CONTENTS

SECTION 1 Introduction
1.1 Key Objectives
1.2 Status of the Brief

2 The Site
Location
Description
History

3 Contact

4 Development Constraints

SUMMARY OF DEVELOPMENT CONSTRAINTS

5 Policy Framework
6 Potential Uses for the Site

SUMMARY OF LOCAL PLANNING AUTHORITY REQUIREMENTS

7 Development Principles
7.1 General Design Philosophy
7.2 Development Zones
7.3 Buildings to be Retained
7.4 Access and Highway Issues
7.5 Improvements to Pedestrian and Cycle Links
7.6 Adjacent Paths
7.7 Landscaping
7.8 Noise and Air Pollution
7.9 Public Spaces and Art
7.10 Materials and Detail
7.11 Other Infrastructure Requirements
7.12 Sustainable Development
7.13 Planning Out Crime
7.14 Residential Standards

SUMMARY OF DEVELOPMENT PRINCIPLES

8 Provision of Services
9 Adoption and Maintenance Requirements
10 Implementation

PLANS 1

1 Location Plan
2 Site Plan
3 Constraints Map
4 Existing Services
5 Extract From Local Plan
6 Development Zones

APPENDICES

1 List of Contacts
2 Relevant Policies
3 Tree Preservation Order Schedules
4 Description of Listed Buildings

Development Brief - Former ERF Site
September 1999
DEVELOPMENT BRIEF

FORMER ERF SITE

CREWE ROAD/MIDDLEWICH ROAD, SANDBACH

1 INTRODUCTION

1.1 KEY OBJECTIVES.
This Development Brief has been prepared in response to the forthcoming relocation of ERF Ltd from their existing Sun Works, in Sandbach town centre to a new site in Middlewich. The development brief is intended to provide guidance and to assist in the future development of the site.

The main objectives of the Brief are;

- **to clarify the detailed planning policy framework in respect of the site;**
  setting out the detailed intentions of the Local Planning Authority taking into account the existing planning policy framework and any physical and technical constraints affecting development of this site;

- **to provide detailed design guidance;**
  outlining the basic principles which will guide architects and developers in preparing their detailed designs and ensuring that the whole site will be dealt with in a comprehensive manner so that the various elements of the complete development will fit together in a functional and aesthetic form, appropriate to the site's location.

1.2 STATUS OF THE BRIEF
This draft Brief was produced by the Borough Council's Planning and Estate Division and approved by the Borough Council's Planning Committee on the 27th September 1999 for the purposes of development control.

The brief forms the basis against which any planning application(s) submitted in respect of this site will be considered.
THE SITE

SITE LOCATION

2.1 The site which is the subject of this brief is situated in a prominent position near to Sandbach Town Centre. Located at the junction of the A533 Middlewich Road and the A534 Crewe Road the site has significant lengths of frontages to both of these roads. (See Plan 1.)

2.2 The site has excellent locational advantages being situated less than half a mile from Junction 17 of the M6 motorway, approximately 1 mile from Sandbach Railway Station (as shown on the location plan 1) and some 5 miles from Crewe Railway Station, with direct links to Manchester Airport and other major destinations.

2.3 The site is immediately adjacent to existing bus stops on both Middlewich Road and Crewe Road, and within 5 minutes walking distance of Sandbach bus station at the Commons. The site is well located in relation to the existing Sandbach town centre and its Conservation Area.

SITE DESCRIPTION

2.4 The total site area is some 4.5 hectares (11.22 acres) as shown on Plan 2, and comprises the former ERF factory. A number of individual properties in different ownerships border the site and whilst it is appreciated that they may not ultimately be included within the redevelopment of the ERF site, due consideration will need to be given to the setting of these buildings in any redevelopment proposal.

2.5 The ERF site currently comprises offices and an element of parking on the Middlewich Road frontage, together with a number of substantial factory structures and areas of hardstanding. There are two existing vehicular access points to the site, one off Crewe Road and the other off Middlewich Road, with a number of smaller entrances to car parking in front of the offices on Middlewich Road.

2.6 To the south and south west the site is bordered by Sandbach School, its playing fields and the School Lodge, both Grade II Listed Buildings, with boundaries consisting of walls, fences and vegetation, effectively forming a barrier between the two uses. A footpath link from Middlewich Road to Sandbach School runs along the western boundary, bordered by a number of mature trees protected by a Tree Preservation Order. A track from Sandbach School to the Lodge building on Crewe Road runs along the southern boundary.

2.7 There is little of significance to any of these boundaries in townscape terms but the wall and trees and shrubs provide a mature back drop to the school and its setting. The school itself is a prominent and symbolic landmark for the town, the green fields, trees and driveways providing a parkland setting with panoramic views from Crewe Road. The narrowing of views as one passes the school along Crewe Road adds to the feeling of approach and entrance to the town centre.

2.8 Middlewich Road forms the site's northern boundary, and provides a number of access points to the ERF site and to existing properties fronting the road. There are only minor landmarks along this road although the Church, former Magistrates Courts and Council Offices and trees and shrubs at the suburban western end are most notable. Materials are predominantly brick and detailing displays a variety of traditional and modern styles.

2.9 The site adjoins a row of modern residential properties built fronting onto Middlewich Road in 1998. On the opposite side of Middlewich Road facing the site are the Council Offices and Police Station, a terrace of older residential properties, and small shops and commercial properties, several of which are listed buildings.

2.10 The eastern boundary of the site is contained by Crewe Road, which in this locality is suburban in character, comprising mixed development of terraced, detached and semi-detached residential and commercial properties. As well as the panorama of the school mentioned above there is a
significant view across the roundabout into the Hightown Conservation Area.

2.11 The Crewe Road/Middlewich Road junction at the eastern end of the site is a complex area of townscape and a focal point for the site itself, although the importance of the road here, the size of the roundabout, and the few buildings remaining on the Crewe Road side all currently serve to physically separate the site from the rest of the town centre. The roundabout itself is a significant feature in the local townscape. There are a number of important views from this point. Along Hightown can be seen the listed fountain, Literary Institute and Lloyds Bank and across Middlewich Road the listed Chapel on Wesley Avenue. Along Middlewich Road there is another view of Hightown and the Wheatsheaf Hotel with the Church tower in the background.

2.12 Street furniture immediately surrounding the site makes no positive contribution to the locality. Lamp standards and street signs are modern and functional in appearance and the bus shelter is of plain design. Pavements are of tarmac with precast concrete kerbing, whilst pedestrian control in the vicinity of the roundabout is provided by simple metal barriers. The roundabout itself has a margin of stone setts. The Hightown area only a few yards away, is somewhat of a contrast having elegant street lamps, brick pavion on the footway, high quality architecture and enclosed public space.

SITE HISTORY

2.13 Throughout the 18th century development radiated out from Sandbach town centre along Crewe Road. A large old house (known as "The Cottage") set in its own grounds once stood on what is now the open lorry park. A large pond or mere is also marked on the tithe map of 1840 and although later filled in may account for gaps in the development along Crewe Road and for the siting of early factory buildings on the site.

2.14 By 1849 the Grammar School had been constructed on land purchased from Lord Crewe to the south of what is now the ERF factory, with further land to the west acquired during the 20th century. The school now forms both the southern and western boundaries to the site, with the footpath link from Middlewich Road to the School following the line of an ancient field boundary.

2.15 During the 19th century a saw mill was developed within the site off Crewe Road and a number of industrial users may once have shared the site. The mill aligned with a track which ran across the site to a terrace of housing on the opposite side of Middlewich Road (now known as Fodens Terrace) and which was probably built in connection with the saw mill enterprise.

2.16 Between 1909 and the 1930's a coach building worker had developed on the site. By this time the Foden engineering company was already well established at the Foundry in Elworth (since about the 1870's). During the 1930's however, the founders son, E. H. Foden left the company because of differences over the replacement of steam traction with diesel lorries and in 1933 a new company was formed, ERF, which began renting premises from the coach builder on Crewe Road.

2.17 Since that time ERF has expanded considerably, especially during wartime, to take up the whole of the existing site, "The Cottage" and terrace housing on Crewe Road have long since been demolished but elsewhere small pockets of roadside development have remained in separate ownership. In 1986 the Inner Relief Road was constructed which cut across the original extent of the ERF site to join Middlewich Road. A number of terraced houses were lost and the large yard within the ERF site was exposed to the roadside as can be seen today.
3 CONTACT ADDRESS

3.1 For further information relating to site ownership, contact:

Robert Turley Associates Ltd
Spectrum House,
Towers Business Park
Wilmislow Road,
Didsbury,
Manchester
M20 2RD

Tel: 0161 434 7719
Fax: 0161 448 1086
4 DEVELOPMENT CONSTRAINTS

IMPORTANT TREES AND HEDGEROWS

4.1 There are a number of protected trees bordering the west and southern boundary to the site, forming part of the "Sandbach School Tree Preservation Order 1970", and a further group of trees on the eastern boundary to the rear of no's 21-25 Crewe Road, protected by "The Woodlands, Crewe Road, Sandbach Tree Preservation Order 1979". The retention of these trees should be given every consideration in any development proposed for the site. There is also a tree overhanging the site located within the footpath on Middlewich Road which needs to be considered as part of any development proposal.

4.2 A hedge to the western boundary of the site is also considered to be worthy of retention/protection in any development of this site.

Trees protected by these Tree Preservation Orders are identified on Plan 3 - Constraints Map. Copies of both Tree Preservation Order Schedules are contained in Appendix 3.

SANDBACH CONSERVATION AREA

4.3 Whilst the site does not form part of any defined Conservation Area it is situated in close proximity to Sandbach Conservation Area and any development will therefore be required to take account of and contribute positively towards the setting, character and appearance of this historic part of the town.

(Conservation Areas identified on Plan 3)

LISTED BUILDINGS

4.4 There are no listed buildings or other buildings worthy of retention within the ERF site, however there are several Listed Buildings bordering and fronting onto the development brief site, namely;

Grammar School, Crewe Road (Grade II)
Grammar School Lodge, Crewe Road (Grade II)
No's 32 & 34 Crewe Road (Grade II)
No's 21-25 (odd) Crewe Road (Grade II)
31 Middlewich Road (Grade II)
No's 15-21 (odd) Middlewich Road (Grade II)
6 Middlewich Road (Grade II)

These buildings and their curtilages are shown on Plan 3. The detailed Listing Description of these buildings is contained in Appendix 4.

4.5 In addition to the Listed Buildings are a number of buildings which are considered to be of local importance within the townscape, which are also identified on Plan 3. These contribute to the character and townscape of the area, and are historically significant in the development of Sandbach.

TOPOGRAPHY

4.6 Changes in level occur around the site boundaries with resulting implications for the overall impact of any development on the surrounding area and on existing protected trees. Developers will therefore be required to provide details of existing and proposed finished levels on the site.

CONTAMINATION

4.7 Some degree of contamination is likely to be present on the site given its previous use and a detailed site investigation will therefore be necessary to establish the degree and nature of any contamination present, and its potential for the pollution of the water environment. The method and
extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of any redevelopment work. It will be a condition of any planning approval that details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to, and approved in writing, by the Planning Authority before the development commences and the development shall then proceed in strict accordance with the measures approved.

ARCHEOLOGY

4.8 The site has no current archaeological designation however in view of the site’s history and potential historical importance in the development of the Coach Building and Motor Engineering industry, developers will be required to agree an appropriate programme of archaeological works in respect of the site. The Borough Council would wish to see such a programme of works approved prior to the demolition of any buildings on site.

EXISTING SERVICES ON SITE

4.9 The general position of existing known services affecting the site is outlined on Plan 4. This plan is diagrammatic only and developers should therefore contact the appropriate undertakers for detailed guidance as listed in Appendix 1.

Further details in respect of service requirements for the future development of the site are contained in Section 8 of this brief.

DEVELOPMENT PROPOSALS AFFECTING THE SITE

4.10 The existing occupiers of the site, ERF Ltd, have received planning permission for the relocation of their existing operations to a site in Middlewich, and development has now commenced on the new site. It is currently envisaged that the Sandbach site will become vacant in autumn of the year 2000.

4.11 There are no current planning applications or commitments directly related to the site at the time of preparing this brief.

4.12 The Congleton Borough Local Plan identifies two sites for future development/redevelopment opposite the ERF site to the north of Middlewich Road. (Sites H3(S3)/S17(S1) and S17(S3) of the local plan as shown Plan 5). It is probable that any future access to these sites will be via an improved Chapel Street, and it is therefore important to ensure that any proposed access to the site now the subject of this development brief will not compromise the future access to these sites.
SUMMARY OF DEVELOPMENT CONSTRAINTS

- Important Trees and Hedgerows - within and bordering the site
- Sandbach Conservation Area
- Listed Buildings - bordering the site and within wider street scene
- Buildings identified as being of local importance within the townscape
- Topography - changes in levels at site boundaries
- Potential Contamination - requiring investigation
- Archaeological Potential - requiring appropriate programme of archaeological works
- Existing Services on Site
- Development Proposals Affecting the Site
5 POLICY FRAMEWORK

5.1 Section 54A of the Town and Country Planning Act 1990 requires that planning decisions are taken in accordance with relevant development plan policies unless material consideration indicate otherwise. At this time the Development Plan comprises the adopted Congleton Borough Local Plan and the Cheshire Replacement Structure Plan 2011.

5.2 The site the subject of this brief is situated within the central area of Sandbach as defined in the adopted Congleton Borough Local Plan, but outside of the defined Principal Shopping Area. Consequently the site may be considered to be appropriate in principle for a variety of uses. The key policy framework relating to this site is summarised below. Greater detail on appropriate uses for the site is set out in the following section Development Requirements.

Appendix 2 of this brief sets out those policies of the Congleton Borough Local Plan which should be taken into account in respect of this particular site.

- CENTRAL AREA USES

5.3 Policy S16 of the plan states that within the central areas of the Borough's towns, not otherwise defined as a Principal Shopping Area or allocated for development, planning permission will be granted for Use Class B1 office and use class A1, A2 and A3 commercial uses (i.e. shops, financial/professional services and restaurants/cafes). Policy S2 sets out those criteria against which such development would be assessed namely, that it would not undermine either individually or cumulatively the vitality and viability of any town centre, would not be of significant detriment to the amenity of local residents or to the overall character and appearance of the town, would be capable of being made accessible by a variety of means of transport and would not give rise to unacceptable levels of vehicular traffic.

5.4 Policy S6 sets out more detailed development control criteria in respect of retail development.

5.5 Policy S30 states that new entertainment and community uses will be allowed within the defined town centres of the Borough subject to several criteria in respect of design, access, car parking and adverse impact on the amenity of adjacent residents by virtue of noise, general disturbance and loss of privacy due to the activities involved or the vehicular/pedestrian movements it generates.

5.6 Policy RT15 allows for the establishment of serviced tourist accommodation (hotel, motel, guest house or other accommodation within the towns of the Borough subject to criteria relating to car parking, satisfactory vehicular access, and the proposal not adversely affecting the amenities of adjacent properties.

- EMPLOYMENT

5.7 In view of the site's current employment use redevelopment for further appropriate commercial or employment uses may be acceptable in principle subject to compliance with detailed policies of the local plan, and subject to the compatibility of such uses with the adjoining land uses.

5.8 Policy E15 of the local plan requires any new industrial warehousing or other commercial development to be sympathetic to the character of the surrounding area in terms of;

- the nature of the development
- the height, scale, form and grouping of the building(s)
- the choice of materials;
- the visual and functional relationship of the development to neighbouring properties and to the locality;
- the extent of associated landscaping and the effect on existing tree cover on the site and
adjoining land

- RESIDENTIAL

5.9 Policy H8 of the Local Plan states that planning permission will be granted for residential development on unallocated sites within the Settlement Zone Line of the towns of the Borough, provided that the proposal is appropriate to the existing form and character of the Urban area, conforms to other local plan policies (and in particular those development control policies related to residential development) and does not give rise, individually or cumulatively, to housing land supply totals significantly at variance with the provisions of the local plan.

5.10 Policy H17 indicates that on identified sites of 1.5 hectares or more the Borough Council will seek to negotiate the provision of affordable and low cost housing, with satisfactory arrangements to ensure that the benefit of below market price housing is available also to future generations.

5.11 Policies H19 and H20 set out the general criteria against which proposals for new residential developments will be assessed.

5.12 Policy RT5 indicates that where planning permission is granted for residential development it will be a requirement that provision be made for public open space in accordance with the Council's currently adopted standards.
6 POTENTIAL USES FOR THE SITE

6.1 Given the size and location of the site, and the above policy framework, the Borough Council believes that the redevelopment of the site represents a unique opportunity to provide for a variety of uses, which would achieve an attractive mixed use development.

6.2 The type of uses considered to be appropriate in principle for the site are summarised below. However any proposals must comply with the general policy framework set out above, the requirements of relevant Statutory Undertakers and the Highway Authority and the content of this brief. In addition careful consideration must be given to the development of the site as a whole with particular regard to the distribution of any proposed uses on the site and their relationship to each other and the town as a whole.

6.3 ■ RETAIL
The site is considered to have potential for Use class A1, A2 A3 and B1 developments (i.e., shopping, financial services, restaurants etc and office development) subject to certain criteria being satisfied. The scale and type of any retail uses proposed should not undermine either individually or cumulatively the vitality and viability of any of the town centres within the Borough. A recent retail capacity study undertaken on behalf of the Local Planning Authority indicates that there is only capacity for between 760 and 1,330 square metres of new food retail floorspace within the town up to the year 2011, and between 1,500 and 2,300 square metres of non-food retail development. Therefore retail proposals significantly in excess of these figures are unlikely to be acceptable. The Borough Council believes that the site would provide an ideal opportunity for smaller specialist type retail units rather than one stand alone retail unit.

6.4 ■ OFFICES/COMMERCIAL

6.5 ■ RECREATION, TOURISM AND LEISURE.

6.6 ■ COMMUNITY FACILITIES

■ RESIDENTIAL
6.7 The Borough's housing requirements for the period up to and including the year 2001 are already fully met in the adopted Congleton Borough Local Plan. Therefore any significant new residential development on the site would be contrary to the development plan and not acceptable.

6.8 Nevertheless in view of the particular nature of the site and its central location within easy walking distance of town centre facilities the Borough Council would be willing to consider use of a small part of the site for housing development where it is provided as part of a comprehensive mixed use scheme for the site. Such housing should be intended to meet the needs of the less mobile sections of the community who would most benefit from such a central location. Consequently schemes providing social housing comprising two or three bed semi detached dwellings or apartments, at high density or special needs accommodation are more likely to be acceptable. A Section 106 Agreement may be required with any planning approval for residential development to ensure such provision. The amenities of any future residents of such dwellings should not be compromised by any proposed adjacent land uses, and adequate means of separating any conflicting uses will be required. The provision of additional dwellings above other uses, for example retail/commercial properties, may also be considered elsewhere on the site. Any residential development must have due regard to the noise impact from any existing or proposed uses within or adjacent to the site.
SUMMARY OF LOCAL PLANNING AUTHORITY REQUIREMENTS.

The Borough Council recognises the significant development opportunity presented by the ERF Site. In particular the prominence of the site, its location near to Sandbach town centre and easy accessibility, which combine to offer the opportunity for a high quality, imaginative and well designed mixed use development. Accordingly the Local Planning Authority expects the development of this site to:

- take a comprehensive approach to ensure the proper long-term development of the whole site;
- provide an imaginative and high quality design and layout;
- reflect the specific location and important setting of the site, and in particular its relationship to the town centre;
- provide an appropriate mixed use development;

In addition to satisfying the above objectives, the Local Planning Authority requires development proposals to:

- adhere to the requirements of the Congleton Borough Local Plan;
- conform to adopted standards;
- adhere to the requirements of the relevant Statutory Undertakers and the Highway Authority;
- observe the development principle established in the Brief.
DEVELOPMENT PRINCIPLES

7.1 GENERAL DESIGN PHILOSOPHY

7.1.1 *The future redevelopment of this important site, provides a unique opportunity to develop and enhance the central area of Sandbach in a sustainable manner, taking account of a whole range of environmental concerns including, pollution, protection of the landscape and conservation of resources, energy efficiency and archaeology, and there is strong justification for restricting the use of the site and controlling the form and design of development to that end. The Borough Council wishes to ensure that the development of this site is of a high architectural and landscape quality reflecting the sites prominent location near to the town centre. It must respect the design of the local townscape and the function of the town centre as a whole.*

7.1.2 *From a medieval core and street pattern the town centre increased dramatically in the late 19th century with the construction of prominent buildings and public buildings centred around Hightown. The opportunity now exists to continue that development into a third major phase of town centre uses*

7.1.3 *Any proposal for the site will therefore be required to address the comprehensive treatment of the site as a whole, its relationship to the surrounding townscape and to the town centre, by means of an outline master plan. It should be of an imaginative and high quality design and layout taking account of the specific location and important setting of this site.*

7.1.4 *Developers are required to ensure that the site does not become a stand alone development but links with and forms an integral part of the town in terms of its function and aesthetics. A detailed Design Statement will be required to be submitted in respect of this site.*

7.1.5 *The following section sets out the Borough Council's requirements in respect of this site.*

7.2 DEVELOPMENT ZONES

7.2.1 *It is possible to subdivide the site into a number of zones which lend themselves to particular forms of development as described below. Plan 6 gives a broad indication of these zones. Whilst this is not intended to be prescriptive it does provide an indication of the Council's preferred approach to the overall development of the site.*

7.2.2 **ZONE 1** Eastern Corner of Site and Middlewich Road frontage up to Chapel Street. This part of the site is highly visible and accessible, but most likely to suffer from noise associated with the Middlewich Road/Crewe Road junction.

7.2.3 *The development of this part of the site should be primarily by means of a continuous frontage. Appropriately designed breaks in this frontage will be acceptable to allow for pedestrian/cycle access to and from the town centre, and to facilitate views into the site. Buildings should be two storey, reflecting the existing street scene, although a three storey building of appropriate design may be considered in respect of any prominent public building. To some extent the precise scale of development will be dependent on usage and design, but single storey retail and blank/featureless upper storeys will not be acceptable on this principal frontage. Uses should front the street and be appropriate to a town centre context; such as retail, commercial, offices etc.*

7.2.4 *It is important that this area facilitates and encourages pedestrian access from the site into the town, and vice versa. Open parking and servicing areas will not be acceptable along this visually prominent frontage.*
7.2.5 The Borough Council would welcome proposals to incorporate the existing corner site (outside the ERF site) within any development or environmental improvement works proposed, to improve the visual and functional amenity of this prominent area.

7.2.6 **ZONE 2**
Middlewich Road west from Chapel Street.
Any development in this part of the site should respect the existing premises bordering and adjacent to the site, including the Magistrates Court and Church as well as the housing beyond. Whilst any vehicular access to the site in this locality might change the nature of the frontage proposals should generally front onto Middlewich Road. Development should be two storey, using traditional materials and contextual detailing, but there is slightly more freedom here than in zone 1 in terms of massing and design. Again there may be potential here for a high quality 3 storey building for a particular user.

7.2.7 **ZONE 3**
Crewe Road Frontage.
The recent completion of the Wheelock Bypass and traffic calming measures along Crewe Road, has served to reduce traffic flows along Crewe Road, and it is considerably quieter than the Middlewich Road frontage. Appropriate uses along this frontage could include an element of residential use at the furthest end of the frontage from the roundabout junction to minimise potential problems with noise/traffic, or some form of community or low key commercial use. However the primary consideration in this area must be the overall effect of any development on the street frontage. Particular regard should be had to those existing Listed Buildings bordering the site and the adjacent Sandbach School. It may be that an element of landscaping or other open space may be appropriate along part of the frontage dependent upon the proposed use of the remainder of the site.

7.2.8 In terms of form and design, buildings here should be primarily two storey, using traditional materials and contextual detailing, of a high quality design. There is however potential for more freedom here in terms of massing and design of buildings.

7.2.9 An appropriately designed three storey building may be considered for a particular user but this would need to be of exceptionally high quality design.

7.2.10 **ZONE 4**
Hinterland A (East)
The eastern half of this part of the site has potential for strong links with the town centre and is therefore considered to be most appropriate for a variety of town centre uses including civic/public buildings, commercial or retail use, and may be a continuation uses from a larger user from Zone 1. Consideration should also be given to residential use at first floor level above any proposed retail/commercial use.

7.2.11 Pedestrian and Cycle links should be provided through this part of the site to encourage movement between the town centre and the site, including the westernmost part of the site. There is also considered to be most appropriate for provision of a new public space, possibly an open courtyard or landscaped area.

7.2.12 Parking and servicing facilities may also be provided within this zone, including any such provision required to meet the needs of Zones 1, 2 and 4. This should be designed in such a way as to avoid unattractive dead space and blank walls etc and to retain an urban quality to the area. It should not serve to prevent pedestrian or cycle movement within and across the site.

7.2.13 **ZONE 5**
Hinterland B (west)
Potentially the quietest part of the site, primarily backing onto school playing fields, and least visible from either the Middlewich or Crewe Road frontages. This part of the site is considered to have greatest potential for a mix of residential or community uses. Pedestrian and Cycle access across
the site and to the town centre is a key element of any development of this part of the site.

7.2.14 There is scope here for a more suburban form of development in terms of density and massing together with open space provision and landscape boundary treatment.

7.3 BUILDINGS TO BE RETAINED

7.3.1 Those buildings located within the ERF site are to be cleared entirely as part of any comprehensive redevelopment of the site with any resulting debris cleared from the site. Such works should be completed prior to any development taking place. Appropriate material may, by prior agreement with the Council, remain on site if capable of re-use within any proposed redevelopment. No demolition works should however commence until such time as an appropriate programme of archaeological works has agreed with the Local Planning Authority.

7.3.2 Those Listed Buildings and buildings of local importance bordering the site, as identified on Plan 3 should be retained, and every consideration given to their setting and juxtaposition with any proposed uses and buildings on the site. Proposals to remove any of these buildings will require strong justification.

7.4 ACCESS AND HIGHWAY ISSUES

7.4.1 Any proposed access to the site and necessary visibility splays should be designed in accordance with current Design Aid Specifications and with guidance contained in PPG13. (More specific comments in respect of particular uses of the site are given below.)

7.4.2 A Detailed Traffic Impact Assessment will be required in respect of any redevelopment of the site demonstrating that the surrounding highway network can satisfactorily accommodate the levels of vehicular traffic likely to be generated by the proposed development. Such assessment must also consider public transport and the accessibility of the site by modes other than car.

7.4.3 The traffic impact assessment should be in a format that will allow an air pollution assessment by the Borough Council's Environmental Health Division - Pollution Section. This will require a 24 hour traffic flow split into % HGV's and LGV's and their average speeds.

7.4.4 There should be no opportunity for vehicular short cuts or "rat running" between Crewe Road and Middlewich Road.

7.4.5 Any redevelopment of the site will be expected to provide for improved accessibility of the site for public transport, with the provision of new bus stops within or adjacent to the site to be essential. An agreed commuter plan will be required in respect of any significant employment/commercial from the company(s) occupying the site. This will be related directly to improved public transport provision, to be provided as part of the redevelopment of the site.

7.4.6 All parking, including cycle parking, and servicing arrangements should be provided in accordance with Cheshire County Council standards

With regards to specific uses;

7.4.7 Retail Use

A partial use of the site for retail purposes may be acceptable in highway terms subject to satisfactory access being provided off Middlewich Road.

The traffic and transportation implications of any major retail development on the site would be
considerable with vehicular access from the surrounding highway network problematic due to the existing road layout and the lack of suitable site frontage to obtain satisfactory access to accommodate the likely levels of vehicular traffic generated. Such a use of the site is not, in any event considered to be appropriate.

7.4.8 Major recreation/leisure use: eg Cinema, sports facility.
Traffic generated by most such uses would be predominantly off-peak traffic and more likely to be satisfactorily accommodated by the surrounding highway network. Satisfactory access must be provided off Middlewich Road, with the possibility of secondary access being taken from Crewe Road, subject to adequate design. Any access road through the site must be suitably designed to discourage "rat-running".

7.4.9 Offices.
The traffic generated by a B1 office development use on the site will be peak hour traffic and any vehicular access to the site should be predominantly taken from Middlewich Road, with secondary access off Crewe Road, subject to satisfactory design. For larger office developments, an agreed commuter plan will be required from the company(s) occupying the site. This will be related directly to improved public transport provision, to be provided as part of the redevelopment of the site.

7.4.10 Community facilities - vets, surgeries etc.
Access from either Middlewich Road or Crewe Road would be acceptable, subject to satisfactory design.

7.4.11 Residential
It would be preferable for a separate vehicular access to be taken from Crewe Road for any residential development on the site. Direct individual frontage access is not considered to be acceptable onto Middlewich Road but may be acceptable onto Crewe Road provided that satisfactory visibility and individual turning areas are provided for each property.

Adequate provision for parking within the site should be provided based upon advice given in the current Cheshire County Council Parking Standards and the latest guidance given in Planning Policy Guidance Note 3: Housing.

7.5 IMPROVEMENTS TO PEDESTRIAN AND CYCLE LINKS

7.5.1 Whilst the site in question is situated within the central area of Sandbach, it is physically separated from the town centre by the A533 Middlewich Road. Therefore, in addition to addressing the traffic and transportation implications of any redevelopment, serious consideration must be given to providing safe, convenient and attractive pedestrian and cycle links to and from the site.

7.5.2 Improvements to pedestrian and cycle links to the centre of Sandbach will include the upgrading existing footway facilities in the area, the provision of adequate footway/cycle infrastructure within the site and the provision of pedestrian/cycle crossing facilities on Middlewich Road and Crewe Road, subject to satisfactory detailed assessment and design. A combined footway/cycleway linking Crewe Road with Middlewich Road, running either across the site or abutting the southern and western boundaries of the site, would also be a requirement of any redevelopment of this site.

7.5.3 Pedestrian and cycle links within the site must also be safe, convenient and attractive and separated from vehicular routes wherever possible. Pedestrians should not be expected to walk across large car parks or negotiate vehicular access points to the site in order to reach the town centre.

7.5.4 Where an element of retailing is proposed, every consideration must be given to those visiting the site on foot from surrounding residential areas and the town centre and site layout designed accordingly.
7.6 ADJACENT FOOTPATHS/DRIVEWAYS

7.6.1 Existing paths/driveways adjacent to the western and southern boundary of the site should be retained and access unhindered throughout the development of the site. These paths/tracks are not public rights of way and are currently understood to be in the ownership of Sandbach School.

7.7 LANDSCAPING

7.7.1 Landscape should form an integral element of any proposed development with works taking the form of both hard (structured) and soft (green) features. Developers are advised to seek professional landscape advice from an early stage in order to ensure that the layout of the site makes best use of existing features worthy of retention and incorporates new landscape elements which enhance the development and respects the sites setting within the town.

7.7.2 A list of Landscape Practices may be obtained from the Landscape Institute*. Developers may wish to discuss design proposals with Officers from the Conservation and Design Section of the Planning and Estates Division. (* See appendix ** for contact)

7.7.3 Indicative landscape proposals should form part of any submission for outline planning approval. Comprehensive proposals will be required as part of any submission for detailed planning approval. These should specify species, numbers and planting size of all proposed new trees and shrubs, together with details of existing trees and shrubs to be retained, as well as identifying any existing trees and shrubs proposed for removal. Full details of all hard landscaping proposals should also be specified at this time. The use of interesting materials and textures is to be encouraged in areas where hard landscape works are appropriate.

7.7.4 A comprehensive tree survey undertaken in accordance with the guidelines contained within British Standard 5837 : 1991 Trees in Relation to Construction should form part of pre-planning site assessment. The species and condition of all existing trees both on and adjacent to the site should be assessed by a person experienced in arboriculture and a survey report prepared. Such a report may be used to inform decisions regarding site layout, suitability of trees for long term retention and requirements for remedial works. The tree survey and report should be submitted as part of the outline planning application for the site.

7.8 NOISE AND AIR POLLUTION

7.8.1 In any mixed use development, residential development must have due regard to the noise impact from any existing or proposed commercial undertakings and leisure or entertainment establishments, and where residential use is proposed above retail uses, developers will be required to give due regard to those issues that may later give rise to noise nuisance, i.e: 
- hours of use,
- location and storage of refuse containers,
- hours of delivery;
- location of fans and other mixed plant.

7.8.2 Any property fronting Midwich Road or Crewe Road is likely to require glazing with some form of acoustic property. Developers can either elect to carry out a noise assessment or to specify some form of acoustic glazing from the outset. A detailed noise impact assessment may, in any event, be required depending upon the nature of any proposals.

7.8.3 With regards to air pollution the detailed traffic impact assessment referred to in paragraph 7.4.2 & 7.4.3 of this brief will be required in a format that will allow an air pollution assessment to be made by the Borough Council's Environmental Health Division - Pollution Section. A detailed air
pollution impact assessment may also be required, dependent upon the nature of development proposed.

7.8.4 Developers are advised to contact the Borough Council's Head of Environmental Health in respect of the above issues.

7.9 PUBLIC SPACES AND ART

7.9.1 Given the site's prime location near to Sandbach town centre, its scale, nature and visual prominence, the provision of public space and an element of public art are considered to be important elements to be provided as part of any proposed development. The provision of public art serves many benefits; it contributes towards the quality of the existing and proposed built environment, provides identity to an area or development, adds to the quality and variety of the landscape, townscape and street scene, and improves the attractiveness of an area to encourage investment.

7.9.2 Therefore developers will be required to provide an area of public space within the development, the design and scale of which should reflect that of the town centre and be appropriate to the development proposed. Such provision could incorporate benches, planting or public art, and usefully encourage greater movement of people between the site and the town centre by facilitating views into the site/town centre.

7.9.3 Developers will be encouraged to make provision within proposals for the creation of opportunities for public art within the development. The precise nature of public art to be provided is very much dependent upon the type of development proposed but could range from provision of appropriately designed street furniture, hard landscaping or paving, to decorative features of the building or an actual piece of art work, possibly reflecting the history of the site, or the underlying character of the town centre. The developer of the site is advised to liaise with the Council's Art Development Officer at the early design stages. (See Appendix 1 for contact)

7.9.4 It is suggested that the provision of funds for such purposes should be not less than the equivalent of one percent of the estimated capital development costs of the agreed scheme.

The provision of any such feature will be considered as part of the overall amenity features of the development.

7.10 MATERIALS AND DETAIL

The use of locally distinctive materials and details is encouraged in any development of the site. Locally distinctive materials include:

- Natural sandstone, millstone grit from the Cheshire Staffordshire border area;
- Locally produced red brick and blue brick from Staffordshire;
- Red and blue small plain tiles from Staffordshire clay;
- Stone flags from Derbyshire/Staffordshire gritstone;
- Rounded pebble cobbles and brick paving;
- Oak timber framing with infill panelling;
- Natural Welsh slate;
- Traditional timber window framing;
- Metal rainwater goods;

Local design and detailing includes

- Traditional compression structure in masonry;
- Steeply pitched roofs;
- Diaper patterned brickwork;
Gothic revival styling;
- Georgian styling;
- Stone detailing to brick walling;

New design will be expected to be contextual and responsive to the local traditions. A design statement will be required with any detailed planning application submitted.

7.11 OTHER INFRASTRUCTURE REQUIREMENTS.

The Borough Council will require the developer to make adequate provision for any additional infrastructure requirements not specifically identified in the brief which may arise directly as a consequence of the proposed development. This may include on site facilities directly related to the development and off-site facilities required as a consequence of the proposed development in order to avoid placing an undue burden on existing infrastructure. In appropriate circumstances a commuted sum payment may be accepted in lieu of such provision.

7.12 SUSTAINABLE DEVELOPMENT.

7.12.1 Developers are urged to incorporate the principles of sustainable development in any proposal; for the site and to adhere to best practice in respect of energy efficiency of buildings.

7.12.2 Particular consideration should be given to the following;

Energy in Buildings
- Site layout, type and orientation of buildings to maximise passive solar gain, natural lighting and shelter and reduce overshadowing;
- Appropriate insulation, Ventilation, Heating and Plumbing and Lighting to maximise energy savings;
- Use of energy efficient materials;

Transport Energy Efficiency
- reducing number length of trips;
- increasing public transport share and attraction of walking and cycling;
- traffic calming measures;

Aesthetic Quality, Cultural Heritage and Site Layout
- Use of local building materials;
- Re-use of appropriate existing buildings;
- Effect on Conservation Areas, Listed Buildings and features of archaeological significance

Nature Conservation and Landscape
- Effect on trees subject of Preservation Orders;
- Comprehensive landscaping scheme incorporating protection of existing features and scope for creating new habitats;
- Consider presence of any protected species

Water Quality
- Assess quantity and quality
- Foul and surface water drainage

7.12.3 The Council's Supplementary Planning Guidance Note 4 - Planning for Sustainable Development, and Supplementary Planning Guidance Note 8 - A Green Guide to Development are available from the Local Planning and Estates Section of the Planning Division.
Guidance on energy efficiency in the construction of buildings is also available from the Council's Building Control and Property Services Section.

7.13 PLANNING OUT CRIME

7.13.1 Developers should adopt layout and designs that take fully into account the security of people and property as summarised below. Developers are also encouraged to apply for "Secured by Design" awards in respect of any new development.

7.13.2 Secured by Design is a Police initiative launched in 1989 with the backing of the Association of Chief Police Officers and the Home Office Crime Prevention Unit. The scheme covers four specific areas namely;

- Secured by Design - New Build (Homes)
- Secured by Design - Commercial
- Secured Car Parks
- Secured by Design - Refurbishment

Applications or detailed queries in respect of this matter should be made to the Police Architectural Liaison Officer, the address of whom is given in Appendix 1.

7.13.3 Commercial Development should pay particular attention to;

- creating defined perimeters to deter crime and increase natural surveillance around buildings and car parks
- landscaping that augments security
- deterrent lighting
- protected telephone lines for alarm and emergency signalling

7.13.4 Where car parking areas are proposed they should be designed in such a way as to provide;

- adequate lighting
- safe access/egress for vehicles and pedestrians
- suitable parking provision
- good natural surveillance
- user friendly signs
- electronic security
- adequate staffing arrangements where appropriate

7.13.5 Residential Development should incorporate the following principles;

- clearly defined layout, houses in small groups, unobstructed view of neighbouring homes;
- estate entrance clearly defined eg rumble strips, road surface/colour, pillars, etc;
- Access to Public restricted to as few routes as possible;
- Paths to be short, direct, open to view and with adequate provision for lighting;
- Communal Areas & Playgrounds open to supervision from surrounding houses;
- Street Lighting to cover potential danger spots, alleyways and parking areas lit to relevant standards;
- Landscaping not to impede opportunities for natural surveillance and must avoid the creation of potential hiding places for intruders especially adjacent to footpaths or in close proximity to a dwelling;
- Rear gardens to be secured with robust fence or wall, minimum height of 1.8 metres. Those backing onto footpaths or open spaces must be further protected with additional deterrent such as trellis. Dwelling layout should form a secure private area between the building line and the side and rear boundaries. Boundary walls, flat roofs and balconies should not provide climbing aids for intruders to gain access to upper floors;

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Development Brief - Former ERF Site

September 1999
Gates to be lockable, at same height as adjacent fencing provided as near to the front of the building line as possible. They should not be easy to climb. Service paths to the rear of properties should be similarly secured.

- Communal parking areas in small groups, open to view and well lit. Garages located towards the front of dwellings, but not at the risk of reducing opportunities for natural surveillance. Entrances to garages should be designed to be within boundaries of the secured area.

7.13.6 Detailed advice on the way that the layout of residential developments can improve security is also given in the joint Department of the Environment and Department of Design Bulletin 32 "Residential Roads and Footpaths - Layout Considerations".

7.14 RESIDENTIAL STANDARDS

7.14.1 In addition to the above, any proposed residential development will be expected to comply with the following:

7.14.2 **PUBLIC OPEN SPACE - WITHIN RESIDENTIAL DEVELOPMENT**

Any residential development proposals must make provision for public open space in accordance with the Borough Council’s standards as required by Policy RT5 of the Local Plan. The Council’s Supplementary Guidance Note No. 1 “Provision of Public Open Space in New Residential Developments” contains detailed advice about the quality, design and location of public open space in new developments, and should be taken into account by any developer.

7.14.3 In accordance with the requirements of the Supplementary Guidance Note, the Borough Council will expect an appropriate commuted sum payment in respect of the maintenance of any areas of public open space which are to be dedicated to the Local Authority, or evidence of alternative arrangements for their long term maintenance.

7.14.4 **PRIVATE OPEN SPACE - WITHIN RESIDENTIAL DEVELOPMENT**

Privacy from other residential properties and from other uses proposed or bordering the site is an important consideration when designing site layout. The Borough Council’s Supplementary Planning Guidance Note No. 2 “Provision of Private Open Space in New Residential Developments” contains detailed advice about the amount of private open space and distances between dwellings and should be taken into account by any development.

7.14.5 The Local Planning Authority may be prepared to adopt a more flexible attitude towards the requirements for private open space for either Sheltered or Housing Association Developments and in these cases the amount of garden space to be provided would be determined by negotiations with the Local Planning Authority. For private retirement accommodation requirements may also be reduced in line with those for sheltered accommodation. Such provision can be made in collective areas rather than in individual plots.

7.14.6 **DENSITY**

Given the site’s location within a defined central area and the current emphasis upon securing sustainable forms of development any residential development of the site will be required to be of high density, consisting exclusively of smaller units - flats, terrace and mews type development. Executive style 4 and 5 bedroom detached dwellings will not be acceptable on this site.
SUMMARY OF DEVELOPMENT PRINCIPLES

The Borough Council will require any new development to conform with the following development principles as detailed in Section 7 of the Brief:

- Adherence to General Design Philosophy, and submission of detailed Design Statement;
- Appropriate distribution of uses within the site, as suggested by development zones;
- Retention of Listed Buildings and other buildings of local importance bordering the site;
- No demolition of buildings on site until such time as an appropriate programme of archaeological works agreed;
- Access to be in accordance with County Council Requirements, detailed traffic impact assessment required;
- Improved accessibility of the site for public transport;
- Improved pedestrian and cycle links with town centre - including upgrading existing footway facilities and provision of pedestrian/cycle crossing facilities on Middlewich Road and Crewe Road;
- Appropriate landscaping scheme - both soft and hard;
- Provision of public space and element of public art;
- Use of locally distinctive material and details;
- Provision of additional infrastructure as necessary;
- Regard to principles of sustainable development;
- Regard to Crime prevention.
8 PROVISION OF SERVICES

■ DRAINAGE
8.1 A separate system of drainage is required for a new development.
8.2 The new foul sewer(s) will connect to existing 525mm or 600mm diameter sewers situated in Middlewich Road and Old Mill Road respectively. Any trade effluent discharge would require further discussions with North West Water Ltd to ensure adequate measures are taken to safeguard the existing sewers and treatment works.
8.3 Surface water drainage shall be drained to Arclid Brook via an off-site surface water sewer.
8.4 All new sewers shall be provided by the developer and must be designed and constructed in accordance with "Sewers for Adoption" (4th edition) published by the Water Services Association, and should also comply with any specific requirements made by North West Water.
8.5 There shall be no building over or within 3 metres of any existing or new sewers.
8.6 Any drains serving food preparation premises must have adequate grease trap/removal facilities.
8.7 Any internal roads or footways/cycleways to be adopted by the Highway Authority as public highway shall be constructed with a separate surface water drainage system. Surface water pipelines should be sited under carriageways, footways and verges which are to be adopted.

■ WATER SUPPLY
8.8 North West Water Limited comments that there are no problems supplying the site, assuming that any connections will be taken from its 15°C1 main in Middlewich road but that it cannot determine if on-site main laying will be required until more detailed plans of the proposal are available.
8.9 Any necessary disconnection or diversion required as a result of any development will be carried out at the developers expense. Under the Water Industry Act 1991, Sections 158 & 159 NWWW Ltd has the right to inspect, maintain, adjust, repair or alter its mains including carrying out any works incidental to any of those purposes.
8.10 It further comments that:

- All fuel and chemical storage tanks must have adequate bund walls without outlets. The bund must be capable of holding more than the largest tank within it.
- Discharges from yard storage areas, vehicle washing areas, loading and unloading areas and any other areas likely to be contaminated by spillage should be connected to the foul sewer. They may be regarded as trade effluent and may require the formal consent of NWWW Ltd.
- Any proposal resulting in a trade effluent discharge to a public sewer may require a Trade effluent consent. This should be discussed with the Regulatory Controller Tel 0151 523 7400.
- The nearest watercourse is Arclid Brook,(some 600m from the site via houses and a narrow street) and combined drainage should be to 525 or 600 sewers.

■ ELECTRICITY
8.11 The location of existing low voltage mains, and high voltage mains crossing the site are identified on Plan 4. (The positions of the cables are approximate and intended for guidance only.) All authorised work in the vicinity of the cables must comply with HS(G)47 the Health and Safety
Executive guideline for avoiding danger when working near underground electric cables. The developer should contact MANWEB to discuss requirements prior to the submission of any application. (See Appendix 1 for contact.)

- GAS

8.12 All existing mains in the vicinity of the site are low pressure 6" mains, and whilst no problems are envisaged in supplying most types of uses developers should contact Transco to discuss their requirements at the earliest possible opportunity (see Appendix 1 for contact.)
9 ADOPTION AND MAINTENANCE REQUIREMENTS.

HIGHWAYS
9.1 The Highway Authority will adopt as highways maintainable at the public expense those roads and footways which are necessary for public access or passage. Such highways include carriageways, footways, cycleways, 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.

PARKING SPACES
9.2 Parking spaces provided in lieu of garages or private drives will not be adopted by the Highway Authority.

OPEN SPACE AND LANDSCAPING
9.3 The developer should agree with the Council appropriate and satisfactory arrangements for the future maintenance of areas of public open space within the site. The Borough Council may adopt appropriate areas of public open space by agreement.

SERVICES
9.4 All services are to be provided in accordance with the requirements of the designated service providers. All sewers to be adopted should be laid within the highway or areas of public open space and should not lie within land which is in private ownership. The cost of any necessary diversion or protection of existing mains in the vicinity of the site will be fully rechargeable to the developer. Where sewers are to be adopted they should be of an appropriate standard capable of adoption by NWW.

STREET LIGHTING
9.5 The Highway Authority will adopt street 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.
10 IMPLEMENTATION

10.1 Where outline planning applications are submitted the Local Planning Authority will expect them to provide adequate information on the following:

- distribution and scale of uses proposed for the whole of the site;
- means of access and Traffic Impact Assessment;
- comprehensive tree survey, undertaken in accordance with British Standard 5837:1991 Trees in Relation to Construction. Species and condition of all existing trees both on and adjacent to the site should be assessed by a person qualified in arboriculture and a survey report prepared;
- details of existing site levels;
- outline landscape proposals;

10.2 Full applications will be expected to include the following details:

- access to and circulation within the site;
- traffic impact assessment;
- parking and servicing arrangements
- measures for improving access for pedestrians and cyclists to the town centre;
- retail impact assessment - where relevant;
- noise impact assessment - where relevant
- air pollution impact assessment where relevant
- detailed design statement;
- detailed landscape proposals;
- detailed hard landscaping proposals - incorporating provision for public art;
- full details of all levels - existing and proposed;

10.3 The following information will be required by condition in respect of any grant of planning permission, prior to development commencing.

- programme of archaeological works
- detailed site investigation to establish if the site is contaminated and to determine the potential for the pollution of the water environment and details of any necessary mitigation measures proposed;
- Details for appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring.

The Borough Council reserves the right to include any other conditions appropriate to the development of the site

10.4 Detailed planning applications in respect of only part of the site will not be appropriate until such time as either outline or full planning permission for the whole of the site, indicating distribution of proposed uses within the site, access, and structural landscaping - as detailed in Section 7 of the brief - and has been considered and approved by this Council.

10.5 In view of the various elements involved with the development of the site it is anticipated that a prior legal agreement may be required in respect of the grant of planning permission. This would address such issues as;

- financial contributions to any necessary related highway works in the vicinity
- where appropriate, phasing of development in tandem with highway improvements;
- dedication of public open space to the Borough Council
- provision of a commuted sum for the maintenance of the public open space dedicated to the Borough Council;

Development Brief - Former ERF Site

25

September 1999
arrangements for any affordable housing to be provided

10.6 The Borough Council reserves the right to include within the legal agreement other requirements appropriate to the development of the site

10.7 Works to any of the listed buildings bordering the site may require separate Listed Building Consent in addition to any planning consent. Further advice should be sought from the Borough Council’s Conservation and Design Section.
PLAN 2
SITE PLAN

Scale 1:2500

Site Boundary
PLAN 4
EXISTING SERVICES

Scale 1:2500

- Water Main
- Sewer
- Underground Electricity Cable
- Gas Main
PLAN 6
GENERAL DEVELOPMENT ZONES

Scale 1:2500

1. Development Zones (see text)

Potential Locations of Public Space

Potential pedestrian/cycle access and views into the site
LIST OF CONTACTS

- **Congleton Borough Council**
  Westfields,
  Middlewich Road,
  Sandbach,
  Cheshire,
  CW11 1HZ

  Tel: 01270 763231
  Fax: 01270 764829

- **Congleton Borough Council**
  Council Offices,
  Lawton Road,
  Alsager
  ST7 2AE

  Tel: 01270 873116
  Fax: 01270 882463

- **Congleton Borough Council**
  Municipal Offices
  Market Square,
  Congleton
  CW12 1EX

  Tel: 01260 274821
  Fax: 01260 274202

- **Cheshire County Council**
  Engineering Service,
  Backford Hall,
  Chester,
  Cheshire
  CH1 8EA

  Tel: 01244 603576
  Fax: 01244 603608

- **Environment Agency**
  "Minwell" Carrington Lane,
  Sale
  M33 5NL

  Tel: 0161 973 2237
  Fax: 0161 973 4601

APPENDIX 1

- **Planning and Estates Division**
  Local Planning and Estates,
  Development Control,
  Conservation and Design
  Building Control and Property Services.

- **Amenities and Leisure Services Division**
  Arts Development Officer
  Community Development Division
  District Highway Engineer

- **Environmental Health Division**
  Environmental Health
  Housing

- **Economic Development and Tourism Manager**
  Town Centres Manager

Contact: Mr R. Chiveron
Traffic & Transportation

- **Environment Agency**
  Appleton House
  430 Birchwood Boulevard
  Birchwood
  Warrington
  WA3 7WD

  Tel: 01925 840000
  Fax: 01925 852260
• **Transco**
  North West
  Spa Road
  Bolton  BL1 4SR
  Tel:  01204 545 183

• **British Telecom**
  New Site Development Office
  PP 501a
  Telecom House
  Trinity Street
  Hanley
  Stoke on Trent  ST1 5ND

• **North West Water Limited**
  General Queries / Planning Liaison
  Dawson House
  Great Sankey
  Warrington
  Cheshire  WA5 3LW
  Tel:  01925 234000
  Fax:  01925 235855
  Trade Effluent : Regulatory Controller.
  Tel:  0151 523 7400

• **North West Water Limited**
  Water Supply : Network Connections
  PO Box 453, Lingley Mere,
  Lingley Green Avenue
  Great Sankey
  Warrington  WA5 3QN
  Tel:  01925 462200
  Wastewater Asset Manger (Congleton)
  Tel:  01925 464814

• **Montgomery Watson**
  Congleton Borough Council Drainage Operator
  Network Operator (Drainage)
  Unit 4, Bradwall Court,
  Bradwall Road
  Sandbach, CW11 1GE
  Tel:  01270 750 137

• **Cheshire Constabulary**
  Mark Antrobus - Architectural Liaison Officer
  Architectural Liaison Officer
  HQ Community Partnership
  Castle Esplanade
  Chester  CH1 2PP
  Tel:  01244 614567

• **Landscape Institute**
  Development Brief - Former ERF Site  29  September 1999
  6-8 Barnard Mews
  London  SW11 1QU

• **Manweb plc**
  Power Systems - Cheshire Region
  Prenton Way,
  Birkenhead
  Merseyside  L43 3ET
RELEVANT POLICIES.

APPENDIX 2

PLAN STRATEGY
PS1-3 General Scale and Location of New Development
PS5 Development in Towns

ENVIRONMENT, CONSERVATION AND AGRICULTURE.
ECA1-2 New Development
ECA3 Landscaping
ECA11 Public Art
ECA16 Conservation Areas
ECA24-25 After use of mineral, waste disposal and derelict sites.
ECA30 Energy Efficiency

HOUSING
H1-2 General Scale and Distribution of New Housing Development.
H8 Residential Development in Towns
H17 Affordable and Low-Cost Housing
H19-20 Development Control Policies - New Residential development

EMPLOYMENT
E1 General Scale of New Employment Development
E7 Employment Development in Towns
E15 Development Control

TOWN CENTRES, SHOPS AND SERVICES
S1 Shopping Development in Towns
S6 Development Control - New Shopping and Commercial Development
S7,8,9,11 Shop Fronts and Advertisements
S16 Shops and Offices
S30 Community Facilities in Town Centres
S32-33 Access and Facilities for the Disabled

TRANSPORT
T1-2 General Transport Policies
T10 Car Parks
T13 Cycling Facilities
T14 New Development
T15-16 Developer Contributions

RECREATION AND TOURISM
RT1 General Policy
RT5 Public Open Space
RT7 Indoor Recreational Facilities

This list is intended for guidance only and is by no means definitive.
First Schedule

Trees Specified Individually
(marked in black on the map)

<table>
<thead>
<tr>
<th>No on Map</th>
<th>Description</th>
<th>Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>Lime</td>
<td>In the curtilage of &quot;Woodlands&quot;, close to Crewe Road and some 44 metres south west of the north eastern boundary.</td>
</tr>
<tr>
<td>T2</td>
<td>Beech</td>
<td>In the curtilage of &quot;Woodlands&quot;, close to Crewe Road and some 34 metres south west of the north eastern boundary.</td>
</tr>
<tr>
<td>T3</td>
<td>Elm</td>
<td>In the south eastern corner of the curtilage of &quot;Woodlands&quot;.</td>
</tr>
<tr>
<td>T4</td>
<td>Sycamore</td>
<td>In the curtilage of &quot;Woodlands&quot; 6 metres west of the eastern boundary and 18 metres north of the southern boundary.</td>
</tr>
<tr>
<td>T5</td>
<td>Lime</td>
<td>Close to the north eastern end of the south eastern boundary of no 30 Crewe Road, within the Cricket Ground.</td>
</tr>
<tr>
<td>T6</td>
<td>Ash</td>
<td>In the western corner of the curtilage of the piece of land to the rear of the Wheatsheaf Hotel upon which garages stand.</td>
</tr>
<tr>
<td>T7</td>
<td>Lime</td>
<td>Within OS enclosure 7067 close to the eastern corner.</td>
</tr>
<tr>
<td>T8</td>
<td>Horsechestnut</td>
<td>Within OS enclosure 7067 some 22 metres west of the eastern corner.</td>
</tr>
</tbody>
</table>
First Schedule

Groups of Trees (marked with a broken black line on the map)

<table>
<thead>
<tr>
<th>No on map</th>
<th>Description</th>
<th>Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>Group consisting of 1 Lime, 1 Horsechestnut and 3 Sycamore trees.</td>
<td>Close to the western end of the southern boundary of the Cricket Ground.</td>
</tr>
<tr>
<td>G2</td>
<td>Group consisting of 1 Rowan, 4 Cherry and 2 thorn trees.</td>
<td>Close to the eastern boundary of Westfields.</td>
</tr>
<tr>
<td>G3</td>
<td>Group consisting of 2 Lime and 5 Beech trees.</td>
<td>Close to the north eastern end of the north west boundary of the Cricket Ground.</td>
</tr>
<tr>
<td>G4</td>
<td>Group consisting of 3 Ash trees.</td>
<td>Close to the north eastern boundary of the Cricket Ground. some 10 metres south of the pavilion.</td>
</tr>
<tr>
<td>G5</td>
<td>Group consisting of 2 Poplars.</td>
<td>In the eastern corner of OS enclosure 7067.</td>
</tr>
<tr>
<td>G6</td>
<td>Group consisting of 8 Poplar trees.</td>
<td>Close to the south eastern boundary of OS enclosure 7067.</td>
</tr>
<tr>
<td>G7</td>
<td>Group consisting of 4 Sycamore trees.</td>
<td>Close to the south western boundary of OS enclosure 7067.</td>
</tr>
<tr>
<td>G8</td>
<td>Group consisting of 1 Ash, 1 Oak, 1 Horsechestnut and 2 Sycamore trees.</td>
<td>Close to the eastern end of the south western boundary of the Cricket Ground.</td>
</tr>
<tr>
<td>G9</td>
<td>Group consisting of 1 Elm, 2 Sycamore, 3 Ash and 3 Horsechestnut trees.</td>
<td>To the rear of nos. 17 to 25, Crowe Road.</td>
</tr>
<tr>
<td>No. on Map</td>
<td>Description</td>
<td>Situation</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>T.1</td>
<td>Oak</td>
<td>Near the south-east corner of the Lodge at the entrance to the school in Crewe Road.</td>
</tr>
<tr>
<td>T.2</td>
<td>Oak</td>
<td>East of the Lodge, close to the Crewe Road boundary.</td>
</tr>
<tr>
<td>T.3</td>
<td>Lime</td>
<td>West of the Lodge and approximately 70 ft. from the Crewe Road boundary.</td>
</tr>
<tr>
<td>T.4</td>
<td>Tree of Heaven</td>
<td>At the front of the school, close to the east side of the main drive.</td>
</tr>
<tr>
<td>T.5</td>
<td>Tree of Heaven</td>
<td>At the front of the school and approximately 20 ft. to the west side of the main drive.</td>
</tr>
<tr>
<td>T.6</td>
<td>Lime</td>
<td>At the rear of the school in the courtyard to the south east of the swimming bath.</td>
</tr>
<tr>
<td>T.7</td>
<td>Lime</td>
<td>On the east boundary and approximately 180 ft. north of the school.</td>
</tr>
<tr>
<td>T.8</td>
<td>Sycamore</td>
<td>On the east boundary and approximately 210 ft. north of the school.</td>
</tr>
<tr>
<td>T.9</td>
<td>Sycamore</td>
<td>On the east boundary and approximately 125 ft. south of the Middlewich Road boundary.</td>
</tr>
<tr>
<td>T.10</td>
<td>Ash</td>
<td>On the west boundary, 110 ft. east of the rear boundary of 'Brooklands', Park Lane.</td>
</tr>
<tr>
<td>T.11</td>
<td>Sycamore</td>
<td>On the west boundary, 90 ft. east of the rear boundary of 'Hillyn', Park Lane.</td>
</tr>
<tr>
<td>T.12</td>
<td>Oak</td>
<td>On the west boundary, 80 ft. east of the rear boundary of 'Toorak', Park Lane.</td>
</tr>
<tr>
<td>T.13</td>
<td>Sycamore</td>
<td>Approximately 365 ft. north-west of the school and 490 ft. south of the rear boundary of 'Ashcroft', Middlewich Road.</td>
</tr>
<tr>
<td>T.14</td>
<td>Oak</td>
<td>Approximately 370 ft. north-west of the school and 445 ft. south of the rear boundary of 'Ashcroft', Middlewich Road.</td>
</tr>
<tr>
<td>T.16</td>
<td>Oak</td>
<td>Approximately 200 ft. north-west of the swimming bath and 480 ft. south of the rear boundary of 'Cheringford', Middlewich Road.</td>
</tr>
<tr>
<td>T.16</td>
<td>Ash</td>
<td>Approximately 200 ft. south-west of the school and 500 ft. east of the rear boundary of 'Waveney', Park Lane.</td>
</tr>
<tr>
<td>T.17</td>
<td>Elm</td>
<td>Approximately 35 ft. south-east of the school and 125 ft. west of the pavilion.</td>
</tr>
<tr>
<td>T.18</td>
<td>Oak</td>
<td>Approximately 65 ft. south-east of the school and 105 ft. from the pavilion in a westerly direction.</td>
</tr>
<tr>
<td>T.19</td>
<td>Elm</td>
<td>Approximately 190 ft. south-east of the school and 175 ft. north-west of the Crewe Road boundary.</td>
</tr>
<tr>
<td>T.20</td>
<td>Ash</td>
<td>On the east boundary adjacent to Crewe Road and approximately 400 ft. south-east of the school.</td>
</tr>
<tr>
<td>T.21</td>
<td>Elm</td>
<td>On the east boundary adjacent to Crewe Road and approximately 120 ft. from the south-east corner of the school grounds, in a north-easterly direction.</td>
</tr>
<tr>
<td>T.22</td>
<td>Beech</td>
<td>In the south-east corner of the school grounds approximately 27 ft. west of the Crewe Road boundary.</td>
</tr>
<tr>
<td>T.23</td>
<td>Oak</td>
<td>On the southern boundary and approximately 225 ft. west of the Crewe Road boundary.</td>
</tr>
<tr>
<td>T.24</td>
<td>Sycamore</td>
<td>On the southern boundary and approximately 350 ft. west of the Crewe Road boundary.</td>
</tr>
</tbody>
</table>

A.1  The several lime and oak trees standing within the area numbered A.1 on the map.  East of the school, along the boundary adjacent to Crewe Road.

A.2  The several ash, beech and oak trees standing within the area numbered A.2 on the map.  Along the boundary adjacent to the works, north of the entrance drive, east of the school and west of the lodge.

A.3  The several sycamore, oak and lime trees standing within the area numbered A.3 on the map.  Along the eastern boundary, adjacent to the works, to the north-east of the school.
A.4 The several oak, ash, elm and sycamore trees standing within the area numbered A.4 on the map. Along the west boundary, from the rear boundary of 'Otterburn', Park Lane to the rear north boundary of 'The Oaks', Park Lane.

A.5 The several elm, sycamore and oak trees standing within the area numbered A.5 on the map. Extending eastwards from the rear north boundary of 'The Oaks', Park Lane to a point approximately 310 ft. south-west of the school.

A.6 The several oak, ash and sycamore trees standing within the area numbered A.6 on the map. Approximately 265 ft. west of the school.

G.1 A group comprising 1 elm, 1 oak, 2 horse chestnut, 3 beech and 4 lime trees. Approximately 300 ft. south-east of the school.

G.2 A group comprising 1 horse chestnut, 3 beech and 5 lime trees. Adjacent to the works boundary, near to and north-east of the school.

G.3 A group comprising 12 poplar trees. In the north-east corner of the school grounds, approximately 200 ft. south of Middlewich Road.
LISTED BUILDINGS.

SJ 7560  CREWE ROAD
1/5 (North Side)
Nos 21 to 25 (Odd)

GV
II

Early-mid C19 block of 3 houses. Red brick; 2 storeys; 5 sash windows; (single glazing bars only) with plain lintels; later C19 splayed bay on left-hand return side, tiered over 2 storeys; 2 stone plaster doorways, one 6 and two 4-panelled doors, 2 plain rectangular fanlights, wood and stone surrounds, one with pediment and 2 with cornice hoods on consoles; moulded wood eaves cornice; slate roof, hipped on left-hand side.

SJ 7560  CREWE ROAD
1/6A (North Side)
Grammar School Lodge

3.6.76
II

1849-50. Architect, Sir George Gilbert Scott, Gothic style. Red brick and diapres of blue brick, and stone dressings; single-storeyed; L-shaped on plan; stone-coped gables and stone mullioned, pointed arched windows; splay bay window to road and on left-hand return side, has a porch with a blocked doorway and window inserted; tiles.

SJ 7560  CREWE ROAD
1/6 (North Side)
Grammar School
(formerly listed as Sandbach Grammar School)

3.6.76
II

1849-50. Architect, Sir George Gilbert Scott. The original main block only, in Victorian Tudor style. Red and blue diapered brick with stone dressings; 1, 2 and 3 storeys; Gothic-headed windows and doorways in stone surrounds; steep blue tiled roofs, gables, turrets, etc. Later additions on left-hand side in similar style, which are not included. Set back from road at rear of large playing field.
SJ 7560
CREWE ROAD
(South Side)
Nos 32 and 34

No 32 early C19, No 34 late C18. Red brick; 2 storeys. No 32 has 2 tripartite sash windows above and below. No 34 with slight central projection with gable and 2 plain sash windows; plain lintels; doorway on each return side, that to No 32 with plain semi-circular fanlight and gabled brick porch with sash window, and No 34 with plain doorway and gabled rustic wood porch; toothed eaves; slates.

SJ 7560
MIDDLEWICH ROAD
(South Side)
1/25
No. 6

Late C17 but much altered. Timber frame and painted cement infilling; 2 storeys; timber frame restored; modern casement windows; renewed doorway with modern oak faced door in modern frame and with restored segmental weather-hood; altered roof with modern tiles; small modern single storey wing on right-hand side. Interior retains exposed framing timbers and ceiling beams throughout but is otherwise much altered.

SJ 7560
MIDDLEWICH ROAD
(North Side)
1/26
Nos 15 to 21 (odd)

GV

A range of early C19 cottages with some alter alterations. Painted brick; 2 storeys; sash windows in wood linings; string-course; corbelled eaves; old tiles. Simple doorways in plain wood linings, generally with modern doors. No. 15 has a small early C19 shop window with modern glazing.

SJ 7560
MIDDLEWICH ROAD
(North Side)
1/78
No. 31

Late C18 plain house. Red brick; 2 storeys; 2 sash windows with plain lintels; sill band; moulded wood doorcase with cornice hood and 6-panelled door; plain wood eaves; tiles.