SANDBACH BUSINESS PARK

DEVELOPMENT BRIEF

CONGLETON BOROUGH COUNCIL
This Brief was amended and approved by the Planning and Development Committee on 24th October 1989, and by Full Council on 9th November 1989, following public consultation on the draft published in May 1989.

The Brief, as amended, is now adopted by the Borough Council for the purposes of development control.

Chief Planning Officer
Congleton Borough Council
Westfields
Middlewich Road
Sandbach
Cheshire
CW11 9DZ
DEVELOPMENT BRIEF - SANDBACH BUSINESS PARK

CONTENT

INTRODUCTION

1. Context of the Brief
2. Summary of Local Authority's Requirements
3. Location and Description of the Site
4. Communications
5. Land Ownerships

DEVELOPMENT CONSTRAINTS

6. Appropriate Uses and Business
7. Building Densities and Types
8. Access
9. Open Space and Landscaping
10. Other Constraints
11. Public Utilities

DEVELOPMENT PRINCIPLES

12. General Principles
13. Layout
14. Parking and Servicing
15. Detailed Building Design
16. Landscaping

IMPLEMENTATION

17. Planning Requirements
18. Adoption and Maintenance Requirements

PLANS

A. Regional and Local Location Maps
B. Land Ownerships
C. Constraints and Public Utilities
D. Sketch Scheme

APPENDICES

A. List of Contacts
B. Use Classes Order
C. Highway Standards
D. Parking Standards
E. Schedule of Recommended Planting Species
INTRODUCTION

1. CONTEXT OF THE BRIEF

1.1 The Sandbach Local Plan, which was approved by the Borough Council in November 1988, allocates an area of land adjacent to Junction 17 of the M6 Motorway for employment purposes, specifically business and technology based industries. Policy EM3 of the Local Plan requires that a Development Brief be prepared for the site which the Borough Council wishes to see developed as a Business Park.

1.2 The purpose of this document is to clarify and expand upon the detailed intentions of the Local Planning Authority with regard to the physical and policy constraints affecting the development of the site and to outline the basic principles which the developer and architect should follow in the preparation of detailed schemes. In particular, the Brief is the basis against which any planning application(s) submitted in respect of this site will be considered.

1.3 Whilst it is intended that the site shall be developed privately, the Borough Council would wish to be closely involved itself, and offer advice, from the outset in the design, implementation and marketing of the Business Park.

2. SUMMARY OF THE LOCAL AUTHORITY'S REQUIREMENTS

2.1 The development of this site is seen by the Borough Council as a means of diversifying the economic base of the Sandbach area through:

- the provision of an attractive, self-contained and exclusive semi-rural environment for technology and office-based businesses with good access to the M6 Motorway.

- the provision of a balanced complex of low density, high quality accommodation suitable for such uses in a well landscaped parkland setting.

- the provision of a fully developed infrastructure of services and facilities to meet the practical needs of new and expanding businesses wishing to locate in the area.

- the creation of opportunities for further private investment in the Sandbach area.
2.2 In addition to satisfying the above objectives, the Local Planning Authority require an acceptable and successful scheme to:

- adhere to the requirements of the Sandbach Local Plan.
- observe the development constraints and principles of this Brief.
- conform to adopted standards.
- adhere to the requirements of the relevant Statutory Undertakers and the Highway Authority.

3. LOCATION AND DESCRIPTION OF SITE (PLAN A)

3.1 The site lies approximately 1 mile to the north east of Sandbach Town Centre adjacent to Junction 17 of the M6 Motorway and the Sandbach Inner Relief Road (A534). It is situated on the periphery of the existing built-up area of Sandbach, an historic market town with a population of 16,070 (mid-1987).

3.2 The gross area of the site is 12.7 hectares (31.5 acres). The site is generally flat and level, but with a fall to the west to the Inner Relief Road and to the south and south-east to the valley of Arclid Brook. The site is currently predominantly in agricultural use comprising of fields separated by a network of hedges. There is an existing petrol filling station and dwelling house within the site adjacent to the Motorway junction.

3.3 The site is characterised by its rural setting on the edge of the built-up area. The nearest existing built development to the site is Park House Meadows, a modern housing estate comprising of detached executive-type dwellings which is situated to the west, but separated from the site by the Inner Relief Road and an existing landscaped and mounded buffer.

3.4 Although there are no significant landscape features within the site, there is a belt of woodland defining and interspersing the southern boundary of the site containing many mature trees and a brook. This woodland is an important natural feature of the area and forms part of a Wildlife and Informal Open Space Corridor which the Local Plan proposes to conserve and enhance through environmental improvement measures.
Sandbach Business Park

LOCATION

PLAN A
4. COMMUNICATIONS (PLAN A)

4.1 The site is strategically well located for its purpose being served by the M6 Motorway and within easy reach of the conurbations of Manchester, Liverpool, The Potteries and Birmingham. The centres of Crewe, Hanley and Chester are also all easily accessible from the site.

4.2 Local rail facilities are available from Sandbach Station and more extensive national rail services from nearby Crewe Station. Manchester International Airport is approximately 30 minutes drive away.

5. LAND OWNERSHIPS (PLAN B)

N Dale - 12.6
R Tipping - 8.1
R Ford - 10.0
D Hill - 0.8

31.5 acres

Note: the above information is as known at the time of publication of this Brief. See Appendix A for details of owners.
DEVELOPMENT CONSTRAINTS (PLAN C)

6. APPROPRIATE USES AND BUSINESSES

6.1 The Business Park is intended to provide for businesses operating in the service and high technology industries such as electronics, computing, pharmaceuticals, biotechnology, micro-engineering, telecommunications and financial and professional services. A variety of activities will be acceptable ranging from offices and research and development to the manufacture of high technology goods and components. Appropriate activities must, however, fall primarily within Class Bl of the Use Classes Order 1987 (see Appendix B).

6.2 The site may be occupied by one user or several users providing they are appropriate to the Business Park concept; however, employment generation will be an important factor in assessing the suitability of any development proposals received. Whilst the Local Planning Authority may also look sympathetically at proposals which involve other ancillary uses, approval would not be forthcoming for those developments in which the primary use is out of keeping with the character of the Park e.g. general or special industries, warehousing, retail and open storage uses.

6.3 Although the nearest dwelling house is approximately 200 feet away from the site and there is an existing mounded buffer between the Park House Meadows estate and the site, particular regard will nevertheless be given to those uses adjacent to the Inner Relief Road in order to safeguard the amenities of those residents of the Park House Meadows estate overlooking the site.

6.4 The Borough Council also wishes to encourage the provision of centralised support services and facilities serving those businesses and firms on the site in the form of a 'Business Centre' providing on-site conference, consultancy, secretarial and catering facilities.

7. BUILDING DENSITIES/TYPES

7.1 In order to allow the site to be developed in sympathy with its rural surroundings and to make provision for a high quality landscaped environment, it is expected that the overall ratio of buildings to total site area shall be about 30% and that there shall be a minimum provision of 25% open space within the site (i.e. landscaped areas and buffer strips).

7.2 A range of building types are considered acceptable within the site comprising of office units, workshops and industrial units providing they are of a scale and design appropriate to the site (see section 15).
7.3 Any buildings within the site should normally not exceed 10 metres in height and no buildings should be sited within 30 metres of the Inner Relief Road or within 30 metres of the M6 Motorway and its sliproad.

8. ACCESS

8.1 The Sandbach Local Plan requires that sole access to the site shall be from the Inner Relief road (a single carriageway road) by means of a new roundabout-type junction. The position of the roundabout shall be as shown on Plan C at the existing junction with Congleton Road and its design shall be to standards to be agreed with the Highway Authority.

8.2 This road access is expected to be included in the list of Employment Process Site schemes in Appendix A of the County Council's 1989 Transport Policies and Programme submission. As such it may be eligible for assistance towards access costs, the amount and relative priority of which will be determined by the County Council once a detailed scheme has been approved.

8.3 Frontage access to development plots from the Inner Relief Road will not be permitted.

9. OPEN SPACE/LANDSCAPING

9.1 The Local Planning Authority will expect any scheme for the site to make provision for extensive structural landscaping both around the periphery of the site and within the development in order to complement the rural setting of the site, to provide an environmentally attractive scheme and to protect the amenities of existing residents close to the site. Wherever possible, it will be expected that planting shall be implemented in advance of building development.

9.2 A major landscape feature of the area is the existing woodland belt which encompasses the southern boundary of the site. This area is identified in the Local Plan as part of an Informal Open Space/Wildlife Corridor to be protected from adverse development and to be enhanced through appropriate environmental improvement measures and is subject to a Tree Preservation Order. Any scheme should, therefore, ensure that this woodland area is retained to form part of the overall landscaping of the site. In particular, there should be no building within 10 metres of the existing woodland area and adequate protection from adjoining development given through appropriate supplementary landscaping and the reservation of areas of natural vegetation.

9.3 The two existing fields directly adjacent to the Inner Relief Road between the existing garage and the woodland are required to be retained as open space and planted by the developer to create a woodland area in order to provide additional screening to the residents of the Park House Meadows estate and to enhance the visual appearance of the site from the Inner Relief Road.
10. OTHER CONSTRAINTS

10.1 There is a public right of way crossing through the south-western part of the site which should be incorporated within the development of the site. The developer will be responsible for diverting or stopping up such rights of way.

10.2 The Borough Council is also seeking to establish a linear footpath along the Wildlife/Open Space corridor adjoining the south of the site which the developer may wish to incorporate into any internal footpath network.

10.3 The Seisdon-Manchester mainline oil pipeline crosses through part of the site, parallel to the M6 Motorway. Under the provisions of the Pipelines Act 1962, in the event of works necessitating either the erection or construction of a building or structure, or the deposit of earth, refuse, spoil or other material on the ground within 3m of either side of the pipeline then a Consent is required. To assist in the obtaining of such a Consent, which will not be unreasonably withheld, full details of the proposed work should be submitted to Mainline Pipelines Limited through their agents, Messrs John German (see appendix A). Before any works are commenced the route of the pipeline should be marked out and the easement width indicated. Any works to be carried out within the easement must be supervised by a Mainline Pipeline engineer.

10.4 The 36 Audley-Warburton British Gas high pressure natural gas pipeline is situated along the east perimeter of the M6 Motorway. Any development of more than 100 occupants or of 3 or more storeys within 228 metres of the pipeline would have to be assessed by the Health and Safety Executive (see Appendix A).

10.5 The proposed widening of the M6 between Junctions 11 and 20 was included in the White Paper 'Roads for Prosperity' published in May 1989. Although detailed design has not yet commenced it is intended that in order to expedite completion of the improvement, the widening will be carried out as far as possible within the existing highway boundaries of the Motorway. However, the Departments of the Environment and Transport consider that it would be prudent for any prospective developer to bear in mind that some land acquisition might be found to be necessary. Similarly developers should bear in mind that there may be the possibility of major improvements at some time in the future to the Motorway junction itself. It is also a requirement of the Departments of the Environment and Transport that a close boarded fence or similar barrier not less than 2 metres in height shall be erected at the developer's expense along the whole frontage of the site with the Motorway.
11. PUBLIC UTILITIES

NOTE: Plan C is a diagrammatic illustration only of the routes of services referred to in the text. Developers are advised to contact the relevant authorities direct for detailed guidance (see Appendix A).

11.1 DRAINAGE

11.1.1 All new sewers shall be provided by the developer and must be designed and constructed in accordance with 'Sewers for Adoption' (Second Edition) published by the Water Authorities Association. There shall be no building over or within 3 metres of any existing public sewer crossing the site.

11.1.2 The development shall be sewered on a separate system. Surface water shall be discharged to the Arclid Brook subject to the approval of the North West Water Authority.

11.1.3 Foul Drainage will require the construction of an off site foul sewer discharging into the existing 300mm diameter sewer off Woodside Drive approximately 550M to the south of the site. Any trade effluent discharges would require further discussions with the North West Water Authority to ensure adequate measures are taken to safeguard watercourses from spillages into the surface water system.

11.1.4 In any proposed phasing arrangement, the capacity and positions of foul and surface water services both on and off the development site shall be such that the whole development area can be drained to the proposed public sewers.

11.2 WATER SUPPLY

There is an existing 6" mains water supply along Congleton Road serving the site, but these supplies will be at their limit to serve this development. The supplies in the area may be adequate for light industrial and domestic type usage, but should a large quantity of water be required by one or more of the units on the site then a substantial mains reinforcement will be necessary. It is also advised by North West Water that extra storage of potable water is installed within each unit to maintain a good supply during peak periods.
11.3 ELECTRICITY

11.3.1 An electricity supply to the site is available from MANWEB from existing main supplies in the vicinity of the site. The method of supplying the development would necessitate the laying of high and low voltage cables, also the equipping of substations as determined by proposed customer load requirements.

11.3.2 To facilitate the development, the 33000 volt overhead line crossing the site would need to be re-routed underground by MANWEB. It is anticipated by MANWEB that this would take a minimum period of six months to do. In addition, the services to the garage and adjacent house would need to be disconnected. The developer would need to provide facilities for laying the cables permanently underground.

11.4 GAS

The site is not presently served by gas supplies and, if required, would necessitate the provision of a new mains supply from Sandbach town centre. This is currently being investigated by British Gas as part of their proposals for extending gas supplies in the area, the cost of which would then be apportioned to all users.

11.5 TELECOM

11.5.1 British Telecom apparatus is conveniently situated and of adequate size to cater for the development. British Telecom foresee no problems supplying a service and are prepared to provide telephone services entirely by underground cables if the developer will partially offset the higher costs by helping to install underground services.

11.5.2 The existing British Telecom network of both junction and local cables passes the entrance to the site - this plant may require lowering or diverting which could incur extra expenses.
DEVELOPMENT PRINCIPLES

12. GENERAL PRINCIPLES

12.1 The Borough Council wish to ensure that the development of this site is undertaken in a manner which enhances the general environmental quality of the area and provides an attractive environment for future businesses. In attempting to achieve these aims the Borough Council will take every step to ensure that all new development is acceptable from an environmental point of view.

12.2 The aim of this section is therefore to outline the development principles which the Borough Council consider important to the successful planning of the site. In particular, the following principles apply:

i) A comprehensive approach is required with regard to layout, design and landscaping.

ii) A scheme of imagination is required having regard to the existing character of the area, its semi-rural location and the commercial needs of businesses.

iii) Particular consideration must be given to the frontage of the development onto the Inner Relief Road.

iv) The adopted standards of the Borough council with regard to highways, car parking and service provision must be observed.

12.3 The schematic layout (Plan D) which forms part of this section illustrates the development principles only - it is not intended to represent a definitive solution.

13. LAYOUT

13.1 The physical layout of the buildings and highways should provide a clear form and structure based around 'communal' areas of open space and, where appropriate, any centralised support services and facilities.

13.2 It is essential that the internal road layout shall be based on a spine road system off the roundabout in the form of a collector road providing access to individual development plots and/or development phases. Direct access to individual plots from the spine road may be allowed where this will not interfere with the free flow of traffic; where congestion is likely to be caused, feeder roads may be required.

13.3 In the case of a single user of the whole site, direct access off the roundabout to associated car parking and service areas may be allowed.
13.4 It is a requirement that the design of any internal roads should comply with the design guidance given in Appendix C and be constructed in accordance with the Cheshire County Council construction specifications for Industrial Estate carriageways.

13.5 The Borough Council wishes to encourage the use of design features to reduce the visual impact of roads, parking and service areas and the creation of separate vehicular and pedestrian routes within the site.

13.6 The developer should also endeavour to incorporate the existing woodland area adjoining the south of the site into the site layout itself, but in doing so must ensure that the existing vegetation is not disturbed or lost and wherever possible supplemented by additional appropriate landscaping.

13.7 Consideration should also be given to the provision of a footpath network within and around the site to provide pedestrian access both to the facilities within the site and the woodland adjoining the site for the benefit of those working in the site and adjoining residents. Where such footpaths cross woodland areas outside the site boundary it will be necessary for the developer to negotiate rights of way with the landowners and to ensure proper management of the area.

14. PARKING AND SERVICING

14.1 Developers will be expected to make adequate provision within the site to cater for all the parking and vehicular movements of all types of vehicles likely to visit each premises at one time. In this respect it is required that the minimum standards set out in Appendix D shall be provided by the developer before the commencement of use. Demand for operational and non-operational parking spaces will be assessed separately, but in both cases the Local Planning Authority will take account of the detailed uses proposed in determining the specific requirements of each development.

14.2 Wherever possible car parking should be separated from those areas reserved for delivery and heavy goods vehicle movements. All parking and service areas should be screened from public view from the Inner Relief Road and large unbroken expanses of car parking should be avoided in favour of several smaller parking areas. Parking and manoeuvring areas shall be hard surfaced and drained before occupation of the plot/building concerned.
15. DETAILED BUILDING DESIGN

15.1 A high standard of design shall be expected from developers to provide buildings of individual character and visual impact utilising traditional materials. The Borough Council wishes to encourage innovation in building form and elevational treatment appropriate to the character of the area. Whilst the Borough Council does not wish to impose a particular style or design on buildings within the site, it will be seeking unity and harmony through careful control of building form, site layout and choice of materials and the use of a theme compatible with the immediate area set in rural surroundings and with the character of the market town of Sandbach.

15.2 In preparing schemes the following advice should therefore be observed:

- Buildings should be designed to follow a consistent architectural theme. Bearing in mind the location of the site and its position in relation to residential development, a high quality of design and specification will be sought.

- Materials to be used should be mature and blend in with the immediate vicinity i.e. traditional materials. In this respect, the use of predominantly brick construction and pitched tiled roofs is to be encouraged. This would apply in particular to those buildings fronting the Inner Relief Road. The colour and texture of all external materials should be chosen to complement each other and will be subject to approval by the Local Planning Authority.

- A variety of building size is sought comprising in the main of single and two storey units of varying floorspace to meet the needs of different users.

- Care should be taken in the siting of buildings to ensure that they present an attractive frontage to the Inner Relief Road and any public areas (i.e. roads, footpaths). Particular care should be taken to ensure that all the development, including any incidental uses such as refuse disposal facilities and perimeter walls, is designed as part of a comprehensive scheme. Service areas should not face onto public areas or the Inner Relief Road.

- The imaginative use of walls and landscaping to enclose and screen service areas and car parking areas is to be encouraged. Perimeter fencing is not, however, considered appropriate.
Careful consideration should be given to the siting, height and design of any equipment ancillary to the use of the building such as telecommunication masts and dishes, and to any external advertising material. Security lighting and floodlighting should be of an appropriate nature so as to be unobtrusive to the nearby local residents.

16. LANDSCAPING

16.1 Landscaping is considered an essential component of the planning of a successful scheme and developers will be expected to provide extensive landscaping around buildings, car parking and service areas, alongside roads and footpaths, and around the periphery of the site.

16.2 In preparing a landscape scheme for the above areas, the following advice shall be observed:

- Wherever possible existing trees and hedgerows within the site should be retained. Where it is proposed to remove any trees, this should be discussed with the Local Planning Authority beforehand.

- Where existing trees are to be reinforced or supplemented with secondary planting these should be of similar species.

- Amenity landscaping integrally designed as part of the development should be used to soften the impact of new buildings and car parking/service areas.

- Indigenous species rather than exotic species should be used (Appendix E details suggested species for different functions).

- To aid maintenance large grassed areas shall be avoided and ground cover used instead.

- The use of hard landscaping materials and interesting surface materials and textures is to be encouraged in appropriate areas e.g. car parks, footpaths, around buildings.
17. PLANNING REQUIREMENTS

17.1 The Local Planning Authority expects the following planning submissions in respect of the site:

i) An outline planning application for the whole development brief site. The application should indicate all phasing, all proposed means of access into the site and means of drainage. Additional documentation or sketch layouts may be submitted to illustrate the proposals in support of an outline application.

ii) Subject to outline approval being obtained, applications for approval of reserved matters or detailed permission in respect of individual phases or the whole site. Such applications must indicate the types of uses sought for each unit and the approximate office/industrial/warehousing floorspace of each unit.

iii) A comprehensive landscaping scheme for approval at the time of submission of applications for approval of reserved matters or detailed permission.

iv) Where applicable, a plan showing the location, species, size and spread of existing trees and hedgerows on the site at the time of submission of applications for approval of reserved matters or detailed permission.

17.2 The approval of any planning application for the whole site will be subject to an appropriate legal agreement relating to:

i) The provision of a roundabout on the Inner Relief Road.

ii) Types of uses/businesses acceptable within the site.

17.3 The Borough Council may also wish to include within any legal agreement other requirements appropriate to the development of the site.
18. ADOPTION AND MAINTENANCE REQUIREMENTS

18.1.1 The Highway Authority will adopt as highways maintainable at the public expense, those roads and footpaths which are necessary for public access or passage. Such highways include carriageways, footways, verges and footpaths which are constructed in accordance with the County Council's highway standards and which are of real use to the general public. Footpaths for adoption must form a link on a pedestrian route.

18.2 PARKING/SERVICE AREAS

18.2.1 Parking and service areas will not normally be adopted by the Local Authority and will be the responsibility of the developer or owner.

18.3 OPEN SPACE AND LANDSCAPED AREAS

18.3.1 Amenity and landscaped areas which are proposed for adoption by the Local Authority must be agreed with the Borough Council. If areas of open space (other than highway verges) are intended to be dedicated to the Borough Council, a commuted sum payment will be required to cover the cost of maintaining the land for an initial period. Where such areas are not dedicated to the Borough Council, maintenance will be the responsibility of the developer unless appropriate alternative estate management measures are arranged.

18.3.2 Trees and shrubs planted in accordance with an approved landscaping scheme shall be protected as necessary with temporary fencing until properly established. Any such trees or shrubs which die within 3 years of being planted shall be replaced at the developer's own expense. Existing trees and hedgerows which are to be retained shall be required to be protected during construction and site works.

18.4 SERVICES

18.4.1 All sewers to be adopted should be laid within the highway or areas of public open space and should not be within land which is in private ownership.

18.4.2 It may be necessary to divert or protect existing mains in the vicinity of the site, the cost of which will be fully rechargeable to the developer.

18.5 STREET LIGHTING

18.5.1 The Highway Authority will adopt lighting by agreement. Developers may submit their own proposals for street lighting for approval or, alternatively, the Highway Authority will propose a lighting scheme for roads to be adopted.
APPENDIX A

Local/Statutory Authorities

Congleton Borough Council
'Westfields'
Middlewich Road
Sandbach
Cheshire
CW11 9DZ
Tel: 0270 763231

Planning Department - Local Planning - Ext. 282/283
Development Control - Ext. 296
Landscaping - Ext. 285

Technical Services Department - Highways - Ext. 243
Drainage - Ext. 247
Amenities - Ext. 264

Congleton Borough Council
Environmental Health Department
Lawton Road
Alsager
Stoke-on-Trent
ST7 2AE
Tel: 0270 873116

Cheshire County Council
Highways and Transportation Department
Backford Hall
Chester
CH1 6EA
Tel: 0244 59123

Cheshire County Council
Planning Department
Commerce House
Chester
CH1 1SN
Tel: 0244 602424

MANWEB Electricity
Mid-Cheshire District
Macon Way
Crewe
Cheshire
CW1 1DQ
Tel: 0270 257500
British Gas (North Western)
Hartford Manor
Greenbank
Northwich
Cheshire
CW8 1JN

Tel: 0606 74411

British Telecom (N & W Midland District)
Telecom House
Trinity Street
Stoke-on-Trent
ST1 5ND

Tel: 0782 288315

North West Water (Cheshire Distribution District)
Thornton Road
Great Sankey
Warrington
Cheshire
WA5 2SL

Tel: 0925 51551

Departments of the Environment & Transport
Sunley Towers
Piccadilly Plaza
Manchester
M1 4BE

Tel: 061 832 9111

Health & Safety Executive
Area Office for Merseyside & Cheshire
The Triad
Stanley Road
Bootle
Merseyside
L20 3PG

Tel: 051 922 7211

Messrs John German
1-3 Stafford Street
Eccleshall
Stafford
ST21 6BL

National Rivers Authority
Regulation & Planning Liaison Officer
N W Region
New Town House
Buttermarket Street
Warrington
Cheshire
### Landowners

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr N J Dale</td>
<td>Park House Cottage</td>
<td>Sandbach, Cheshire</td>
</tr>
<tr>
<td>Mr R Tipping</td>
<td>Deers Green Farm</td>
<td>Sandbach, Cheshire</td>
</tr>
<tr>
<td>Mr R Ford</td>
<td>Brickhouse Farm</td>
<td>Sandbach, Cheshire</td>
</tr>
<tr>
<td>Mr D Hill</td>
<td>Sandyhill</td>
<td>Sandbach, Cheshire</td>
</tr>
</tbody>
</table>
APPENDIX B  USE CLASSES ORDER 1987

Class Bl - Business

Use for all or any of the following purposes:

(a) as an office other than a use within Class A2 (financial and professional services where the services are provided principally to visiting members of the public).

(b) for research and development of products or processes, or

(c) for any industrial process,

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.
APPENDIX C

INDUSTRIAL ESTATE ROADS DESIGN GUIDANCE

Up to approx. 10 acres
Secondary Roads Only

Carriageway Width: 6.7 - 7.3 metres
Footway: 2 No. @ 1.8 metres
Minimum Radius to Carriageway: 30 metres
Radius to kerbs: 10 metres minimum
Turning head generally T or -

As shown:

Above 10 acres
Spine Road

Carriageway Width: 7.3 metres - 9 metres if direct access is available
Strengthened Verge: 1.2 metres
Footways: 1.8 metres
Minimum Radius to Carriageway: 80 metres
Junction Spacing: 80 metres same side
If a bus route: 40 metres opposite side
Kerb Radius: Laybys to be provided
10 metres minimum

1.2m 1.8m 7.3 - 9m 1.2m 1.8m
APPENDIX D

EXTRACTS FROM CHESHIRE COUNTY COUNCIL
'CHESHIRE PARKING STANDARDS - 1989'

Class A2 Financial and Professional Services

One car parking space for every 25m² gross floor area.

Class B1 Business

One car parking space for every 25m² gross floor area.

Class B2 General Industrial

First 235m² of individual unit - one car parking space for every 25m² gross floor area.

Remaining floor space in individual units up to 2000m² - one car parking space for every 50m² gross floor area.

Remaining floor space in excess of 2000m² - one car parking space for every 65m².

NOTE: (a) Where a development is comprised of a number of individual units, the total parking requirement is to be assessed on the basis of the total of the individual unit requirements.

(b) Where a development is clearly for light industrial purposes only, then a standard of one car parking space for every 40m² for the first 235m² gross floor area is acceptable subject to a restrictive condition tying the development to light industrial use.

Class B8 Storage or Distribution

First 235m² of individual units - one car parking space for every 25m² gross floor area.

Remaining floor space in individual units up to 2000m² - one car parking space for every 100m² gross floor area.

Remaining floor space in excess of 2000m² - one car parking space for every 150m² gross floor area.
### Large trees for framework planting - to form the most important component of the new landscaping structure for the site:

<table>
<thead>
<tr>
<th>Latin Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Querus robur</td>
<td>Common Oak</td>
</tr>
<tr>
<td>Betula pubescens</td>
<td>Downy Birch</td>
</tr>
<tr>
<td>Alnus glutinosa</td>
<td>Alder</td>
</tr>
<tr>
<td>Tilia cordata</td>
<td>Small leaved Lime</td>
</tr>
<tr>
<td>Fraxinus excelsior</td>
<td>Ash</td>
</tr>
<tr>
<td>Sorbus aucuparia</td>
<td>Rowan</td>
</tr>
<tr>
<td>Prunus arium</td>
<td>Wild Cherry</td>
</tr>
<tr>
<td>Pinus sylvestris</td>
<td>Scots Pine</td>
</tr>
</tbody>
</table>

### Small trees for use near buildings

<table>
<thead>
<tr>
<th>Latin Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Euonymus Europaeus</td>
<td>Spindle tree</td>
</tr>
<tr>
<td>Malus sylvestris</td>
<td>Crab Apple</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>Guelder Rose</td>
</tr>
<tr>
<td>Ilex aquifolium</td>
<td>Holly</td>
</tr>
<tr>
<td>Corylus arellana</td>
<td>Hazel</td>
</tr>
<tr>
<td>Cornus sanguinea</td>
<td>Dogwood</td>
</tr>
<tr>
<td>Prunus spinosa</td>
<td>Blackthorn</td>
</tr>
<tr>
<td>Crategus</td>
<td>Hawthorn</td>
</tr>
</tbody>
</table>

### Shrubs for ground cover planting, open spaces and screening

<table>
<thead>
<tr>
<th>Latin Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clematis vitalba</td>
<td>Old Mans Beard</td>
</tr>
<tr>
<td>Rosa canina</td>
<td>Dog Rose</td>
</tr>
<tr>
<td>Ligustrum vulgave</td>
<td>Wild Privit</td>
</tr>
<tr>
<td>Hedera helix</td>
<td>Ivy</td>
</tr>
<tr>
<td>Lonicera periclymenum</td>
<td>Honeysuckle</td>
</tr>
<tr>
<td>Cytisus scoparius</td>
<td>Broom</td>
</tr>
</tbody>
</table>