

# ONH

Planning for Good



## SHAVINGTON NEIGHBOURHOOD PLAN REVIEW

SLIDE DECK: POST SESSION V2

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# BACKGROUND

National planning policy places a strong emphasis on significantly increasing housing delivery to address the ongoing housing crisis. In this context, recent applications and requests for EIA screenings have indicated that the parish is likely to experience increased development pressure in the coming years as an attractive place to live. As a result, there is a high likelihood of both planned growth and speculative planning applications coming forward within and around the parish.

In response to these pressures, Shavington-cum-Gresty Parish Council is proactively exploring how future growth could be managed and shaped in a coordinated and locally informed way. To support this, the Parish Council has undertaken a scenario planning approach, which considers a range of potential development scenarios for the area.

This process enables the Parish Council to assess possible future outcomes, understand the implications of different growth patterns, and engage with stakeholders in identifying a preferred and sustainable growth strategy to then create a site allocations policy in the modified Neighbourhood Plan.

# WHAT IS SCENARIO PLANNING?

Scenario planning is a structured approach to considering the long-term future of a settlement. Rather than attempting to predict a single outcome, it explores a range of plausible ways in which a settlement could evolve over the next 20+ years. This enables informed decision-making about growth and change by testing alternative development pathways and understanding their potential implications.

Scenarios are typically presented as coherent and plausible narratives, designed to support consideration of complex and often difficult planning decisions. They allow for the comparison of trade-offs between different approaches, including the distribution of growth, the capacity of existing services, and the provision of new infrastructure. By setting out these alternatives in a clear and comparable way, scenario planning supports a more strategic understanding of how different choices may shape a settlement over time and balance local character, sustainability and infrastructure capacity.

Importantly, scenario planning moves beyond a narrow, site-by-site assessment that can result in the selection of the 'least constrained' sites in isolation. Instead, it promotes a holistic understanding of growth, allowing consideration of when and where a step change in supporting infrastructure may be required and ensuring that infrastructure provision is planned as an integral component of development rather than as an afterthought.

# LOCAL INSIGHTS



What is the functional role of the parish, the relationship between Shavington and Gresty. Relationship to Crewe?



Number of approved new dwellings 2011-2020 = 1,288 + development outside the NP boundary.



Demographic Change  
How has Shavington-cum-Gresty changed in the last 15 years? Does it still have a visibly defined core or something different?



Pressure for the parish for more housing. Locations? Are the Green gaps at risk?



Should any new site allocations should also consider how to prevent coalescence and introduce new local green buffers?

# CONTEXT - DEMOGRAPHICS

Until around 15 years ago, Shavington had a broadly stable but ageing population, profiling as a typical village settlement with a village centre and employment mostly located in Crewe. From the 2010s the profile has shifted to that of a rapidly growing suburban settlement. Compared to national averages Shavington-cum-Gresty today has:

- A higher population of couples and young families compared to England's average, also reflected in household size.
- A slightly higher than average number of people who travel over 30km for work
- High levels of employment overall.
- Only 8.8% residents do not own a car compared with the national average of 23.5%

## Shavington cum Gresty

### Population

2024

**7,319**

people

**58,620,101** people in England

Source: ONS - Mid-year estimates

Small area: Output area

### Number of households

2021

**2,767**

households

**23,436,085** households in England

Source: ONS - Census 2021

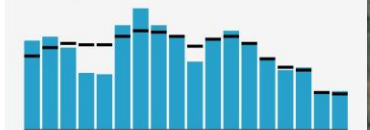
Small area: Output area

### Age profile

2024

■ Shavington cum Gresty

— (England)



0 years 85+  
% of all people, 5 year age bands

Source: ONS - Mid-year estimates

Small area: Output area

### Household size

2021

■ Shavington cum Gresty

|(England)

1 person in household **27.0%** (30.1%)

2 people in household **40.5%** (34.0%)

3 people in household **15.8%** (16.0%)

4 or more people in household **16.7%** (19.9%)

% of all households

Source: ONS - Census 2021

Small area: Output area

### Distance travelled to work

2021

■ Shavington cum Gresty

|(England)

Less than 10km **36.5%** (35.4%)

10km to less than 30km **13.4%** (14.4%)

30km and over **6.6%** (4.3%)

Works mainly from home **31.0%** (31.5%)

Other **12.5%** (14.5%)

% of people aged 16 years and over in employment

Source: ONS - Census 2021

Small area: Output area

### Economic activity status

2021

■ Shavington cum Gresty

|(England)

Economically active: In employment **63.1%** (57.4%)

Economically active: Unemployed **1.8%** (3.5%)

Economically inactive **35.0%** (39.1%)

% of people aged 16 years and over

Source: ONS - Census 2021

Small area: Output area

## CONTEXT - FUNCTIONALITY

The strategic infrastructure of the east- west A500 and rail line split the parish into Gresty to the north and the Shavington village to the south creating a significant barrier to movement which influences how the settlement operates on a day-to-day basis, with two roads passing over the A500, Rope Lane in the west side of the parish and Crewe Road to the east.

To north of the bypass Rope Lane is home to the secondary school, medical centre and leisure centre.

Crewe Road provides easy access to the A500 and north into Jack Mills Way with Crewe Services. Also north of the by-pass is home to Crewe Alexander youth academy, industrial/logistics locations in Gresty Lane, allotments, a care home and Hickory's restaurant.

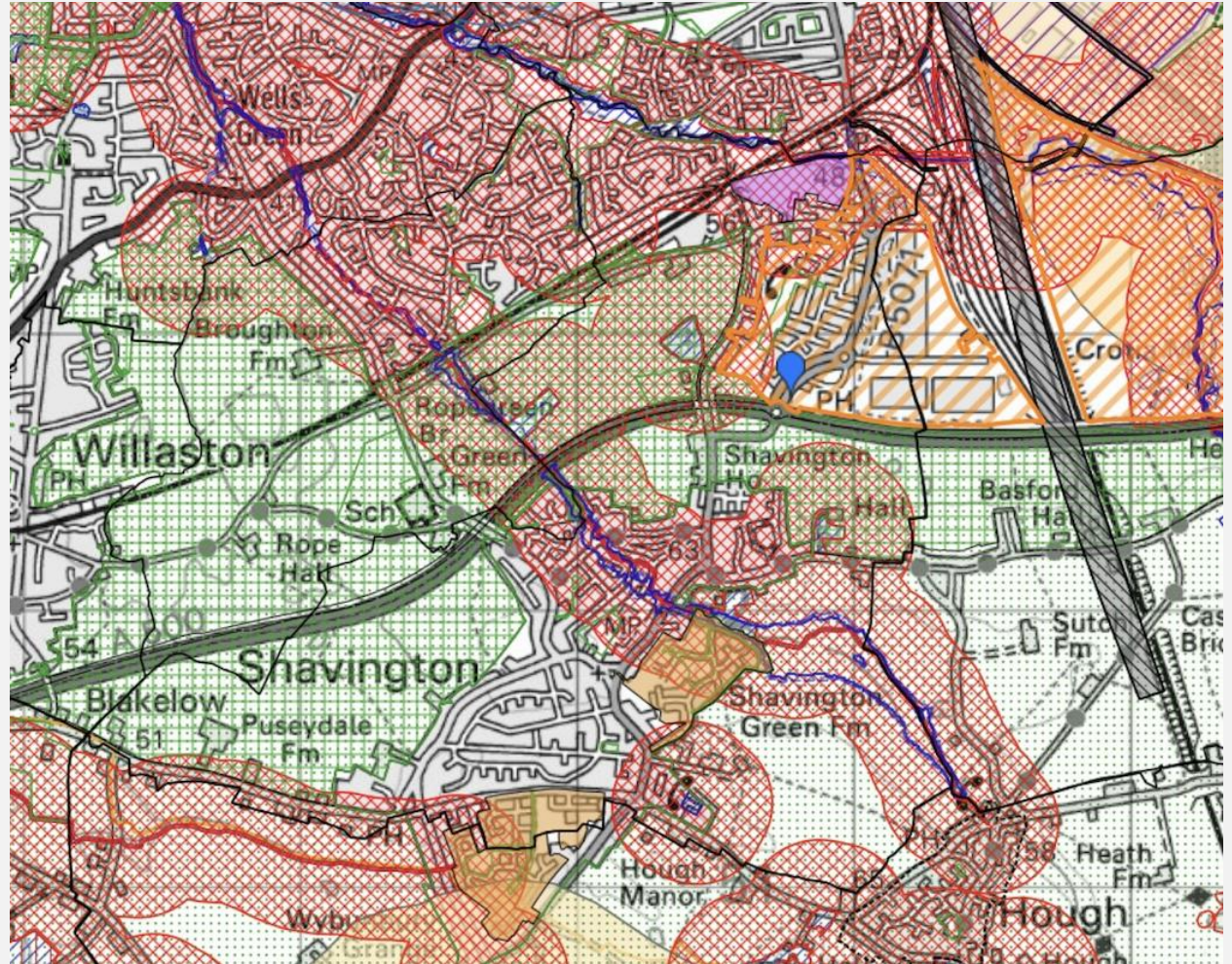
The severance created by the A500 currently presents a barrier to movement and does not assist the parish in functioning as cohesive parish and this has implications for future growth planning.

Shavington's main village facilities include a number of convenience shops, petrol station/food court, a take-away, florists, off-licence and hairdressers. These are distributed across a number of locations. The original village core is now mostly of social infrastructure comprising the Primary School, Church and Village Hall provides a hub for social and community activity.



# CONTEXT PLANNING POLICY

- Cheshire East new Local Plan will be prepared under the new 30-month process commencing this summer.
- Local Plan Strategy (adopted 2017) and the Site Allocations and Development Policies Document (adopted 2022).
- New Call for Sites currently being undertaken.
- Housing figure for Cheshire East increased in 2024 from just under 1,000 homes p/a to around 2,600 homes.
- No 5 Year Housing Land Supply ( 3.8 years)



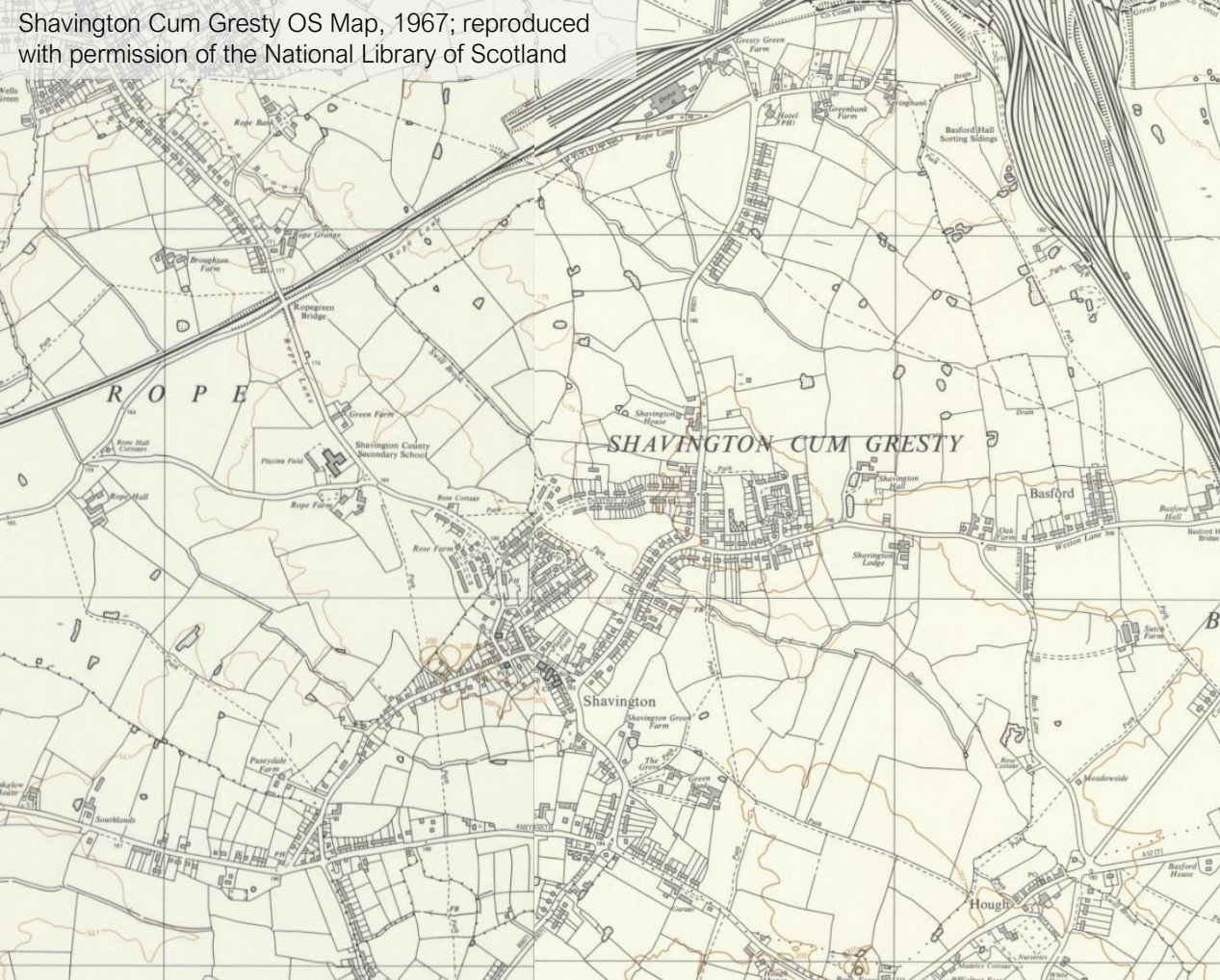
Cheshire East Local Plan Policies Map



# INSIGHTS: THE STORY OF THE PARISH

1877 & 1938

1866. Shavington combines with Gresty. Typical rural village with steady growth in early 20<sup>th</sup> century as community supported more farms and small trades.

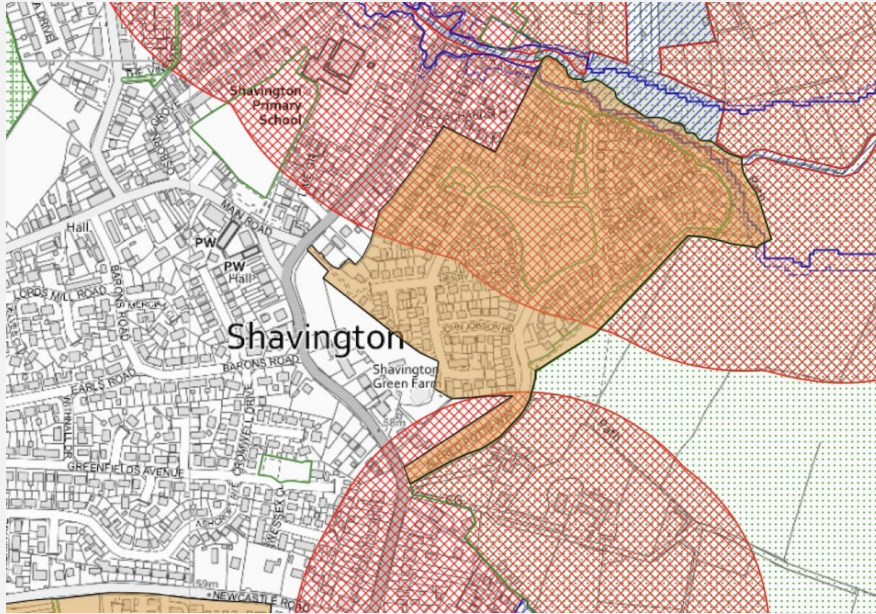


# INSIGHTS: VILLAGE EVOLUTION

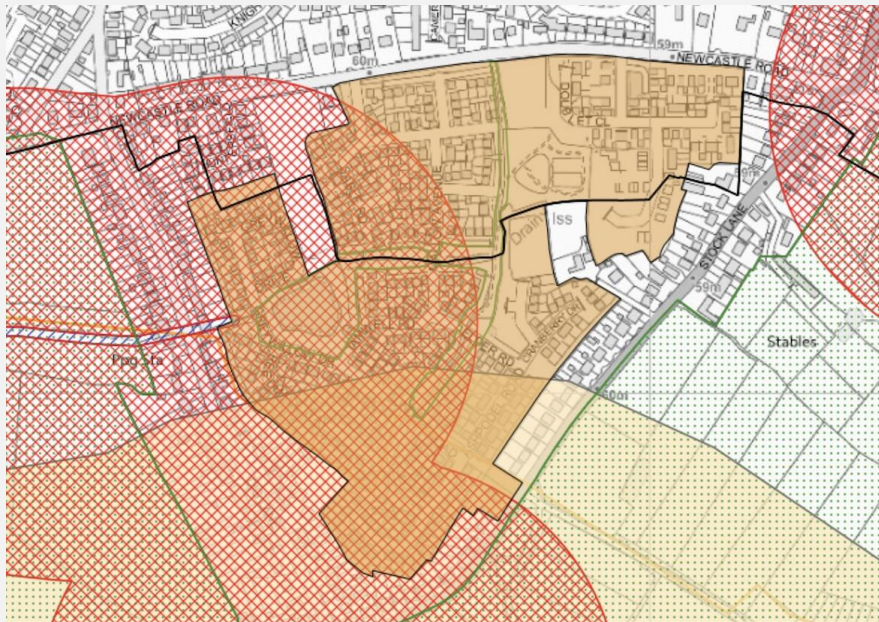
1967 & TODAY

In the latter part of the 20<sup>th</sup> century growth begins to shift the village from agricultural roots to a more suburban community, with housing expanding along its main roads and development linked to Crewe's economic pull. Bypass opened 2003, creating a new, hard boundary between Shavington and Gresty.

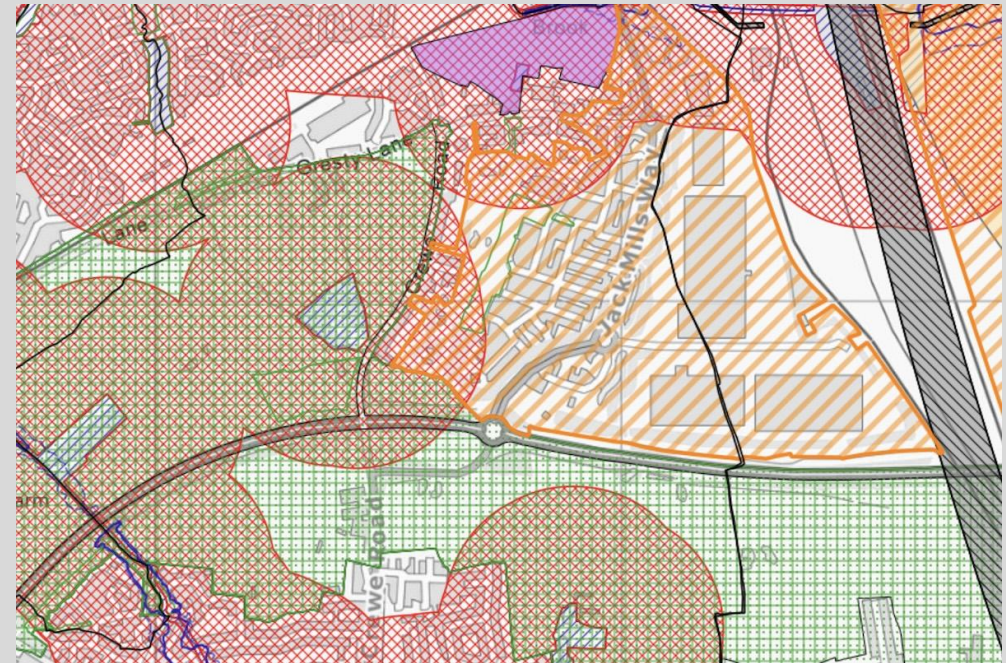
# RECENT LOCAL GROWTH



Local Plan Policy LPS10 Cherry Tree Park. c275 homes



Local Plan Policy LPS9 Shavington/Wynbunbury. c400 homes



Local Plan Policy LPS3 Basford West, Crewe c370 homes  
Outside Shavington...impact?

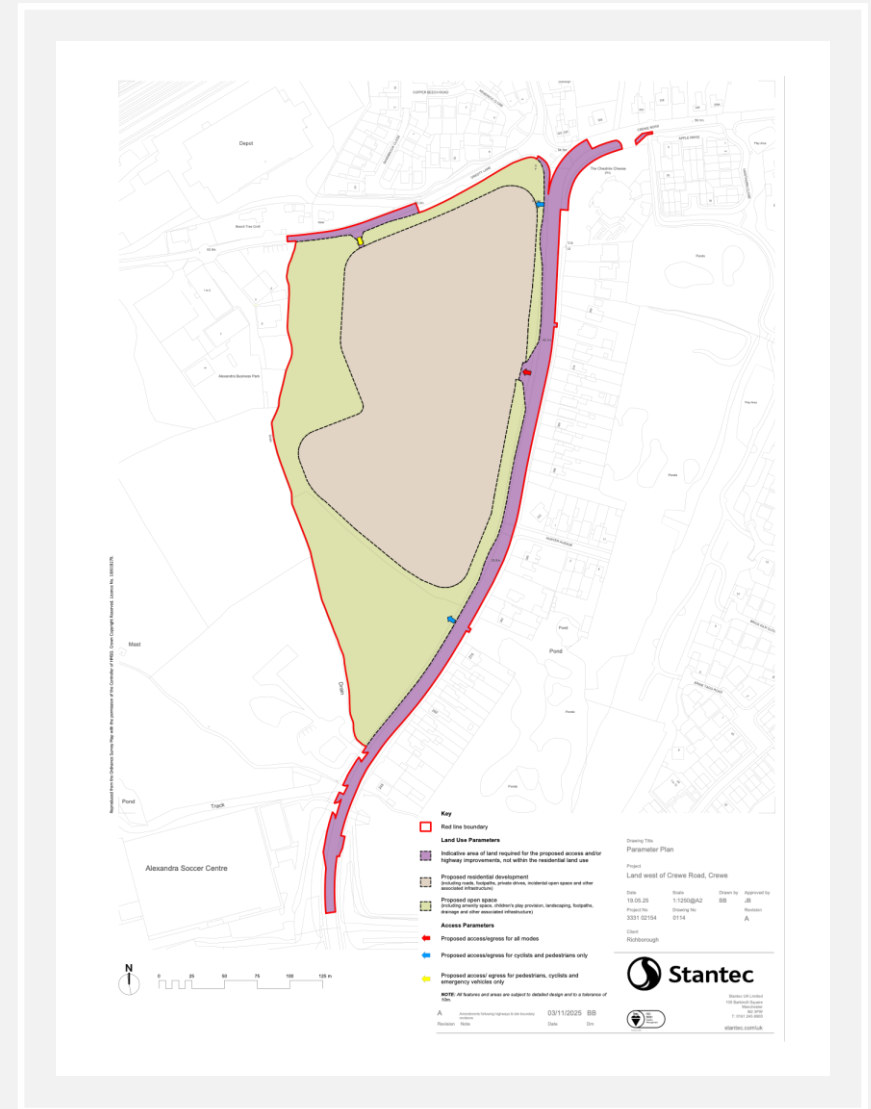
# RECENT CONSENT

25/2405/OUT — up to 120 dwellings

Site: Land West of Crewe Road, Shavington

**Proposal:** *Outline* application for access for a residential development of up to 120 dwellings, with POS, landscaping, and new access off Crewe Road.

Located in designated green gap.



# CURRENT APPLICATIONS

## 26/0640/FUL Full Planning

**Site:** Land Adjacent To Alfred King Close Shavington, Crewe , CW2 5UW

**Proposal:** Demolition of existing storage buildings, erection of 23 no. dwellings, 2 no. vehicular access points, associated parking and landscaping.

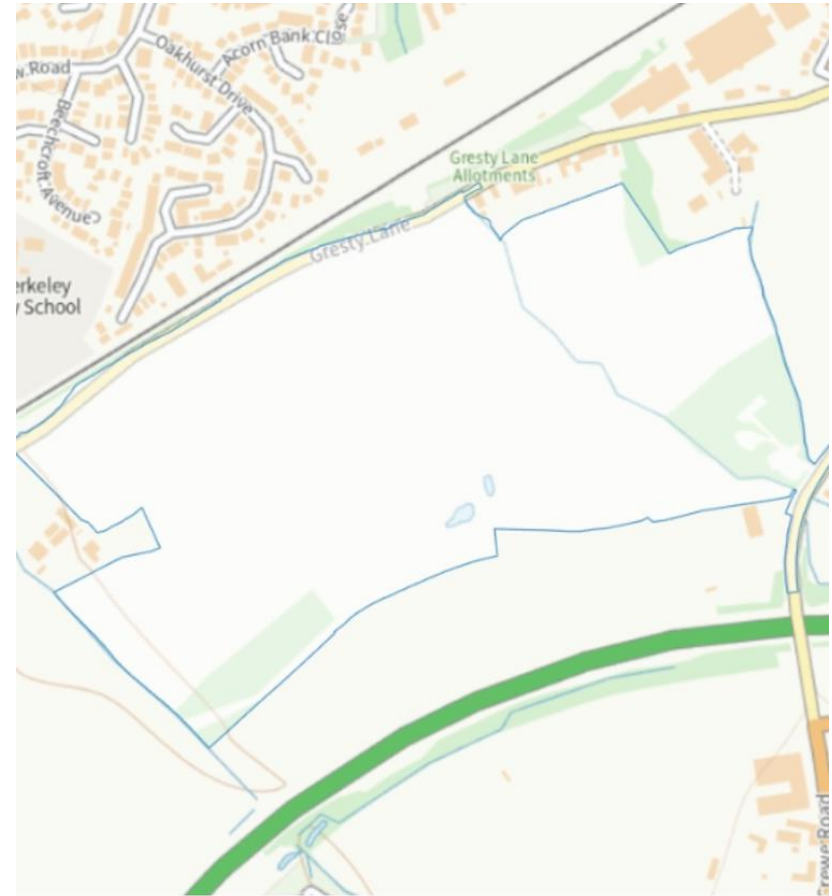


# FUTURE PROPOSALS

## 25/4685/EIA

**Proposal:** EIA screening for up to 500 dwellings and one form entry primary school on land south of Gresty Lane, Shavington.

**Site:** Land At South Of Gresty Lane, Shavington, Crewe, Cheshire East, CW2 6TP

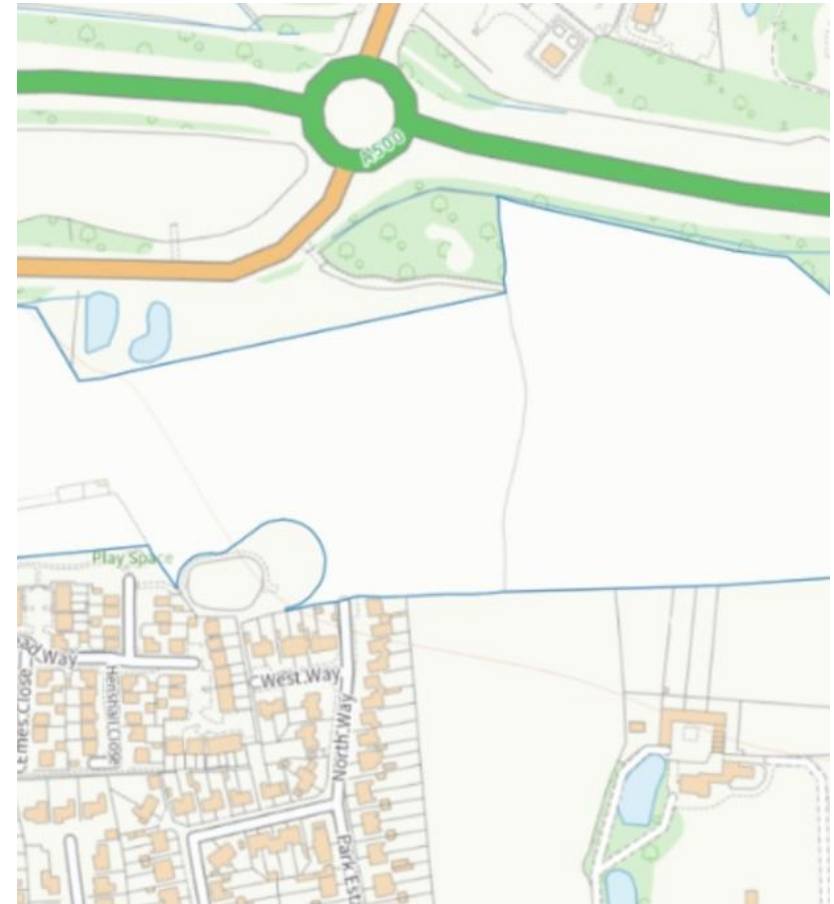


# FUTURE PROPOSALS

25/489 I/EIA

**Proposal:** EIA screening for up to 195 dwellings, open space, landscaping and access

**Site:** Land At Crewe Road, Shavington



# FUTURE PROPOSALS

**Pre- application** public consultation  
(Emery Planning)

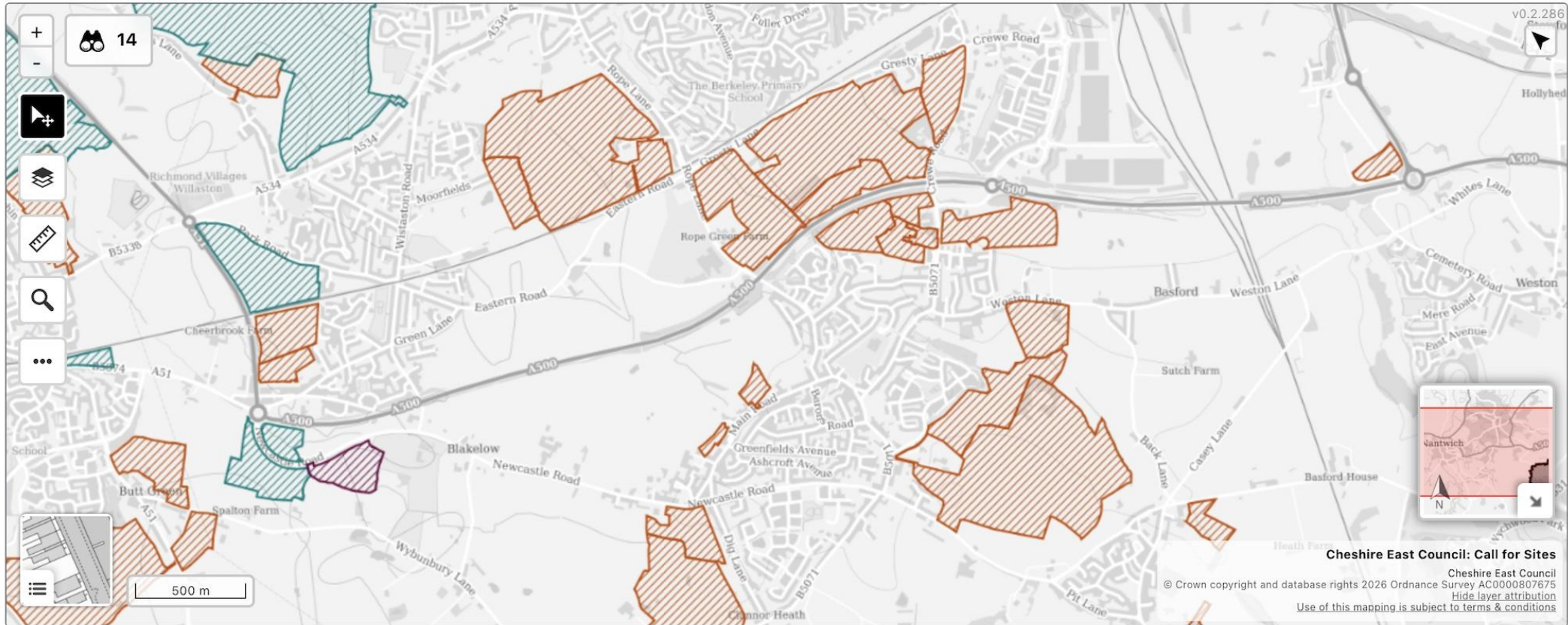
**Proposal:** 205 dwellings, open space,  
landscaping and access.

**Site:** Land west of Crewe Road, Shavington



Screenshot from [Emery Planning](#).

# 2024 HELAA



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Keyboard navigation: use the spacebar to expand the accordion.

# SCENARIO BUILDING

Considers longer term growth 20 years +  
Identifies ‘constraints’ and ‘opportunities’ and screens for initial “show-stoppers” such as flood risk.

Identify **infrastructure capacity thresholds** to avoid “getting caught between two stools”

It will identify any **key dependencies** and discount strategy options, where relying on them is considered implausible.

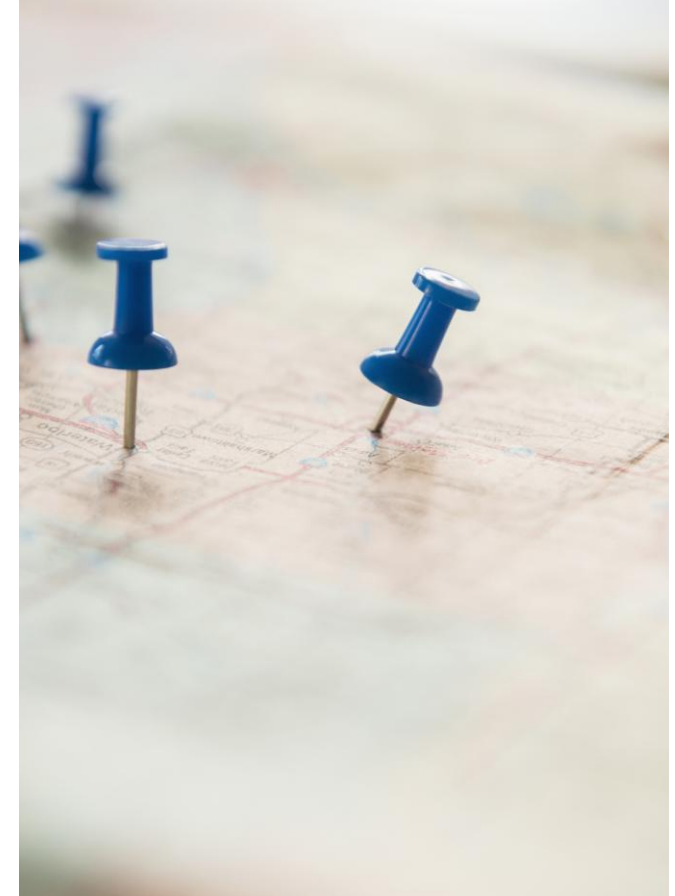
The results of this exercise will inform SPC’s response to the emerging Local Plan and provide a preferred spatial approach to allocating sites in the modified Shavington Neighbourhood Plan.

Physical constraints fixed, policy constraints may change



# APPROACH

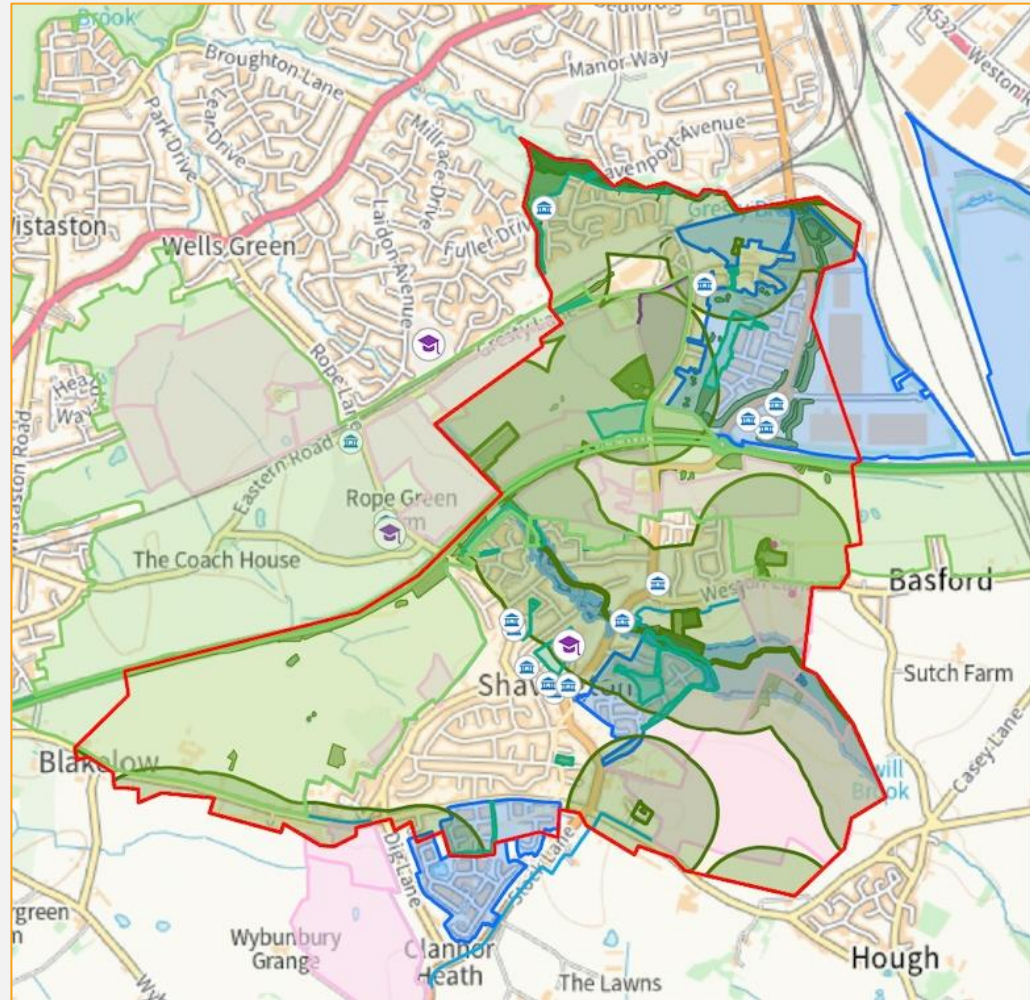
- This is about allocating the right sites in the right locations and using the neighbourhood plan tactically to defend against sites the community considers inappropriate. (engaging §14 /S6 NPPF)
- The first step is to consider where the best/preferred sites may be by undertaking an assessment of different spatial options (scenario planning) to understand constraints and opportunities of various options. These are the physical, environmental, policy or infrastructure factors that limit where and how Shavington can grow. They shape what is realistically deliverable within each scenario.
- There are no number attached to the scenarios at this stage, this avoids being influenced by particular sites to meet a target number. Cheshire East will provide an indicative housing number shortly and each scenario is likely to be able to flex to meet that number in due course.
- It is also likely that a hybrid scenario may emerge through this process.
- In any event the parish needs to be prepared that with nearly 1,000 homes already in the pre-application stages it is likely that the Neighbourhood Plan will need to make difficult choices and allocate a significant number of homes to fund the new primary school, transport, highways and active travel infrastructure required.



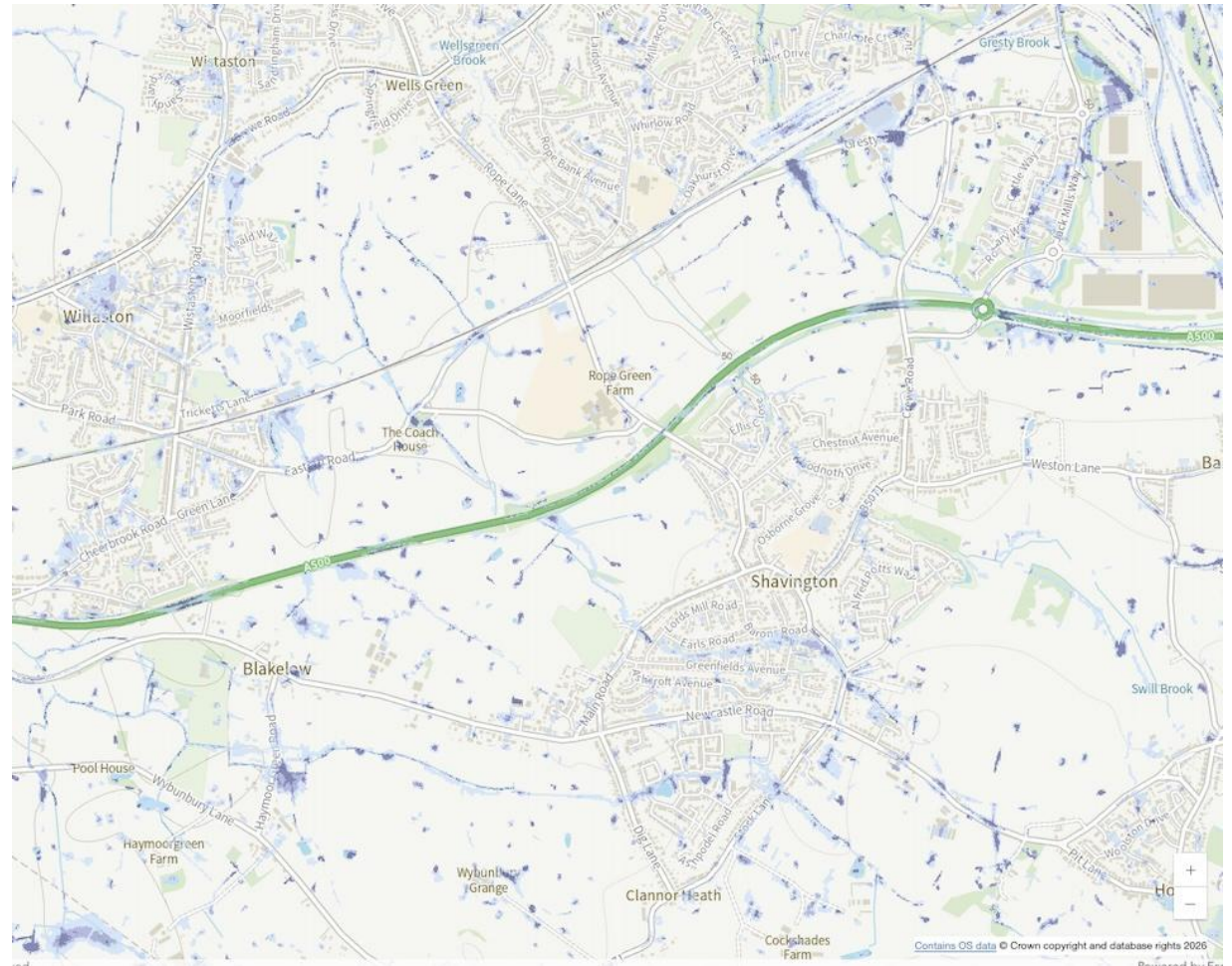
# INSIGHTS: FUNCTIONALITY



Shavington context  
[see online version of  
map and graphics](#)



# SURFACE WATER FLOOD RISK



# GENERAL COMMENTS FROM INITIAL DISCUSSIONS

## New Development considerations:

- Spaces and places for young people including recreational spaces.
- Primary school is over capacity; all scenarios will need to consider the provision of a new primary school.
- How residents access healthcare, including if there is a trigger point which would necessitate additional facilities.
- Affordable housing, with a clear view that 30% provision should be secured and delivered early
- drainage and flood risk, which came through as a major concern
- movement and connectivity, including appropriate road layout, walking routes, bus service improvements and better links to key services such as doctors and schools
- whether development should bring supporting infrastructure with it, including roads and local facilities
- opportunities for smaller businesses and local services
- wider infrastructure considerations such as energy capacity and telecommunications/telephone masts
- the importance of retaining village identity and avoiding poorly connected or overly sprawling growth



The map above is a sample illustration of a potential “green” route where vehicular traffic could be minimised, making better use of existing infrastructure alongside new walking/cycling routes for better active travel access to local facilities and reduce the impacts of traffic locally.

(red = parish boundary, green = potential low active traffic route, blue = vehicular route to A500 and Crewe)

## INSIGHTS: ACCESS AND MOVEMENT

The proximity to Crewe and Nantwich, the accessibility of the A500 Shavington by-pass for east west travel and the M6 around 6 miles away for onward travel north and south has resulted in Shavington being a car dominated for commuting. However, there are a number of opportunities to promote walking, cycling and public transport which could enable local traffic to be significantly reduced through the creation of new routes. Directing outward traffic along key routes would also reduce the severance impact of the A500 without the need for costly new road infrastructure.

## INSIGHTS: GREEN INFRASTRUCTURE



The Cheshire East Local Plan designated all the land between Shavington and Crewe as Strategic Green Gaps.

This designation does not represent an absolute constraint on development and sites within the gap are already being tested through the planning system. As such, the Neighbourhood Plan cannot assume the gap will remain intact in its current form and should understand where to plan to maintain meaningful separation within the gap, even if development occurs and avoid incremental erosion over time.

## SCENARIO #1 MORE OF THE SAME

### **VISION:**

This option reflects further incremental growth of the parish. As such, this pattern of development is overall less visually impactful due to its dispersed nature, maintaining the shape of current growth in Shavington and maintaining separation between Gresty and Shavington. Development consolidates the walkable community concept; everyone has access to a local convenience shop, some local facilities such as primary education and access to public transport (bus stop) with a 15-minute walk.



**SCENARIO  
#1  
MORE OF  
THE SAME**

**KEY FEATURES & OBSERVATIONS**

- Traffic effects through the centre of the village?
- New primary school required, east/west of Crewe Road?
- Some areas within flood risk 2 and 3. Drainage concerns?
- Maintains gap to Crewe in green corridor between A500 and the railway line.
- New green buffers would be required to constrain further outward sprawl.
- Reinforces Shavington as two communities, north and south of the by-pass.
- Some development outside of the parish
- Piecemeal development means likely insufficient funding from each site to secure meaningful infrastructure.
- Improved walking routes and public transport required to access everyday services.


## SCENARIO #2 NORTHERN LIMITS



### **VISION:**

This option directs growth towards Gresty between the by-pass and the railway line which form hard boundaries and natural limit to development preventing further outward sprawl. (Note: The western extent is within Rope Parish) with the potential for additional housing to the south of the bypass if required to fund additional infrastructure.

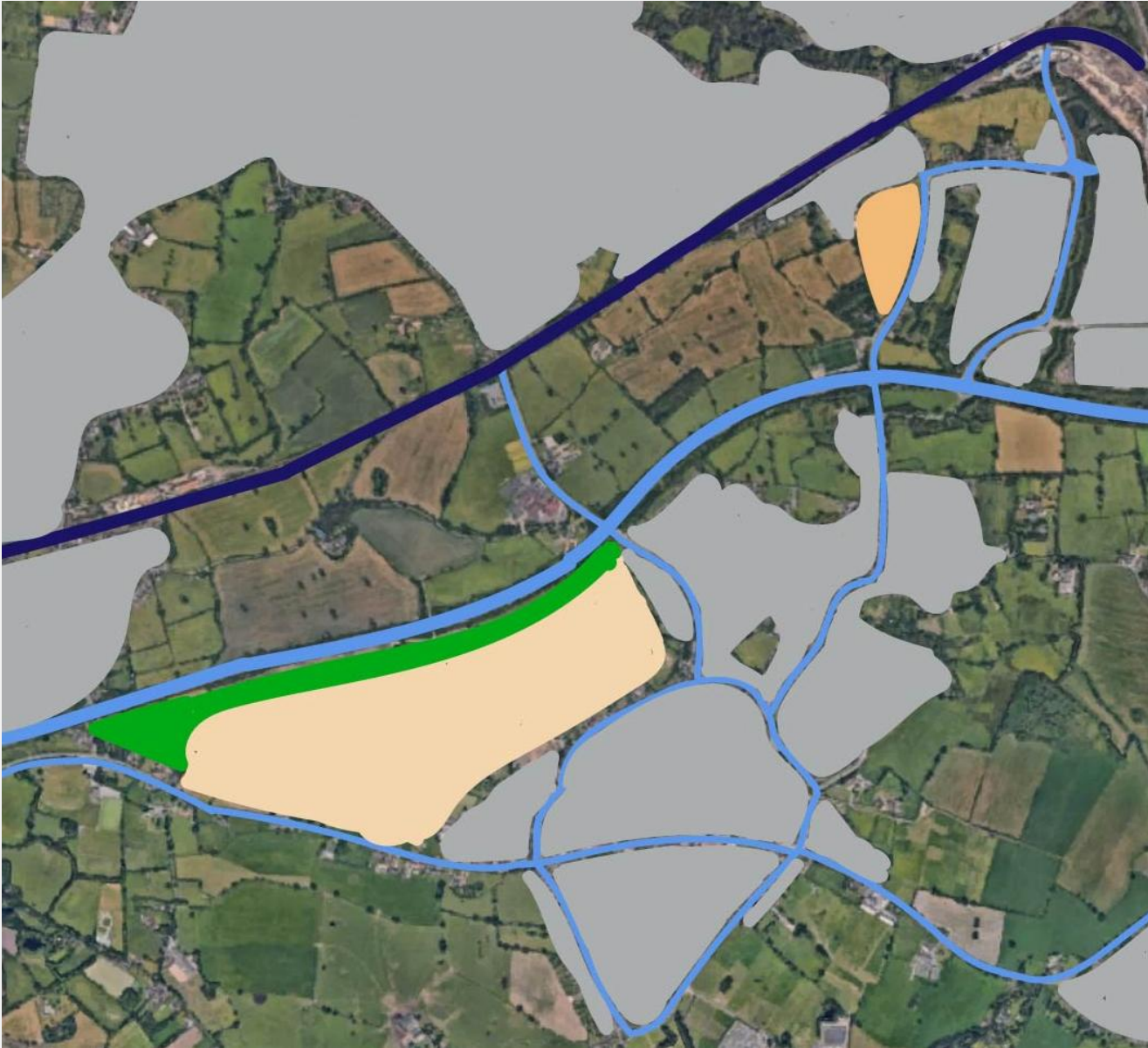
New walking and cycling routes reduce the separation of the A500, improves connectivity between Shavington and Gresty and locates a new primary school within walking distance of Shavington Academy.



**SCENARIO  
#2  
NORTHERN  
LIMITS**

## **KEY FEATURES & OBSERVATIONS**

- Potential for Crewe Road north of the by-pass to be resident access only, reducing the speed limit, directing all through traffic to Jack Mills Way and introducing a cycle way along its length to facilitate local movement across the by-pass.
- Loss of the current green wedge – would require land set aside as green buffers.
- Minimal traffic impact on Shavington village.
- Potential to create additional walking/cycling links around Gresty Lane and Rope Lane.
- Nearer to Crewe for access to facilities and railway station.
- Small areas within flood risk 2. Drainage concerns?
- Road infrastructure constrains further outward sprawl.
- Would need careful masterplanning, could result in Gresty functioning as a separate community to Shavington.
- Some development outside of the parish
- Potential for a new local centre to the north of the parish.



## SCENARIO #3 WESTERN GROWTH

### VISION

This option directs all growth to the west between the Shavington by-pass and Newcastle Road which form natural limits to development preventing further outward sprawl and increasing accessibility to the medical centre, secondary school and leisure Centre. Traffic through the centre of the village is minimised. A green buffer prevents coalescence with Willaston and new active travels ensure the site is well connected to the rest of the village.

**SCENARIO  
#3  
WESTERN  
GROWTH**

**KEY FEATURES & OBSERVATIONS**

- Directs growth away from Crewe.
- Located in Green Gap – would require land set aside as green buffers; potential for a country park.
- Minimal traffic impact on Shavington village.
- Potential to create additional walking/cycling links around Gresty Lane and Rope Lane.
- Flood Zone 1 – some areas of surface water flood risk
- Road infrastructure constrains further outward sprawl.
- Some development outside of the parish.
- Good access to Shavington by-pass
- Potential for new primary school/ new local centre
- Link to existing sports facilities to the south of Newcastle Road
- No indication as yet that the land is available



## OPTION #4 EASTERN GROWTH

### HEADLINE:

This option directs all growth to the eastern side of the village, preserving the existing green gaps, and creating new green buffers to prevent future coalescence with Hough and further sprawl into the open countryside. This option creates increased separation to Crewe by growing away from it.

**SCENARIO  
#4  
EASTERN  
GROWTH**

**KEY FEATURES & OBSERVATIONS**

- Directs growth away from Crewe but also away from Gresty
- Not located in an existing designated green gap.
- Potential for increased traffic through the village unless new link road from Newcastle Road to the north is incorporated. Cost?
- Central parcel flood risk 2 and 3 (Swill Brook) Drainage concerns.
- Strong defensible green gap required to prevent coalescence with Hough and future sprawl.
- Directs growth away from the medical centre, secondary school, leisure centre.
- Directs traffic along Newcastle Road to access A500
- Could create a new local centre near a new primary school which would also serve Cherry Tree Park.
- Southern parcels are Grade 2 agricultural land.

## COMMUNITY ENGAGEMENT

1. Is each Scenario plausible and distinct?
2. An opportunity to share local intelligence and identify information gaps
3. To debate the likely positive and negative effects of each scenario
4. At this early stage, is there a Scenario we think may be the most desirable to work towards?
5. To understand context and drivers of change in the area





## SUMMARY & NEXT STEPS

We can use scenario planning to:

- Develop a clear vision for how the parish should evolve over the next 20+ years and understand the level of new infrastructure required.
- Inform the modified Neighbourhood Plan by testing different growth and land-use options to then encourage sites to be developed in the most sustainable and logical places, not just those that put their sites forward first.
- Strengthen consultation responses to the emerging CE Local Plan by demonstrating evidence-based community insights & respond strategically to planning applications while statutory plans are still emerging.
- Next steps... undertake early community engagement, commence dialogue with Cheshire East and land interests and undertake screening and scoping for the Strategic Environmental Process (SEA).