

SHAVINGTON-CUM-GRESTY PARISH COUNCIL

SHAVINGTON-CUM-GRESTY MODIFIED NEIGHBOURHOOD PLAN 2026 - 2046

PRE-SUBMISSION PLAN: SEPTEMBER 2026

IMPORTANT CONSULTATION DETAILS

The ScGNPR is published for statutory consultation under Regulation 14 of the Regulations. Comments on the proposals and content of the plan and its other published documents are welcomed from everyone living and working in Shavington-cum-Gresty Parish as well as local organisations and landowners.

They must be made either by email to: clerk@shavingtononline.co.uk
or by post to: Shavington-cum-Gresty Parish Council, Main Road, Shavington, Crewe, CW2 5DP
by 21st October 2026 at the latest.

Any comments made after that deadline may not be considered by ScGPC. Anyone submitting comments to ScGPC must provide an email or postal address and contact name. ScGPC will keep this information confidential. However, it must forward information to Cheshire East Council in due course for the sole purpose of notifying all those that have submitted comments that it has received a final version of the plan for examination

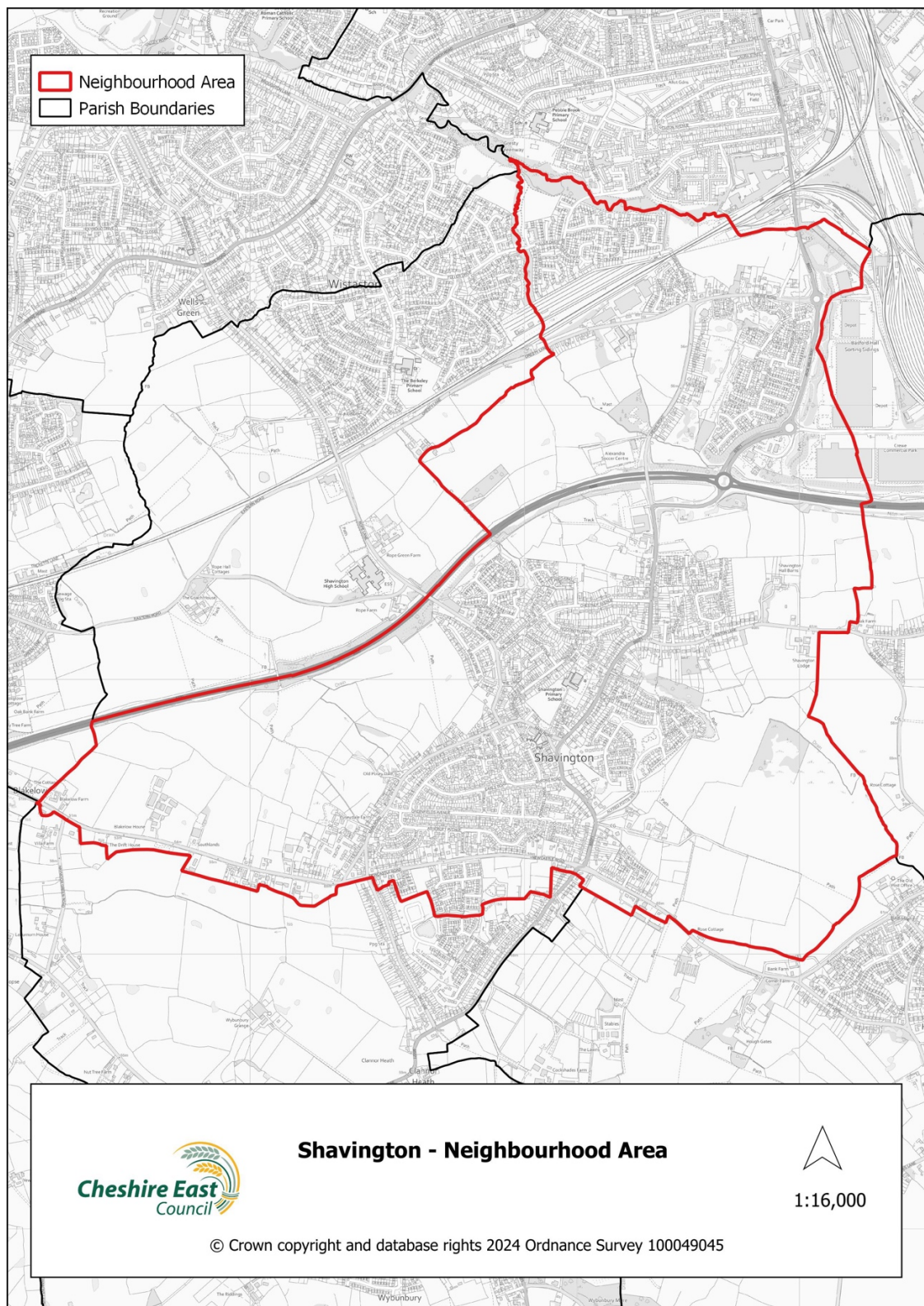
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This draft Plan forms the modification proposal; a modification statement is provided separately.

1. INTRODUCTION

- 1.1 Shavington-cum-Gresty Parish Council is the qualifying body for the Shavington-cum-Gresty neighbourhood area. This pre-submission Modified Neighbourhood Plan updates the made Shavington-cum-Gresty Neighbourhood Plan and is intended to guide the use and development of land in the parish to 2046.
- 1.2 This Modified Plan should be read alongside the Policies Map, the Modification Proposal and Statement, the Basic Conditions Statement, the Consultation Statement and supporting environmental assessments. The made Plan was subject to referendum on the 6th May 2021 and adopted by Cheshire East Council (CEC) on 28th July 2021.
- 1.3 The principal modifications comprise a revised housing and settlement-boundary approach, a new site-allocation policy, targeted updates to locally distinctive policies, and the removal of policies that duplicate national policy, Building Regulations or other existing development-plan provisions.
- 1.4 The Neighbourhood Plan boundary was designated by CEC on the 17th August 2016. Following a governance review in 2023, a minor change was made to the administrative boundary of Shavington-cum-Gresty. As a result, an application to re-designate the Neighbourhood Plan boundary to align with the new parish boundary was made in May 2026 and confirmed by CEC in July 2026.



2. HISTORY AND PROFILE

History

- 2.1 Shavington-cum-Gresty is a civil parish comprising the large village of Shavington and the hamlet of Gresty, around half a mile to the north. It formed part of the ancient ecclesiastical parish of Wybunbury until the parish status changed in 1894.
- 2.2 The origins of the two settlements are medieval. Shavington is first recorded in the late thirteenth century, when William Wodenot was Lord of the Manor, while Gresty was a separate manor mentioned in the early fourteenth century. The area remained predominantly rural into the nineteenth century, with farmhouses, country residences and small cottages dispersed across the parish.
- 2.3 The arrival and growth of Crewe following the Grand Junction Railway Company in 1837 transformed the parish. House building increased rapidly and the population doubled between 1851 and 1871. Development along Alma Buildings, Osborne Grove and Rope Lane helped establish a village centre, while railway employment broadened the local occupational base.
- 2.4 The parish has a strong social and civic history. Methodist chapels were prominent in the nineteenth century; the current Methodist church opened in 1877. St Mark's Church was rebuilt in 1894 after the earlier mission church was destroyed by fire. The former infants' school, built in 1900, is now the Village Hall. Later growth included the Park Estate in the 1920s, Greenfields in the 1960s and the Fuller Drive area in the 1990s.
- 2.5 Historic assets include Shavington Lodge, an early nineteenth-century red-brick farmhouse, and Shavington Hall, a Tudor Revival country house built in 1877. Both are Grade II listed. The parish has evolved from a scatter of farms and cottages into a substantial village, while retaining a distinct identity and relationship with the surrounding countryside.

Landscape and settlement profile

- 2.6 Shavington-cum-Gresty lies on the edge of the Cheshire Plain. The parish extends to approximately 950 acres and is predominantly farmland, within a generally flat but gently undulating landscape. The A500 Shavington-Basford-Hough Bypass physically divides the parish, with Gresty to the north and Shavington to the south.
- 2.7 The western part of the parish lies within the Barthomley Character Area of the Lower Farms and Woods Landscape Character Type. This landscape is characterised by an extensive gently undulating plain, generally well-maintained field boundaries, dispersed farmsteads and hamlets, field ponds, watercourses and the continuing influence of dairy farming. It also reflects the strong influence of nearby Crewe and the substantial twentieth- and twenty-first-century expansion of settlements on its edge.

- 2.8 The landscape setting remains an essential part of local character. Development should respect the transition between built form and open countryside, retain existing trees, hedgerows and watercourses wherever possible, and contribute positively to the green infrastructure network.

Built character and design

- 2.9 Shavington-cum-Gresty sits within the “Salt and Engineering Towns” settlement character area identified in the Cheshire East design guidance. The parish contains a mix of rural lanes and dispersed farmsteads, alongside a larger village form shaped by Victorian, Edwardian, post-war and more recent residential development.
- 2.10 Local building materials and details include brick, stone, slate and clay roof tiles. Render or pebbledash over a brick plinth is found on late Victorian, Edwardian and post-war properties. Terracotta plaques, date-stones and moulded details also contribute to the character of some Victorian buildings.
- 2.11 The varied street scene includes open frontages, dwellings at the back of pavement, low brick walls with stone coping, front gardens, terraces with paired front doors and bay windows, and steeply pitched roofs. New development should respond to this diversity rather than use standardised layouts that could be located anywhere.

Planning Policy Context

- 2.12 Cheshire East Council is preparing a new Local Plan under the new 30-month programme. The current Local Plan (2010 – 2030) was adopted in 27 July 2017 with a Site Allocations and Development Policies Document adopted in December 2022. Whilst the Basic Condition requires broad conformity with the Local Plan is no longer in force, the Neighbourhood Plan is mindful of both adopted and emerging Local to ensure consistency and avoid duplication wherever possible.

National Planning Policy Framework 2026

- 2.13 The National Planning Policy Framework (NPPF), published in August 2026, sets out national policies for both plan-making and decision-making. Of particular relevance to the preparation and implementation of the Shavington-cum-Gresty Modified Neighbourhood Plan are the following policies:

PM5: Neighbourhood plans, which establishes the role of neighbourhood plans in allocating land and addressing locally specific matters including infrastructure, community facilities, design, environmental improvements and local heritage.

PM6: General principles for plan-making is also important, particularly its requirement that development plans should not duplicate, substantively restate or conflict with national decision-making policies.

S3: Presumption in favour of sustainable development
 S4: Principle of development within settlements,
 S5: Principle of development outside settlements and
 S6: Neighbourhood plans and the presumption. These policies are particularly relevant to the Plan's settlement boundary and approach to housing development.

CC1: Planning for climate change,
 CC2: Mitigation of climate change and
 CC3: Adaptation to climate change, which support sustainable patterns of development, sustainable transport, green infrastructure, climate resilience and the management of flood risk.

HO1: Assessing the need for homes,
 HO4: Land for strategic site development
 HO5: Meeting the needs of different groups and
 HO9: Specialist forms of accommodation which are relevant to the Plan's housing requirement, site allocations and housing mix. including housing for older and disabled people.

DP2: Local design guides, design codes and masterplans,
 DP3: Key principles for well-designed places and
 DP4: The design process. These policies are relevant to the Plan's locally distinctive design policy and the comprehensive masterplanning of allocated land.

TR1: Vision-led approach to planning for transport,
 TR2: Local parking standards,
 TR4: Street design, access and parking,
 TR6: Assessing transport impacts and
 TR8: Public rights of way. These are particularly relevant to the Plan's approach to sustainable transport, walking and cycling, public rights of way and parking.

HC1: Planning for healthy communities,
 HC3: Community facilities and public service infrastructure serving new development,
 HC4: Proposals for new and improved community facilities, public service infrastructure and development providing public health benefits,
 HC6: Retention of key community facilities and public service infrastructure and
 HC7: Development affecting existing recreational land and facilities. These policies are relevant to the protection and provision of community facilities, open space, sport, recreation and infrastructure.

F1: Assessing flood risk for plan-making,
 F2: Planning for effective flood risk management and
 F8: Sustainable drainage systems and watercourses, which are particularly relevant to the Plan's site allocations and locally specific surface water and drainage policy.

N1: Identifying environmental opportunities and safeguards,
 N2: Improving the natural environment and

N3: Trees in new development, which are relevant to the Plan's approach to landscape character, biodiversity, green infrastructure, trees and hedgerows.

E1: Providing the conditions for long-term economic growth,

E2: Meeting the need for business land and premises and

E4: Rural business development, which support the Plan's approach to local businesses, home working, rural enterprise and farm diversification.

3. VISION AND OBJECTIVES

Vision

In 2046, Shavington-cum-Gresty will be a vibrant, inclusive and environmentally resilient parish. It will retain its distinctive village identity and relationship with open countryside, while providing well-designed homes, connected green infrastructure, valued community facilities, safer opportunities for walking and cycling, and a supportive environment for local businesses.

Objectives

- Deliver a positive, plan-led approach to housing that meets identified local needs and is supported by appropriate infrastructure.
- Protect and enhance the distinctive character, landscape setting, heritage and identity of Shavington-cum-Gresty.
- Protect and improve public rights of way, cycling routes, trees, hedgerows, open spaces and green infrastructure.
- Protect, improve and where appropriate provide community facilities, recreation opportunities and local services.
- Promote safe, accessible and sustainable movement, and address local parking pressures.
- Support a resilient local economy, including local shops, small businesses, home working and rural enterprise.

4. POLICIES

- 4.1 The policies in this section are intended to be read as a whole and alongside the Policies Map and the relevant policies of the development plan. The Shavington-cum-Gresty Modification Statement details the changes between the made Neighbourhood Plan and this modified Plan.

Housing and Design Policies

Policy HOU1: New Housing

The Neighbourhood Plan defines the Shavington Cum Gresty Settlement Boundary, as shown on the Policies Map for the purpose of applying the National Decision-Making Policy S3 on the presumption in favour of sustainable development.

The Neighbourhood Plan provides for the delivery of approximately 870 homes in the period to 2046, comprising the sites allocated within and adjoining the Settlement Boundary. Additional homes may be delivered through windfall schemes on suitable sites within the Settlement Boundary.

- 4.2 This policy firstly defines a settlement boundary for Shavington-cum-Gresty to show where national policies S4 and S5 on development inside and outside the boundary will be applied. Those policies set out the principles for focusing new development in existing built-up areas but allow for development in the surrounding countryside in certain circumstances.

- 4.3 The second part of the policy sets out the scale of development planned for within the settlement boundary over the period to 2046 and thorough providing for the allocation of 870 homes, exceeds the indicative housing target of 840 homes provided by Cheshire East Council in April 2026. This comprises sites allocated in policy HOU5. The settlement boundary defined in the HOU1 has been modified to incorporate sites allocated in Policy HOU5.

Policy HOU2: Housing Mix and Type

To ensure an appropriate mix of housing in Shavington-cum-Gresty, new housing developments should comprise a mix of house types, including smaller homes, such as bungalows, apartments, terraced or semi-detached.

Where appropriate, the requirements of a wide range of households should be met without the necessity for substantial alterations including, for example families with push chairs, wheelchair users, disabled visitors, and older people. The design of housing should maximise utility, independence and quality of life, while not compromising other design issues.

- 4.4 Since the made Neighbourhood Plan was prepared, Shavington-cum-Gresty has experienced substantial housing and population growth. The population increased from approximately 4,519

in 2011 to around 6,260 in 2021 and was estimated to have reached 7,319 by 2024. This growth has changed the parish from a relatively stable and ageing village into a rapidly growing settlement with a stronger representation of children, couples and adults of family-forming age. At the same time, older residents remain an important part of the community, with approximately one in five residents aged 65 or over in 2021. Around 67.5% of households contained only one or two people, including 27.0% one-person households and 40.5% two-person households.

- 4.5 The made Plan also identified that more than 92% of the parish's housing stock in 2011 comprised detached or semi-detached homes, with very few terraced homes, flats or apartments. Although substantial development has taken place since then, the demographic evidence continues to support the provision of a varied housing stock. New development should therefore include an appropriate mix of family housing, smaller homes and accessible or adaptable accommodation. This will provide choices for younger households, smaller households and residents wishing to downsize, while enabling the housing stock to respond to changing needs over the Plan period. The policy does not prescribe fixed proportions, which should instead be informed by the most recent evidence and the circumstances of each site.

Policy HOU3: Housing for Older People

Development resulting in the loss of specialist housing for older people will only be supported where it can be robustly demonstrated through up-to-date evidence that the accommodation is no longer needed, or the need can be met elsewhere through the existing housing stock, or the accommodation will be replaced elsewhere in the Parish.

- 4.6 Approximately one in five residents was aged 65 or over in 2021, while many of the younger adults and families now living in the parish will grow older during the Plan period to 2046. The substantial recent provision of mainstream family housing makes it particularly important that residents also have opportunities to move to smaller, accessible or specialist accommodation when their circumstances change.
- 4.7 Suitable older persons' accommodation can enable residents to remain within Shavington-cum-Gresty, close to family, friends, established support networks and familiar services, rather than having to move away from the parish. It can also allow larger family homes to return to the housing market. Existing older persons' accommodation should therefore not be lost without clear justification.

Policy HOU4: Local Character and House Design

In applying National Decision-Making Policy DP3 of the National Planning Policy Framework, development proposals should respond positively to the character of Shavington-cum-Gresty and contribute to the creation of a connected, walkable and environmentally resilient parish.

Development should, where appropriate to its scale, nature and location:

- a) be located and designed to enable safe, convenient and attractive access on foot, by wheel-chair, cycle and public transport to everyday services, schools, open spaces and public transport facilities;
- b) provide or improve direct connections to existing footpaths, cycleways, green routes and the wider public rights of way network, and avoid severing or reducing the safety, accessibility or attractiveness of those routes;
- c) retain and incorporate existing trees, hedgerows, watercourses and other landscape features which contribute to the parish's character, biodiversity and green infrastructure network, in accordance with Policy ENV2;
- d) provide additional planting, habitat features and green links where this would strengthen biodiversity, improve connections to open space or create a positive transition between built development and the surrounding countryside; and
- e) respond to the varied built form of the parish, including the established pattern of streets, spaces, boundary treatments and landscape setting, rather than relying on standardised layouts.

Development proposals should demonstrate how they are context led and therefore how the layout, movement network and landscape strategy have been considered together from the outset of the design process.

4.8 Shavington-cum-Gresty has developed incrementally from a rural settlement into a substantial village containing Victorian and Edwardian development, inter-war and post-war estates, and extensive modern housing. This has produced a varied built character, including differences in building styles, street patterns, frontages, boundary treatments and materials. The parish nevertheless retains an important relationship with its surrounding countryside, including mature trees, hedgerows, watercourses and other landscape features. These characteristics should inform new development without requiring it simply to reproduce historic building styles.

4.9 The scale and pace of recent growth creates a particular need to avoid standardised and inward-looking developments that have little relationship with the parish. The A500 and railway also divide different parts of the community, while schools, shops, healthcare, open spaces and other facilities are distributed across the parish. New development therefore needs to contribute to better connections between homes, facilities, existing walking and cycling routes and the surrounding countryside, rather than creating further barriers to movement.

4.10 Policy HOU4 applies national design principles to this specific local context. It requires the layout, movement network and landscape strategy to be considered together from the beginning of the design process. This will help development retain important landscape features,

reinforce green infrastructure, provide positive countryside edges and create safe and convenient connections to existing routes and services; and thus draw out the locally distinctive aspects of character, alongside connectivity and place-making required to ensure that growth becomes an integrated part of Shavington-cum-Gresty.

Policy HOU5: Site Allocations Policy

The Neighbourhood Plan allocates land in Shavington, as shown on the Policies Map, for a comprehensive, residential-led mixed-use development of approximately 870 homes. Development proposals will be supported where they are in general accordance with the site-specific requirements below and other relevant policies of the development plan.

The allocation comprises parcels to the east and west of Crewe Road and is expected to come forward through a coordinated approach. Individual parcels may be brought forward separately provided they demonstrate how they will contribute to, and not prejudice, the comprehensive delivery of the whole allocation.

A. In accordance with NPPF Policy DP2, development shall be guided by the Framework Plan, covering the whole allocation, which shall establish a coherent neighbourhood that is demonstrably part of Shavington-cum-Gresty, reinforces the principle of One Parish, One Community, and does not create a separate or isolated extension of Crewe. Whilst the precise scale, location, design and specification will be informed by proportionate evidence and engagement with the relevant infrastructure providers, the allocation should make provision for the following infrastructure and land uses:

- A mix and type of housing to meet evidenced needs.
- A new local centre at a suitable location north of the A500.
- A new flexible use community/health hub space located within the local centre.
- Land for a one form entry primary school to the north of the A500 where demonstrated to be required by the Local Education Authority.
- A package of active travel infrastructure improvements, including as set out in Clause D
- New public transport infrastructure.
- A “green” multiuse car park to serve the Youth Facility, School and Local Centre for up to 100 cars, including car club spaces using permeable surfacing with planting to create canopy cover across at least 20% of the site, with infrastructure to enable EV charging.
- New sports pitches located to the west of Crewe Alexandra in the Community.
- New allotments to the south of the A500.
- A new pump track, outdoor gym and play equipment to serve the development and provide recreational spaces with a particular focus of older children.
- A new community orchard

B. Planning applications and subsequent reserved matters applications should demonstrate, insofar as relevant to the matters being determined, how they accord with and contribute to the comprehensive and coordinated delivery of the allocation

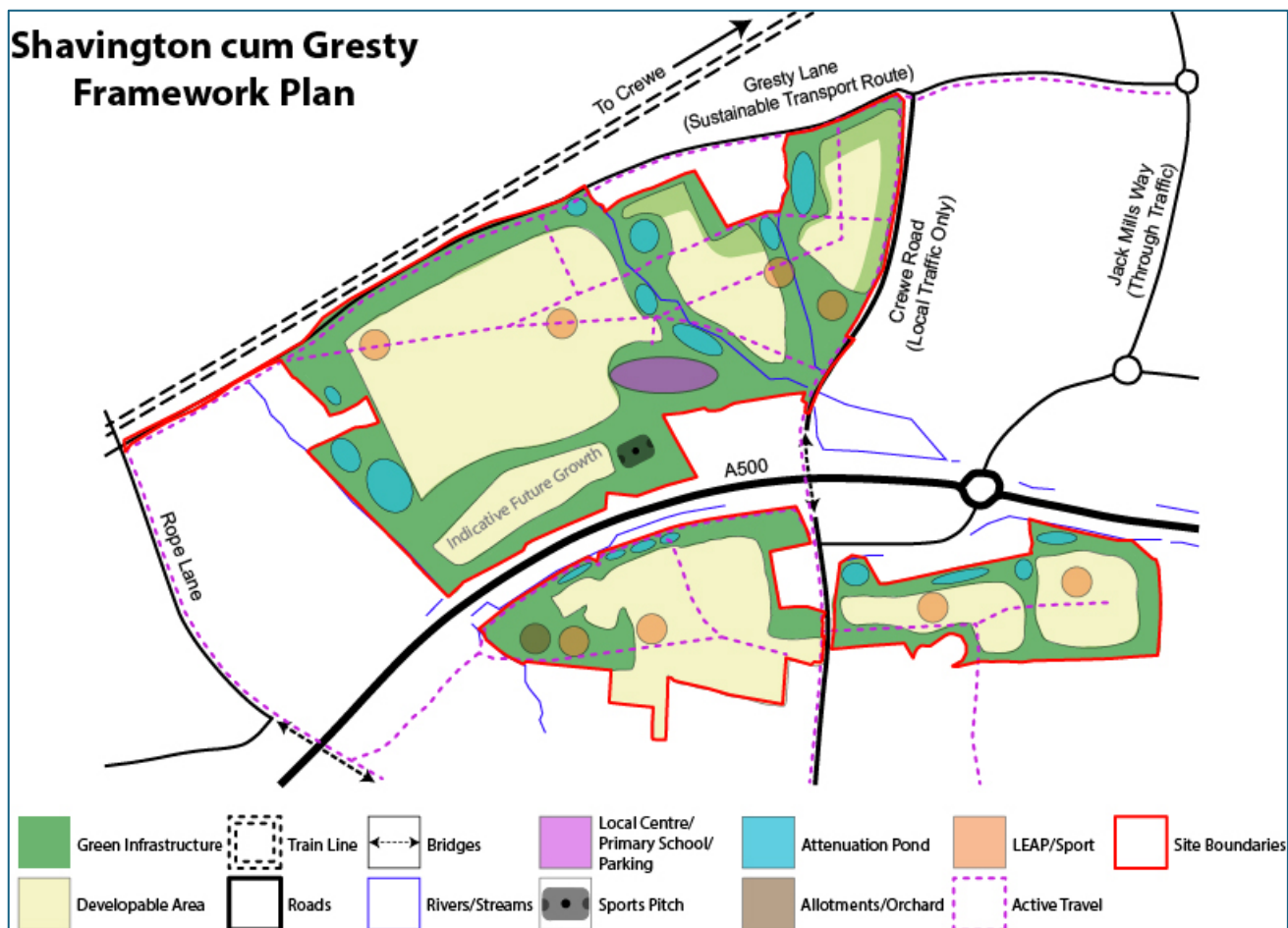
C. Development shall be phased so that required infrastructure and mitigation are delivered in step with occupation. Individual proposals shall demonstrate how they will contribute proportionately towards the infrastructure required to support the comprehensive development of the allocation, in accordance with NPPF Policies PM12 and DM6. Appropriate mechanisms shall be used to secure and coordinate infrastructure provision and contributions between individual parcels and phases. Development of an individual parcel or phase shall not prejudice the timely delivery of infrastructure required to support the allocation as a whole.

- D. Development shall demonstrate compliance with NPPF Policy TR1 and NDMP Policy TR3, including the principles set out below, subject to the agreement of the Highway Authority and, where relevant, public transport operators and other statutory consultees, and having regard to any access arrangements already approved through an extant planning permission:
- i) provide a connected, safe and attractive network of walking, wheeling and cycling routes linking the northern, southern and eastern parcels with each other and with existing neighbourhoods, Rope Lane, village facilities and services and the proposed local centre;
 - ii) improve east-west permeability to the north and south of the A500 corridor, including safe and convenient crossings and connections from Crewe Road to Rope Lane and along Gresty Lane, to reduce the severance caused by the A500 and enable residents to access existing and proposed facilities without reliance on the private car for short journeys;
 - iii) manage the role and character of Crewe Road so that development contributes to a safer and more attractive environment for walking and cycling and reduces the adverse effects of through traffic;
 - iv) direct through traffic towards the strategic road network, including Jack Mills Way, where appropriate. Access, junction, public transport, traffic management and highway improvement measures shall be supported by proportionate transport evidence; and
 - v) **incorporate appropriate public transport infrastructure, including suitable bus routing and stops**, where practicable and agreed with the Highway Authority and relevant operators.
- E. Where the Local Education Authority confirms that a new primary school is required, sufficient land shall be safeguarded and the timing, funding and delivery arrangements shall be secured through planning obligations or other appropriate mechanisms.
- F. To comply with NDMP Policy N2, development will need to demonstrate how it will conserve and enhancing the existing natural features of visual and landscape value within the Green Gap, establish a clear and defensible long-term settlement edge for Shavington cum Gresty, retain and reinforce key landscape features, hedgerows, trees, green infrastructure corridors and areas of open land that continue to perform an important role in maintaining separation, local identity, visual relief and connectivity. Development shall be designed to avoid the perception of physical or visual coalescence between Shavington cum Gresty and Crewe, and Shavington cum Gresty and Rope. In particular, proposals shall demonstrate how the layout, building heights, density, access arrangements, lighting, public open space, landscape treatment and the location of community infrastructure have been informed by a proportionate Landscape and Visual Impact Assessment.

- 4.11 Shavington cum Gresty is located to the south of Crewe to the north and south of the A500 Shavington By-pass. The parish has been fragmented by both the railway line and in recent years the introduction of the by-pass. To the north of the A500 along Rope Lane in the west of the parish is located the secondary school, medical centre and leisure centre.
- 4.12 To the north lies the hamlet of Gresty which is considered an integral part of the parish but has few local services to reduce car dependency, with just the allotments, a small employment area and a restaurant within walking distance. New development will need to ensure the residents located to the north of Gresty Lane can safely access the new local centre proposed through this

allocation.

- 4.13 To the east, strategic development and employment land along Jack Mills Way is disconnected from the main village of Shavington which is located to the south of the by-pass. The main village has experienced significant growth over the last 15 years. This has resulted in the erosion of the local centre and the emergence of dispersed local shops to serve residents of the new communities which have been built on the edges of the village. The core of the village still retains the primary school, village hall and churches, with an off-licence, hairdressers, fish and chip shop and florist on its edges.
- 4.14 The parish is strategically located with good access to the main highway network and less than 2 miles from Crewe Station. Crewe itself is a key target growth area. The Parish is also well connected by the major road network to Nantwich (10mins), Stoke-on-Trent (30mins) and Chester (1hr). This makes the parish increasingly attractive for development. It also means that it is heavily car dependent despite its proximity to the station. There is a local bus service to Crewe which runs hourly, Monday to Friday.
- 4.15 There is therefore recognition that infrastructure improvements will be required in order to support development at the scale identified by the housing requirement figure set by Cheshire East as a minimum of 840.
- 4.16 Accordingly, this policy allocates sites for approximately 870 new homes within the plan period, together with a wide range of active travel, public transport, green and social infrastructure. The Policies Map shows the extent of the policy area, and the Framework Plan (below) illustrates the key spatial principles.
- 4.17 It provides a plan-led framework for the delivery of a residential-led mixed-use development in the preferred growth location, whilst ensuring that the allocation is planned as one connected community rather than a collection of disconnected sites.
- 4.18 The preferred option has evolved from a settlement spatial plan for the parish which considered different growth options and location. This is an evolution of the original scenarios containing sites from both the northern and eastern options. The site allocations process is set out in Appendix A.
- 4.19 The allocation is therefore formed by a number of land parcels with different delivery positions. The policy requires adherence to the Framework Plan so that each parcel contributes to shared objectives and no proposal prevents the delivery of required infrastructure, green infrastructure or community benefits elsewhere in the allocation.



Shavington-cum-Gresty Framework Plan

- 4.20 A principal objective is to reinforce Shavington as one community. The A500 currently presents a barrier between neighbourhoods and facilities. The policy consequently prioritises safe and convenient east-west walking, wheeling and cycling connections, alongside a movement strategy that directs through traffic appropriately and seeks to create a safer and more attractive environment for walking and cycling along Crewe Road.
- 4.21 The preferred location presents an opportunity to establish a local centre north of the A500 serving Gresty and the new community. At this stage, the policy safeguards flexibility for a primary school, community and healthcare facilities, local retail provision and “green” parking. The precise mix, land take, delivery route and phasing should be confirmed through ongoing work with Cheshire East Council, education and healthcare providers, landowners and promoters.
- 4.22 The policy also recognises the opportunity for additional sports pitches in the vicinity of the Crewe Alexandra training ground, together with appropriate parking, and seeks to integrate this provision with accessible public open space and green infrastructure.
- 4.23 Landscape and identity are central considerations. The allocation is located within the current Green Gap and must be designed with meaningful landscape buffers, retained features and a robust green infrastructure framework, including the retention of the existing hedgerows and trees throughout and in particular the inclusion of additional planting along its edge along Crewe

Road to create a connected green corridor.

- 4.24 The Parish Council recognises the importance of the designation in maintaining settlement identity and avoiding unplanned coalescence. However, the area is no longer an untouched open gap: development has already been approved and it is considered that present boundary is unable to be maintained as a long-term tool for managing growth.
- 4.25 The purpose of this policy is therefore not to disregard the Strategic Green Gap, but to provide a coordinated, plan-led response to change. Without a comprehensive allocation and site-wide framework, future development risks coming forward through disconnected proposals, with limited scope to secure coherent access, landscape structure, active travel routes, community infrastructure and meaningful retained open land.
- 4.26 The allocation will establish a clear and defensible new settlement edge and retain those parts of the site that continue to make a material contribution to openness, local identity, green infrastructure, landscape character and separation between the parish, Rope and Crewe.
- 4.27 The policy should be read alongside the other neighbourhood plan policies, the adopted development plan, and relevant evidence including the Strategic Environmental Assessment, site assessment work, infrastructure provider engagement and the high-level masterplan/parameters plan.
- 4.28 The Parish Council recognises that planning applications have been submitted affecting parts of the allocation and that some may be determined before this Neighbourhood Plan is made. Any extant planning permissions will therefore form part of the context for the implementation of this policy. The policy does not seek to revisit the principle of development or other matters already fixed by an extant permission. Its requirements will apply to subsequent proposals, including reserved matters applications, insofar as they are relevant to the matters being determined and capable of being secured through the planning process. The framework plan ensures that remaining parcels and matters yet to be determined continue to contribute towards the coordinated delivery of the allocation as a whole.

Environment policies

Policy ENV1: Footpaths and Cycleways

- A) In applying NPPF Policy TR8, access to the countryside will be promoted through protection and maintenance of the existing Public Right of Way (PROW) network as shown on the Policies Map, its enhancement where possible, and the safety of users of rural roads and lanes. Development should take opportunities, where appropriate, to maintain, enhance, extend or improve connections within the PROW and cycle network. Where diversion is necessary, the replacement route should provide a safe, convenient and accessible connection.
- B) Any new development should, where relevant to its scale, nature and location, provide or contribute towards safe, easy, accessible traffic-free routes for non-motorised users (to include pedestrians, disabled people, people with prams or baby-buggies, cyclists and where appropriate equestrians) to shops, facilities and open spaces, and nearby countryside, wherever possible. The provision of any such additional routes will be supported.
- C) In applying NPPF Policy TR4, particular regard should be had to the needs of non-motorised users (as described above) in all traffic planning, but especially in relation to rural lanes and roads. Hazards arising from an increase in vehicle numbers where agricultural buildings are converted to residential or commercial use will need to be taken into consideration. Measures to ensure appropriate mitigation may include, for example, separation of pedestrians/cyclists from vehicular traffic where possible, improvements to signage, or means of speed reduction

- 4.29 Shavington-cum-Gresty has an established network of public rights of way which provides access to the surrounding countryside and connections towards Hough and Wybunbury. These routes are particularly important because there is relatively limited accessible natural green space within the built-up area. Previous consultation found that 96% of respondents considered walking routes important for maintaining access to the countryside, while 22% had experienced difficulties using an inaccessible path. It also identified strong support for safer cycling provision.
- 4.30 The scale of recent and anticipated growth, together with the severance caused by the A500, increases the importance of protecting existing routes and creating safe, direct and inclusive connections between homes, schools, shops, community facilities, open spaces and the countryside. New routes should connect effectively with the existing network and be traffic-free wherever practicable. Where lighting or other safety measures are necessary, they should be proportionate and sensitively designed to avoid unnecessary effects on neighbouring properties, wildlife and the rural character of the parish whilst promoting and encouraging use of the routes. The use of solar lighting for this purpose is supported.

Policy ENV2: Trees and Hedgerows

- A) Hedgerows and trees which make a significant contribution to the amenity, biodiversity and landscape character of the surrounding area should be preserved, and development which would adversely impact upon them will not normally be permitted.
- B) In exceptional circumstances, where the benefits of development are considered to outweigh the benefit of preserving trees and hedgerows, development will be permitted subject to appropriate mitigation. The retention of trees and hedgerows in situ will always be preferable.
- C) Where a development may threaten protected trees, an arboricultural assessment will be submitted with development proposals. New developments will, where appropriate, be required to include suitable plantings of trees and hedgerows in accordance with NDMP Policy N3

4.31 Trees and hedgerows are important features of Shavington-cum-Gresty's character. They define historic field patterns and rural lanes, soften the transition between development and open countryside, provide wildlife habitats and contribute to the parish's green infrastructure network. Their importance is heightened by the relatively limited woodland cover and the continuing loss of traditional field boundaries within the wider landscape. The made Plan consultation demonstrated strong community support, with 91% of respondents agreeing that trees and hedgerows should, wherever possible, be retained and that adequate replacement planting should be provided where removal is unavoidable.

4.32 Given the scale of recent and anticipated development, trees and hedgerows should be considered from the outset of the design process and incorporated positively into site layouts, open spaces and connected green corridors. Retention in situ is preferable because replacement planting cannot immediately reproduce the landscape, biodiversity and amenity value of established vegetation. Where retention is secured, layouts and planning conditions should also provide sufficient space and appropriate arrangements to protect trees and hedgerows during construction and ensure their effective long-term management. There has been a particular issue locally with residents removing hedgerows, so where they form part of a planning application their retention (or the creation of a new hedgerow,) should be secured by condition/obligation so they are protected from destruction.

Policy ENV3: Local Surface Water Flood Risk

To ensure that development will not increase surface water flooding, where a proposal could affect drainage on or around the site, particularly through temporary or permanent changes to ground levels, or where the latest national or local mapping indicates the site as being at risk from surface water flooding, proportionate evidence must demonstrate that:

- a) existing drainage patterns and overland flow routes have informed the layout and proposed site levels;
- b) earthworks, raised ground, buildings, walls, fences and other features will not obstruct or divert surface water flows so as to increase flood risk to neighbouring land, property or highways, including during construction; and
- c) safe exceedance routes and appropriate arrangements for the long-term management and maintenance of drainage features will be provided.

- 4.33 Shavington-cum-Gresty has historically suffered from surface water and drainage problems. There is regular flooding of local roads, of existing properties following nearby new development, and substantial flooding of gardens on Newcastle Road and Crewe Road. The made Neighbourhood Plan also identified local concerns about layers of relatively impermeable soil and the potential for development to alter established drainage patterns.
- 4.34 These concerns are supported by planning records relating to development in the parish. In 2014, Cheshire East Council identified part of the land behind 447 and 449 Newcastle Road as being subject to surface-water flooding during extreme events. Permissions relating to land south of Newcastle Road have required schemes to manage flooding from the overland flow of surface water. In a 2016 appeal concerning development in Shavington, the Planning Inspector considered conditions controlling existing and proposed ground levels and requiring a surface-water drainage scheme to be necessary. Gresty Lane was also closed following flooding during heavy rainfall in November 2019.
- 4.35 National policy and the Cheshire East Local Plan already address the sequential and exception tests, the use of sustainable drainage systems, runoff rates, discharge arrangements and drainage infrastructure capacity. Policy ENV3 therefore focuses on the particular local concern that temporary or permanent changes to land levels, buildings, boundary treatments and other development works can obstruct or redirect existing overland flow routes and transfer water onto neighbouring properties or roads.
- 4.36 The policy therefore requires development proposals to understand existing drainage patterns at the outset and to demonstrate that the layout, levels and construction works will not make local flooding worse. It also recognises that drainage systems can be exceeded during exceptional rainfall and that safe routes must be retained through which excess water can flow without

placing existing or future properties at unacceptable risk. The evidence required should be proportionate to the scale of the proposal and the nature of the identified risk.

Community facilities and open space policies

Policy COM1: Community Facilities and Local Businesses

The provision of and the retention, continued use, refurbishment and improvement of identified key community buildings and local businesses such as shops and public houses will be supported. These are shown on the Policies Map and listed as follows:

1. Shavington Village Hall
2. St Marks Church
3. Methodist Church,
4. New Life Community Church,
5. Scout Hut
6. SOLT (formerly the Elephant Pub)
7. Hickorys (formerly the Cheshire Cheese Pub)
8. The Vine Pub
9. Shavington Social Club
10. Roundabouts Day Nursery
11. Convenience Shop (Coop), Rope Lane,
12. Convenience Shop (Nisa), Crewe Road
13. Convenience Shop (Asda Express/ petrol station,) Newcastle Road

A) Proposals involving the loss of an identified key community facility, shop or public house will be considered in accordance with NPPF Policy HC6. In applying that policy, regard should be had to the function of the facility, the community it serves and its realistic accessibility from different parts of Shavington-cum-Gresty.

B) The development of a new Church, and the appropriate redevelopment of the old St. Marks Church Site for community uses will be supported. The provision of facilities for use within Shavington Methodist Church will be supported.

- 4.37 NPPF Policy HC6 defines key community facilities and public service infrastructure means established services that are used (or which have been used) on a frequent basis in a local area such as local shops, public houses, places of worship, local health facilities, community halls and cultural venues.
- 4.38 Community facilities, shops and services in Shavington-cum-Gresty are dispersed across the parish. The A500 separates Shavington village from Gresty and facilities to the north, while public transport and walking connections between different parts of the parish are limited. The presence of a similar facility elsewhere in the parish does not therefore necessarily mean that it is conveniently accessible or serves the same local community.
- 4.39 The historic centre of Shavington village now performs principally a social and civic role. The primary school, churches and Village Hall provide opportunities for residents to meet and participate in community life, and collectively help retain an identifiable village centre despite the

dispersal of shops and other services. The loss of these facilities could therefore affect not only access to a particular service but also the social function, identity and vitality of the village centre. The retention, improvement and adaptable use of the identified facilities is consequently supported.

Policy COM2: Play, Recreation and Open Space Facilities

All areas currently used for play and recreation listed below and as shown on the Policies Map are identified as existing open space, sports and recreational land and facilities for the purposes of NPPF Policy HC7.

Crewe Alexandra in the Community,
Wessex Close Play Area
Vine Tree Play Area, Vine Tree Avenue.

Their retention and, where possible, enhancement will be supported.

Proposals affecting their continued use will be considered in accordance with NPPF Policy HC7.

- 4.40 Play, recreation and open spaces make an important contribution to health, wellbeing and community life in Shavington-cum-Gresty. Existing provision is limited and unevenly distributed across the parish. Earlier evidence identified shortages in outdoor sports facilities and children's play space, together with gaps in access to natural green space, amenity space and facilities for older children. Community consultation also found strong support for protecting existing spaces and improving their quality and accessibility.
- 4.41 The substantial housing growth experienced in recent years, and the prospect of further development, increases the number of residents relying on these facilities. Existing play, recreation and open spaces should therefore be protected and, where possible, enhanced.
- 4.42 The policy provides for local identification of the play and recreational spaces, leaving the development-management test to the NPPF to avoid repeating National Policy

Policy COM3: The Provision of New Open Space Facilities

In accordance with NPPF Policy HC1, the provision of additional public open spaces to correct the existing shortfall will be strongly supported.

Where new development gives rise to a need for additional or improved recreational land and facilities, provision should be made in accordance with NPPF Policy HC3. This may include play spaces, facilities for older children, multi-use games areas and playing pitches, where appropriate.

- 4.43 Cheshire East's Green Space Strategy (2020 update) continues to identify locally specific priorities for Shavington-cum-Gresty, including improved access to natural open space, better

access to outdoor sports facilities from the eastern and southern parts of the village, additional amenity green space, improved play provision in the south-west and north-east, and more accessible allotment provision. Currently, Shavington does not have a recreation ground. These priorities remain relevant given the substantial housing and population growth experienced since the evidence was originally prepared.

- 4.44 The 2024 Cheshire East Playing Pitch and Outdoor Sport Strategy identifies Shavington Academy (School) and Shavington Leisure Centre, both situated in Rope, as local sports sites.. The strategy therefore supports a combination of protecting and improving existing facilities, making better use of available capacity and providing additional facilities where current evidence demonstrates a need.
- 4.45 Policy COM3 consequently supports accessible new open space and recreation provision, particularly play space, facilities for older children, multi-use games areas, amenity green space and links to natural open space. Requirements for new playing pitches or contributions towards formal outdoor sport should be informed by the latest Cheshire East Playing Pitch and Outdoor Sport Strategy and the Sport England Sport Pitch Calculator, rather than assuming that every development should provide new pitches. Cheshire East Policy REC 3 provides the mechanism for calculating and securing such provision.

Transport and parking policies

Policy TRA1: Sustainable Transport

- A) In order to improve the sustainability of travel, transport and road safety, development proposals that are likely to generate significant amounts of movement shall be supported by the transport information required by NPPF Policy TR6.
- B) In applying NPPF Policy TR4, positive consideration shall be given to the needs of those with disabilities or of older people. Appropriate facilities within the transport infrastructure shall be provided to assist them where practicable.
- C) Proposals that promote safe walking and cycling routes, and better integration between different modes of transport including links to local facilities, and / or to improve bus routes, services and passenger facilities will be supported.

- 4.46 Shavington-cum-Gresty is closely connected to Crewe for employment, education, shopping, healthcare and rail travel. Within the parish, however, the A500 and railway create significant barriers to movement, while schools, community facilities, shops and services are dispersed between Shavington village and Gresty. This makes safe, direct and inclusive walking, wheeling, cycling and public transport connections particularly important. Earlier consultation found that 43% of respondents had avoided cycling because of road conditions or the absence of suitable facilities, while 81% supported the promotion of safer cycling.
- 4.47 Cheshire East Council adopted a new Local Transport Plan in May 2026. Its vision is for a well-connected, safe and sustainable transport network that is accessible to all. It supports locally appropriate transport solutions, sustainable housing growth, improved access to services and greater opportunities for walking, wheeling, cycling and public transport. The Crewe Local

Transport Development Plan also identifies improving access from Shavington to Crewe as a local objective. Its longer-term proposals include an improved cycle route between Shavington and Crewe railway station and improved pedestrian and cycle crossing facilities within the Shavington area.

- 4.48 Policy TRA1 therefore seeks to ensure that transport is considered from the outset of development rather than after layouts and access arrangements have been fixed. Proposals should provide practical alternatives to private-car use through connections to existing routes, safe crossings, accessible streets and improvements to bus stops, routes or passenger facilities where appropriate. Transport Assessments and Travel Plans should be proportionate to the scale and effects of development and should demonstrate how sustainable travel choices will be available from the first occupation.
- 4.49 The policy should be applied alongside the Cheshire East Local Transport Plan (2026), the Crewe Local Transport Development Plan (2022), the Crewe Local Cycling and Walking Infrastructure Plan (2021), where relevant to routes connecting the parish with Crewe, and the Cheshire East Bus Service Improvement Plan (2024), together with the Enhanced Partnership Plan and Scheme (2025)

Policy TRA2: Parking

- A) Proposals which would exacerbate existing parking problems in the Parish, or lead to the loss of existing parking provision, will not be supported unless the lost parking places are adequately replaced in a nearby and appropriate alternative off-street location, or other agreed measures are provided which satisfactorily mitigate the effect.
- B) Developments which would assist with the alleviation or elimination of existing parking problems in Shavington-cum-Gresty will be supported.
- C) New residential, retail, commercial and business developments should provide parking in accordance with the applicable Cheshire East parking standards. The amount, type and arrangement of parking, including provision for visitors, should reflect realistic demand and avoid displaced or obstructive parking on adjoining streets.
- D) Development should be designed so that parked vehicles do not obstruct footways or cycle routes, junctions, access into or along residential roads, access to individual properties, or the safe passage and manoeuvring of service, refuse and emergency vehicles. Appropriately designed and integrated on-street visitor parking may form part of the parking provision.

- 4.50 Parking remains an important local issue in Shavington-cum-Gresty. The evidence supporting the made Plan identified limited publicly available off-street parking and found that residents and businesses experienced parking difficulties, particularly around local shops and facilities.

- 4.51 The Parish Council has also identified recurring problems within residential developments where displaced on-street parking can narrow the available carriageway, obstruct pavements and make access difficult for residents, delivery vehicles, refuse vehicles and the emergency services.
- 4.52 Parking demand and likely parking behaviour should therefore inform the design and layout of development from the outset. For larger residential proposals, this may require a proportionate parking strategy and vehicle-tracking information demonstrating that streets will remain safely accessible when expected parking spaces are occupied.
- 4.53 The policy does not seek to prevent appropriately designed on-street parking. The Cheshire East Borough Design Guide recognises that unallocated on-street spaces can provide informal visitor parking, but advises that road widths and parking areas should be designed to accommodate this use and that parking should be arranged in limited groups rather than continuously along entire streets. Current national design guidance similarly advises that provision should reflect realistic local demand, anticipate displaced or antisocial parking and avoid relying excessively on tandem parking or garages that may not be used for parking.

Economy policy

Policy ECON1: Economy

In order to support the local economy, the following will be supported:

a) The development of new retail and small businesses and the expansion of existing retail and businesses, where these are of an appropriate scale and character to meet the needs of the local community.

4) Proposals that promote or provide facilities for home working, and businesses operating from home.

c) The sympathetic conversion of existing buildings for business, retail and enterprise.

d) The diversification of farms and rural businesses, where consistent with National Planning Policy Framework Policy E4.

Support will be subject to proposals respecting Shavington-cum-Gresty's built and landscape character, and to environmental, traffic and residential amenity impacts being acceptable.

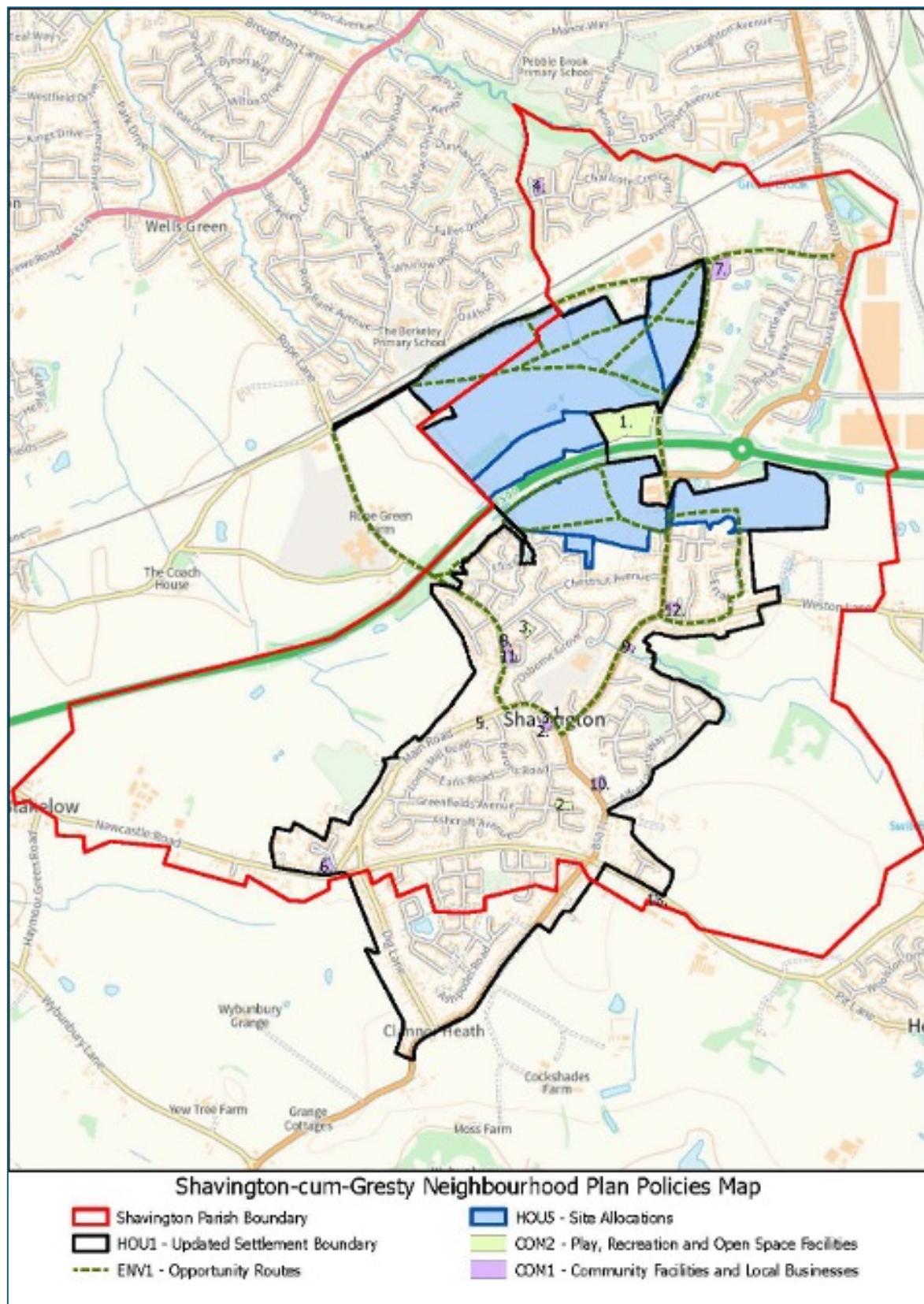
The loss of employment facilities will only be supported where it can be demonstrated that no alternative user can be found through an appropriate and realistic marketing exercise.

- 4.54 Shavington-cum-Gresty contains a varied local economy, including shops and services, small and home-based businesses, employment uses around Gresty Lane, and farms and rural enterprises. These uses provide local employment and services and help ensure that the parish does not

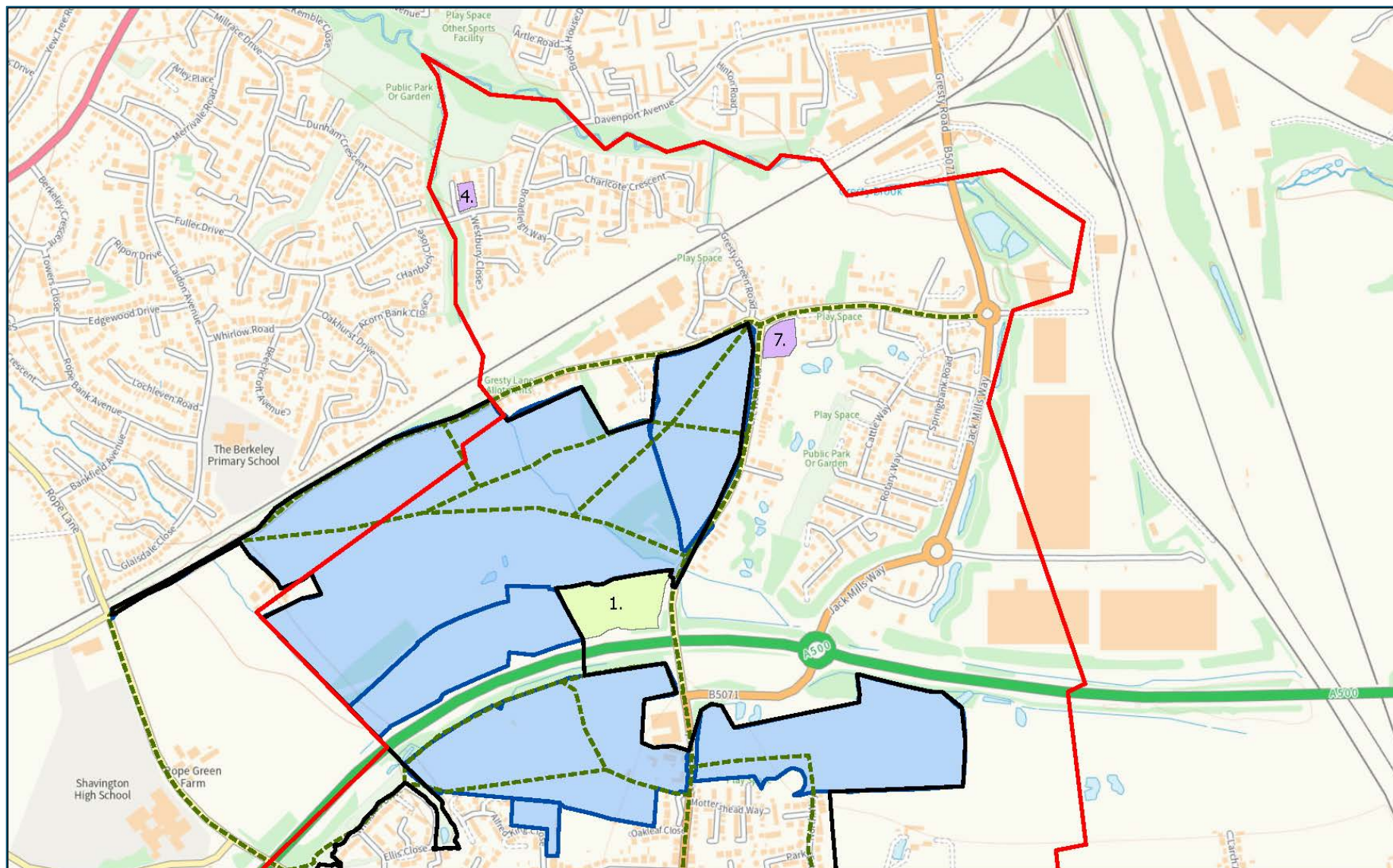
become solely a residential extension of Crewe. Their importance has increased as the parish has grown, with 1,288 new dwellings approved between 2011 and 2020 and further growth anticipated during the modified Plan period.

- 4.55 Consultation supporting the made Plan found that 69% of respondents supported encouraging commercial enterprises. A survey of local businesses found that most respondents operated from home, 55% employed only people living within the parish, and, of those considering a move, 75% wished to remain in Shavington-cum-Gresty. Policy ECON1 therefore supports appropriately scaled new and expanding businesses, home working, the reuse of existing buildings and the diversification of rural enterprises, while ensuring that development remains compatible with the parish's character, highway conditions and residential amenity.
- 4.56 Existing employment premises also provide opportunities that may be difficult to replace once lost. Where their redevelopment for another use is proposed, marketing evidence should be proportionate to the nature of the premises and demonstrate that they have been actively offered for sale or lease, at a realistic market value and on reasonable terms, for a sufficient period to establish that there is no continuing employment demand. This provides flexibility where premises are genuinely no longer viable while guarding against the unnecessary loss of local employment opportunities.

5. Policies Map



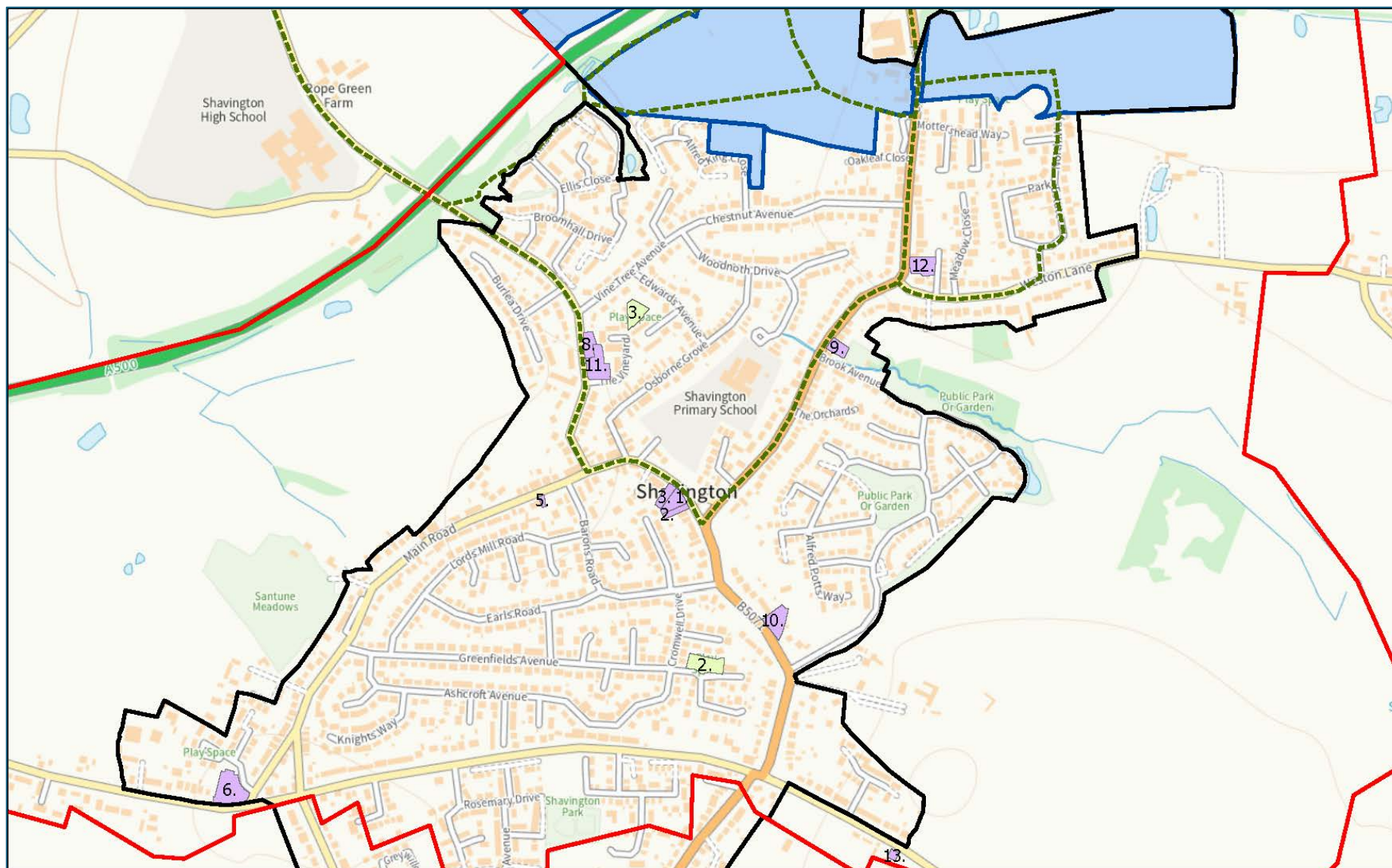
The interactive policy map can be viewed online in more detail here: <https://arcg.is/CS9qC1>



Shavington-cum-Gresty Neighbourhood Plan Policies Map
Northern Inset

- Shavington-cum-Gresty Parish Boundary
- HOU1 - Settlement Boundary
- ENV1 - Opportunity Routes

- HOU5 - Site Allocations
- COM2 - Play, Recreation and Open Space Facilities
- COM1 - Community Facilities and Local Businesses



Shavington-cum-Gresty Neighbourhood Plan Policies Map
Southern Inset

- Shavington-cum-Gresty Parish Boundary
- HOU1 - Settlement Boundary
- - - ENV1 - Opportunity Routes

- HOU5 - Site Allocations
- COM2 - Play, Recreation and Open Space Facilities
- COM1 - Community Facilities and Local Businesses

5. IMPLEMENTATION AND MONITORING

- 5.1 The Modified Plan will be implemented through Cheshire East Council's consideration and determination of planning applications, supported by the Parish Council and other relevant stakeholders. The Policies Map and supporting evidence form an important part of the policy framework.
- 5.2 The Parish Council will monitor implementation with Cheshire East Council to review how the policies are being applied and the weight being afforded to them and where any further review may be required where there are significant changes in national policy, local planning policy, housing delivery, infrastructure evidence, environmental evidence or the delivery of site allocations.

Priorities for monitoring include:

- Progress on allocated sites and delivery against the confirmed housing trajectory.
- The mix of homes delivered, including smaller and specialist homes for older people.
- Retention and enhancement of rights of way, trees, hedgerows, recreation facilities and community assets.
- The impact of development on walking, cycling, public transport, highway safety and parking.
- The health and resilience of local shops, community facilities and businesses.

APPENDIX A: Site Assessment Report.

Provided separately due to size

APPENDIX B: Community Facilities COM1

Provided separately due to size