A draft version of this Development Brief was published in February 1986. Public consultation on the document took place between 5th February and 20th March 1986. The objections and representations received were considered by the Borough Council on 17th July 1986. The Council resolved that a number of amendments be made to the document, and these have been incorporated in this version of the Development Brief.

Publication of the final version has been delayed pending a final decision on the line of the northern section of the A523 Inner Relief Road. This was confirmed by the Secretaries of State for Environment and Transport on 18 July 1988.

The Development Brief has been produced by the Forward Planning Section of the Planning Department, Macclesfield Borough Council. Please contact David Mulliner, the Industrial Liaison Officer, on extension 374, for further information.

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April 1989
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1. Introduction

1.1 This development brief has been approved for the purposes of development control by Macclesfield Borough. It provides planning guidance against which the Local Planning Authority will assess planning applications. The development brief was approved following public participation in Spring 1986.

1.2 The aims of the Brief are:

- To provide an attractive environment for 'clean' businesses.
- To protect the environment and amenity of adjacent residential areas.
- To ensure a high standard of design and layout.
- To provide a flexible framework within which businesses can develop in the future.

1.3 The Brief expands on these aims under the following headings:

- General planning and highway context (Chapter 2).
- Site appraisal (Chapter 3).
- Public services and utilities (Chapter 4).
- General requirements (Chapter 5).
- Design, Landscaping and open space (Chapter 6).
- Implementation (Chapter 7).

1.4 The Tytherington Business Park is a unique opportunity for the provision of employment in an attractive environment to the north-east of Macclesfield. The route of the A523 Macclesfield Relief Road runs alongside the site, railway links to London and Manchester are close by, and Manchester International Airport is some 30 minutes away. The Plan overleaf indicates the location of the site in relation to Macclesfield, Prestbury and Bollington. This Brief contains technical guidelines and information relating to the development of the site. In addition, a separate marketing document will be produced.

1.5 The site covers an area of approximately 23 hectares of land adjacent to the built up area to the north-east of the town. The brief provides an explanation of the planning policies for the area together with an indication of the detailed issues which will need to be dealt with in any planning application. The type of development envisaged on the site is a Business Park. That is to say, low density offices/light industry in a parkland setting. The Brief will be useful to potential developers, local residents and others interested in the future of this site.
2. General planning and highway context

Strategic/Local Planning

2.1 The strategic planning context and background to the Local Plan are set out in Appendix 1. The development of the Business Park accords with Structure Plan Alteration policies. The adopted Macclesfield Local Plan (1984) envisages primarily industrial development on this site. To the south the Local Plan provides for an amenity ‘buffer’ between the industry and existing housing development at East Tytherington. (See Plan No. 1 overleaf)

The A523 Macclesfield Relief Road

2.2 Following a second Public Inquiry, on 18 July 1988, the Secretaries of State for Transport and Environment confirmed the route of the northern part of the Macclesfield Inner Relief Road.

2.3 The route finally agreed runs from the existing A523 London Road, at a point just north of Flash Lane, to link up with the southern section of the proposed road at Brocklehurst Way. It passes through Dumbah Hollow and skirts the eastern boundary of the Tytherington Business Park. The section between Flash Lane and Tytherington Lane will be single carriageway, while the section between Tytherington Lane and Hibel Road will be dual-carriageway.

2.4 Construction of the road is programmed to start late 1989/early 1990 with completion and opening in two stages. These being: Stage 1 – Flash Lane to Hibel Road, late 1990/early 1991; and Stage 2 – Hibel Road to Mill Lane, late 1991/early 1992. This will provide the Tytherington Business Park with excellent road communications, largely avoiding the need for traffic to use existing local roads. The Business Park will have an almost direct link to the new road in junction at Tytherington Lane/Ball Lane, to the north.

2.5 If as a result of the development of the Business Park problems are experienced with the movement of industrial traffic through Prestbury, they will be considered at that time. Policy T27 in the adopted Local Plan provides for the imposition of restrictions (if appropriate) on heavy goods vehicles in Prestbury.
3. Site appraisal

Location and Physical Features

3.1 The site lies at the northern edge of the built-up area of Macclesfield. The area of land is roughly triangular in shape bounded on the north-west by the rear of outbuildings of dwellings fronting the A523 and Tytherington Lane, and on the south by existing residential development at East Tytherington. The north-eastern boundary is delineated by the originally published line of the Macclesfield Relief Road. Immediately to the south-east of the site is the Hurdsfield Industrial Estate. A line of pylons carrying 33kv cables crosses the site from south-east to north-east. The land is undulating as the contours show in Plan Number 2 opposite. Various field boundaries are demarcated by mature trees and hedgerows. A definitive footpath crosses the site from the reclaimed Macclesfield/ Marple railway line (Middlewood Way) to Tytherington Lane with links to Tewkesbury Drive and Clarke Lane (2). The site is predominantly Grade 3A in the Ministry of Agriculture, Fisheries and Food's (MAFF) Agricultural Land Classification System, with a fair proportion of Grade 3B land. The site is divided amongst three holdings, none of which is capital intensive; all are down to permanent pasture. A stream flows from Clarke Lane to a pool in the curtilage of a dwelling fronting Tytherington Lane and from there, underground to the west side of the A523 Manchester Road.

3.2 The site together with existing development at Hurdsfield and Tytherington is prominent in views from Kerridge ridge to the east, existing dwellings fronting Tytherington Lane and Manchester Road. Dwellings on the northern fringe of the housing estate at East Tytherington have extensive views over the site. There is a need therefore for a high standard of design together with screening/earth mounding where appropriate.

Ground Conditions

3.3 The site consists of boulder clay which is interbedded with medium dense sands, gravels and stiff laminated clays. There is no predictable pattern to the layers and there are some limited areas of peat. Details of ground conditions will be made available to prospective developers.

Ownership

3.4 As far as the Borough Council is aware, the site allocated for industry in the adopted Macclesfield Local Plan is in the following ownerships as indicated on Plan Number 3 opposite.

a) Bulley Trustees
b) The Trustees of W Ferguson Deceased
c) A C and S J Hooley
d) L J Crampton
e) Mrs H J McDevitte

Cold Arbor Farm and Adjacent Barn

3.5 Both these buildings are listed as Grade II on the statutory List of Buildings of Special Architectural or Historic Interest. See Appendix 2.
4. Public services and utilities

Surface Drainage

4.1 The surface water sewer outfall from the new residential development at West Tytherington has been enlarged from the western boundary of the housing development beneath the railway to the River Dole. A feasible route for a new surface water outfall to serve East Tytherington between the new housing and proposed golf course is indicated on Map Number 4 overleaf. The outfall will have to be financed by the developer, possibly by a requisition agreement with the North West Authority. Interested parties should contact the Borough Council's Group Engineer – Drainage, prior to formulating the proposals.

Foul Drainage

4.2 The foul sewer through the new residential development at West Tytherington has been enlarged and extended to provide a foul sewer connection at the junction of Manchester Road and Tytherington Lane. This sewer will enable the domestic foul flows and a reasonable level of trade effluent from the Business Park to be accommodated within the foul system (see Plan Number 4 overleaf). Interested parties should contact the Borough Council's Group Engineer – Drainage, prior to formulating any proposals.

Water Supply

4.3 Water supply, funded by the developer, could be provided by a new 150mm diameter main from the existing 300mm (12") main near Marlborough Drive to the new road junction at Pool End.

4.4 Also, a water main from the Business Park could connect into the existing 200mm main along the line of the spine road of residential development at West Tytherington depending on a detailed assessment of water demand.

Electricity Supply

4.6 There is an existing 11kv cable running from the North East corner of the East Tytherington residential development towards Clarke Lane. A second 11kv cable feeds the dwellings from the existing 33kv cable which runs overhead south east – north east across the Business Park. (See Plan No. 5 overleaf)

4.7 Norweb has proposed that a new 11kv cable be laid along Clarke Lane and enter the site north of Cold Arbour Farm connecting into the 11kv cable feeding the housing. Two substations will be required for Phase 1 and the existing 33kv cable will be laid in the same trench as the 11kv cable. The works are to be funded by the developer.

Telephones

4.8 British Telecom does not anticipate any problems in providing a telephone service to the Business Park. There are no outstanding telephone wayleaves/easements on the site. Alterations to existing plant may be needed at the entrance to the Business Park.

Gas Supply

4.5 There are no major constraints on the provision of a gas supply, to be funded by the developer. The siting of new development will need to take account of an existing high pressure gas pipeline passing under the eastern fringe of the site. (See Plan No. 5 overleaf)
5. General requirements

Type of Development

5.1 The site is allocated in the adopted Local Plan for primarily industrial development. It is proposed that this should take the form of a Business Park, with a high quality of buildings and landscape setting.

5.2 Flexibility and multiple use of buildings are the essence of business parks and no attempt will be made to rigidly define the types of use anticipated on the site. However, as a guide:

i) Within the Business Park the predominant use will be Class B1: Business Use (Town and Country Planning Use Classes Order 1987); low density/high quality offices and light industry in a parkland setting. Buildings designed to permit flexibility of use with them will be appropriate.

ii) Heavy manufacturing and Special Industry (see Classes B3–B7 of the Town and Country Planning Use Classes Order 1987) are not appropriate in view of the close proximity of the site to existing dwellings and the need to create an appropriate business environment. General Industry (Class B2) may be acceptable subject to its compatibility with the overall concept of the business park.

iii) A limited amount of storage and distribution (Class B8) but not regional scale independent warehousing is appropriate. Retail warehousing and major shopping development would not be appropriate.

Phasing

5.3 It is not proposed to impose any phasing restriction on the development of this site. However, it is anticipated that initial development will take place from the A523 eastwards into the site. This will also minimise initial infrastructure costs.

Access and Road Layout

5.4 Initially access will be gained from the A523 Manchester Road by the side of Pool End Farm. The Department of Transport has indicated that this is acceptable in principle. Traffic signals or a new roundabout on Manchester Road will be installed to cater for the access roads to the Business Park and housing development at West Tytherington. Adequate land for a roundabout has been safeguarded at the junction of the A523 and the spine road to the housing development. After the construction of the Macclesfield Relief Road, a spur will be taken from a roundabout to be constructed on Ball Lane into the site by Manor House to form a spine road through the site to the junction on the A523 London Road. Tytherington Lane could be made into a cul de sac or two culs de sac and served by a link from the spine road. Plan Number 6 overleaf indicates a potential route for the spine road together with a suggested road network. Neither the line of the spine road nor the road network are "fixed" but are an indication of how the site could be developed in a convenient manner. Any alternative road network should allow for a variety of plot sizes and flexibility in site development.

5.5 The Department of Transport have indicated that no vehicular access (other than the spine road keying into a roundabout) will be permitted directly from the site to the A523 Macclesfield Relief Road. The spine road or major traffic distributor will have a carriageway width of 7.3 metres (m) and two footways of 2m wide on either side of a 2m wide verge. All other roads will be a minimum of 6.7m wide with a 2m footway on either side. The spine road could have a bus lay-by central to the industrial layout.

5.6 It is considered unlikely that local roads, in particular Durnah Lane, will experience congestion from industrial traffic once development has taken place. However, if such problems do occur, the Borough Council will consider them at that time.

5.7 In certain circumstances Cheshire County Council contribute towards the cost of access roads to new industrial sites. The access road to Tytherington Business Park could fall within this category. Prospective developers are requested to discuss this possibility with the County Council.

Land Drainage

5.8 The natural stream, which flows from Clarke Lane to the junction of Manchester Road and Tytherington Lane, should be protected and culverted throughout its length within the site. Other land drainage systems should be maintained or diverted if necessary and protected throughout development. Properties on Tytherington Lane drain to septic tanks which may discharge to the natural land drainage systems on the site. There would be advantages to those properties having direct access to new sewers.

Public Footpaths

Existing Pattern

5.9 There are a number of definitive public footpaths within the allocated site numbered 9, 28, 48, 45, 44 and 38. The main footpath runs
from Middlewood Way, a linear footpath/cycleway/bridleway north west across the site to Cold Arbor Farm and from there to Tytherington Lane. There are two links from this footpath to Clarke Lane. The first is along the drive to Cold Arbor Farm the second along the bank of a stream flowing to a pool in the grounds of a dwelling adjacent to Manor House. A further footpath runs from the end of Tewkesbury Drive to link into the main route (see Plan Number 7 overleaf).

Proposed Pattern

5.10 The Departments of Environment and Transport propose a foot/cycle bridge over the proposed Relief Road at the point where the road would leave the Middlewood Way.

5.11 The Borough Council is negotiating the provision of a permissive footpath/cycle track between the proposed foot/cycle bridge and Hibble Road, Macclesfield. This will allow pedestrians and cyclists access to the Business Park and Middlewood Way from central Macclesfield.

5.12 In their reply to an objection to the Macclesfield Relief Road by Bollington Town Council, the Department of Transport confirmed that all footpaths crossed by the Relief Road would be maintained by the provision of stiles. (Inspector’s Report 8.3(i)).

5.13 The improvement of the footpath network at developments in both East and West Tytherington is one of the objectives of the adopted Macclesfield Local Plan.

5.14 Given the above, the integration of the existing footpath network into the Business Park will require careful consideration during planning of the final internal road network. Given the suggested road network set out in Plan Number 7, Footpath Number 28 could be diverted along the band of recreational open space adjacent to the residential development at East Tytherington to create a linear walk/cycleway between the proposed bridge to Middlewood Way and the A523 London Road. Footpaths Numbers 38 and 44 linking the Business Park to Clarke Lane could be largely retained and linked to the internal road network, Footpath 38 from Tytherington Lane would link into the proposed spine road and Footpaths 45, 48 and 28 (Part) could be diverted along a landscaped walkway through the site; (see Plan No. 8 opposite). This walkway could link the housing at East Tytherington to the site via Tewkesbury Drive and more particularly the landscaped spine road and the landscaped footpath/cycleway to the A523 Manchester Road.

Car Parking

5.15 The provision of adequate car parking within the curtilage of each industrial/commercial development is essential to the success of the scheme. The provision of sufficient car parking within each curtilage will normally be insisted upon. Car parking can be divided into two types – short term (visitors) and long term (employees) parking. Visitor parking should be provided in a convenient position to the office element of any scheme.

5.16 The design of car parking spaces should conform to the minimum standards in the Cheshire County Council publication “Parking”. These are currently being revised. For staff parking one car space is required for every 600 square feet (74 sq. metres) of gross industrial floor space. Where offices are provided alongside and in conjunction with industrial premises, their parking requirements must be assessed separately if their area is greater than 1,000 square feet (93 square metres) of gross office floor space. For warehousing development one staff car space is required for every 2,500 square feet (232 square metres) of gross floor space. Provisions of parking for developments which do not fall simply within one of the above categories will be negotiated on a ‘one off’ basis.

5.17 Lorries, vans and other specifically industrial traffic requiring direct access to premises constitute operational parking. Such operational parking requires sufficient manoeuvring and standing space, within the site for the maximum number and size of vehicles likely to serve the development at any one time. The minimum hardstanding area is to be provided on the following scale:

<table>
<thead>
<tr>
<th>Gross floorspace per unit not exceeding</th>
<th>Minimum standing space required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 sq ft (93 sq m)</td>
<td>700 sq ft (65 sq m)</td>
</tr>
<tr>
<td>2500 sq ft (232 sq m)</td>
<td>1350 sq ft (125 sq m)</td>
</tr>
<tr>
<td>5000 sq ft (456 sq m)</td>
<td>1650 sq ft (153 sq m)</td>
</tr>
<tr>
<td>10000 sq ft (930 sq m)</td>
<td>2000 sq ft (185 sq m)</td>
</tr>
<tr>
<td>20000 sq ft (1860 sq m)</td>
<td>3000 sq ft (280 sq m)</td>
</tr>
</tbody>
</table>
Service Areas

5.18 Each service area will have an entrance of sufficient width to allow all vehicles including 15 metre articulated lorries and 11 metre rigid vehicles to enter and leave the curtilage without going over any raised kerbs on any of the public roads. All developments of over 2000 square metres will be considered individually. Further details on parking and service standards are available in the aforementioned Cheshire County Council publication.

5.20 It is emphasised that the car parking and servicing standards set out above are minimum requirements and will usually be exceeded by developers ensuring that adequate parking etc is provided within their sites.

Air Pollution

5.21 Any form of on-site incineration should be avoided. All flues and chimneys must be in accordance with the Clean Air Act 1968 and where possible be grouped together to form one structure for each industrial unit. Obnoxious smells likely to cause offence to other estate users or adjoining residential property must be prevented by the installation of appropriate filters.

Liquid Pollution

5.22 The North West Water Authority and the Borough Council must be consulted about trade effluent, washdown areas and polluting substances in storage areas. If there is a risk of surface water pollution, drainage will be to the foul sewer. Any isolated instances of pollution will be dealt with under the Control of Pollution Act 1974.

Noise and Vibration

5.22 It is the intention that undue vibration be avoided and the existing noise climate of dwellings be retained. Appendix No. 3 provides guidance to prospective developers. Criteria (a) and (b) consider the overall noise climate of the Business Park; criterion (c) uses an International Standards Organisation noise rating curve to limit noise generation during night-time. The criteria adopted should ensure that the existing noise climate will be retained.
6. Design, landscaping and open space

General

6.1 The development of a good quality Business Park will require a high standard of building design on each plot. It is strongly recommended that developers employ a registered architect to undertake the design and layout of their buildings. The following design guidance is directed towards developers and their architects and relates primarily to traditional buildings. It is to be used as a guide and should not discourage good quality modern design which will be actively supported by the Borough Council. However, the aim should be to design buildings which are in harmony with each other and with the landscape, rather than strident individual places of urban design. Overall, what is sought is a business park which is dominated by the landscape within and around it, rather than buildings with token landscaping.

Massing/Scale

6.2 It is desirable to break down large flat expanses of a single material used in the construction of business premises. If the plan of a building can be varied from a rectangle it is likely to be far more interesting visually and will be encouraged.

6.3 Other variation and relief can be achieved by careful positioning of window and door openings, or by expressing the columns and structure of the frame and using profile cladding material. There are means by which the dominating scale of industrial buildings can be reduced. By extending the roof to make a wide overhang, the building can appear to be smaller. If the bottom parts of the walls are built in a different material, especially of a darker colour, a visual plinth can be formed thus reducing the apparent size of the building even further. This plinth will also help to overcome difficulties where the ground is sloping.

6.4 The relationship between existing housing and the Business Park will be considered when planning applications are submitted to the Borough Council. It will be important to ensure that buildings within the Business Park do not overlook dwellings adjacent to the site. Furthermore, development on the periphery of the site, adjacent to existing dwellings, should be no more than two storeys (around 32') in height.

Materials

6.5 Materials should be selected for their structural qualities. Generally the aim should be to use colours which are in harmony and blend with each other and the landscape. For the greater part of the year the Cheshire landscape does not have many light colours, so bright surfaces may be too conspicuous to be acceptable. Light colours and shiny surfaces reflect more light than dark and matt finishes. Roofs should be darker than walls, not only to tie in with existing buildings, but also to relate buildings more to the landscape than the sky. One exception to this which will be acceptable is the use of natural stone/hardrow tiles.

Roofs, Walls etc

6.7 Roofs of all covered industrial units should be coloured, particularly in dark colours. Since most 'industrial' buildings involve large areas of roofing or walls, uninterrupted by detailing such as windows, the use of different colours for roofs and walls (and the use of dark and matt finishes) is recommended.

6.8 The external surfaces of all permanent walls to buildings should for preference be of brickwork. Generally, brown, red/brown or dark mottled brickwork provides an excellent traditional material with structural strength, a long life and low maintenance costs.

6.9 It is considered that in this area the colours and textures offered by this material would blend into the surrounding rural environment. Coated steel in subdued colours or similar alternatives for walls and ancillary buildings may be acceptable.

6.10 External equipment should be designed to harmonise with the external appearance of the building or designed to form a separate and substantial free standing structure. Ancillary buildings should be designed as an integral part of the plots. Sub-stations, transformers, storage tanks and other cylinders and containers should be screened from public areas. Where a free standing building is required by a statutory undertaker, it should take account of the siting, form and materials of the buildings adjoining it.

6.11 Large unrelieved external walls should be avoided. The external surface of all screen walls should preferably be of brickwork. Boundary fences and walls should be of durable and attractive materials (e.g. brickwork rather than concrete panels). Rear boundaries on the site's margins need careful consideration to screen activities from nearby dwellings.

Soft Landscaping

6.12 Landscaping will be one of the crucial elements in securing an attractive environment within the Business Park. Where possible existing landscape features should be retained within the Business Park and additional trees should be grouped in clumps to break-up building masses. Existing trees will be surveyed and if merited, will be included in a Tree Preservation Order. Landscaping must be an integral part of any application for planning consent. Each application will be considered on its own merits having regard to the site's position within the overall layout of the Business Park.
6.13 The peripheral landscaped areas are particularly important in minimising the visual impact of the development in views from the immediate vicinity of the site. In particular, the southern fringe and the rear of properties fronting Tytherington Lane are important in this respect. Any landscaping scheme should carefully consider these areas and in particular the need for earth mounding where appropriate. The Brief indicates (Plan 9 opposite) that a linear strip of landscaping will be provided immediately adjacent to the line of the Macclesfield Relief Road.

6.14 The landscape structure of the Business Park will involve the creation of a “tree lined avenue” along the length of the spine road together with a reinforcement, where appropriate of existing trees within the site. The developers of plots adjoining the spine road will be required to heavily landscape their frontages to the spine road using heavy duty standard trees rather than “whips” and an average width of “building line” of 20 metres, from the spine roads kerb will normally be insisted upon.

6.15 The Macclesfield Local Plan allocates a strip of land between the business park and adjacent dwellings for an amenity buffer. This strip of land varies in width, averaging around 40 metres. Part of this area will be required for an access road and part is enclosed by adjacent households. It is proposed to create a 2 metre high earth mound running along the strip of open space and the fringe of the Business Park where appropriate. The earth mound will be planted with trees and shrubs. A footway/cycle link between the Middlewood Way and the A523 Manchester Road will be created by the developer on the Business Park side of the mound. An area of landscaping will also be created to the rear of properties fronting Tytherington Lane and along the fringe of the A523 Inner Relief Road (see Plan Number 9 overleaf).

As a guide to the requirements of the Borough Council developers will be expected to allow 20% of net lettable area for soft landscaping to be retained and not used for expansion space. In addition, any future expansion areas will need to be landscaped or grassed as a minimum standard.

**Wildlife**

6.16 Local residents’ comments on the draft Brief identified a wealth of wildlife at the site of the Business Park. The survival of any protected species will be ensured by the Borough Council.

**Hard Landscaping**

6.17 Car parks and hardstandings should be divided up by planting to avoid large barren areas. Different materials should be considered for treatment of hard areas eg. gravel, cobbles, granite sets and paving.
7. Implementation

7.1 The key to the development of this site is initially its marketing. The site has natural advantages of good north-south road communications (particularly after the construction of the A523 Macclesfield Relief Road) and a close proximity to Manchester International Airport; a good inter-city train service and an excellent rural environment which needs to be promoted to the full. The Borough Council intend to prepare a separate promotional leaflet highlighting these aspects.

7.2 The cost of infrastructure (new sewers and the spine road) will be an initial burden on a developer and as it is not proposed to phase development over the Plan period the extent of development will vary with demand. However, as construction of the A523 Macclesfield Relief Road is not expected to be complete until 1991, it is anticipated that a spine road into the site from the A523 could be started before then.

7.3 If the demand for business/commercial development is such that no development takes place before the completion of the A523 Macclesfield Relief Road, then it would be possible for a spur to be taken into the site from the roundabout to be constructed on Tytherington Lane. This would involve even higher initial costs for drainage since it would require longer foul and surface water connections to off site drainage.

7.4 It is likely that the whole of the site will be developed by a developer or group of developers, in association with a major funding institution. Cheshire County Council may contribute to the cost of an industrial access and interested parties are invited to discuss this matter directly with the County Council. Prospective developers are also strongly urged to contact the Borough Council’s Principal Estates and Valuation Officer Mr Rick Lockwood on 0625 21955 ext 294.

7.5 If the development of the site is frustrated (e.g. by ownership constraints) the Borough Council is prepared to consider use of its compulsory purchase powers. The Council has in fact recently acquired Pool End Farm to ensure that initial access to the site can be achieved.
Appendices

Appendix 1
Strategic and Local Planning

The First Alteration to the County Structure Plan was approved subject to modifications by the Secretary of State for the Environment in July 1985. The Alteration comprises a series of general policies together with more specific policies which are summarised below.

“A.6 Within the overall employment land allocations in policies A17-A19, A22-A24, A26 and A27 provision will be made in each District for a range of types and sizes of employment development. Land must be capable of economic development between 1979 and 1991 before it can be regarded as contributing to the land requirement of the Structure Plan.

A.25 In Macclesfield District 80 hectares of land will be allocated for employment between 1979 and 1991. Significant additional employment allocations will not normally be made in Wilmslow, Knutsford and Poynton.”

The Local Plan for the area is the Macclesfield Local Plan adopted in 1984. The site is allocated for industrial and, where appropriate, warehousing development in the period after 1986 (Policy I.3). A recreation buffer is allocated to the south of the site between the industrial development and the housing area (Policy I.24).

Both the Structure Plan and Macclesfield Local Plan are currently being reviewed by the County Council and Borough Council respectively. Neither plan will formally replace the current plans until they are finally approved, which is unlikely to be before 1991. However, it is considered unlikely that the review of either plan will lead to a change of planning policy towards the Tytherington Business Park.

Appendix 2
Cold Arbor Farm

The farmhouse is described in the statutory list as follows: --

“Formerly farmhouse now house: C16 origins, C17 additions and mid C18 alterations. Coursed, squared buff sandstone rubble. Kerridge stone-slate roof, stone ridge, a brick and a stone chimney. L-shaped in plan with internal cross passage, with former farm building to the right. 2-storey, 3-bay north front with rough stone cambered heads with a prominent keystone in end bays. Lower storeys holding 4-light fixed small pane iron casements with small 6-light openings. Similar blocked opening above to left only. Near central 8-paneled door (partly with moulded hexagons) under stone lintel with mullioned and transomed iron, small pane window immediately above, under cambered stone head. To the left, the gabled parlour wing has been extended to the barn but shows a small circular light.

Interior: Rooms to left of cross passage have exposed small-framed, limber partitions. Main room has massive chamfered beam with carved stops. Other rooms have lighter chamfered beams with flat stops. Mid C18 turned baluster stair in cross passage and part of stone ladder to former hayloft.”

The barn is described as follows: --

“Formerly corn barn, now includes a shippon and garage: C16 with C17 outshuts and C19 and C20 alterations. Coursed, squared buff sandstone rubble. Kerridge stone-slate roof and a stone ridge. Originally, rectangular 4-bay plan then outshuts added to rear and partly to front. Cart opening has a massive oak lintel with projecting rubble drip course above. To left of opening are 3 C19, 6-pane windows below and a 2 square pitch holes above. Gable end shows 4 lines of ventilation slots and blocked light with wooden lintel.

Interior: Much of original roof survives. Trusses of a tie-beam with short diagonal struts above. Through purrins and ridge. Outshuts has 3 original trusses.”

Appendix 3
Noise and Vibration

All buildings should be designed so that statutory requirements are met. Quiet machinery should be selected where possible. Although some vibrations are unavoidable, plant and machinery should be secured in such a way as to prevent vibrations from becoming an annoyance. In order that the existing noise climate should not deteriorate to such a degree as would cause loss of amenity, the noise level during daylight hours from the business park as a whole shall be so contained to ensure that the following levels are not exceeded:

a) To the southern boundary of the site 48dB(A) Leq 1 hour subject to a maximum of 65dB(A) between 0730 and 1800 hours.

b) To the western boundary of the site 45dB(A) Leq 1 hour subject to a maximum of 60dB(A) between 0730 and 1800 hours.

It is anticipated that during night time the use of main roads (including the proposed by-pass) will diminish and this together with a general reduction in background noise levels leads to the following criteria for noise generation:

c) The noise from the normal operation of the total site when plotted on an ISO noise rating curve chart should not be permitted to project above the 40 noise rating curve at any point when measured at any position on the boundaries of the site.
Appendices cont.

Appendix 4

Shrubs recommended for use in the Business Park

Flowering Shrubs
- Amelanchier canadensis
- Chaenomeles japonica
- Escallonia 'Donard Seedling'
- Forsythia Lynwood
- Potentilla fruticosa (varieties)
- Ribes sanguineum
- Rosa reguso (varieties)

Features
- tall, arching growth: white flower
- small: red flowers
- tall, late summer flowering
- yellow flowers, early spring
- daisy like flowers
- pink/red flowers
- dense growth, free flowering

Shrubs, non flowering effect
- Berberis gagnepainii
dense, low growing
- thorns
- Berberis julianae
erect, red stems in winter
- Cornus alba sibirica
erect, yellow stems in winter
- Cornus flarimea stolonifera
- Cotoneaster salicifolia flocosa
- arching, growth, berries
- Prunus laurocerasus ‘Zabelliana’
- Evergreen dense, arching growth, flowering
tall, arching, berries
- Pyracantha coccinea
- Rubus cockburnianus
- thorny, fast growing, white stems

Ground Cover
- Cotoneaster skogsholm
- arching, dense, berries
- Hypericum calycinum
- yellow flower, dense cover
- Lonicera pileata
- dense cover
- Senecio laxifolius
- grey foliage

Trees suitable for use in the Business Park

Suited to use in close proximity to buildings

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Height</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malus Sylvestris</td>
<td>Crab Apple</td>
<td>1.2–2.0m</td>
</tr>
<tr>
<td>Betula pendula aquifolium</td>
<td>Silver birch</td>
<td>2.0–2.5m</td>
</tr>
<tr>
<td>Ilex (J C Van Tol)</td>
<td>Holly</td>
<td>30–60cms</td>
</tr>
</tbody>
</table>
Useful contacts

Norweb Electricity
110 Wellington Road, Ashton under Lyne OL6 7HX,
Tel No. 061 344 0200 (Mr J N Turner/Mr H Rawstron
ext 3120) Telex 685971

North West Water: Eastern Division
Stockport Distribution District, Borrow Street,
Portwood, Stockport SK1 2JD,
Tel No. 061 477 1100 (Mr G K Sinfieeld ext 227)

British Telecom
British Telecom Business Systems, Telephone
House, 55 Portland Street, Manchester M60 1BA
Mr M J G Williams Tel No. 061 600 3681
Telex 666687

Department of the Environment and Transport
Any enquiries on the Macclesfield Relief Road to
the North West Regional Office, Sunley Building,
Piccadilly Plaza, Manchester M1 4BE,
Tel No. 061 832 9111

British Gas Plc (NW)
Mr D Howard, District Engineer, British Gas Plc
(NW), Newbridge Lane, Stockport SK1 2HQ
Tel No. 061 480 7933 ext 6416

Macclesfield Borough Council, Chief Planning
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PO Box 40, Stuart House, King Edward Street,
Macclesfield, Tel No. Macclesfield (0625) 21955
(Mr D M Mulliner ext 374 or Mr I Haynes ext 123)

Macclesfield Borough Council, Chief
Environmental Health Officer
Beech Bank Offices, Beech Lane, Macclesfield,
Tel No. Macclesfield (0625) 21955

Macclesfield Borough Council, Chief Technical
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PO Box 40, Stuart House, King Edward Street,
Macclesfield, Tel No. Macclesfield (0625) 21955

Ward Ashcroft and Parkman
Mercury House, Birkenhead Road, Backford,
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Cheshire County Council, Department of
Highways and Transportation
Backford Hall, Near Chester,
Tel No. Chester (0244) 59123