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1 PURPOSE OF THE BRIEF

1.1 The Macclesfield Borough Local Plan allocates land to the south of Moss Lane, Macclesfield, between Congleton Road and Lyme Green Business Park, for a mix of employment, retail/leisure, housing and open space uses and a new distributor road. The principle of development is fixed in the Borough Local Plan. Issues dealing with the release of the land were debated at the Local Plan Public Inquiry held in 1995. What remains to be fixed are the details of the development. The purpose of the Brief is to provide the details. Following public consultation during Summer 1998, the Development Brief was adopted as Supplementary Planning Guidance in November 1998.

1.2 The purpose of the Brief is to:

i) Guide developers to produce attractive and safe developments which are in accordance with the Borough Local Plan

ii) Assist the Borough Council in determining planning applications by providing specific design principles relevant to the development area

iii) Ensure that development takes place in a coordinated manner

iv) Set out the principles for the management of the area

1.3 The area covered by the Brief is presently in several ownerships. The Council is concerned that developers may seek to acquire land with development potential only and leave to one side the proposals for open space, for example. It will be a prerequisite that the development areas, infrastructure and open space should be treated as a package and that the mechanisms to deliver the package should be in place before planning permission is granted.

1.4 To assist in the delivery of the whole package, it is intended that the various elements of the package should be implemented in accordance with a masterplan. The masterplan will form part of legal agreement which will be necessary in connection with the grant of planning permission.

1.5 Whilst the development area is referred to as the land south of Moss Lane, the Brief also includes a section on the replacement playing fields at London Road/Sherwood Road. It is necessary that at least five playing fields should be provided to replace those lost at Congleton Road.
2 LOCATION AND SITE DESCRIPTION

2.1 The development area is located on the southern edge of Macclesfield town and is shown on Plan 1.

2.2 The area lies between Congleton Road (A536) in the west and the main line railway in the east and amounts to approximately 60 hectares. Beyond the main line railway lies Lyme Green Business Park. To the north of the development area lies Moss Lane which serves residential areas to the north. Immediately to the south lies Danes Moss Landfill Site, which is an active site with a life of 10-15 years. Within the landfill site lies the Household Waste Site which will remain after the closure of the landfill site. To the south of the landfill site lies Danes Moss which is a raised bog of high conservation value. Much of Danes Moss is designated as a Site of Special Scientific Interest.

2.3 The development area itself has a relatively flat topography although the land slopes gently downwards from north to south. Much of the site is, or has been in the recent past, farmed. In the south western part of the area lies the Borough Council playing fields with changing accommodation. There are also a number of ‘bad neighbour users’ within the area, principally in the vicinity of Turf Lane.

2.4 Weston Park Close Care Centre, the small housing site in front and other land shown as predominantly residential are included in the development area. Part of the development area extends into the licensed area of the Danes Moss landfill site on the southern edge.

2.5 Agricultural land is predominantly Grade 4 on the Ministry of Agriculture, Fisheries and Food grading system and there is no requirement to retain any land for agricultural purposes.

2.6 There are several surface water ditches, particularly in the eastern part of the site, which drain ultimately to a point in the north east corner of the site at Star Lane. (Shown on Plan 2). From Star Lane water flows in a private water course underneath Moss Rose Football Ground and London Road and outfalls into the River Bollin. The intention is to retain existing water courses.

2.7 There are several hedgerows and hedgerow trees within the site. Many are associated with the open ditches. There is young linear woodland on the southern edge of the area. A group of mature trees in the south west corner is excluded from the development area. As a result of the history of relatively low intensity of farming the area supports a diversity of wildlife habitats and flora and fauna. The area is also used as a migration route for amphibians travelling to the ponds at the Mayfield Centre in Mayfield Avenue. Legally protected species are found within the Development Area and developers will need to make provision for such species. Existing features are shown on Plan 2. The intention is to retain existing natural features.

2.8 An area of land, shown on Plan 3, comprises a former waste refuse site and is considered to be in a contaminated state. The Environment Agency have advised that other potentially contaminated sites are Wards Car Breakers in Turf Lane, Norman Henshaw, Turf Lane and C F N Henshaw Waste Transfer Station, Moss Lane. These businesses hold Waste Management Licenses issued by the Environment Agency. Details of the state of the former refuse site are held in the Planning Department.
2.9 Peat-based soils lie over the development area to varying depths. It is likely that there will be areas of archaeological and palaeontological interest. Developers will need to make provision for survey, recording and interpretative work.

2.10 Turf Lane is an unadopted highway and there is a right of way over Turf Lane. Footpath No 1 (Gawsworth) extends in a north-south direction to Macclesfield Canal. The public rights of way are shown on Plan 2. A concessionary footpath runs from Moss Lane, south-westwards and then westward to the playing fields.

2.11 There are views in to the area from the main line railway, Congleton Road and Moss Lane. When the Danes Moss landfill site is ultimately restored for public open space, there will be views over the entire development area from the open space.
3 PLANNING POLICIES FOR THE AREA

3.1 The planning policies for the development area and surrounding areas are established in the Macclesfield Borough Local Plan, adopted in 1997. Plan 4 is an extract from the Local Plan Proposals Map showing the policies for the development area.

3.2 Planning policies for the development area provide for:-

i) approximately 22 hectares of land for employment purposes, in accordance with Local Plan proposals E4, E5 and T16

ii) approximately 10 hectares of land for retailing and leisure, in accordance with Local Plan proposals S3 and RT15

iii) approximately 6 hectares of land for housing, including affordable housing, in accordance with Local Plan proposal H2 and H3

iv) the provision of open space and greenways, in accordance with Local Plan proposals RT6, H2, E5 and S3

v) the construction of a distributor road between the A523(T) London Road and A536 Congleton Road, in accordance with Local Plan proposal T5

vi) the provision of replacement playing fields at London Road/Sherwood Avenue, in accordance with Local Plan proposals RT6 and S3

3.3 Designation of the surrounding land is also shown on the Proposals Map. To the north and west of the development area, the uses are predominantly residential. To the east lies an existing employment area and to the south of the proposed distributor road the land is defined as Green Belt.

3.4 In addition, developers will need to comply with Local Plan policies on nature conservation (NE11 to NE15) and archaeological policies (BE20 to BE24). In accordance with BE22 it will be necessary for the developer to carry out an archaeological evaluation to assess the importance of the site. More detailed development control policies, which will be used to assess proposals, are to be found in the Macclesfield Borough Local Plan.
4 DESIGN CONCEPT AND DEVELOPMENT PRINCIPLES

4.1 The overall concept is to create a mixed use area of employment, retail, leisure, housing and recreation uses set in a framework of natural features. A series of greenways will be provided for pedestrians, cyclists and wildlife which connect with existing and proposed cycle routes and are linked to the proposed land user.

4.2 The development principles for the area are:-

i) To create attractive, safe and secure places in which people can live, work and spend leisure time

ii) To ensure that existing attractive and important features are retained and incorporated into development, including recording and interpreting the history of the area through archaeological investigations

iii) To integrate new developments with existing land uses and developments and to minimise the impact of new development on existing neighbours

iv) To ensure that development, including the proposed distributor road, can be accommodated sympathetically in the landscape

v) To design development which has a sense of identity and place

vi) To reduce the need to travel, particularly by car, and

vii) To provide pedestrian and cycle links to existing routes and proposed developments set in greenways which are safe, attractive and comfortable for users

4.3 The landscape principles are:-

i) To assist in the creation of attractive and safe places in which people can live, work and spend leisure time by adding visual interest

ii) To complement and enhance the nature conservation interest and bio-diversity of the area by planting native species which will provide food for wildlife

iii) To soften the impact of development on the southern edge of the town

iv) To integrate satisfactorily new planting with existing planting, and

v) To contribute to the woodland strategy of the Borough by increasing tree planting

4.4 The ecological principle is:

(i) To conserve and enhance, as far as practicable, the diverse and complementary habitats present in the development area and to foster their linkages with other habitats in the vicinity.

4.5 Proposals which satisfy the policies of the Borough Local Plan and also comply with the Brief for the area can expect to receive planning permission. As required in paragraph 1.3, the masterplan will need to take on board the principles outlined above and apply them in a sensitive manner in appropriate locations. Landscape and ecological strategies should accompany the masterplan.
5.1 It is an essential prerequisite for the release of employment and retail/leisure land that a new road is constructed between Congleton Road (A536) and London Road (A523T) in accordance with the Borough Local Plan Proposal T5. In practice, the stretch of road from the railway line to the A523(T) will consist of upgrading Winterton Way.

5.2 The approximate road line is shown on Plan 5. The distributor road should be a 9 metre wide single carriageway designed to industrial distributor road standards. Design speed should be limited to 30-40 mph and there should be no direct access to the distributor road. A three metre wide combined footpath/cycleway should be located on the northern side of the distributor road, though part of the route will be through the existing greenway.

5.3 At the eastern end of the road line it will be necessary to construct a bridge over the railway line to connect to Winterton Way. The bridge should incorporate the combined footpath/cycleway. Access underneath the bridge for cyclists and walkers should be provided so that the existing Turf Lane and Footpath No 1 can be retained on a diverted line.

5.4 Land on the eastern approach to the railway line, in the ownership of Lyme Green Business Park Ltd and Orbit Investments (Properties) Ltd, has been dedicated and will be made available to enable the construction of the road and the bridge over the railway line. A copy of the unilateral undertaking, dated 11 April 1994, giving effect to this arrangement is included in Appendix 1. It should be noted that the unilateral undertaking has a life of five years, expiring on 19 April 1999. However, it is intended to negotiate an extension of the undertaking.

5.5 The road crosses a small part of the ‘licensed area’ for Danes Moss Landfill Site and permission to enter the ‘licensed area’ will be required from the Environment Agency.

5.6 For as much of the route within the ‘licensed area’ as is practicable, it is intended that the road should be sited on top of the perimeter leachate bund or between the leachate bund and the perimeter fence. Detailed discussions with the operators of the Landfill Site will be necessary to establish the precise location and details of the construction of the bund.

5.7 A new access to the Landfill and Household Waste Sites shall be constructed to the satisfaction of the operators of the Landfill Site and Household Waste Site and the highway authority. A roundabout is the preferred means of access.

5.8 The junction with Congleton Road (A536) shall take the form of an at grade roundabout.

5.9 Junction design should accord with modern day design standards. However, the Council proposes that the number of road junctions should be kept to the minimum. A large number of access roads crossing the cycleway will require cyclists to dismount, negotiate gates/barriers and cross the access road – all factors which if repeated too often will reduce the attractiveness of the cycleway to cyclists and walkers. The Council is also concerned that a large number of junctions could result in the removal of trees, due to the construction of the access road and provision of sight lines, disruption to the water courses and adversely affect the movement of wildlife. It is therefore intended that there should be one access point to each employment area and the retail/leisure area. Proposals for additional access points will be assessed against the need to protect the interests listed above.
5.10 Separate safe and convenient crossings for pedestrians and cyclists should be provided across vehicular roads. An example of best recommended practice is shown in Appendix 2.

5.11 The distributor road shall be constructed to the specification provided by the Chief Technical Officer, Macclesfield Borough Council and the County Engineer, Cheshire County Council.

5.12 The road should be set in a well-landscaped corridor.

5.13 In order to satisfy the Highways Agency, the road must not be opened to Lyme Green Business Park until such time as the road network is completed to the A536 or a Traffic Impact Assessment has been undertaken to the satisfaction of the Highways Agency, in accordance with Borough Local Plan Proposal T5.

5.14 The Borough Council are carrying out a Traffic Impact Assessment so that the impact of the proposals on the road network can be assessed. The findings will be discussed with the Highways Agency, an executive agency of the Department of Transport responsible for the A523 Trunk Road (London Road), and Cheshire County Council, responsible for the A536, and will be taken into account in determining planning applications.
Greenways

6.1 Current Government policy is to encourage cycling and walking as an alternative to car journeys. As part of the Macclesfield Town Transport Strategy, a network of cycle routes is being developed. At the same time SUSTRANS (a civil engineering charity which builds cycleways and footpaths) is developing a National Cycle Network and the Stoke to Manchester sections will pass through Macclesfield. The Borough Council is working with SUSTRANS and Groundwork Trust to improve links to the National Cycle Network. The Countryside Commission is also promoting greenways in their strategy A Living Countryside. Greenways are defined as safe and convenient local links between the town and countryside.

6.2 With the development area, it is therefore an opportune time to create a series of greenways extending from the urban area to the countryside. The greenways will provide routes for cycle/footpaths which will connect up with the proposed National Cycle Network and make provision for connecting, ultimately to the restored Danes Moss Landfill Site. Access to the employment, retail and housing areas should also be provided.

6.3 The strategic footpath and cycleway network in Macclesfield is shown on Plan 6.

6.4 In principle, the greenways should provide routes for pedestrians and cyclists which are:
   i) Safe and inviting
   ii) Attractive and distinct
   iii) Comfortable and enjoyable
   iv) Direct

6.5 The greenways should also be attractive for wildlife. The proposed routes of the greenways comprise improved and semi-improved pasture land and support fauna. It is intended that the greenways should be managed to allow the grassland to return, as far as possible, to an unimproved condition. During the construction of adjacent development, the grasslands should remain undisturbed and protective fencing erected where directed. Planting and management for flora and fauna should aim to enhance the wildlife value of the greenways and open space. The grass cutting management regime will seek to strike a balance between the recreational and wildlife interests of the greenways.

6.6 The existing north-south greenway, from Moss Lane/Ash Grove, should be retained.

6.7 The existing greenway, running from the southern end of the Moss Lane/Ash Grove greenway, running in a westward direction, should also be retained.
6.8 The following new greenways should be created across the development area:

i) Congleton Road Linear Park Extension, running from Moss Lane in a southward direction alongside the western boundary of Weston Park Close Care Centre to connect with the existing east-west greenway.

ii) A continuation of Penningtons Lane, running eastwards from Congleton Road to connect with the proposed Congleton Road Linear Park Extension. At present there is a footpath running east-west across the development area. Since this is not a public right of way it is not necessary to follow the line of this route.

iii) Turf Lane, providing access in a north-south direction and connecting to the Macclesfield Canal at Gow End Lane. The existing surface will need to be upgraded. Safe access under the distributor road should be provided. Access to the existing Lyme Green Business Park should also be provided via the bridge over the railway line. Within the Lyme Green Business Park there is an existing footpath linking to the Macclesfield Canal towpath, providing an alternative to the unmanned railway crossing.

iv) The existing east-west greenway should be extended running parallel to the distributor road connecting with Turf Lane. A greenway should be created running alongside the Danes Moss Landfill site to the southern corner of the development area providing access to the existing crossing over the main line railway.

6.9 The greenways should be a minimum of 40 metres wide, though the width can be varied to provide interest. Within the greenway a three metre wide segregated cycle route, shared between cyclists and pedestrians, should be provided to the specification of the National Cycle Network. Examples of appropriate design are provided in Appendix 2 (source: National Cycle Network: Guidelines and Practical Details, SUSTRANS 1997).

6.10 The cycle/pedestrian routes should link together in a direct manner and junctions should be designed in accordance with examples shown in Appendix 2. Safe crossings across the distributor road and internal estate roads should be provided. Examples of appropriate constructions are shown in Appendix 2.

6.11 To create safe conditions, the greenways should have an open aspect and be subject to natural surveillance. The routes should provide long distance views and should be designed to create safe and comfortable conditions for the intended users. Appropriate lighting will be required alongside the footpath/cycleway.

6.12 Particular attention will need to be paid to the landscape treatment of the interface of the greenways and development areas. The amount and type of landscaping will vary according to the extent to which the proposed development provides natural surveillance for the greenways and the quality of the proposed boundary treatment. Within the greenways a balance should be achieved between the three elements of creating visually attractive greenways, safe and secure routes for pedestrians and cyclists and enhancing their value for wildlife.

6.13 It will also be necessary to provide appropriate entrances, signage, interpretation panels, furniture etc for the greenways and open spaces. Forms of ‘public art’ interpreting local character will also be required. Such features should utilise local materials and skills and should be the work of local people and organisations. Signage, furniture and art forms should follow a common but distinctive theme reflecting the history and nature of the area.
6.14 To ensure that the greenways are developed and managed sensitively, it is considered that the Borough Council should take responsibility. An officer post should be created which would have the necessary skills to provide sensitive management, detailed monitoring and adjustments with time. Equally as important, such person would be able to involve local schools, environmental groups and residents in projects and activities as well as dealing with incidents of antisocial behaviour. It is necessary to take an overall approach including management of recreational areas, watercourses and landscaped areas.

Active Recreational Open Space

6.15 Within the greenway adjoining the housing, it is proposed to provide a toddlers’ play area, and, in a separate location, a five-a-side kickabout area with play equipment for older children nearby. The Chief Leisure Services Officer will provide details of the size of play areas and the items of equipment to be provided. The approximate locations are shown on Plan 7. Easy access from the housing area will be important. The play areas should be safe, comfortable and intrinsically interesting for the user and be subject to informal surveillance. The formal play equipment for the older children should not be located in close proximity to houses where this could create a nuisance for the occupiers.

6.16 An area of approximately three hectares is allocated for open space on the south-west side of Moss Lane in the vicinity of Moss Bower Road. It is proposed that land at the rear of the Golden Lion Public House should be laid out as a hard surface multiplay area together with a separate hard surface rollerblading facility. The balance of the land, in particular the vicinity of Moss Bower Road, will be used for quiet enjoyment and access via Moss Bower Road will be minimised. In implementing open space proposals, the local residents will be consulted.
7 EMPLOYMENT LAND

7.1 Approximately 22 hectares of land are allocated for B1, B2 and B8 employment purposes, in accordance with Proposal E5 of the Borough Local Plan. No restrictions are placed on the employment uses (B1, B2 and B8) except for the location B2 open storage/bad neighbour uses. Proposal E5 specifically requires that part of the land should be made available for the expansion and relocation of local firms. Proposal E5 also requires that part of employment land should be made available for open storage and the relocation of bad neighbour uses, where this would not adversely affect the operation or amenity of neighbouring uses. It is proposed to relocate and centralise the Borough Council depots within the open storage area. Proposal T16 requires that a lorry park should be provided within the open storage area (Area 3).

7.2 A number of industrial, open storage and bad neighbour uses are already located in the area. It is intended that legitimate operations should remain within the area rather than be displaced, though some uses in Turf Lane may need to be relocated to the preferred open storage area. A specific area for such uses is identified in Area 3 opposite. Open storage uses include vehicle depots, skip hire, vehicle breakers, builders yards etc. Those uses currently gaining access to Moss Lane will be encouraged to gain access to the distributor road and the internal road network will be designed to achieve this.

7.3 Proposal E5 requires that access for new employment development is taken from the Distributor Road.

7.4 The area as a whole is characterised by a strong pattern of open watercourses, hedgerows, trees and wildlife habitats. Proposal E5 requires that existing trees (including hedgerows), watercourses and natural habitats should be retained and enhanced as appropriate. These provide a structure or cellular framework within which development can take place. It is intended that significant amounts of additional tree planting should be carried out, both to soften the impact of development and as part of the woodland strategy.

7.5 The employment land allocation is divided into three areas described opposite. Access points should accord with the requirements set out in Paragraph 5.9.

7.6 Internal estate roads serving the employment areas shall be 7.3 metres wide and designed in accordance with modern day standards. A minimum three metre landscape strip should be provided at the back of the highway corridor. The road layout should, where possible, provide natural surveillance to the combined cycleway/footpath, where they are adjacent to the employment areas.

7.7 Buildings should observe a building line of a minimum of 10 metres from the back of the road. Open storage areas should be set back a similar distance from the road.

7.8 Buildings should not exceed 11 metres in height. Material colours should be subtle and non-reflective, and must harmonise with nearby buildings. Particular attention will need to be paid to the colour of the roofs since they will be prominent from the restored Danes Moss landfill site.

7.9 The building footprint should not normally exceed 40% of the plot.

7.10 Car parking should be provided in accordance with the Cheshire County Council Car Parking Standards. Large areas of car parking should be divided up with landscape treatment.
7.11 A belt of structural planting around the perimeter of the employment areas (excluding road frontages) will be required, approximately 20 metres wide, though the precise requirement will be considered in relation to the proposed greenways.

7.12 Within individual plots, a landscape scheme will be required for hard- and soft-landscape works which provide for effectively softening the impact of buildings, storage areas and car parks. The landscape scheme should also include details of existing natural features.

7.13 Particular attention will need to be paid to the boundaries with the greenways to create an attractive edge to the greenway. It will be necessary to soften the impact of development whilst promoting natural surveillance of the greenways.

7.14 The employment land is divided into three areas and specific factors for each are listed below.

**Area 1**

7.15 Area 1 comprises about four hectares of developable employment land to the south of the distributor road.

7.16 Since the site lies below the level of the main line railway and is visible from the railway, bad neighbour uses or open storage uses will not be acceptable on this land. The area is considered suitable for low buildings not exceeding two storeys in height. Rear storage uses visible from the railway line will not be acceptable.

**Area 2**

7.17 Area 2 comprises about seven hectares of developable employment land.

**Area 3**

7.18 Area 3 comprises about 11 hectares of developable employment land.

7.19 Only one access point will be permitted due to the need to minimise tree losses and disruption to the existing greenway.

7.20 The area is regarded as suitable for open storage and bad neighbour uses.

7.21 A landscaped frontage to Moss Lane should be created.
8.1 Approximately 10 hectares of land are allocated for retail and leisure in accordance with Proposal S3 of the Borough Local Plan. Proposal S3 permits shopping, and development may also include a car showroom and roadside facilities, leisure and recreational uses, providing that the type and scale of development does not prejudice the vitality and viability of existing centres nearby. The allocation is intended to accommodate new forms of retail and leisure developments which cannot be accommodated in and adjacent to existing centres, subject to safeguarding existing centres nearby. Retail and leisure proposals should be supported by evidence of capacity. The assessment should demonstrate lack of suitable sites in or adjacent to nearby centres and no detrimental harm to nearby centres. Appropriate uses would be a food store (up to 30,000 square feet sales area) and bulky goods. Fashion goods and goods normally sold in high streets will not be allowed.

8.2 Proposal RT15 allocates a site for visitor accommodation within the retail allocation provided that the scale and character and location of the development is appropriate; there is no harm to the character of the area; there is no adverse impact on existing residential amenity; there is no conflict with highway safety and development control policies are met.

8.3 Since the site lies at an important entrance to the town, a high quality, coordinated development will be required. The site is sufficiently large enough to accommodate single units over a period of time, but such individual units will be acceptable provided they fit in with a comprehensive layout for the area.

8.4 Access from the distributor road only will be permitted.

8.5 The line of poplar trees and the water course which cross the site should be retained and incorporated into the design of the scheme. If it is necessary to fell trees to gain access across the site, then the trees felled should be kept to the absolute minimum.

8.6 The hedgerow alongside Congleton Road should be retained. Buildings should be set back 20 metres from Congleton Road. Appropriate landscaping will be required between Congleton Road and buildings.

8.7 The wetland and woodland in the south east corner of the site should be retained and enhanced. The area should be fenced off and protected from construction work.

8.8 Developers should note the extent of the contaminated land and take appropriate steps to deal with the contamination (see Plan 3).

8.9 Car parking should be provided in accordance with Cheshire County Council car parking standards, which are set out in the Borough Local Plan (Appendix 11). Car parking should be divided up through landscaping to avoid large areas of car parking. Disabled car parking should be provided adjacent to the retail and leisure units.

8.10 Safe and convenient access by bus, cycle and foot should be incorporated into the scheme. There should be pedestrian and cyclist access from the greenways. The layout will need to be designed to incorporate public transport. Provision of bus services will be considered at each stage of the development. As the Development Area as a whole matures, it will be possible to test the demand for public transport from time to time. Bus lay-bys and shelters will be included as necessary.
8.11 Buildings should be no more than two storeys in height and should be predominantly brick in construction. Light colours should be avoided. A colour scheme for the whole development should be agreed before development takes place.

8.12 A landscape scheme will be required for hard and soft landscape works which provide for effectively softening the impact of buildings, storage areas and car parks. The landscape scheme should also include details of existing natural features.

8.13 Particular attention will need to be paid to the boundary of the retail development with the greenways, to create an attractive edge to the greenway. A balance will need to be struck between softening the impact of the development on surrounding areas and promoting natural surveillance of the greenway.

8.14 Appropriate measures will need to be taken to prevent shopping trolleys etc leaving the retail site or being left in the landscaped areas.
9.1 Approximately six hectares of land is allocated for housing (H2), including affordable housing, in the north west part of the development area. An additional small site in front of Weston Park Nursing Care Centre is also allocated for housing.

9.2 The aim is to create an attractive housing environment which is also a safe and secure place to live. The development should provide a sense of place, retain existing natural features as far as practical, and be satisfactorily integrated with neighbouring land uses.

9.3 A mix of house types should be provided at a density of about 30 dwellings per hectare. The emphasis should be on homes for smaller households and family homes for younger people. All of the houses should have two or more bedrooms.

9.4 A target of 60 dwellings has been set for affordable housing on the H2 site only. Of these at least one third should be for subsidised rented housing provided by a Registered Social Landlord to standards required by the Housing Corporation or developing Association. They should include an element of two bedroomed ground floor wheelchair standard accommodation. The balance of affordable housing should be provided as low cost housing through shared ownership, involving a registered social landlord, and housing for sale at a discount, through resale covenants, in both cases to Borough Council nominees. The developer should demonstrate how discounted purchase prices can be afforded by households.

9.5 Vehicular access should be provided via a single access point off Moss Lane in the approximate position marked on Plan 5. Developers will be required to fund an improvement of the junction of Moss Lane with Congleton Road (A536) and traffic calming measures on Moss Lane.

9.6 The housing layout should be provided in accordance with the Cheshire County Council Design Aid: Housing, Industrial and Commercial Estate Roads 3rd Edition.

9.7 The road layout should be designed to ensure that vehicle speed do not exceed 20 miles per hour.

9.8 Frontage housing to Moss Lane will be permitted though access may need to be via a service road to avoid harm to the trees along Moss Lane.

9.9 The housing layout should create a pleasant townscape by defining and enclosing spaces whose size people will find comfortable and pleasant. The spaces should flow from one space to the next (Borough Local Plan (BLP) Policy DC32).

9.10 Materials and finishes should create a good balance between unity and variety by utilising within a group of houses a limited range of materials and finishes (BLP DC33). Materials chosen for the affordable housing should not seek to emphasise the different nature of the housing. The design and materials of road surfaces, particularly shared surfaces, should be harmonised with those of the buildings (BLP DC34).

9.11 The layout of houses should meet the minimum standards of space between buildings as set out in BLP DC36 and DC37.
9.12 The Local Planning Authority is particularly concerned that the greenways along the western boundary and southern boundary should be overlooked by the fronts of houses, in order to provide natural surveillance. In order to achieve this, a service-type residential road should be provided parallel with the greenways with housing gaining access to the service road. This type of arrangement is described in Section 1 of the Cheshire County Council Design Aid and an example of a layout given in figure 5, which is reproduced in Appendix 3.

9.13 Safe pedestrian access points should be provided both to the western greenway and southern greenway.

9.14 One toddler equipped play area should be provided within the adjoining greenway. It should be sited in a safe and convenient location, with good pedestrian access from the housing area, and be subject to natural surveillance. A five-a-side kick about area should be provided within the southern greenway with more senior traditional play equipment sited adjacent. Approximate locations are shown on Plan 7.

9.15 The existing trees on the site are covered by a Tree Preservation Order. They must be incorporated into the layout so that the trees are retained as amenity areas and provide a sense of place and identity. The strongest natural feature is the hedgerow with mature trees running north-south across the site.

9.16 Best practice in designing out crime should be adopted in the housing layout and relationship with the greenway. As far as possible, housing should be grouped in clusters which encourage initial supervision of property. Houses should be sited back to back with gardens sharing a common fence. On access roads houses should be sited so that they face each other. Houses should front the greenways and the play areas thereby providing natural surveillance.

9.17 Car parking should be provided in accordance with Cheshire County Council standards. Houses should normally be allocated individual parking spaces within the curtilage. Parking should not be in large communal areas or in locations where there is little or no surveillance.

9.18 Weston Park Nursing Care Centre and other land shown as predominantly residential is also included within the development area boundary. Any further housing development within the Development Area will be required to contribute to the affordable housing requirements of the Borough, in accordance with Policy H5, contribute towards open space, play equipment, footpath and cycleway provision, and to contribute to any necessary road improvements. Any new housing will also need to take into account the presence of existing industrial uses in the area, which it is intended should remain, and developers will have to provide appropriate distance in order to minimise any nuisance to future occupants of new houses.
Sustainable Urban Drainage

10.1 Measures to achieve sustainable urban drainage should be incorporated to serve the Development Area. The measures detailed below arise from the Environment Agency's Best Management Practices for Draining Urban Areas which have been developed in recognition of the fact that a significant proportion of poor river quality results from run-off from urban areas; the causes include the drainage from roads, industrial, retail and residential areas via surface water outfalls to water courses. The environmental impact of this form of pollution can be minimised through good design and practice. It is also desirable to minimise the amount of water flowing to the River Bollin following heavy rains. At the same time, it will be advantageous if cleaned rainwater, particularly from roof areas and car parks, can be diverted to soakaways in the greenways and wetland areas in order to provide natural watering.

10.2 The techniques of Best Management Practice aim to minimise the quantity and improve the quality of the surface water before discharge, and comprise:

- Source control techniques, including various infiltration systems.
- Permeable conveyance systems, including underground systems such as filter drains (or French drains) and surface water swales.
- Passive treatment systems, including filter strips and detention ponds.

10.3 Surface water from roof spaces and car parking areas should, following infiltration, be allowed to soak away to the greenways and open spaces or be channelled to the existing water courses as appropriate. This is likely to be most relevant to the proposed retail/leisure area.

Water Courses

10.4 The existing open water courses should be retained as far as possible. They should be managed to encourage their ecological potential. Developers will be required to enter into an Agreement with the Borough Council to manage the water courses to realise their full potential. Such an Agreement will cover the deepening and widening of the water courses, pruning overhanging vegetation and installing a sluice gate to manage the water level in the open water courses.

Surface Water Drainage System

10.5 The existing open ditch drainage system is inadequate and inappropriate to deal with surface water run-off from developed and hard areas. An independent surface water drainage system will need to be installed and the water will need to be channelled to the river Bollin. It is likely that the connection to the river Bollin will need to be upgraded or a new system laid. It will also be necessary to carry out a drainage area study to evaluate the ability of the River Bollin to accommodate additional surface water flows from the Development Area. It is likely that the Environment Agency will require the provision of surface water retention measures within the Development Area and the ability of the existing water courses to accommodate this will need further study.
Foul Water Sewers

10.6 It will be necessary to design and construct a new foul water sewage system in conjunction with North West Water Ltd. The foul sewer should connect into the Macclesfield Trunk Relief sewer in London Road. The route of the sewer will be designed to run alongside the proposed distributor road and access roads to the individual development areas. The impact on greenways should be minimised. Wherever possible the route of the sewer should coincide with the line of a cycleway in order that the construction costs of the cycleway can be minimised.

10.7 Developers will need to familiarise themselves with the North West Water Guidance Note for Sewer Requisitions under Sections 98/101/Water Industry Act 1992 issue 2 published March 1993 by North West Water Ltd. Macclesfield Borough Council is an agent for North West Water Ltd and the Chief Technical Officer at the Borough Council should be contacted.
11 REPLACEMENT PLAYING PITCHES

11.1 The site is approximately 41 hectares and is defined by the River Bollin to the north, Bullocks Lane and Macclesfield Canal to the east, and London Road and the intercity railway to the west. It currently provides extensive grazing on predominantly level ground which gradually falls away to the River Bollin. Existing features of value include:

- a few remaining hedges and hedgerow trees with associated ditches
- a pond
- a silted-up disused reservoir with regenerating scrub and damp grassland
- mature woodland along the River Bollin
- and a recently established shelter belt along part of the line of the former Wood’s Cut.

The close proximity of the site to the Macclesfield Town ground offers an opportunity to concentrate football activity in this part of the town, with good road links with the major routes in and around Macclesfield.

11.2 Access to the site is off London Road, opposite Winterton Way. The changing pavilion and car parking must be positioned with the least impact on the view from London Road and the canal bridge out towards The Hollins and Macclesfield Forest, and also on those views into the site from the canal towpath and Bullocks Lane. Existing hedgerows and hedgerow trees provide valuable screening with the facilities being situated close to the access point. Initially, the access may be of a temporary nature whilst construction of the pitches takes place.

11.3 The site offers the opportunity to provide three junior and nine senior turf pitches and one synthetic pitch with floodlighting. Training facilities and a five-a-side pitch can also be easily accommodated. Additional football pitches or facilities for other sporting facilities could be accommodated at a later date if required. The construction of three large plateaux to contain the senior pitches retains the landscape character whilst also retaining all the existing natural features. The rotation of play and resting of pitches will be possible, which will assist in avoiding serious maintenance problems and offering a considerable amount of flexibility.

11.4 Play on the natural turf pitches could begin in the season approximately two years from the completion of construction, possibly earlier, with construction taking approximately four to five months. The construction of a footpath link running alongside the River Bollin from Sherwood Avenue to Bullocks Lane is also considered vital in providing safe pedestrian and cycle links between Macclesfield and surrounding areas and the greenways proposed within the development area and the National Cycle Network. In view of the anticipated number of pedestrian movements between residential areas to the west and the proposed playing fields, appropriate facilities for pedestrian crossing on London Road will be provided. Landscape works to provide screening, shelter and windbreaks as well as enhancing existing woodland and hedges would be completed during the autumn after construction, with landscaping to the car park and changing pavilion completed when necessary.
11.5 A changing pavilion, catering for 13 pitches will be required. The pavilion will offer a flexible range of changing accommodation for use by male, female, junior, senior and disabled players and spectators, for both football and other sports as necessary. To enable us to hold training, coaching and sports development activities, two flexible function/teaching rooms will be required as well as kitchen facilities, and both indoor and outdoor storage. Car parking to service this facility will be required and alternative ways in which we can accommodate large numbers of cars alongside a core of traditional parking spaces will be investigated. The building design will take into account the need for a structure which works with the landscape and existing features, given the sensitive nature of the site and the impact any built feature will have on views into, across and from within, the site.

11.6 As previously mentioned, the site offers a wide range of opportunities to extend sporting provision and also provide other recreational and, possibly, educational facilities. The footpath link will provide an attractive walk along the River Bollin and mature mixed woodland with interesting ground flora. The wetland offers a contrasting habitat which will require survey work to establish it’s wildlife value and dictate future management. The reasonably large pond and developing margins provide an attractive feature on an undulating section of the site which suggests a parkland landscape. Areas not allocated for foot-ball pitches, provide opportunities to accommodate changing sporting demand and events.

11.7 It will be necessary to liaise with Railtrack who are concerned about development near the railway line.

11.8 Within the wetland there is a water abstraction point from an underground borehole. The abstraction catchment area covers a wide area of South Macclesfield. It will be necessary to liaise with the Environment Agency to ensure that there is no contamination of the drinking water source.
UNILATERAL UNDERTAKING GIVEN AS A PLANNING OBLIGATION UNDER
SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED
BY THE PLANNING AND COMPENSATION ACT 1991) BY LYME GREEN BUSINESS
PARK LIMITED AND ORBIT INVESTMENTS (PROPERTIES) LIMITED TO
MACCLESFIELD BOROUGH COUNCIL

RETAIL WAREHOUSE APPLICATION - LAND AT BRUNEL ROAD/BRINDLEY WAY
LYME GREEN BUSINESS PARK MACCLESFIELD
RE: PLANNING APPLICATION NO.: 75236P
APPEAL NO.: APP/C0650/A/93/231489

THIS DEED is made the 16th day of April 1994 by LYME GREEN BUSINESS PARK
LIMITED ("Lyme Green") whose registered office is at 39/43 Churchside
Macclesfield Cheshire SK10 1HW and ORBIT INVESTMENTS (PROPERTIES) LIMITED
("Orbit") whose registered office is situate at Emerson House Heyes Lane Alderley
Edge Cheshire SK9 7LF

WHEREAS

1. Lyme Green is the Freehold owner of the land coloured blue on the plan
   annexed hereto ("the blue land") and Orbit is the freehold owner of the
   land coloured yellow on the plan annexed hereto ("the yellow land")

2. Macclesfield Borough Council of Town Hall Macclesfield Cheshire SK10 1DX
   ("MBC") is the Local Planning Authority for the land edged red on the plan
   annexed hereto ("the red land") and by whom the obligation is enforceable

3. By a Planning Application Number 75236P Lyme Green applied to MBC for
   outline permission to erect retail warehousing and ancillary Development
   (as defined in the application form and plans) on the red land

4. The application referred to in 3. above was not determined by MBC within
   the statutory time limit

5. Lyme Green submitted an Appeal to the Department of the Environment on
   the 30th day of November 1993 against the non determination of the
   application referred to in 3. above

6. The Public Inquiry is to be heard on the 12th/13th/14th/15th and 19th April
   at the Town Hall Macclesfield

7. Lyme Green and Orbit are of the opinion that the granting of planning
   permission under Application No 75236P will benefit the Lyme Green
   Business Park as a whole and enhance the prospects of the link road
   between London Road and Congleton Road being built and accordingly
   (whilst it is not required for the operation of the red land and/or the Lyme
   Green Business Park as a whole) Lyme Green and Orbit are prepared to
   (i) dedicate and make available the blue land and the yellow land
   respectively to facilitate the building of the said road and the bridge
   over the railway line and

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(ii) pay such contribution as is hereinafter recited subject to the conditions as hereinafter recited

8. Lyme Green and Orbit are desirous of giving to MBC a conditional undertaking (granted pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991)) concerning the future provision of land and money as hereinafter recited to the intent that the terms thereof shall be planning obligations thereunder.

NOW THIS DEED WITNESSETH

1. In consideration of the premises and at all times subject to the conditions in clause 2 below Lyme Green and Orbit hereby undertake

(i) to dedicate such part or parts of the blue land and the yellow land (as have not been adopted by MBC by virtue of a highway agreement under Section 38 of the Highways Act 1980 and which said part or parts are required for the purpose) to MBC or the relevant statutory authority to enable the bridge over the railway to be constructed and to enable the link road between London Road and Congleton Road to be constructed in its entirety

(ii) to make a thirty (30) per cent contribution to the design and construction of the bridge over the railway (such contribution not at any time to exceed One hundred and twenty five thousand pounds (£125,000.00) in total) upon the completion of the construction works of the bridge over the railway line PROVIDED ALWAYS Lyme Green and/or Orbit shall (if it/they so wish) be entitled to procure (either by itself/themselves or jointly with MBC) the said design and construction works in an attempt to secure cost savings in that regard

2. The planning obligations given hereunder are conditional upon

(i) Planning Permission being granted in respect of the red land under application number 75236P in accordance with the application plans and documents and the subsequent satisfactory approval of detail/reserved matters within the appropriate statutory period and

(ii) The Planning Permission in sub-clause (i) above being implemented and the first building erected thereunder being let and

(iii) the adoption of the draft Macclesfield Local Plan showing the link road between London Road and Congleton Road (incorporating the bridge over the railway line) and

(iv) MBC obtaining all necessary permissions and consents for the link road between London Road and Congleton Road and the erection of
the bridge over the railway line and entering into an irrevocable Contract (or procuring the same) to construct the same within five years from the date hereof.

(v) Lyme Green and Orbit being granted all relevant and necessary rights (including rights of way and access) and user over the bridge and link road in the event of them not being adopted by the Highway Authority.

3. This undertaking is given to MBC under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) and its terms and the covenants given by Lyme Green and Orbit are to be planning obligations for the purposes of the said Section 106.

IN WITNESS whereof Lyme Green and Orbit have executed this Deed as a Deed the day and year first before written.

EXECUTED (but not delivered until the date hereof) AS A DEED by affixing THE COMMON SEAL of LYME GREEN BUSINESS PARK in the presence of:

[Signature]
Director

[Signature]
Secretary

EXECUTED (but not delivered until the date hereof) AS A DEED by affixing THE COMMON SEAL of ORBIT INVESTMENTS (PROPERTIES) LIMITED in the presence of:

[Signature]
Director

[Signature]
Secretary
Guidelines and Practical Details - Issue 2
Chapter 8 - Paths and Areas Free from Motor Traffic

NATIONAL cycle network

Widths of Segregated Cycle/Pedestrian Facilities - Figure 8.4

Optimum Dimensions

5.0m

Cycle Track

3.0m

Pedestrian

2.0m

Minimum Dimensions

Cycle

2.0m (1.5m)

Peds

1.5m

Open Both Sides

Bounded edge: wall, barrier, carriageway or bush

Bounded Cycle Track

3.5m (3.0m)

Bounded Footway

3.75m (3.25m)

Bounded Both Sides

3.75m (3.5m)

Carrigeway

0.50m clearance

(1.75m) Cycle

Feace/Railing

Where the margin contains safety fence or guard rail the portion of track adjacent is to be considered bounded. The width of the margin should be increased to include the width of the fence and the clearance from the carriageway

Bounded with Verge to Carriageway

3.75m (3.25m)

4.25m (3.75m)

Carriageway

Margin

[0.5 m]

Cycle

2.0m (1.5m)

Peds

1.75m

Note: The dimensions given are the minimum required to permit cyclists and wheelchair users to pass each other on their respective paths. Dimensions in brackets refer to minimum width on a path segregated by a raised white line delineator.

March 1997

ARUP

sustrans

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Access Barriers - Figure 9.4

Preferably two gaps

Preferred Option - Bollards
Plan

Gap 1.2m min
1.5m Preferred max
Removable bollard to give access for maintenance (optional)

Second Option - Chicane
Plan

Minimum height of barriers 0.8m

Third Option - Barrier (With Wheelchair Bypass)
Plan

Initially omit barriers shown as shaded. These can be installed later if there proves to be a problem

Section A - A

Height may be raised to 0.5m where scramble motor cycles are foreseen as a problem

Adjacent boundary

Minimum 150mm concrete foundation

Dimensions bracketed are essential for the effective operation of the barrier

March 1997
Guidelines and Practical
Details - Issue 2

Chapter 5 - Junctions and Crossings

Cycle Track Crossing with Refuge Island - Figure 5.8

Min 10.0m
Extent of warning
contrasting colour
treatment

Note: Drop kerb at crossing point
to be flush with carriageway.
See detail in Chapter 9

Raised white line delineator
Diag No. 1049.1

Diag No. 957

Diag No. 950

Note: Distance plate Diag No. 572
may usefully be applied

Footway bendout
See note 7

Diag No. 956

Drop kerb arrangement

The cycle track/footpath approaches
to the edge of carriageway are to be
coloured to alert cyclists

2.0m preferred
(1.8m minimum)
Figure 5 "Service" Type Residential Road Giving Indirect Frontage Access

6.75m Local Distributor Road

8m radius

3-4m verge

12m straight

4.5m

2.0m footway

3.25m

passing place opposite driveways

1.25m

Minimum 3 parking spaces within curtilage - more depending on house size

Cheshire County Council