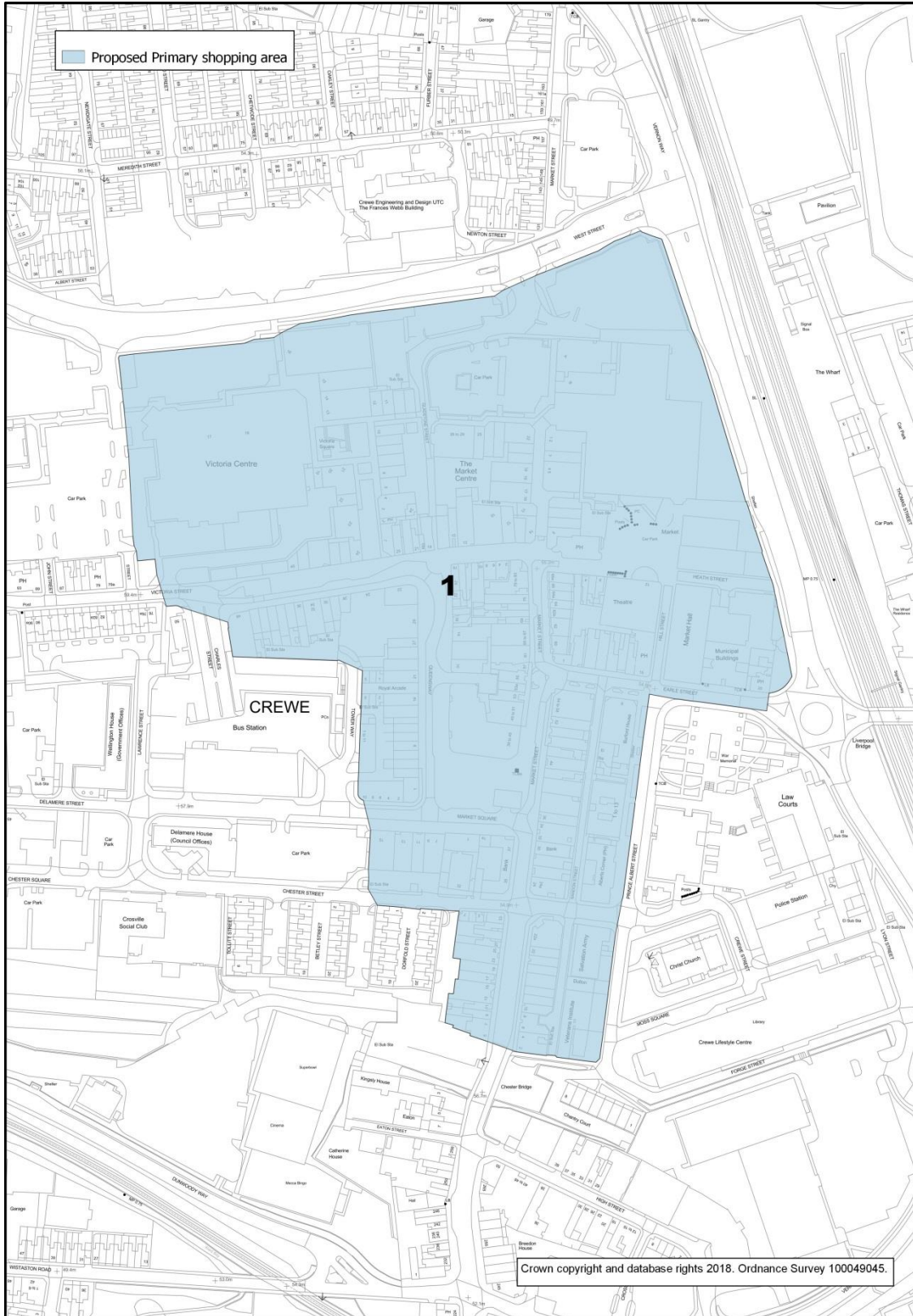
Appendix 5: Retail boundaries maps

A: Primary and secondary frontages



Map Crewe 8: Primary and secondary frontages

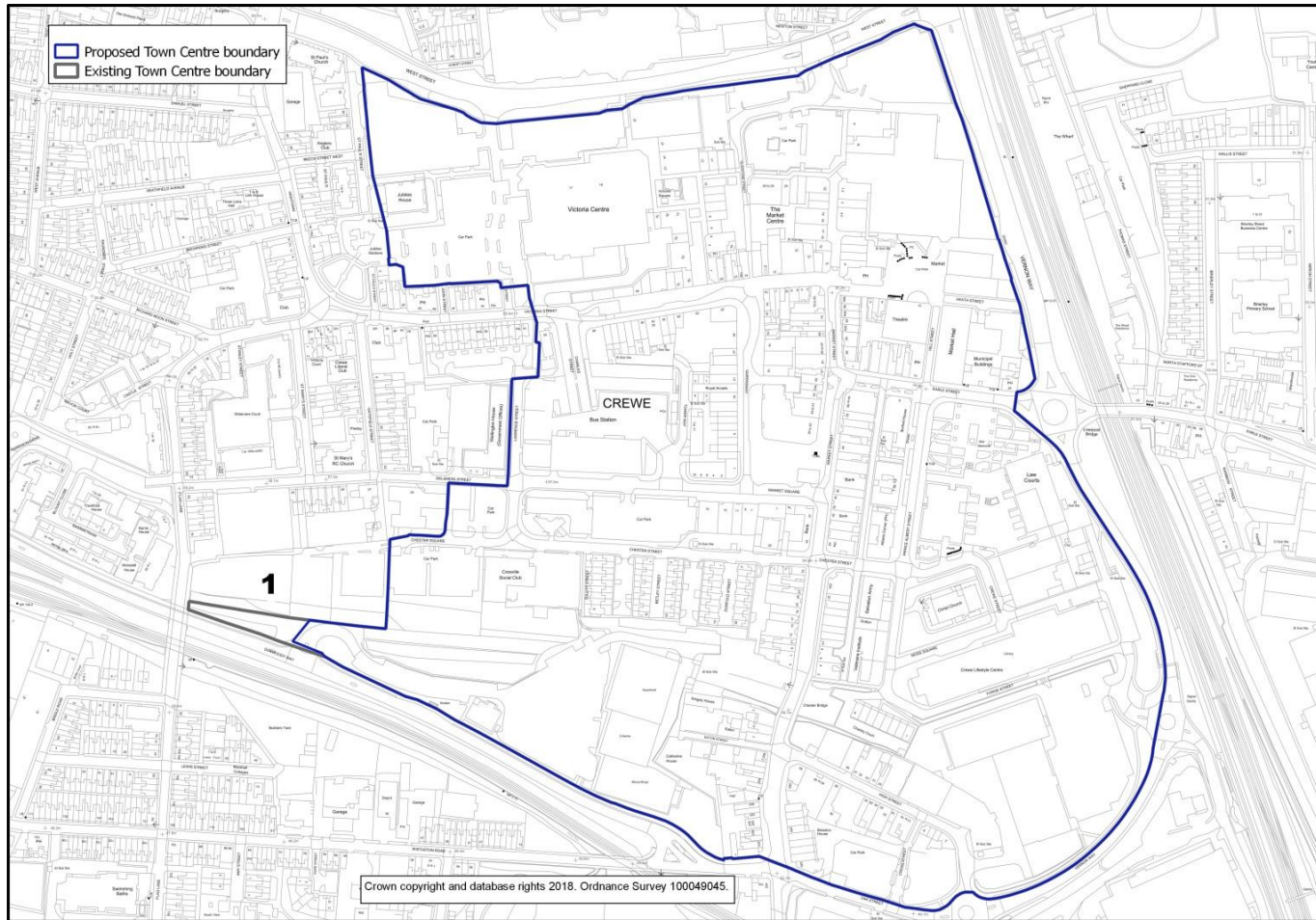
B: Proposed primary shopping area



Map Crewe 9: Proposed primary shopping area

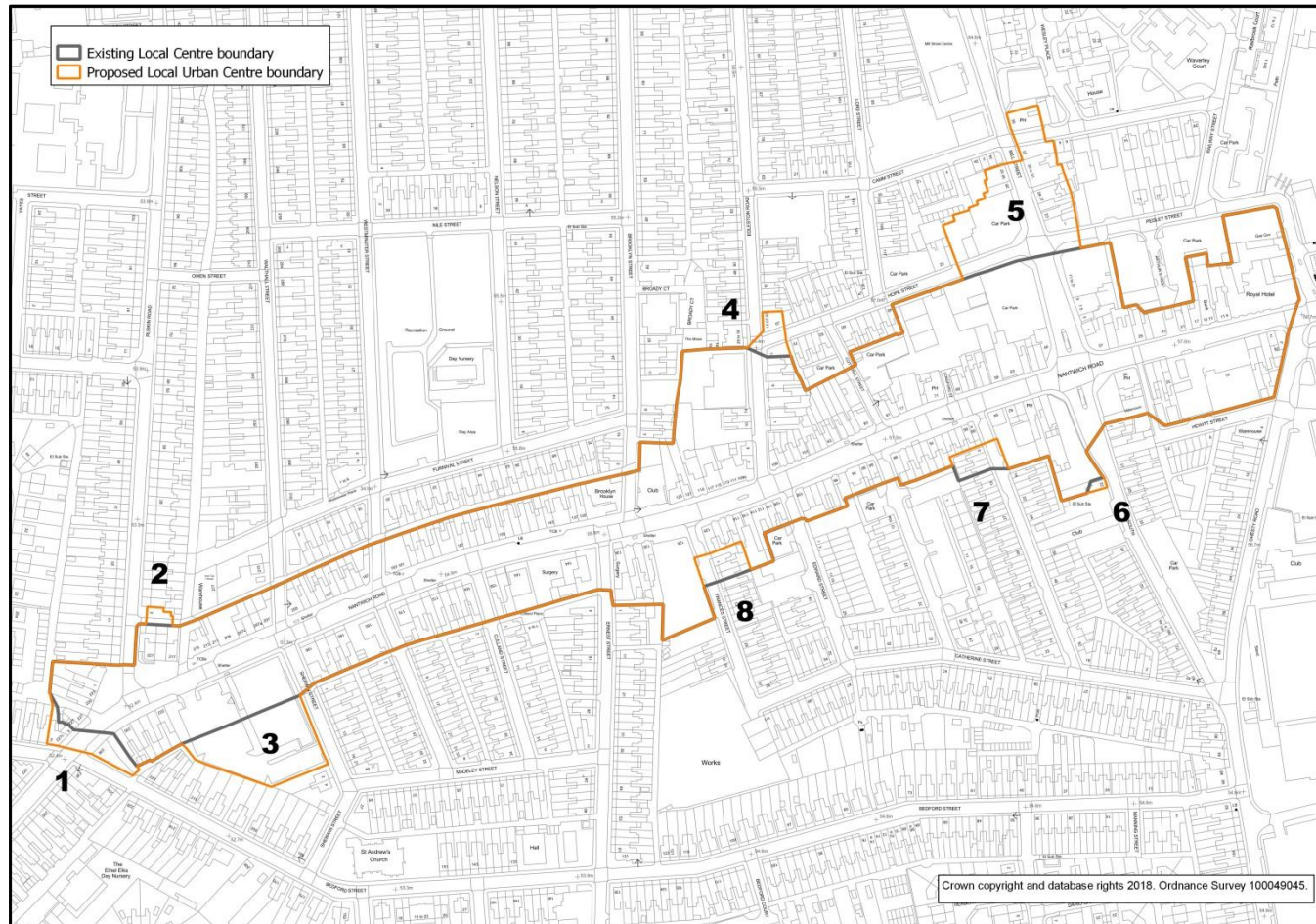
OFFICIAL

C: Existing and proposed town centre boundary



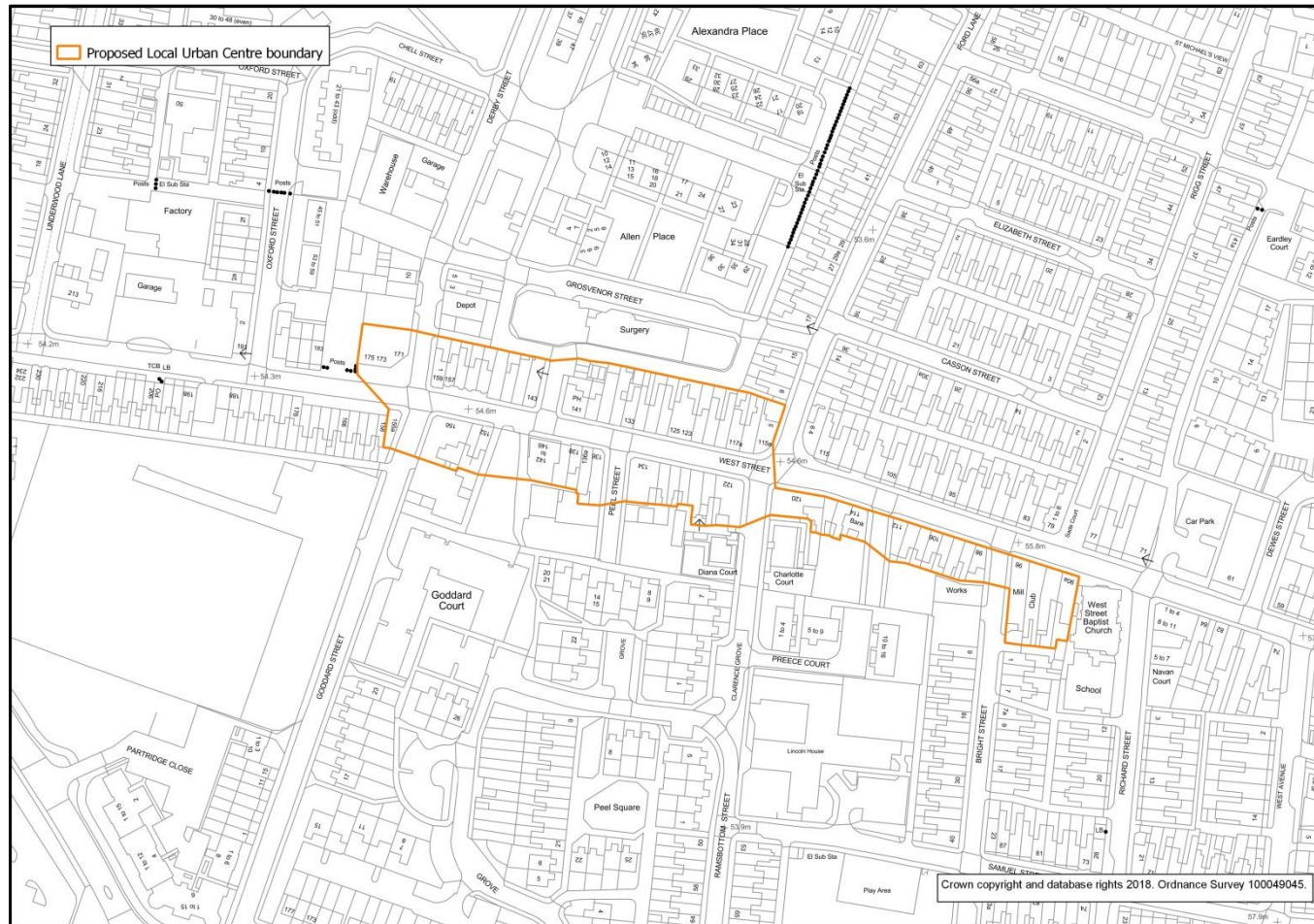
Map Crewe 10: Existing and proposed town centre boundary

D: Existing and proposed Nantwich Road Local Urban Centre Boundary



Map Crewe 11: Existing and proposed Nantwich Road Local Urban Centre Boundary

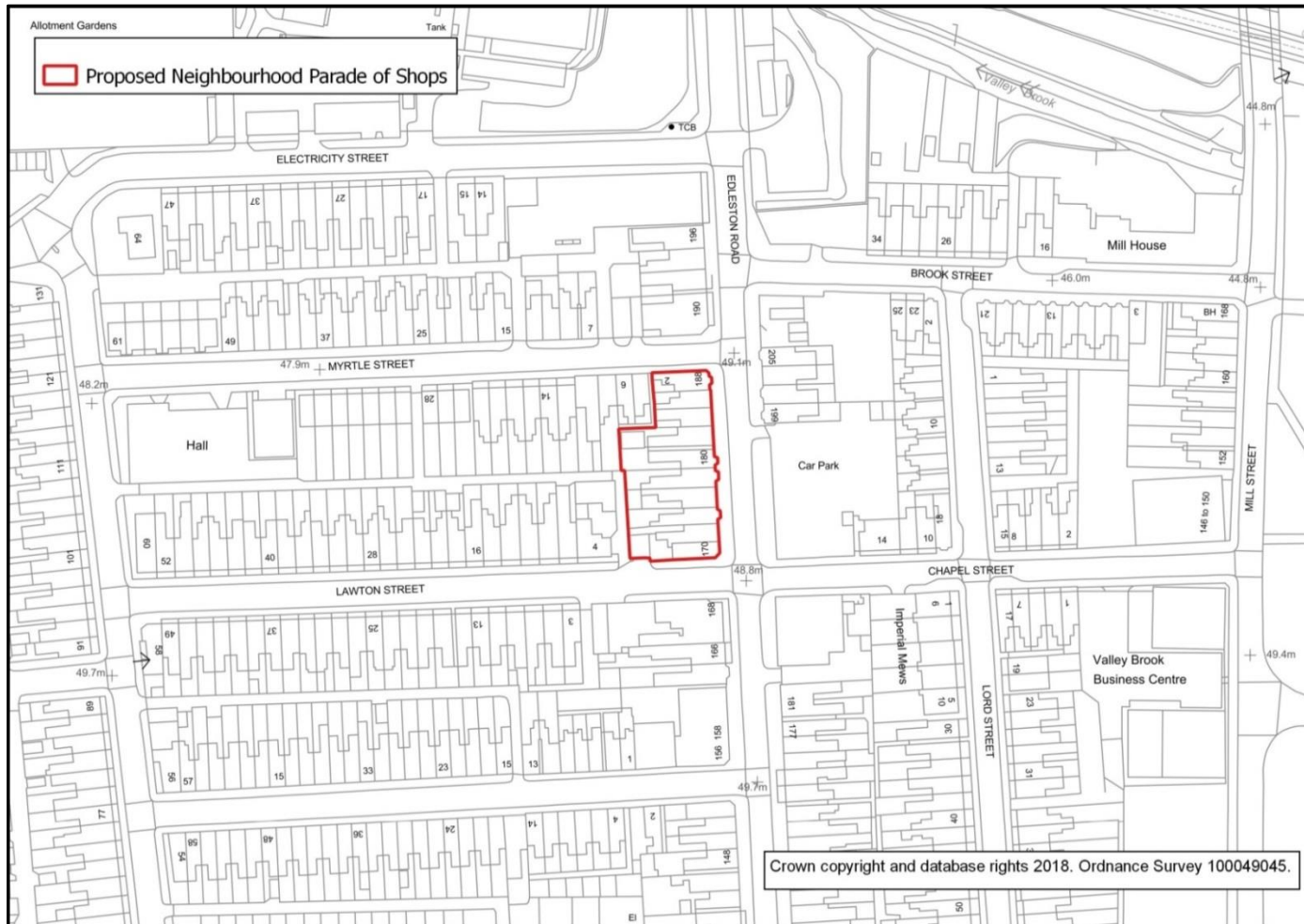
E: Proposed West Street Local Urban Centre Boundary



Map Crewe 12: Proposed West Street Local Urban Centre Boundary

OFFICIAL

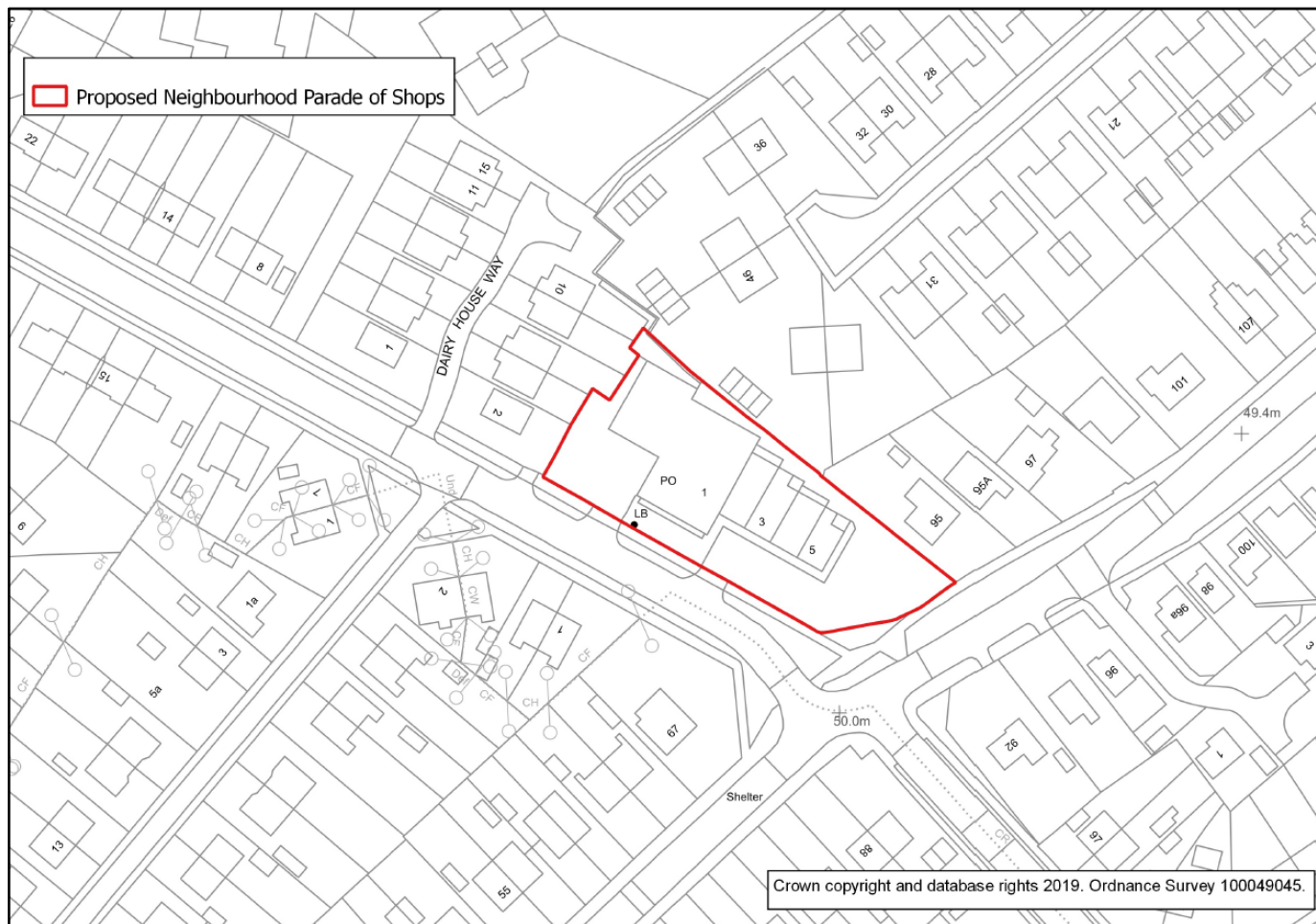
F: Proposed Edleston Road Neighbourhood Parade of Shops



Map Crewe 13: Proposed Edleston Road Neighbourhood Parade of Shops

OFFICIAL

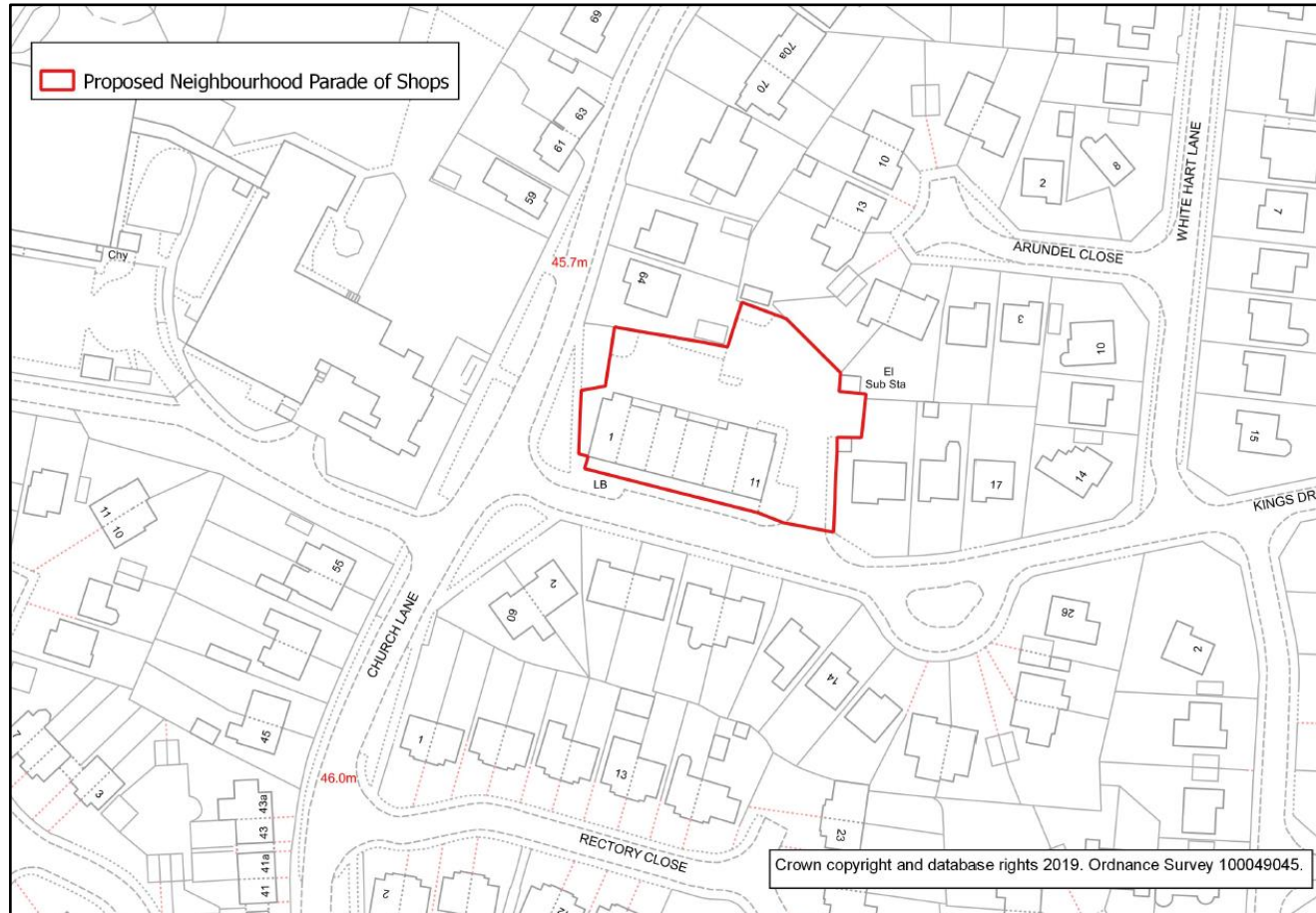
G: Proposed Readesdale Avenue Neighbourhood Parade of Shops



Map Crewe 14: Proposed Readesdale Avenue Neighbourhood Parade of Shops

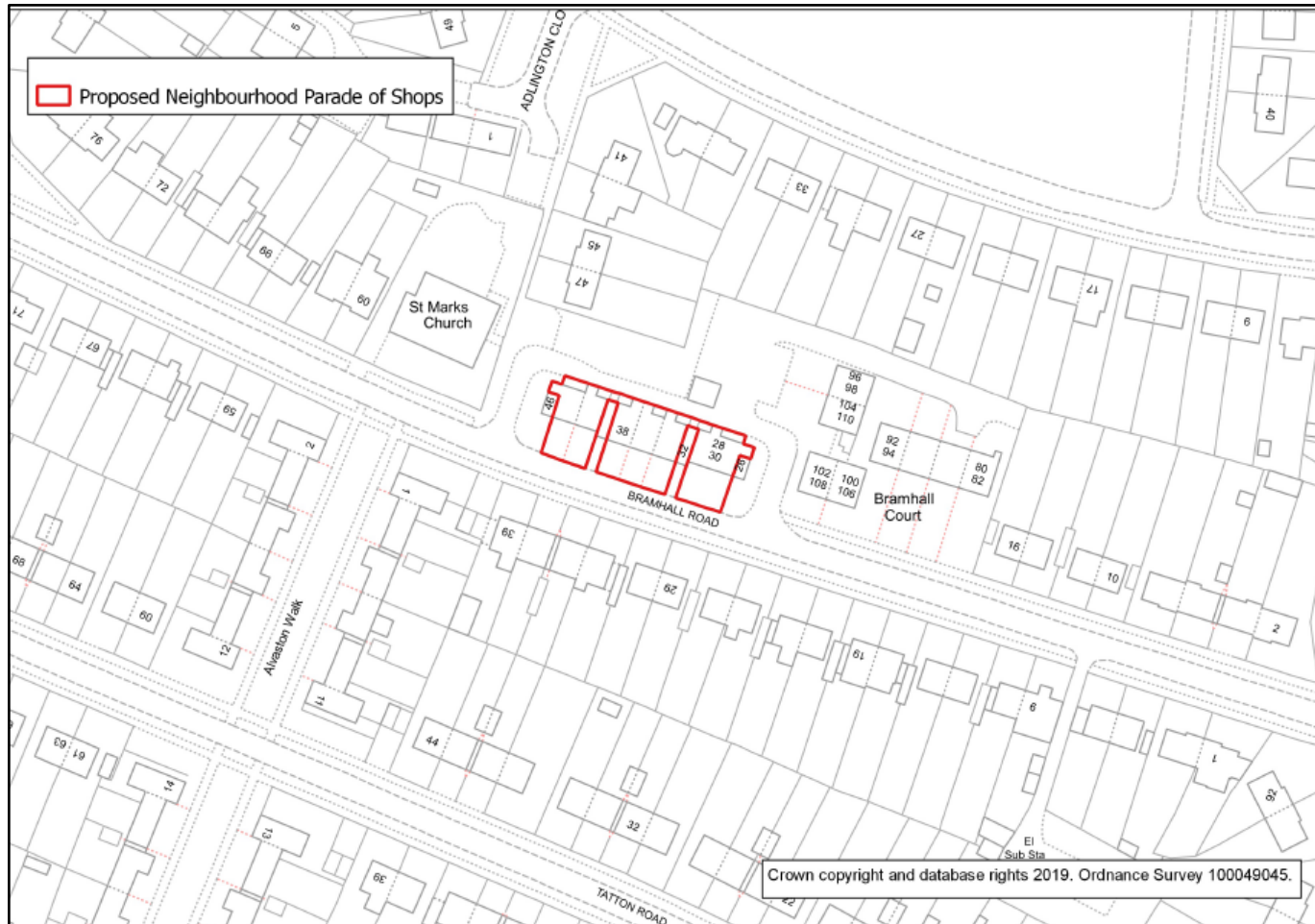
OFFICIAL

H: Proposed Kings Drive, Wistaston Neighbourhood Parade of Shops



Map Crewe 15: Proposed Kings Drive, Wistaston Neighbourhood Parade of Shops

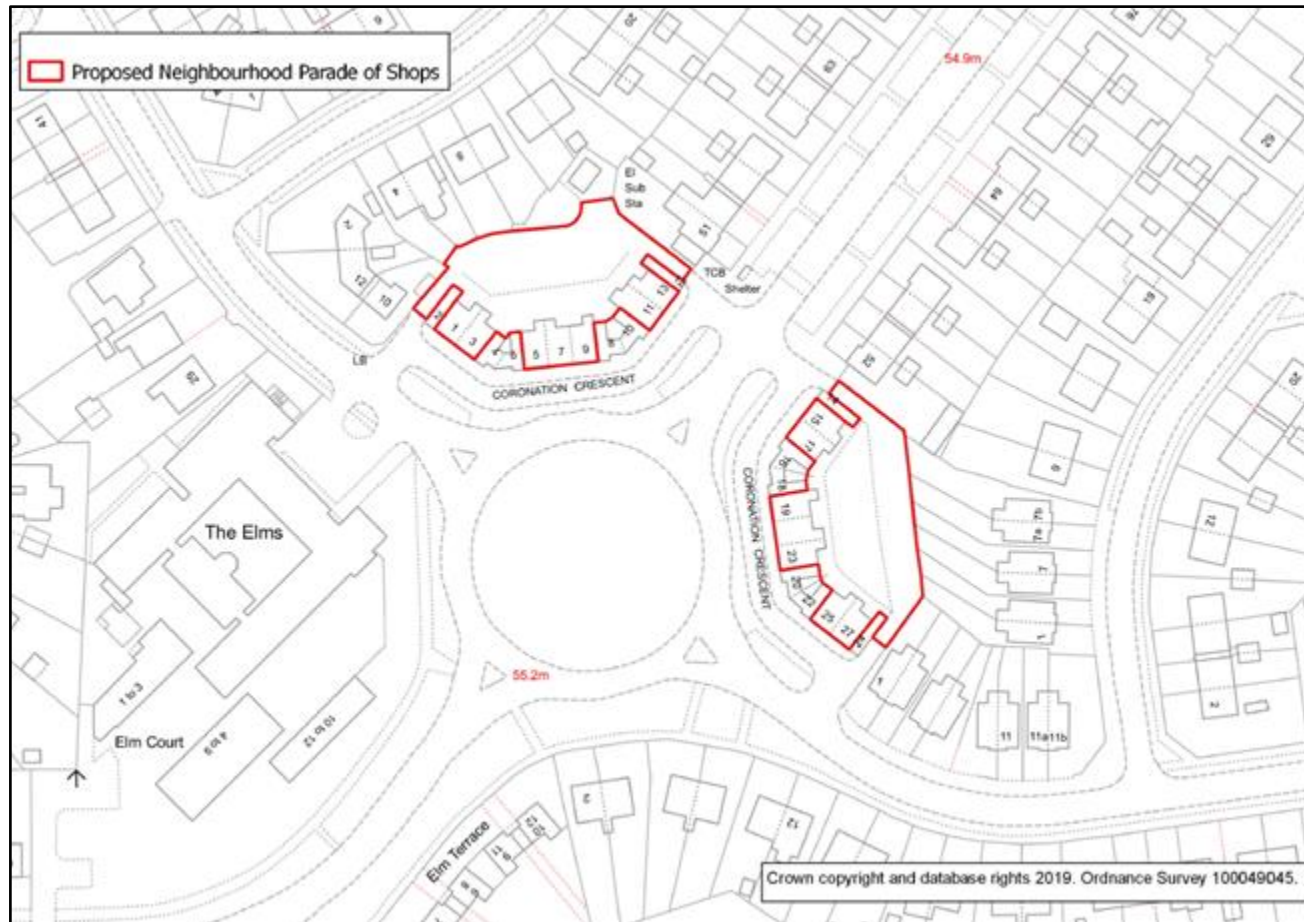
I: Proposed Bramhall Road Neighbourhood Parade of Shops



Map Crewe 16: Proposed Bramhall Road Neighbourhood Parade of Shops

OFFICIAL

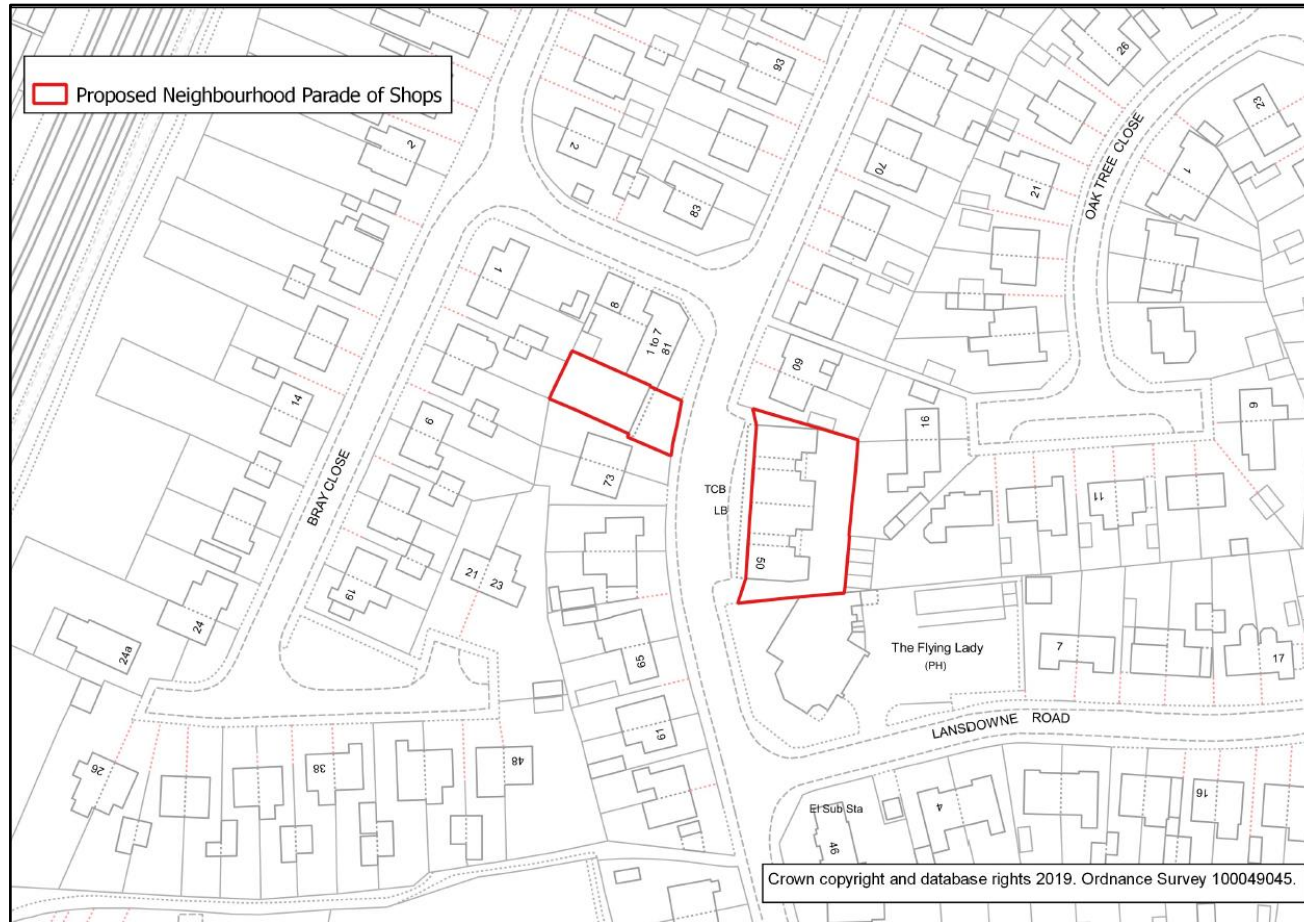
J: Proposed Coronation Crescent Neighbourhood Parades of Shops



Map Crewe 17: Proposed Coronation Crescent Neighbourhood Parade of Shops

OFFICIAL

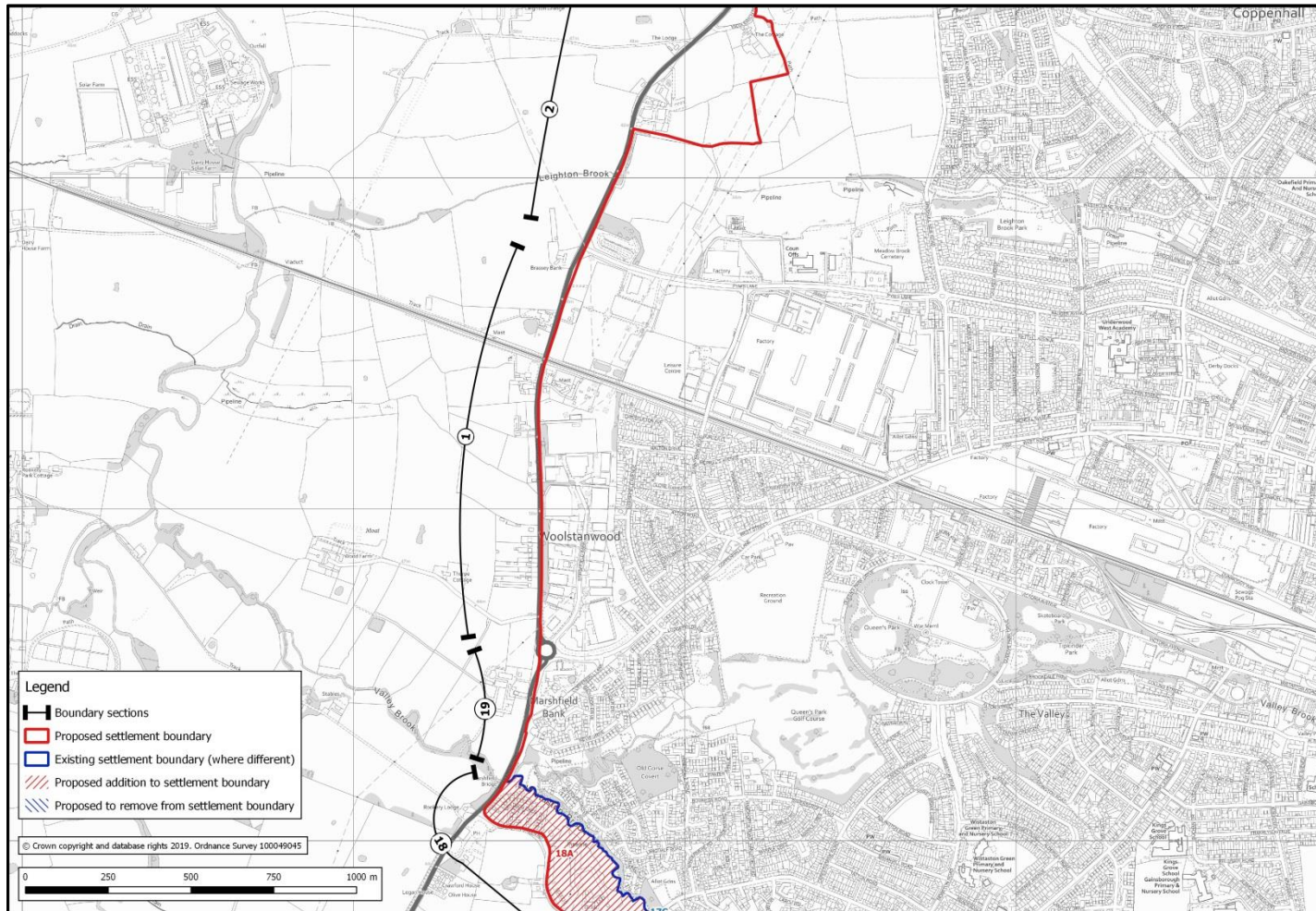
K: Proposed Coleridge Way Neighbourhood Parade of Shops



Map Crewe 18: Proposed Coleridge Way Neighbourhood Parade of Shops

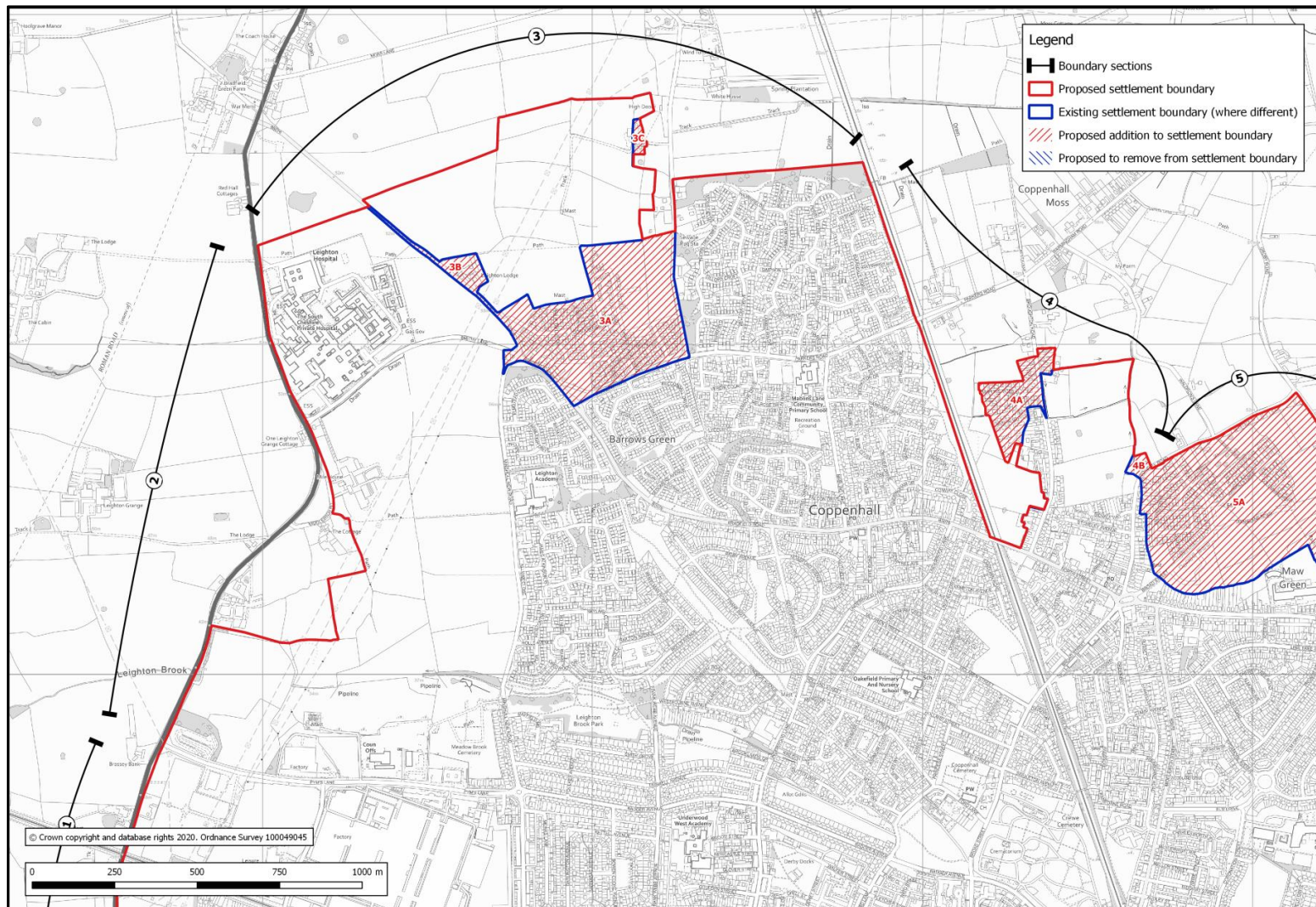
OFFICIAL

Appendix 6: Settlement boundary maps



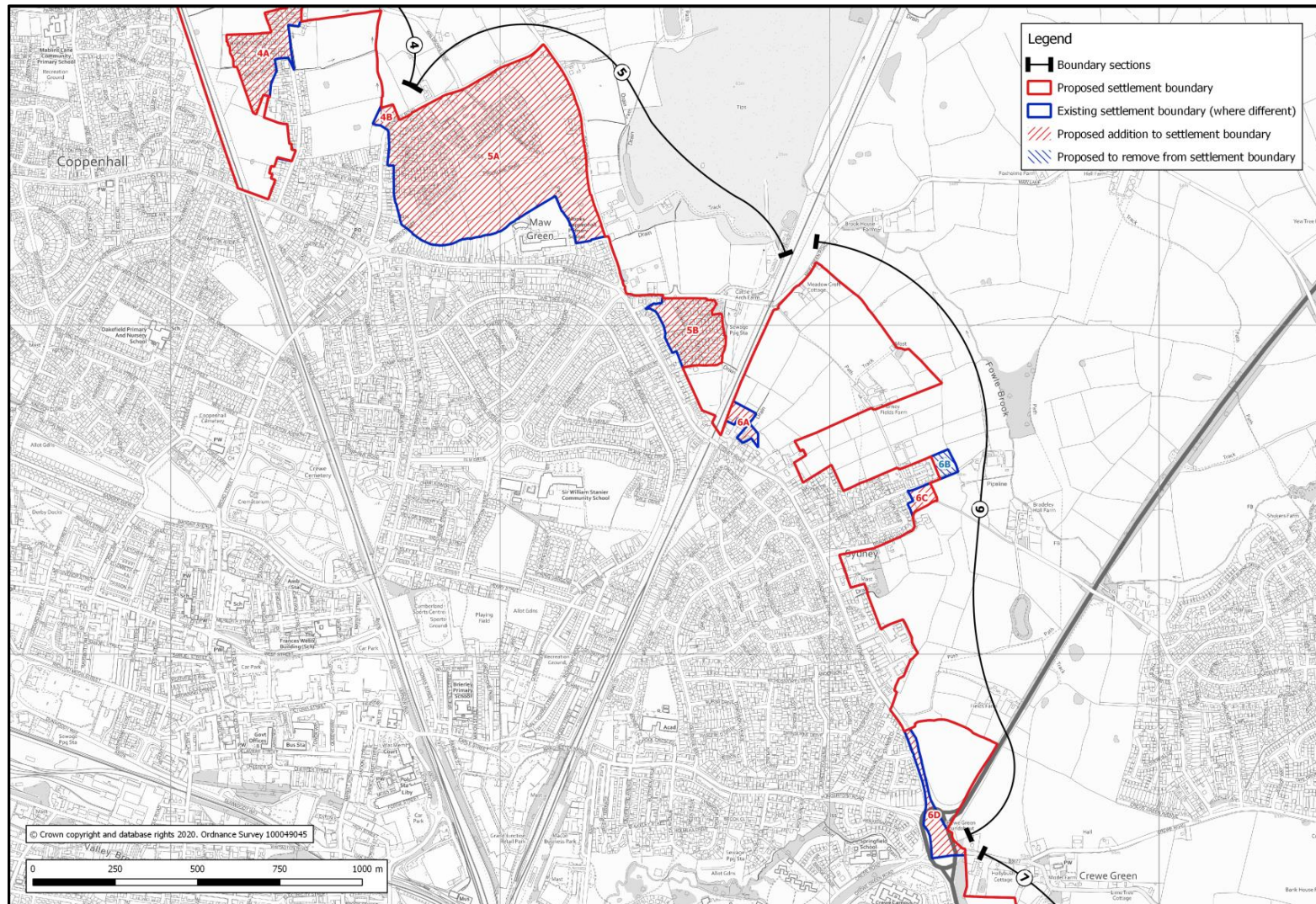
Map Crewe 19: Existing and proposed settlement boundary (Section 1)

OFFICIAL



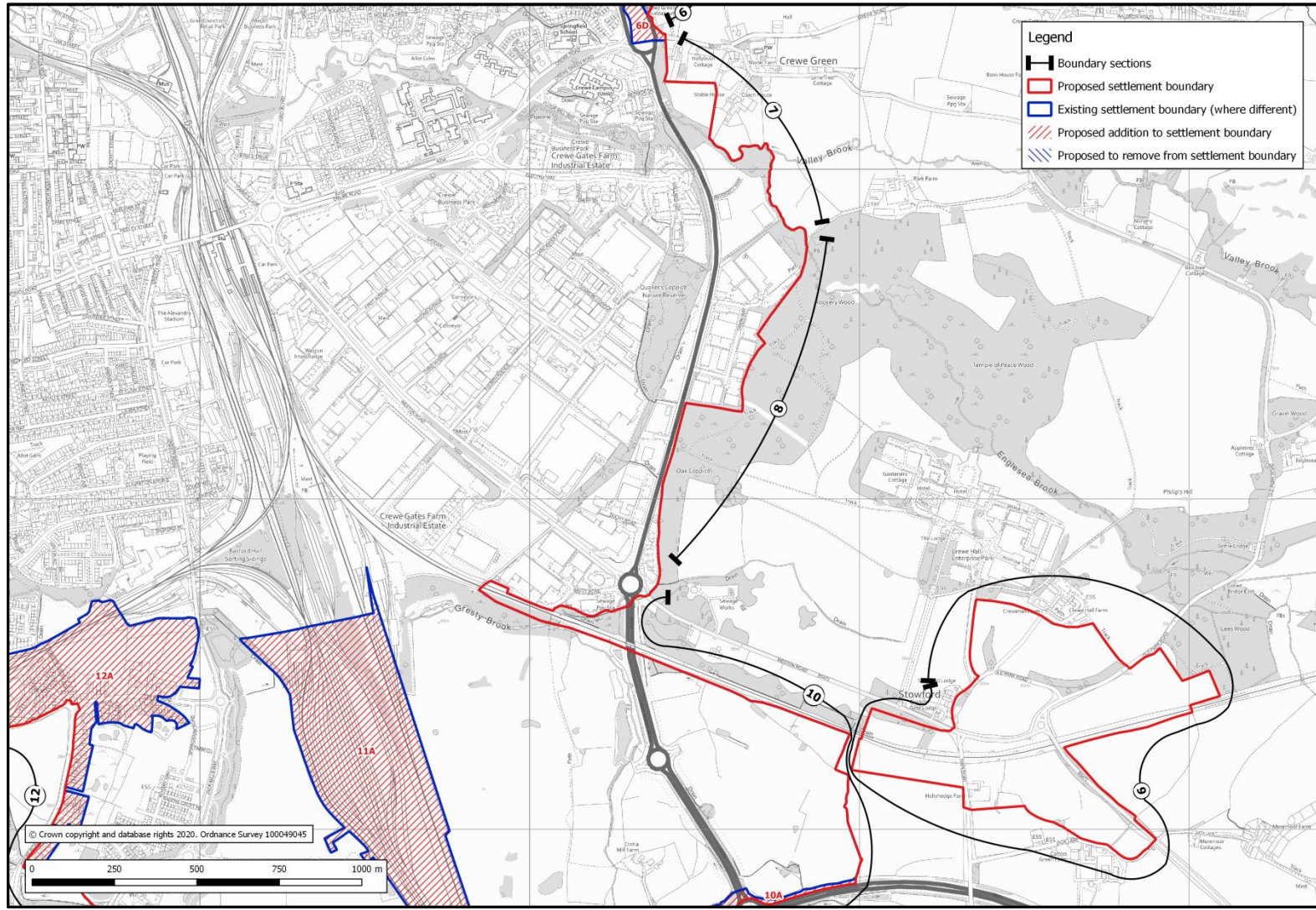
Map Crewe 20: Existing and proposed settlement boundary (Section 2- 4)

OFFICIAL



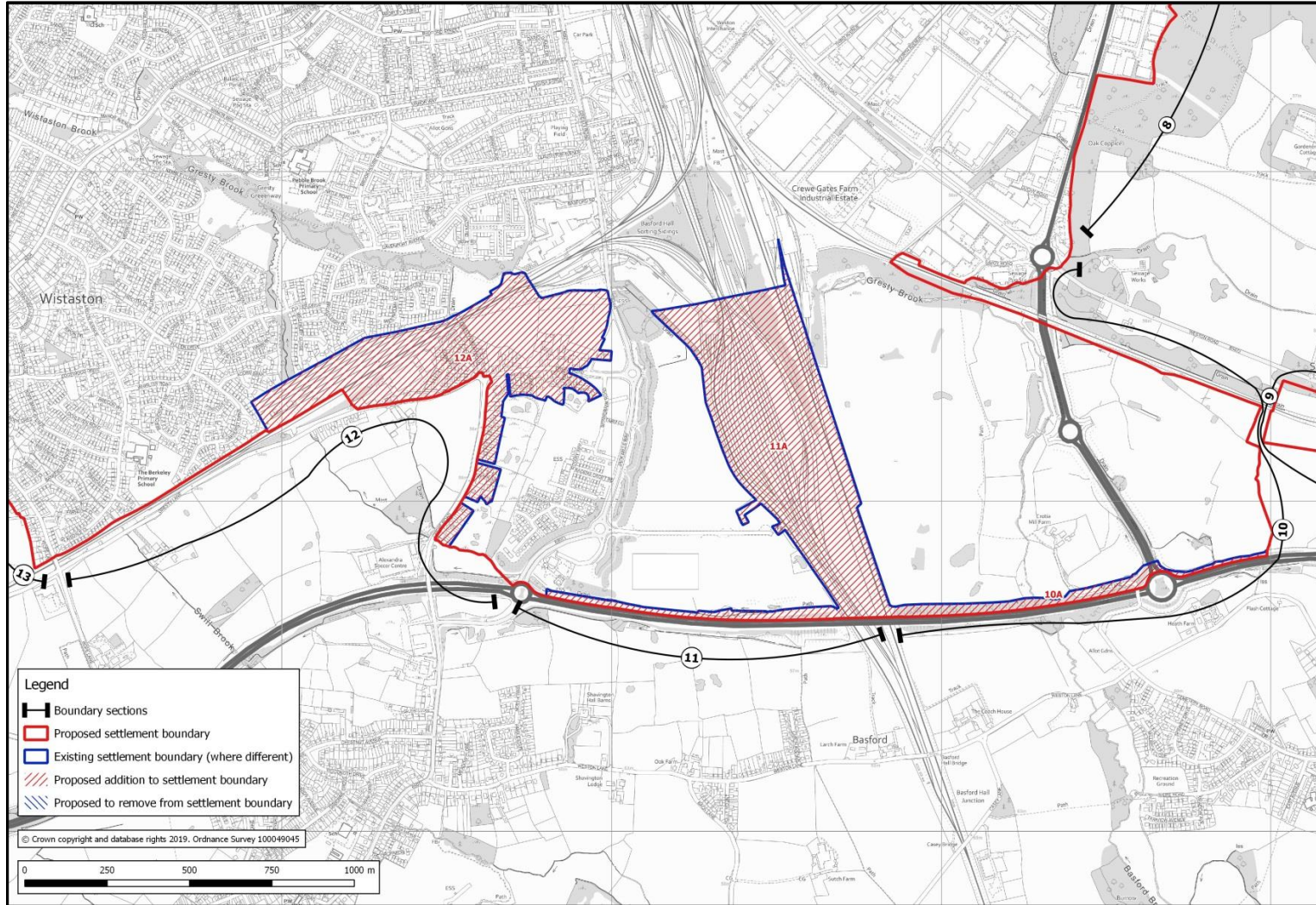
Map Crewe 21: Existing and proposed settlement boundary (Section 5- 6)

OFFICIAL



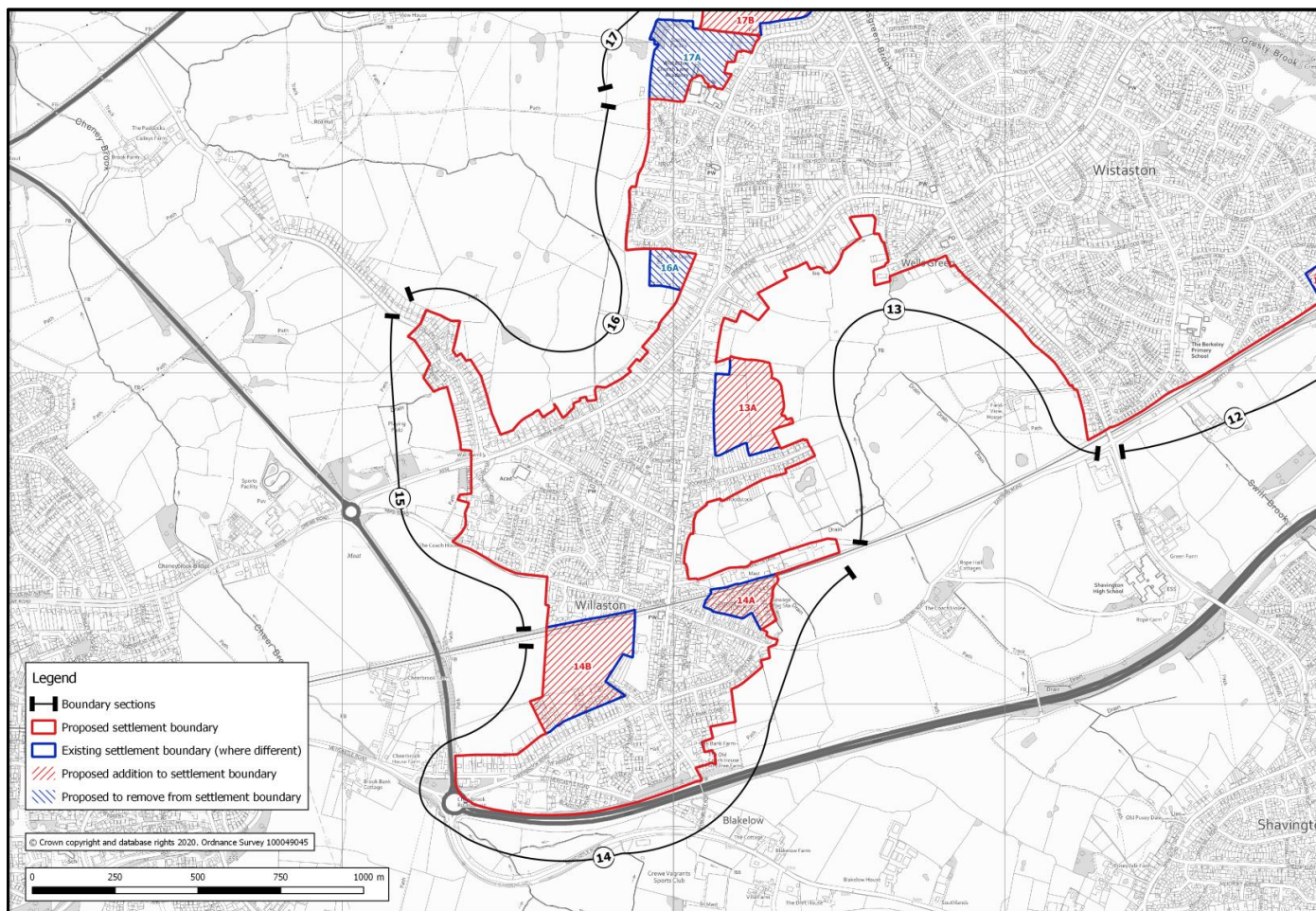
Map Crewe 22: Existing and proposed settlement boundary (Section 7- 9)

OFFICIAL



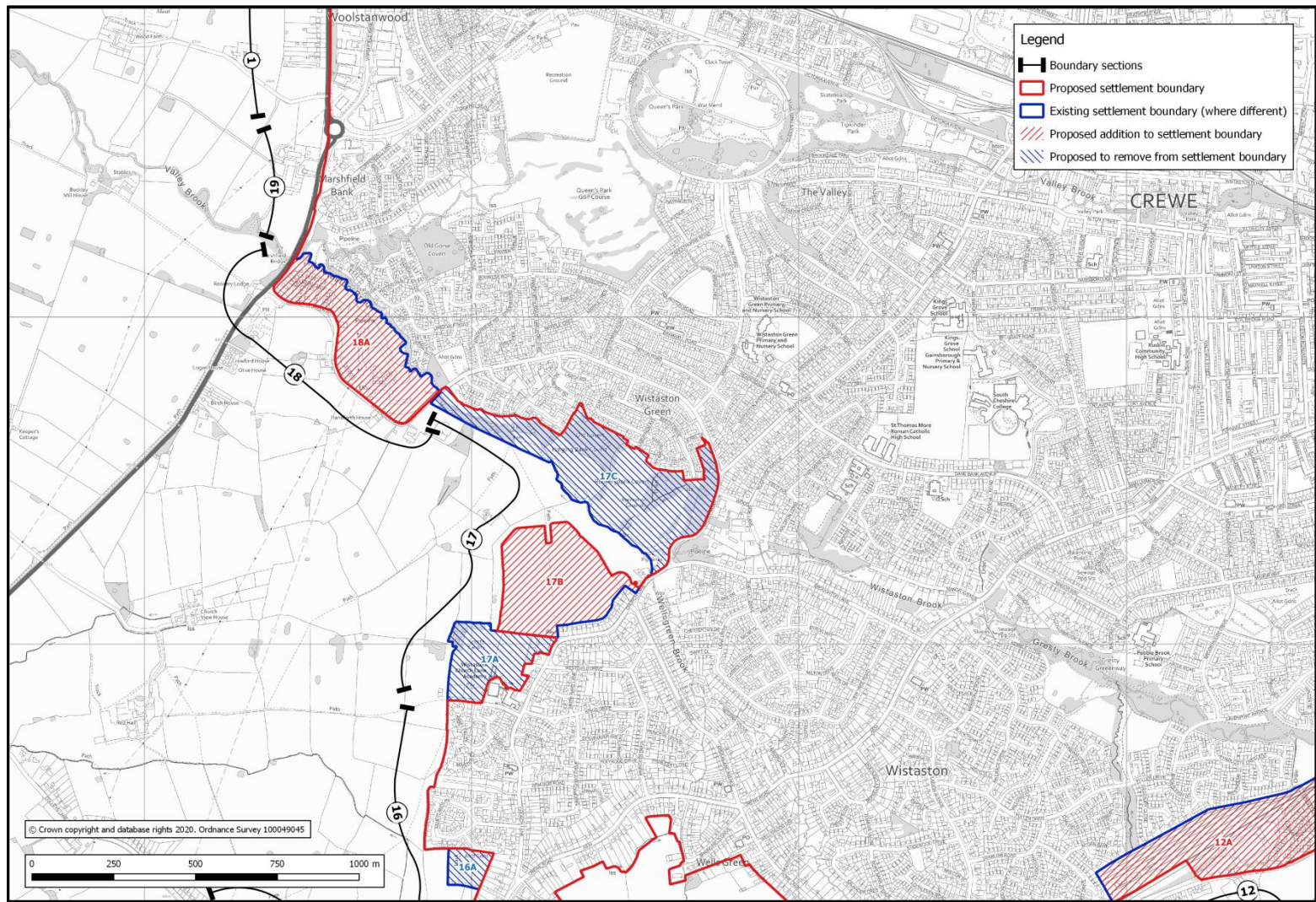
Map Crewe 23: Existing and proposed settlement boundary (Section 10- 12)

OFFICIAL



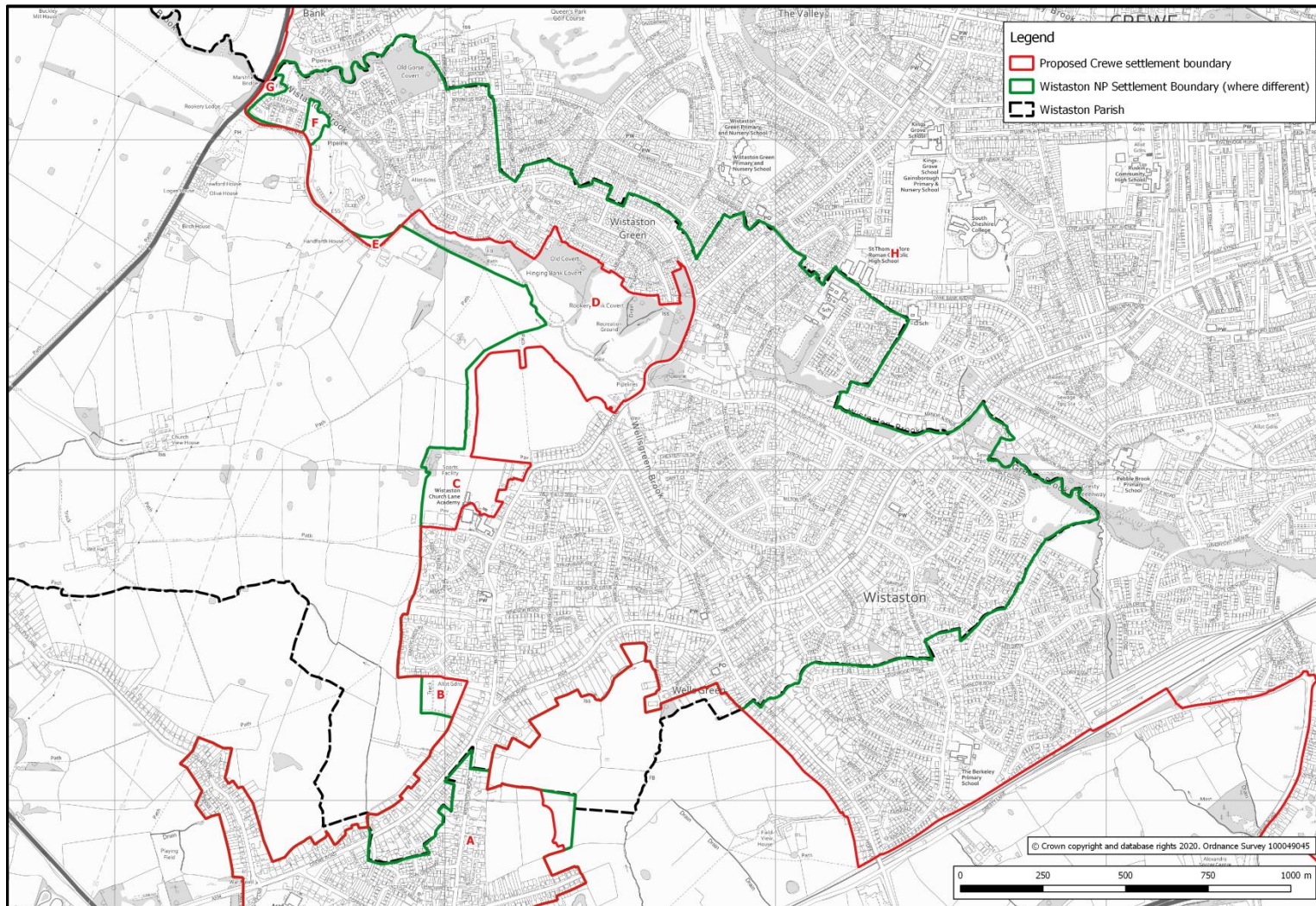
Map Crewe 24: Existing and proposed settlement boundary (Section 13- 16)

OFFICIAL



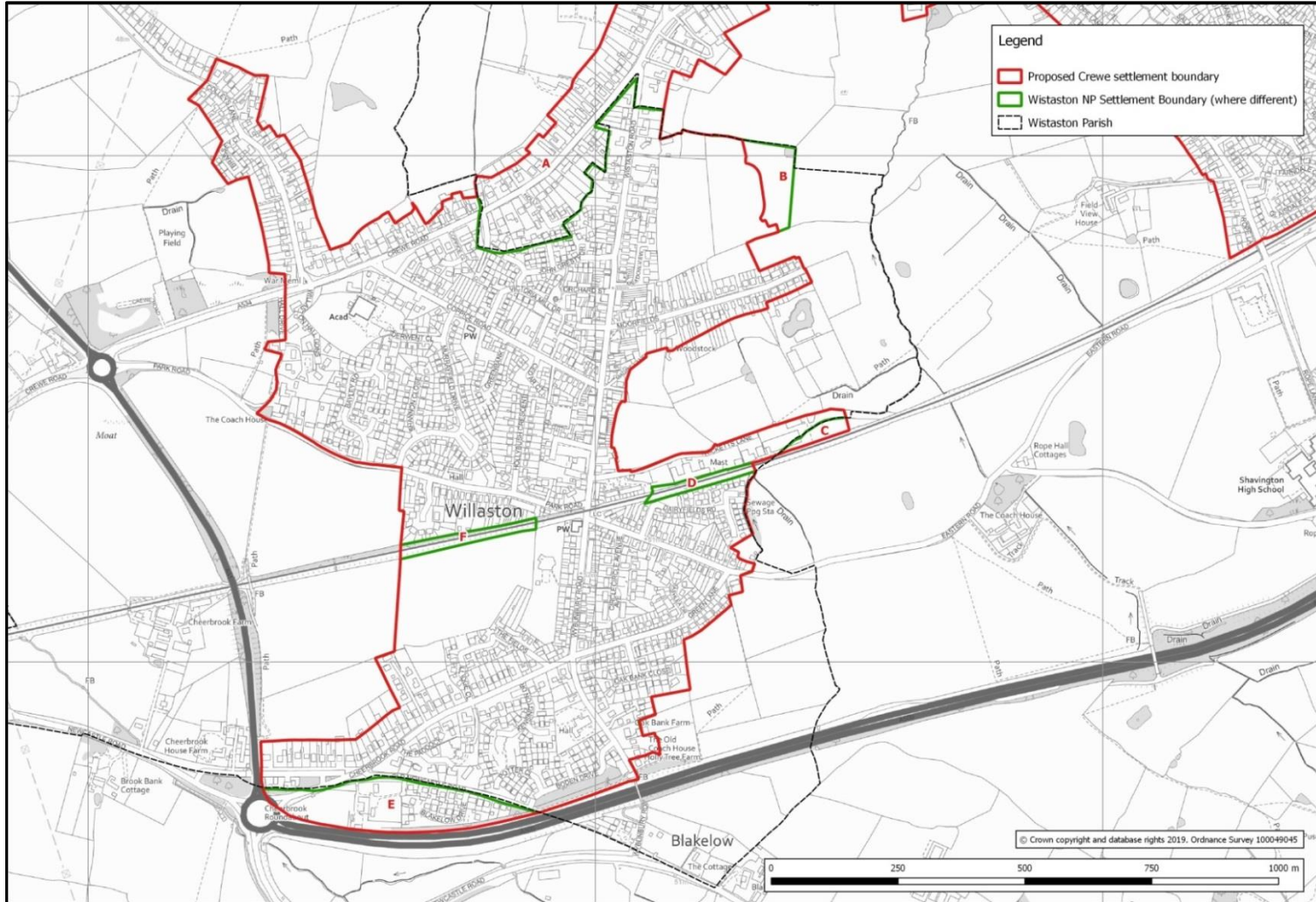
Map Crewe 25: Existing and proposed settlement boundary (Section 17- 19)

OFFICIAL



Map Crewe 26: Proposed changes from Wistaston NDP Settlement Boundary

OFFICIAL



Map Crewe 27: Proposed changes from Willaston NDP Settlement Boundary

OFFICIAL