

# **Sandbach Neighbourhood Development Plan 2015 – 2030**

## **(Draft for Consultation)**

**Date: 15<sup>th</sup> March.2015**

### **Our Town – Our Decisions**



## **PREFACE**

This Sandbach Neighbourhood Development Plan (the Plan) has been produced by the Sandbach Neighbourhood Development Plan Working Group, comprising members of Sandbach Town Council and the local community.

The area covered by this Plan is shown in section 1.2.

It is important to note that the Sandbach neighbourhood area covers the civic boundary of Sandbach, incorporating Sandbach town and the village settlements of Sandbach Heath, Elworth, Ettiley Heath and Wheelock. When the Plan makes reference to Sandbach, this is intended to represent all these settlements which make up the area and is used for the sake of brevity only

## **HOW THIS PLAN IS ORGANISED**

This Plan is divided into four sections:

### **Section 1: Introduction**

This section sets out:

- How the Plan fits into the Planning System
- An overview of the initial stages of public consultation, and how it has influenced the development of the Plan
- About Sandbach - a brief overview of Sandbach, past and present.

### **Section 2: A Vision for Sandbach – Key Issues, Vision and Aims**

This section sets out:

- the overall vision for development in future years
- The key themes which have contributed to the vision.

### **Section 3: The Plan Objectives and Policies**

This section sets out:

- The objectives and policies to support the overall vision
- Site specific briefs where relevant

### **Section 4: Supporting Information and Evidence Base**

This section sets out:

- The framework and the justification for the plan, including:
  - Glossary of Terms
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## **SECTION 1: INTRODUCTION**

### **1.1 OVERVIEW**

This document has been prepared by the Sandbach Neighbourhood Development Plan Working Group, which has been led by Sandbach Town Council and members of the community.

The Sandbach Neighbourhood Development Plan (the Plan) is a planning document that sets out the direction of growth in Sandbach until 2030. It is part of the Government's approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the 'Localism Act' that came into force in April 2012.

The Plan provides a vision for the future of the community and sets out clear policies to realise this vision. These policies must accord with higher level planning policy, as required by the Localism Act. The Plan has been developed through extensive consultation with the people of Sandbach and others with an interest in the community.

The Plan provides local people with the opportunity to have control over where development should go and how it can benefit the community. The Plan will protect Sandbach from uncoordinated and speculative development.

The Plan reflects the desires of the Sandbach community to ensure that appropriate contributions towards facilities and services are provided as part of any additional housing development.

The Plan must be flexible and adaptable in order to provide a structure which meets the needs of a growing population, safeguards our environment and builds our local economy. The Plan must also be sustainable in order to ensure the future wellbeing of our community.

## 1.2 SANDBACH NEIGHBOURHOOD DEVELOPMENT PLAN BOUNDARY

The Civic Parish of Sandbach (Fig 1) has been formally designated as a Neighbourhood Area through an application made by Sandbach Town Council (a relevant body for the purposes of section 61G of the Town and Country Planning Act 1990) on 10 July 2014 in accordance with the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by Cheshire East Council on 21 October 214.

The Civic Parish of Sandbach includes the settlement villages of Elworth, Ettiley Heath, Wheelock and Sandbach Heath

Sandbach Parish

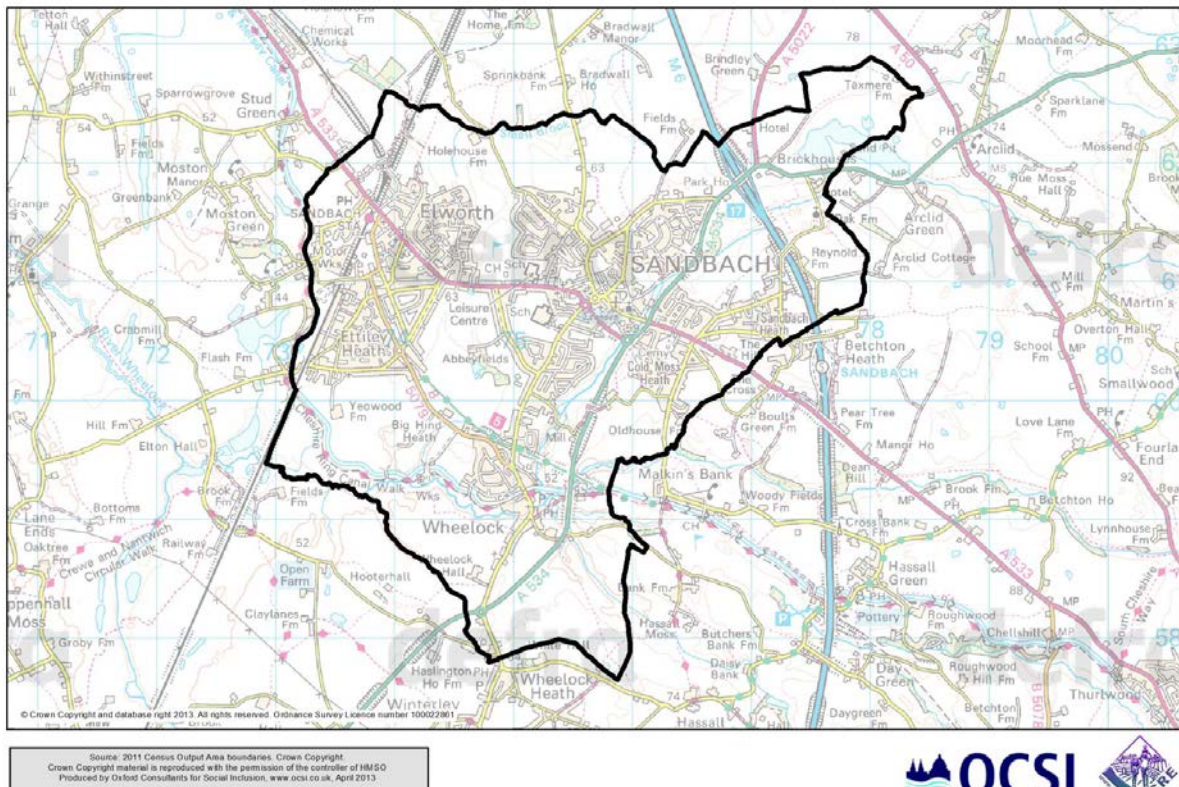


Fig.1

### **1.3 HOW THE NEIGHBOURHOOD DEVELOPMENT PLAN FITS INTO THE PLANNING SYSTEM**

Although the Government's intention is for local people to decide what goes on in their towns, the Localism Act which came into force in April 2012 sets out some important laws.

One of these is that all Neighbourhood Development Plans must be in line with higher level planning policy. That is, Neighbourhood Development Plans must be in line with European Union regulations on strategic environmental assessment and habitat regulations, the National Planning Policy Framework (otherwise known as the NPPF) and local policy, in particular Cheshire East Council's Local Plan Strategy.

As part of the development plan for Cheshire East, the Neighbourhood Development Plan together with the Local Plan Strategy (or any subsequent plan for Cheshire East) is the starting point for determining planning applications within the neighbourhood area of Sandbach.

This Neighbourhood Development Plan follows the strategic policies of the Cheshire East Local Plan Strategy by being in force until 2030. The policies in the Neighbourhood Development Plan are to be considered as a whole together with the strategic policies of the Local Plan Strategy.

The Localism Act allows the Neighbourhood Development Plan to provide more dwellings than the number specified in the Cheshire East Local Plan Strategy but it does not allow the Plan to provide for less.

Whilst planning applications are still determined by Cheshire East Council the production of a Neighbourhood Development Plan has given local people the power to decide where new housing, additional leisure, retail and employment provision should go, and how the town should evolve. The Neighbourhood Development Plan provides the policy framework for Cheshire East Council to make these decisions on behalf of the people of Sandbach.

## **1.4 WHAT IS IN THE NEIGHBOURHOOD DEVELOPMENT PLAN?**

Although deciding where new housing, additional leisure, retail and employment should go is an important part of the Plan, it is about much more than this. The Plan is a plan for the town as a whole. It looks at a wide range of issues, including:

- The development of housing (location, type, tenure etc.)
- Local employment and opportunities for businesses to set up or to expand their premises.
- Transport and access issues (roads, cycling, walking etc.)
- The provision of leisure facilities, schools, places of worship, health, entertainment, and youth facilities.
- The protection, extension and creation of open spaces (nature reserves, allotments, sports pitches, play areas, parks and gardens).
- Installation of renewable or alternative energy solutions.
- Protection of important buildings and historic assets.

## **1.5 SUSTAINABILITY APPRAISAL**

Neighbourhood Development Plans are not technically subject to sustainability appraisal, provided they are in conformity with the development plan of the local planning authority in terms of the scale and distribution of planned growth.

However, the land use planning process provides an important means by which sustainable development can be achieved. The Sandbach Plan is in conformity with, and refines, the Cheshire East Strategy Policy relating to Sandbach and forms a formal part of the Cheshire East Development Plan.

As such, the Sandbach Plan will help to achieve sustainable development by ensuring that its development policies and proposals will meet the needs of people living, working and visiting within the town.

## **1.6 COMMUNITY ENGAGEMENT AND CONSULTATION**

The Sandbach Plan belongs to the people of Sandbach. It has been developed from the views of local people gathered using a variety of different consultation approaches including: stalls at local events, meetings, presentations interactive workshops, website interactive forums, Facebook pages and two town-wide on-line/paper surveys.

In addition to the residents' consultation, a wide range of stakeholders were invited to participate in an event aimed specifically to gather their views and concerns. Local businesses were also asked to complete either a paper-based survey or respond on-line.

The following are reference documents to the Plan:

- Relationship Between The Sandbach Neighbourhood Development Plan And Existing Sandbach Town Documents
- Statement Of Community Engagement And Consultation
- Basic Condition Statement
- Supporting Evidence Base

## 1.7 ABOUT SANDBACH

### LOCATION

Situated in the North West of England, Sandbach is a small rural market town, situated close to the M6 motorway, Junction 17. The M6 provides an easy connection to the north and south of the country.

Sandbach as a whole consists of distinct settlements or “villages” which have green spaces that act as buffers between the settlements and allow them to retain their own identities. The town centre is situated in the northern part of Sandbach, Sandbach Heath is to the East, Wheelock to the south, Ettiley Heath to the west, whilst Elworth is to the north west. Each village contains at least one church and many public houses.

To the south of Sandbach, the Trent and Mersey canal runs through the village of Wheelock bringing some visitors to the outskirts of town. It also provides a clear boundary to the south of Ettiley Heath and Elworth.

Sandbach train station, located 1 mile from the town centre in Elworth village, provides a half hourly service to the heart of Manchester, and an hourly service to Manchester International Airport, whilst a 10 minute car or train journey will take travellers to Crewe mainline station for connections to London (1hour 50 minutes), Edinburgh (4 hours) and the rest of the UK.

Sandbach is surrounded by many small county parishes consisting primarily of farmland. Cheshire contains some of the best arable and dairy farmland in the country

### HISTORY OF SANDBACH AND THE SETTLEMENT VILLAGES

**SANDBACH** is mentioned twice in the 1086 Domesday Book census.

The town’s most famous landmark is the “Sandbach Crosses”. The two massive Saxon stone crosses, elaborately carved with animals and Biblical scenes including the Nativity of Christ and the Crucifixion, dominate the cobbled market square of Sandbach. Probably dating from the 9th century, and originally painted as well as carved, they are among the finest surviving examples of Anglo-Saxon high crosses.







The licence to hold a market every Thursday in the town was first granted by Queen Elizabeth I on 4<sup>th</sup> April 1579.

During the Civil War, a party of nearly 1,000 exhausted Scottish troops rode through Sandbach on horseback as they retreated from the Battle of Worcester. A skirmish occurred as the local people attacked the Scottish troops, reported as “The dispute was hot for two or three hours and there were some townsmen hurt and two or three slain, the Townsmen slew about nine or ten and took 100 prisoners.” The central common in Sandbach has since been known as Scotch Common.

During the late 16<sup>th</sup> and early 17<sup>th</sup> centuries, Sandbach was noted for the production of fine worsted yarns and malt liquor, and the revenue from these, together with that from the fairs and market, made the Town “modestly affluent”.

In the 1820's and 30's, Sandbach was an important coaching stop on the roads from London and Birmingham to both Liverpool and Manchester. Later in the 19th century, the Town produced silk, boots and shoes and enjoyed extensive trade with its corn mills and salt works along the Trent and Mersey Canal.



The 20th Century saw the upsurge of heavy vehicle manufacturing industry within the Town. The Foden Steam Wagon enjoyed huge success and attained a worldwide reputation for economy and reliability. From the early 1930's the industry concentrated on diesel-powered heavy goods vehicles, which were produced in the factories of both E.R.F. and Foden

The lively market town traditions still continue to the present day and the cobbled square, surrounded by black-and-white and thatched buildings along with the adjacent High Street and the nearby "common" are venues for regular events such as markets, farmers markets, festivals, open-air concerts and fairs.



## HERITAGE AND BUILDINGS

St Mary's Church stands proud to the south of the cobbled square. The church is designated by English Heritage as a Grade II listed building. It is an active Anglican parish church in the diocese of Chester. The Domesday Book records the presence of a priest and a church on the site of the present church. This building was replaced by another church erected about the time of Henry VII. The next church was built in sandstone which became badly weathered. The present church dates largely from the considerable degree of rebuilding by Sir George Gilbert Scott in 1847-49.



**The Old Hall** - The original hall was the residence of the Lords of the Manor of Sandbach. The present Grade 1 listed building dates from 1656. It was initially constructed square from wattle and daub, with an oak frame. The oak for the timber frame is thought to have come from either the Saxon-mondron forest near Nantwich or the forest that once covered a large part of Sandbach Heath. In 1841, The Three Tuns pub was added to the old Manor House plus a further two tenements. A third extension was added in the late 19th Century by the Crewe family which created the coaching inn, called the Old Hall, as we see it today.



**The George** - One of Sandbach's coaching inns. The London Stagecoach called everyday at 4pm and the "Rocket" from Liverpool at 11am.

**Ye Olde Black Bear** – Formerly owned by Lord Crewe, it was built in 1634 and is situated beside the Market Square. It is a superb timbered black and white building with a thatched roof - the only one left in Sandbach. It is rumoured that Dick Turpin stayed here.

**Town Hall** - The Town Hall is one of Sandbach's most imposing buildings, built in 1889 by John Stringer at a cost of £5,000, in the English Gothic style. The top floor houses the main hall and bar. The ground floor houses the market hall.



**Literary Institute** - The Literary Institution, a Grade II listed building, was designed by Sir George Gilbert Scott and erected in 1857. Inhabitants of Sandbach and its neighbourhood contributed £2,100 towards the total cost of £2,500. The building contained a library, corn exchange, a reading room, an assembly room and an upper floor ballroom. The main ground floor room is currently the Chamber of Sandbach Town Council.

Other historic sites and people of note, include – The Lower Chequer public house, Sandbach School, Almshouses, Sir Gilbert Scott and Dr. Charles Latham.

**Conservation areas** - The current Sandbach Conservation Area consists of one major historical delineation plus three later additions. The major area takes in Hightown to the bottom of High Street at the Bridge. This area is the Town Centre plus Well Bank to Dingle Lane /Dingle Farm. The first of the three additions is the area west of Hawk Street to the rear of the Crown Inn. The second and third additions include Bold Street, Welles Street and Green Street, west of Bradwall Road, to include Wesley Avenue to Chapel Street (refer to MAP HC2).

**WHEELOCK** was also recorded in the Domesday Book under its original name of Hoileck/Hoiloch (Old Welsh source meaning “winding river” which runs through it). The name Wheelock was finally settled upon in 1390. In 1801 the population was 189, by 1851 it was 548 and by 1901 it was 685. Wheelock had its own Mayor up until 1849.

An historian in 1850 described Wheelock as *“a township and pleasant village in a neighbourhood richly diversified with picturesque beauty, half a mile S.S.W. from Sandbach, intersected by the North Staffordshire Railway (laid in 1840) and the Trent and Mersey canal (cut in 1775 by the Engineer James Brindley). Here are three salt works, two sawmills, two breweries, a soap factory, and three silk factories, only one, however, of the latter is now occupied”*.

Virtually all of these industries have now disappeared and the North Staffordshire railway branch from Kidsgrove to Sandbach (Elworth) ceased passenger service in the 1930s and closed for freight traffic in the 1960s. (this disused track has since become the “Wheelock Rail Trail” and is used extensively by walkers and cyclists.

**ELWORTH** is described as “a village approximately one mile to the east of Sandbach”. It has several pubs and a few shops. There are two churches in Elworth: Mount Pleasant Methodist Church and St Peter's Church of England, (the latter was designed by Sir George Gilbert Scott who also designed St. Pancras railway station in London, as well as many other buildings in the area). It also has the railway station serving Sandbach and is on the main line between Crewe and Manchester.

In 1840 the Manchester to Crewe railway (also known as the Manchester to Birmingham Line) was constructed, a section of which ran through Elworth. By 1860 there were seven trains a day calling at Elworth Station. A second line was laid at Elworth, forming the Sandbach to Winsford Junction.

The railway encouraged the establishment of the local industrial base and Elworth was the home of Foden the lorry makers until 1980. The Trent and Mersey canal runs to the southwest of the village.

**ETTILEY HEATH** village grew out of the barge trade on the Trent and Mersey canal, serving barges waiting to be loaded just beyond Rookery Bridge. It was home to

many of the salt workers from Sifta Salt, which operated where Springvale industrial estate is situated today. Beyond Rookery Bridge were situated Glacia Salt and the boneworks both notable features of the landscape. The salt factories grew out of the brine pumping locally which caused much of the area to sink and indeed is the reason why we have the flashes, now a site of special interest for birdwatchers and other species.

**SANDBACH HEATH** was once a woodland area but now, St John the Evangelist Church, opened in 1861 and standing proud on the top of the heath, can be seen from many miles distance. This extremely attractive Church was also designed by Sir George Gilbert Scott. Today, Sandbach Heath has a strong community “feel” with many regular events organised by and for the local people.

## **POPULATION**

In 2011 the population of Sandbach was 17,975 and there were approximately 7,840 dwellings (2011 census). During the period 2010 to December 2014, a further 2,289 (plus 375)\* dwellings (including a large element up to 30% low cost/affordable) were approved, mostly under developer appeal to the Department for Communities and Local Government. However, the provision of medical services, facilities, school places, road infrastructure and employment opportunities has not kept pace with this surge in housing development.

\* Additional to the number stated is a further 375 dwellings on the Former Albion Chemical Works. Whilst this site is outside the Sandbach neighbourhood boundary, the population of the new development will depend largely upon school places, medical services and other facilities within the Sandbach parish

## DEMOGRAPHICS

### Age Distribution:

There were approximately 18,000 people living in Sandbach. The 2011 Census (table KS102EW) provides the following analysis:

Category	Sandbach	England Average
Number of people living locally	17,975	
Sex	48.8% male and 51.2% female	
Number of Households	7,840	
Children under 16	3,070 (17.1%)	18.9%
Working age adults	11,305 (62.9%)	64.7%
Older people over 65	3,600 (20.0%)	16.3%
Lone parent families with children	430 (19.5%)	24.5%
Single pensioner households	1,110 (14.2%)	12.4%
People from black or minority ethnic groups	640 (3.6%)	20.2%
People born outside the UK	610 (3.4%)	13.8%
Dependency ratio	0.59	0.56

### Population by Age:

Age	% Population (2010)	% Population (2011)	% Cheshire East	% England
0-15	17.6	17.1	17.8	18.9
Working age	62.7	62.9	63.0	64.7
65+	19.6	20.0	19.3	16.3

(Source: Community Profile for Sandbach © ACRE, RCAN, OCSI 2012 and 2013)

### Dwellings and Households

Category	Sandbach (% of all households)	England Average
One person per household	15.2	17.9
Married households	39.1	33.2
Cohabiting households	9.5	9.8
Lone parent families	5.5	7.1
Pensioner households	25.1	20.7
Student households	0.0	0.6
Other households	5.6	10.6

(Source: Census 2011 (tables KS201EW, KS204EW and KS105EW))

### Inward and outward migration

Age Category	Inward (rate per 1,000 population)	Outward (rate per 1,000 population)
1 – 14	81	70
15 - 24	102	123
25 – 44	98	91
45 – 64	35	35
65+	27	28

### Weekly Household Earnings

Category	Sandbach (£)	Cheshire East (£)	England (£)
Total weekly household income estimate	717	702	673
Net weekly household income estimate after housing costs	438	419	423

Source: Income Support/Pension Credit (DWP Aug-12), Economic Deprivation Index 2009, Fuel Poverty (Department for Energy and Climate Change 2009), Housing/Council Tax Benefit (DWP 2005), Households below median income (ONS 2008)

### Employment

The number of people employed is 8,790 (source: Census 2011 tables KS605EW and KS608EW).

At present there is one main employment area in Sandbach, on the Spring Vale Industrial Estate in Ettiley village. Other small employment areas are located on Zan Drive in Wheelock village, Hind Heath Road in Elworth and Abbey Road in Elworth. A further area is designated within the Cheshire East Council Local Plan Strategy for Sandbach, for development as a business/employment site on the “Capricorn” site, located on the outskirts of the town and close to the M6 motorway junction 17.

The largest single employer is Cheshire East Council, with Headquarter offices located close to the town centre.

The majority of local people work in managerial, professional and associate professional occupations (45.9%). Other occupation segments include; Administration/secretarial (11.%), skilled trades (10.2%) and elementary work (8.9%).

Unemployment in Sandbach is very low at 1.8% of working age people seeking Jobseekers allowance, against a country average of 3.8% (source: Jobseekers Allowance claimants DWP Feb 2013, Employment Support Allowance/Incapacity Benefits/Out of work benefits DWP Aug 2012, Available jobs (Job Centre Plus Nov 2012). This low figure is due largely to the fact that a high proportion of the settlement’s workforce travel further afield to their places of employment, including Crewe (4 miles), Macclesfield (25 miles), Manchester (30 miles) and Birmingham (50 miles).

### Public Transport Services

The town is currently served by regular bus services, interconnecting with Crewe (20 minutes), Nantwich (30 minutes), Congleton (25 minutes), Macclesfield (60 minutes), Northwich (40 minutes) and Chester (90 minutes)

The Sandbach train station is located in the village of Elworth and 30 minutes’ walk from the town centre.

A limited circular route bus services operates around the town, on Mondays, Thursdays and Fridays between 09.30 and 15.00hours.

Journey time to the nearest hospital in Crewe is 35 minutes by public transport/walking The County average is 33 minutes (source DFT 2011).

## **Car Ownership**

As a rural community private car ownership and usage is the predominant method of transport; with approximately 43% of all homes owning at least 2 or more cars.

## **Crime**

Sandbach is considered by the community to be a reasonably safe place to live. The crime rate (per 1,000 population) for Cheshire East (including Sandbach) is 29% against the North West average of 36.9% and country average of 37.6% (source: Indices of Deprivation 2010, CLG).

## **Facilities and Services**

A comprehensive list of the facilities and services provided in Sandbach by public bodies and private organisations for community use can be found in the supporting Evidence Base.

### **Leisure and Sporting Facilities**

#### Public sector owned, managed or funded:

- Sandbach Leisure Centre - Indoor sports hall, squash courts, drama room and swimming pool.(supplied via a Joint User Agreement with the Sandbach High School and Sixth Form College).
- Sandbach School – swimming pool, cricket, rugby, five-a-side astro turf pitches, tennis courts.
- Football pitches and Academy on Hind Heath Road, Ettiley Heath

#### Privately Owned Sports Facilities

- Sandbach Rugby club, Elworth Cricket Club, Sandbach Cricket Club, Elton Road playing field.
- Privately owned Gyms in Elworth and the Sandbach town centre

### **Parks and Open spaces, Walkways and Footpaths**

- Sandbach Park, Elworth Park, Wheelock Playing Fields, several smaller areas of open space containing play equipment, including Newall Avenue, Forge fields and Mortimer Drive.
- Footpaths/ walkways owned by Sandbach Town Council, including - Wheelock Rail Trail and parts of Footpath 56.
- Sandbach Wildlife Corridor
- Several woodland trails linking to a footpaths network.
- Open spaces on housing estates

### **Halls and Venues**

Sandbach Town Hall, Literary Institute, Cricket Club, Masonic Hall, Library, local Pubs, Church Halls, School Halls, ATC and other small communal buildings.

### **Allotments**

Presently at a temporary location in Ettiley Heath. There is an ongoing project to find permanent site.

### **Clubs and Societies**

Sandbach has a high level of community involvement supporting a wide variety of activities, from sporting activities to cultural and community based pastimes. There is also a community Cinema at the Town Hall.

Many of the organising groups present and promote their activities at the “Sandbach Today” event. This is an annual showcase organised by the Sandbach Partnership.

The Sandbach Partnership holds several community forums throughout the year and manages community projects which involve Sandbach Town Council and community organisations.

“Community Pride” – For the past two years Sandbach has won “Best Kept Town in Cheshire (population 10,000 to 30,000 group)” and in 2014 won the Championship Award across all categories, in addition to several awards for local “Little Gems” and also for Sandbach Park.

## **SECTION 2: THE KEY ISSUES, VISION AND AIMS**

### **2.1 SUMMARY OF KEY ISSUES**

The views expressed by local residents from surveys, questionnaires and at the various consultation events particularly reflected the impact of a recent high level of additional housing on local facilities and services. (It is also recognised that some issues were raised that were important to members of the community but which are not “land use” matters. Therefore whilst they cannot be addressed through the Plan, the Plan seeks to ensure that they are addressed through the appropriate channels. Refer to Appendix 4 for details and action list)

In summary the key issues that the Plan must address are:

#### **PROTECTING THE COUNTRYSIDE**

- There is an overwhelming desire to preserve existing farmland, publicly accessible open spaces and green spaces surrounding the town.
- To maintain and protect the Sandbach Green Gaps which separate the distinct village settlements of Sandbach, Elworth, Ettiley Heath, Wheelock and Sandbach Heath.
- To ensure that any new developments maintain public rights of way and also to improve footpath networks to provide access to the surrounding countryside.
- To protect and improve the existing natural wildlife habitats and wildlife corridors.

#### **PRESERVING HERITAGE AND CHARACTER**

- The wish to retain Sandbach as a small historical rural market town with its traditional ambiance and in particular to preserve and protect its historic buildings and retain its important assets such as the high street, green spaces, open spaces, old buildings, wild-life corridors and conservation areas.
- The need to protect the town centre and viability of the shops and services throughout the town, which are one of the town’s strongest assets, whilst preserving and enhancing its appearance and conservation area which is fundamental to the traditional market town ‘feel’.

#### **MANAGING HOUSING NEED**

- The need to control the location and rate of housing growth within Sandbach to ensure that the town’s infrastructure such as medical facilities, schools and highways are allowed to catch up with demands.
- Since 2010, over 2,289 houses have been approved, against a required number of 2,200 up to year 2030 as identified in the Cheshire East Council Local Plan Strategy Submission Version (2014). Many of these houses are located on green field areas and/or located in designated green spaces (refer to MAP H3).
- The latest Government figures indicates a downward trend in market housing for Sandbach (Housing Vision report dated 8<sup>th</sup> March 2015) but with an increasing need to provide a wider range of housing types to meet the local needs of Sandbach, particularly starter homes, affordable housing and homes designed for older people (including bungalows). This same conclusion has been reached through a housing needs survey carried out by the Plan working group as part of the consultation process

#### **PROMOTING JOBS AND THE LOCAL ECONOMY**

- The closure of many factories and businesses over time and the proximity of Sandbach to the M6 motorway has caused changes to the way that people travel to

work. Over 5,000 people of working age residents in Sandbach commute to work outside the area each day.

- The area identified as CS24 in the Cheshire East Council Local Plan Strategy Submission Version (2014) is located adjacent to the M6 motorway J17 and is currently allocated for mixed use. However, the local community feels that this site (locally known as the “Capricorn” site), is at risk of change to include housing if employment take-up is slow. This has been demonstrated recently by a developer who successfully maintained that housing was necessary in order to subsidise development of business premises.
- The strong market town “feel”, the shops and the traditions of Sandbach, jobs should be maintained and jobs which attract tourism and which enhance the vibrancy of the town and town centre need to be encouraged.

### **IMPROVING THE INFRASTRUCTURE**

- Public transport services to the train station and nearby population centres and facilities are poor and uncoordinated. As a result the vast majority of journeys are made by private car.
- There is a lack of car parking facilities in the town centre to serve both the medical centre and shopping areas.
- More speed reduction measures are required throughout the town.
- Sandbach train station facilities are regarded as important because the number of houses already approved indicates an inevitable increase in commuting. The possible re-opening of the rail link to Middlewich where large quantities of employment land are available reinforces the need to improve the station facilities.

### **COMMUNITY AND WELL-BEING**

- There is a lack of access to both formal and informal leisure facilities within the town.
- There is a lack of facilities and opportunities for young people within the town.
- The number of primary and secondary school places is insufficient to accommodate demand brought about by the recent rapid increase in the number of houses and the resulting increase in the population in Sandbach.
- The need to support and provide for the increasing number of older people.



## 2.2 THE VISION AND AIMS OF THE PLAN

The vision and aims are based on the key issues raised by local people. They have been summarised and refined by the Plan Working Group to form the basis of the Neighbourhood Development Plan for Sandbach.

### VISION FOR SANDBACH

The Cheshire East Local Plan and Core Strategy identify Sandbach as a key service centre which will have growth and development to meet identified local needs, respecting its location in the open (green field) countryside.

The work with the community has enabled a more particular vision to be articulated for Sandbach:

Sandbach is a thriving market town with a treasured historic heart. The Vision for the town is:

**“Over the next 15 years Sandbach will continue to be a distinctive rural parish, whilst evolving and expanding in a way that respects and reflects the views of the community. It will retain its distinctive character of a rural market town formed by villages intersected by open countryside. There will be a wide range of community facilities and businesses that will both expand and prosper within an attractive environment. Current and future generations will enjoy a strong sense of community, a high quality of life, and a flourishing natural environment”.**

### AIMS FOR SANDBACH

The aims and objectives have been identified through engagement with the community and the delivery of the Neighbourhood Development Plan should have the following at its core:

#### PROTECTING THE COUNTRYSIDE

To protect and enhance the countryside setting of Sandbach including its Sandbach Green Gaps, green spaces, amenable land and wildlife areas.

#### PRESERVING HERITAGE AND CHARACTER

To preserve and enhance the heritage and character of the Parish of Sandbach.

#### MANAGING HOUSING NEED

The Sandbach NDP housing policies are designed to provide a framework which will enable the parish of Sandbach to grow at a sustainable rate which will satisfy the identified future housing need during the Plan period.

#### PROMOTING LOCAL ECONOMY AND JOBS

To promote and maintain a thriving local economy to ensure that jobs and enterprise opportunities are available for local people of all ages. There will be a strong customer base for retail and hospitality businesses, enabling the community to maintain a prosperous town centre.

#### IMPROVING THE INFRASTRUCTURE

1. To develop a safe, efficient and sustainable transport system that contributes to the social, environmental and economic well-being of the residents, businesses and visitors to Sandbach.
2. To provide equal opportunity for everyone to access key services whilst maximising the use of 'green' alternatives to vehicular movements.

## **COMMUNITY AND WELL-BEING**

To protect and maintain existing community amenities, buildings, facilities and activities throughout Sandbach. New services and facilities should be added as appropriate in the future.

## **ADAPTING TO CLIMATE CHANGE**

To encourage moves towards a low-carbon economy which includes high standards of energy conservation and the use of renewable energy through (typically but not exclusively):

- Use of renewable energy sources and reduction in the use of fossil fuels
- incorporate features to minimise energy consumption and maximise generation of renewable energy as part of the development
- Orientation of the principal rooms in new dwellings so that account is taken of future climate change, with passive solar gain and energy efficiency maximised.
- Supporting small scale proposals for solar energy, anaerobic digestion, biomass and wood fuel products where appropriate and encouraging their use in the local community.
- minimise water use and the risk of flooding to and from the development including the use of Sustainable Urban Drainage Systems wherever possible

To encourage better use of green infrastructure assets such as ponds, swales and wetlands which will not only meet local green space needs but also address existing and/or future surface water/ climate change issues.

The delivery of the some aims arising will be achieved in partnership with public sector, private bodies and stakeholders such as landowners, developers and the community. To this end the Working Group may be widened over time to include representatives of other bodies who will both monitor progress and the delivery of the plan.

The Plan fully accords with the requirements for public consultation as set out in the Localism Act. Details of the consultation have been recorded in a report called the 'Consultation Statement' which is a reference document to the Plan.

## **SECTION 3: OBJECTIVES AND POLICIES OF THE PLAN**

### **3.1 PROTECTING THE COUNTRYSIDE (PC)**

**AIM:** To protect and enhance the countryside setting of Sandbach including its Sandbach Green Gaps, Green spaces, amenable land and wildlife areas.

**OBJECTIVE 1: To maintain the Green Spaces and the Sandbach Green Gaps between the distinctive village settlements**

#### **POLICY PC1 – AREAS OF SEPARATION**

The Sandbach Green Gaps separating the distinct settlements of Sandbach, Elworth, Ettiley Heath, Wheelock and Sandbach Heath, as defined on the Sandbach Green Gaps (Areas of Separation) map MAP H3 and the proposals MAP PC1 and MAP PC2, will be maintained and enhanced. Developments which detract from the open character of these Sandbach Green Gaps will not be permitted.

#### **JUSTIFICATION:**

The maintenance and enhancement of land between individual settlements (Sandbach Green Gaps) has been established as a priority for Sandbach. This was made apparent by local residents through the first and second round of consultations, and from evidence received from local organisations such as Cheshire Wildlife Trust, A Rocha and Sandbach Woodlands and Wildlife Group who each exercise an active role in identifying areas of ecological importance.

This is a key objective for the local community. The Plan Phase 2 consultation survey (2015) shows that 96% of the residents strongly agree or agree that each settlement has a distinct identity and should be given adequate protection from development. Additionally, the land between the settlements, which is largely undeveloped, is also of ecological value and contains amenable space used for recreational purposes.

The evidence to support this strongly held view is demonstrated in the Land Character Areas described in maps MAP PC3 and MAP PC4 and the areas of High Ecological Value described in maps MAP PC5 and MAP PC6. Specific areas requiring protection include:

- The Abbeyfield Woodlands (located to the west of Crewe Road)
- Land between Wheelock and Elworth
- Land between Wheelock and Ettiley Heath
- The corridor of land running along the Arclid Brook Valley West
- The land on both sides of the M.6 motorway, including areas identified as of biological importance and public rights of way within Site CS24 in the Cheshire East Council Draft Local Plan Strategy Submission (2014)
- Land to the north of Elworth, including Sandbach Golf Course, and continuing land between the rear of Congleton Road the M6 motorway and
- Land which contains some habitat distinctiveness

This policy accords with paragraph 109 of the National Policy Planning Framework (NPPF) and policy GR5 of the Congleton Borough Council Local Plan First Review (January 2005).

**OBJECTIVE 2: To protect the identity of Sandbach as an historic market town within its countryside and farmland setting and ensure that new developments respect the landscape character.**

#### **POLICY PC2 – LANDSCAPE CHARACTER**

In order to protect the identity of Sandbach as an historic market town within its countryside and farmland setting, new developments must respect the landscape character of Sandbach. The Land Character Areas are set out in proposals MAP PC3 and MAP PC4. New development proposals must indicate how they have considered the Landscape Character Areas through design statements, reflecting the scale, massing, features and design of the development in relation to the existing landscape character.

#### **JUSTIFICATION:**

Sandbach is an historic market town, and its setting provides a unique sense of place and special character as highlighted in the Plan Phase 2 consultation survey (2015) whereby 86% of the community strongly agree and a further 10% who agree. New developments must not detract from this setting but should instead consider the distinctive landscape and character of this area.

This is another key objective for the community as clearly identified from the consultation survey (2015). 97% of the residents wish to protect the identity of Sandbach as an historic market town within its countryside setting. It was also a key theme set out in the Sandbach Town Strategy.

Sandbach is situated within National Character Area 61 Shropshire, Cheshire and Staffordshire Plain), a pastoral area of rolling plains, particularly important for dairy farming.

The Cheshire Landscape Character Assessment identifies recognisable patterns in the landscape. Different aspects such as geology, landform, soils, vegetation and land use have been used to identify character areas. The assessment is intended to be used as a basis for planning and the creation of future landscape strategies, as well as raising public awareness of landscape character and creating a sense of place.

The Landscape Character Assessment identifies recognisable character areas within the Sandbach Neighbourhood Development Plan area as:

- Type 7. East Lowland Plain
- Type 10. Lower Farms and Woods
- Type 16. Higher Farms and Woods.
- Due consideration must be given to Type 11. Salt Flashes if a proposed development is less than the permitted distance of this character area

The maps MAP PC3 and MAP PC4 illustrate the Landscape Character Areas and setting around Sandbach

This policy accords with paragraphs 58 and 109 of the NPPF and policies SD2, SE1, SE4 of the Cheshire East Council Local Plan Strategy Submission Version 2014 and GR5 of the Congleton Borough Council Local Plan First Review (2005).

**OBJECTIVE 3: To protect and enhance areas of high ecological value and wildlife corridors.**

**POLICY PC3 – AREAS OF HIGH ECOLOGICAL VALUE AND WILDLIFE CORRIDORS**

Areas of high ecological value and wildlife corridors as indicated on the proposals MAP PC5, MAP PC6, MAP PC8 and MAP PC9 will be protected and enhanced:

- A) The M6 to Wheelock Stream Valley between Sandbach and Sandbach Heath
- B) The River Wheelock Valley
- C) Malkins Bank Brook Corridor
- D) Abbeyfields Woodlands (located to the west of Crewe Road)
- E) Land adjacent to Taxmere
- F) The Malkins Bank to Middlewich Road Canal Corridor past Ettiley Heath and Elworth
- G) Taxmere Local Wildlife Site
- H) Arclid Brook Valley West Local Wildlife Site
- I) Arclid Brook Valley East Local Wildlife Site
- J) Wheelock disused railway Local Wildlife Site (also known locally as the Wheelock Rail Trail) and,
- K) Any other areas identified as areas of high ecological value or wildlife corridors in the future

Opportunities to enhance wildlife connectivity between areas of high ecological value will be supported.

Areas H and I are collectively known locally as Sandbach Wildlife Corridor. (However, other areas may also function as Wildlife Corridors)

**JUSTIFICATION:**

The Plan Phase 2 consultation survey (2015) shows that 98% of the residents wish to protect and enhance the wildlife corridors and areas within and around Sandbach.

Policy PC3 lists the areas in Sandbach that have the greatest ecological value and are therefore the greatest natural assets to the community. Their ecological connectivity provides opportunities for wildlife to move through what would otherwise be a landscape hostile to wildlife.

The M6 to Wheelock Stream Valley, between Sandbach and Sandbach Heath, is particularly valued by local residents as it provides accessible opportunities for the enjoyment and appreciation of wildlife throughout the year. Other areas such as the Wheelock Disused railway and the canal corridor also provide opportunities for the public to appreciate nature as well as functioning wildlife corridors. More details of the Local Wildlife Sites G, H & I are set out in Appendix 1

This policy accords with paragraphs 109 and 117 of the NPPF and policies SE3 and SE6 of the Cheshire East Council Local Plan Strategy Submission Version (2014) and NR4 of the Congleton Borough Council Local Plan First Review (2005).

#### **OBJECTIVE 4: To protect and enhance valued existing open spaces**

##### **POLICY PC4 – LOCAL GREEN SPACES**

The Neighbourhood Plan designates the following locations as Local Green Spaces, as shown on the Proposals MAP PC7

- L) Brook Wood (S30)
- M) St Mary's Wood (S34)
- N) Dingle Wood (S23)
- P) Park House Meadows (S22)
- R) The Green situated at the convergence of Tatton Drive and Gawsforth Drive (S21)
- S) Dingle Lake and Dingle Copse (S23)
- T) Filter Bed Wood
- U) Offley Wood
- W) Fishing lakes adjacent to Offley Wood and Filter Bed Wood
- X) Woodland along Arclid Brook from Trent and Mersey Canal to Mill Hill Lane (known locally as The Salties Bridge Path, Cinder Path, Zan Wood and Mr Hassall's Wood)

Proposals for any development on the land will not be permitted unless it is for the provision of appropriate recreational uses which improve and enhance the land.

All the above locations, with the exception of (N), form part of the area known as the Sandbach Wildlife Corridor.

##### **JUSTIFICATION:**

The Plan Phase 2 consultation survey (2015) shows that 84% of the community strongly agree and a further 13% agree that the areas specified in the policy are local green areas and of continuing importance to the local people. They are all within 2 miles proximity to all members of the Sandbach community.

Brook Wood has recently become more accessible through the restoration of pathways and is enjoyed by residents of all ages. Improvement to the trails through St. Mary's Wood and Dingle Wood is being encouraged in order to extend this further access to woodland areas. Park House Meadow provides a nature trail linking Doddington Drive to Dingle Wood, Sandbach Park and St Mary's Wood.

This policy proposes the designation of 10 sites as Local Green Spaces, as defined by paragraphs 76 and 77 of the NPPF, and accords with policy SE6 of the Cheshire East Council Local Plan Strategy Submission Version (2014).

**OBJECTIVE 5: To ensure that development in all areas of Sandbach results in no net loss in biodiversity**

**POLICY PC5 – BIODIVERSITY**

All development proposals need to demonstrate that there will be no net loss in biodiversity using appropriate evaluation methodologies. Net gains may facilitate the enhancement of areas of high ecological value or areas of wildlife connectivity in addition to providing on site wildlife enhancement. Areas identified in the proposals MAP PC5 and MAP PC6 as supporting high or medium value habitat will require a comprehensive evaluation if they are put forward for development purposes.

**JUSTIFICATION**

The community in Sandbach is keen to protect wildlife and one of the key ways to achieve this is to ensure that new developments result in a net gain for biodiversity. There are a number of sites in the locality where further improvements to benefit wildlife are required and this will be achieved by working with the Local Authority, local landowners and developers.

A detailed analysis of the Parish, described in MAP PC5 and MAP PC6 has highlighted a number of areas which are likely to support high and medium value habitats. This plan would expect to see a detailed evaluation of these sites should they be put forward for planning purposes. Where loss of biodiversity is likely, appropriate mitigation or compensation measures must be applied in line with local and national policies.

This policy accords with paragraphs 109 and 117 of the NPPF and policy SE3 of the Cheshire East Council Local Plan Strategy Submission Version (2014).

**OBJECTIVE 6: To maintain and enhance the existing network of footpaths and public rights of way to provide access to the surrounding countryside.**

**POLICY PC6 – FOOTPATHS**

To ensure that the existing footpaths network as set out in the proposals MAP PC10 continues to be enhanced and provide high quality green links between existing public rights of way and other footpaths. The Sandbach Footpaths Action Plan (Appendix 3) provides guidance in support of this policy. Developments will be expected to establish publicly accessible links from development sites to the wider footpath network and green spaces wherever possible. Initiatives for improvement and enhancement to public footpaths will be strongly supported.

Proposals which lead to the loss of any public right of way will not be permitted other than in very special circumstances.

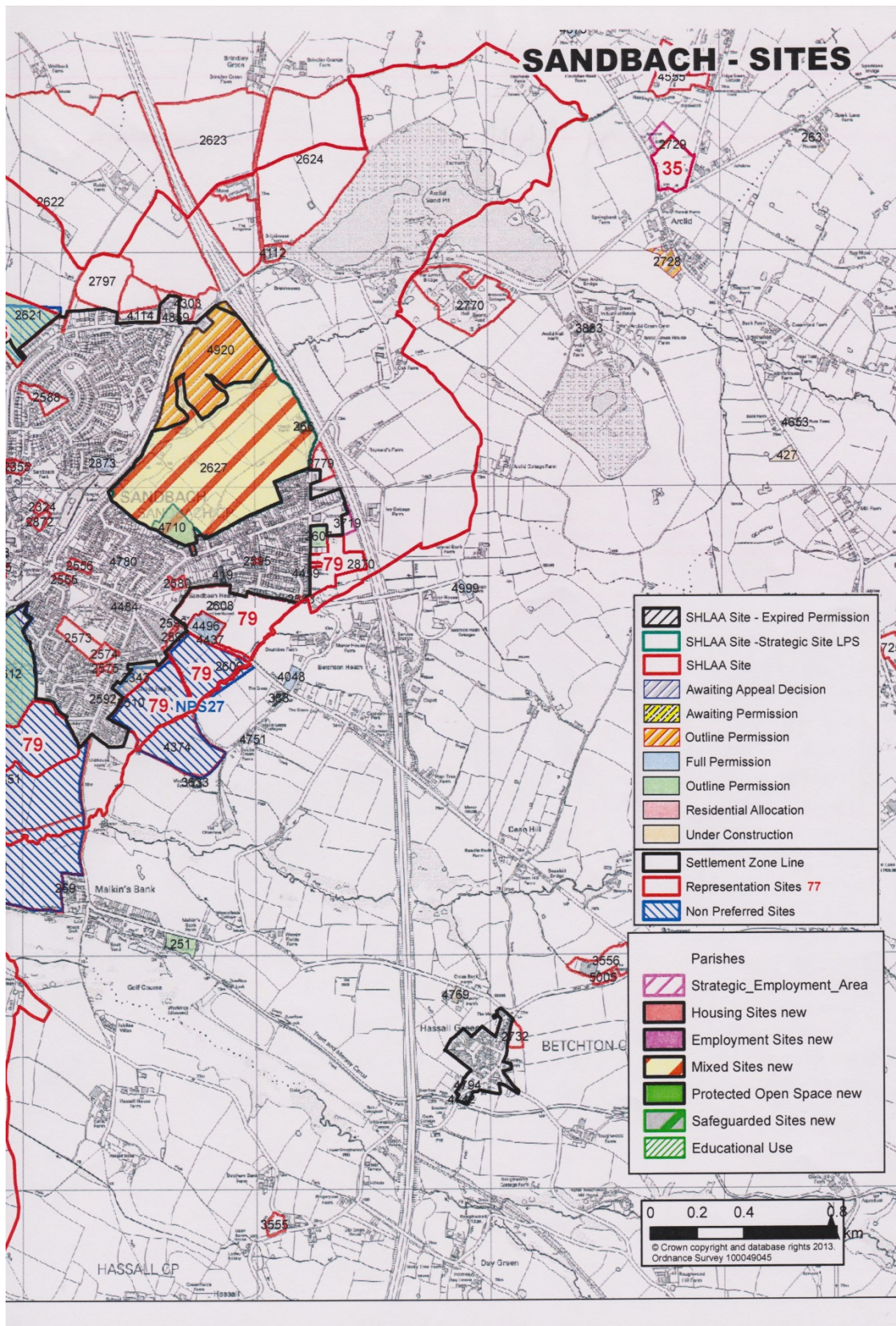
**JUSTIFICATION:**

During the Plan consultation process it was clear that an increasing number of people are using trails and rights of way for recreational purposes and 95% of the local community supports enhancement to the footpaths and cycleways network. Wheelock Rail Trail, Sandbach Bridges Trail and the Trent and Mersey Canal towpaths all provide good access for walkers.

Sandbach also has a number of public footpaths that fan out from the town centre, although connections to the adjacent countryside are in need of improvement. The Plan aims to protect the existing network, and take opportunities to integrate new developments with the existing rights of way network and enhance existing provision by creating new links where possible.

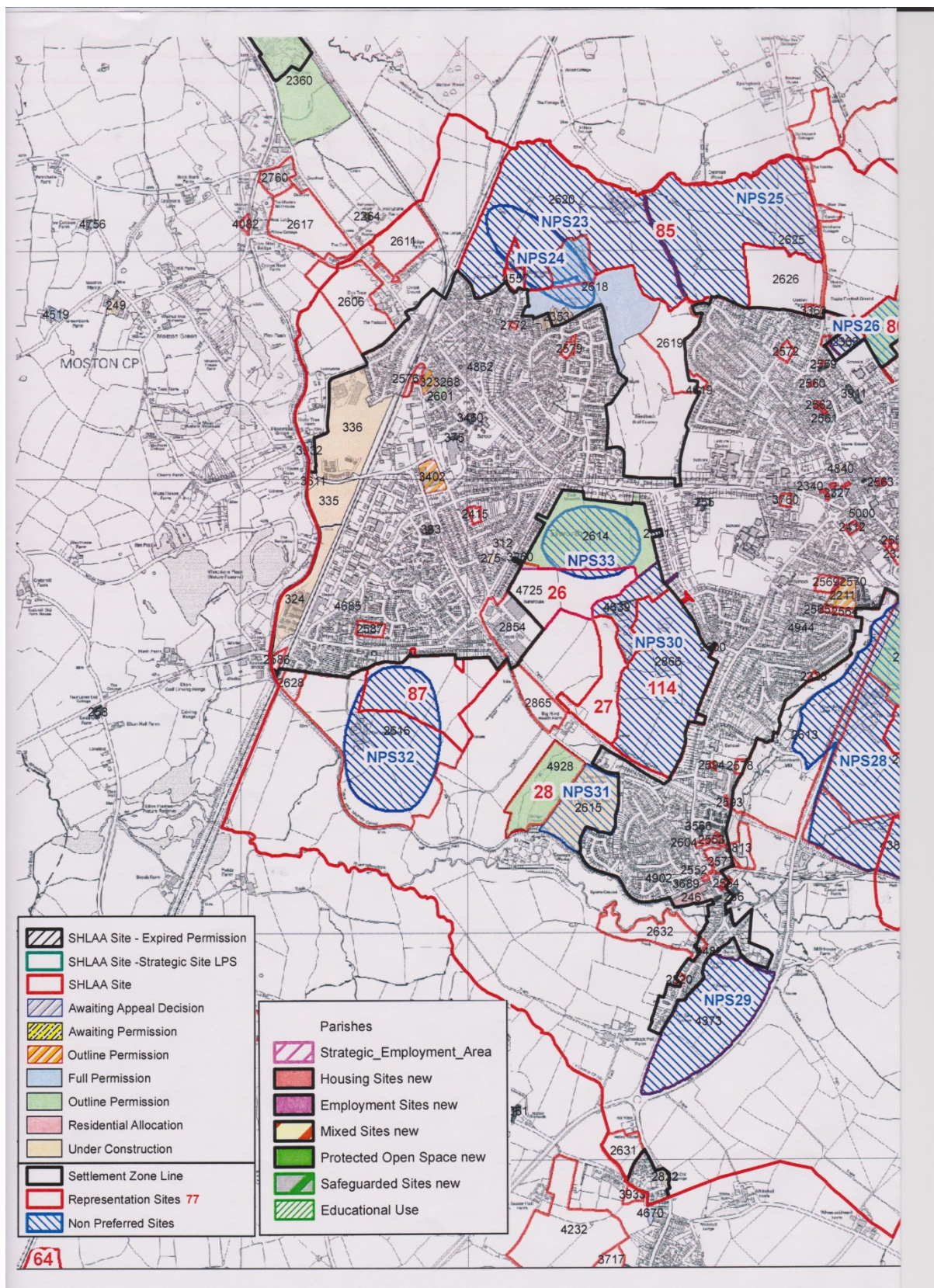
This policy accords with paragraph 75 of the NPPF and policy SE6 of the Cheshire East Council Local Plan Strategy Submission Version (2014) and GR16 of the Congleton Borough Council Local Plan First Review (2005).





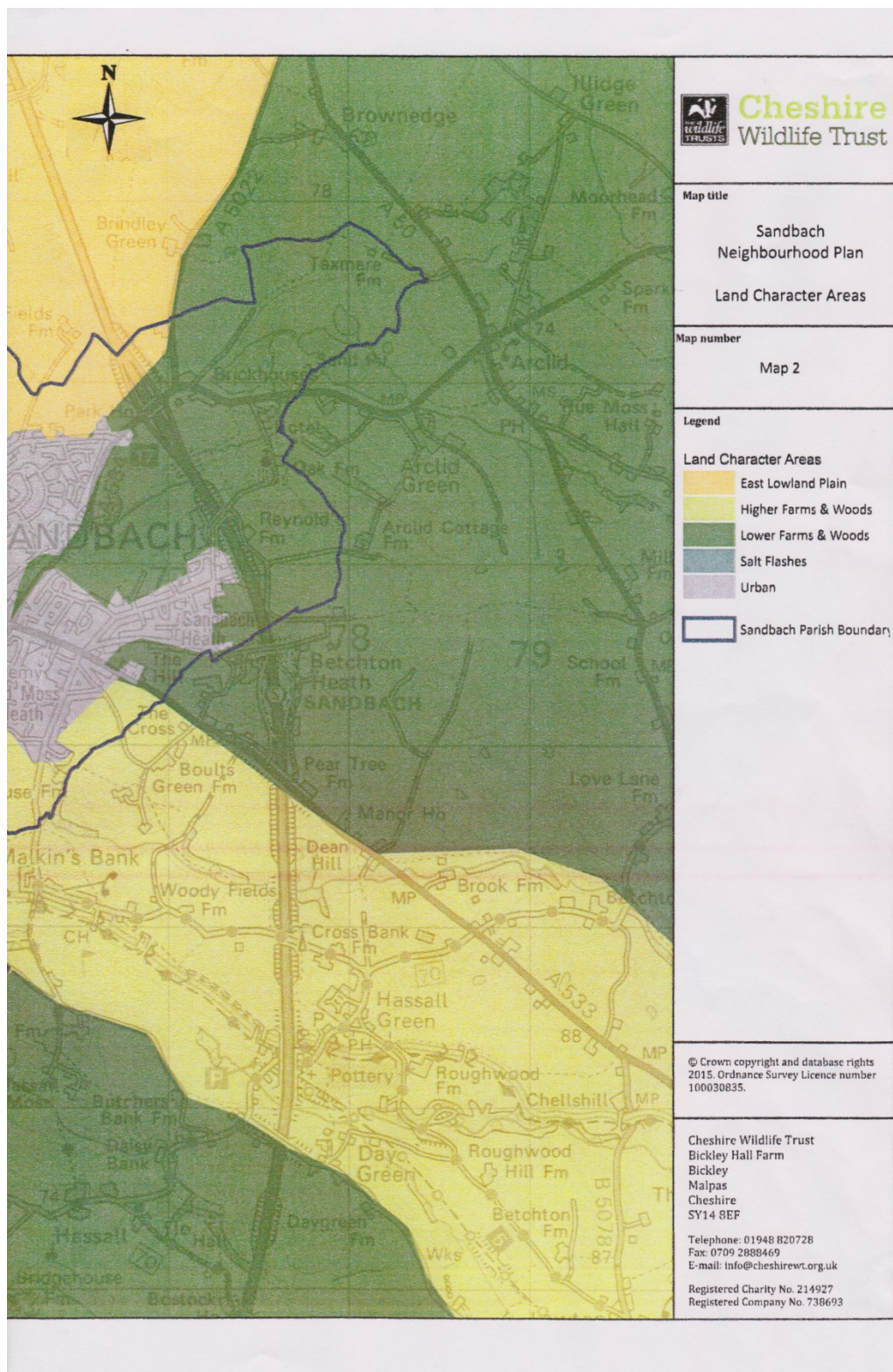
**MAP PC1 – Areas of Separation EAST**





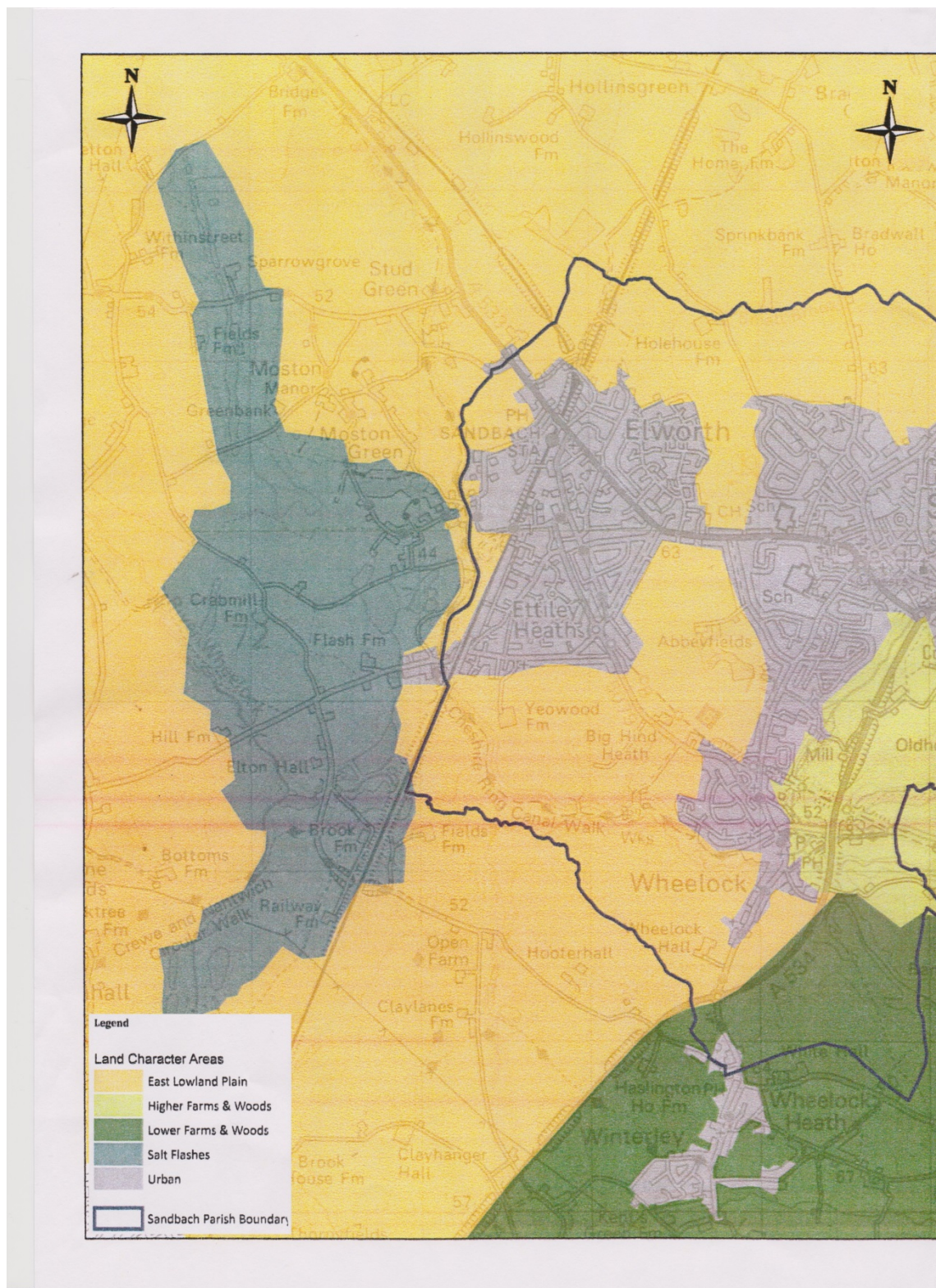
MAP PC2 – Areas of separation WEST





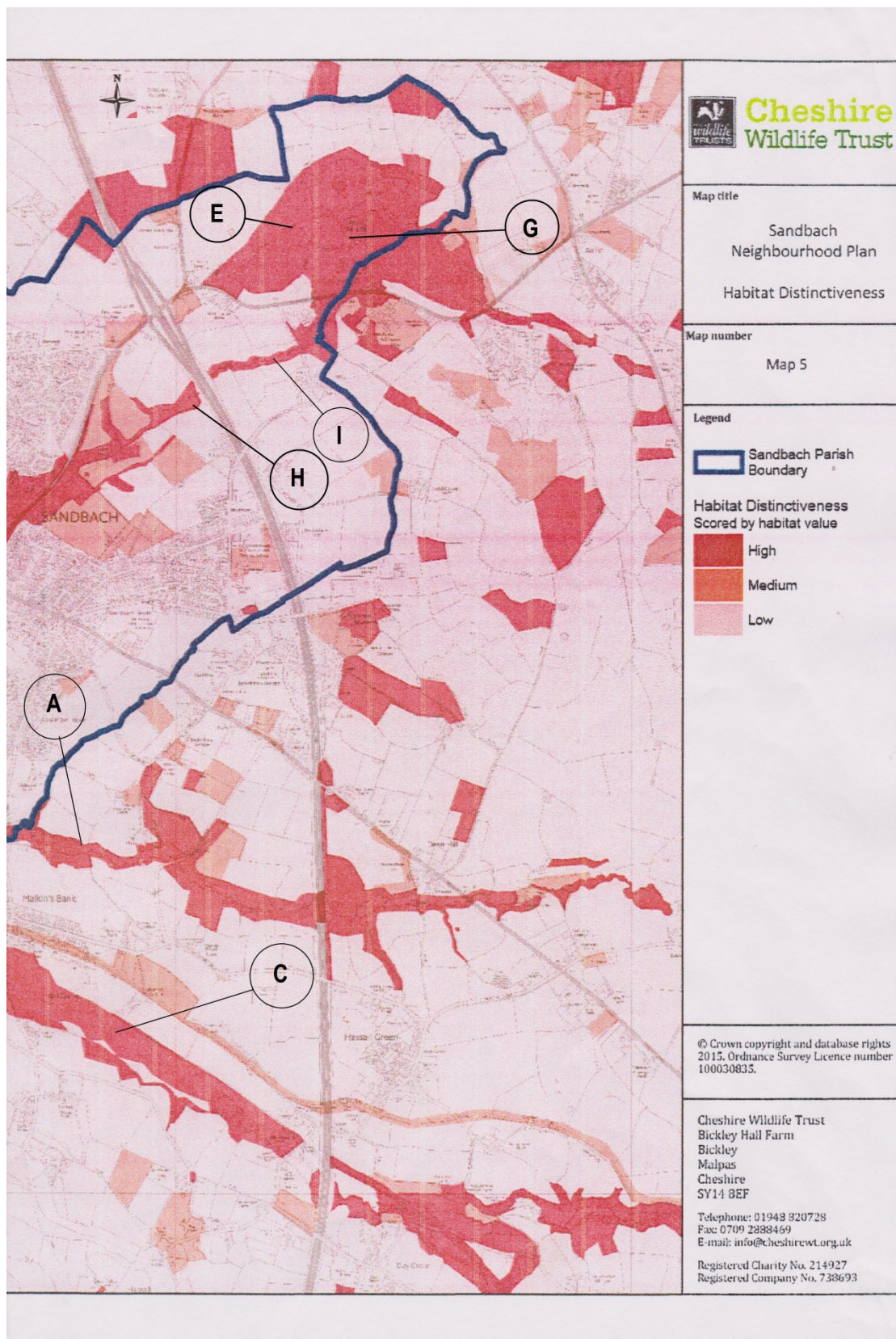
**MAP PC3 –Landscape Character EAST**





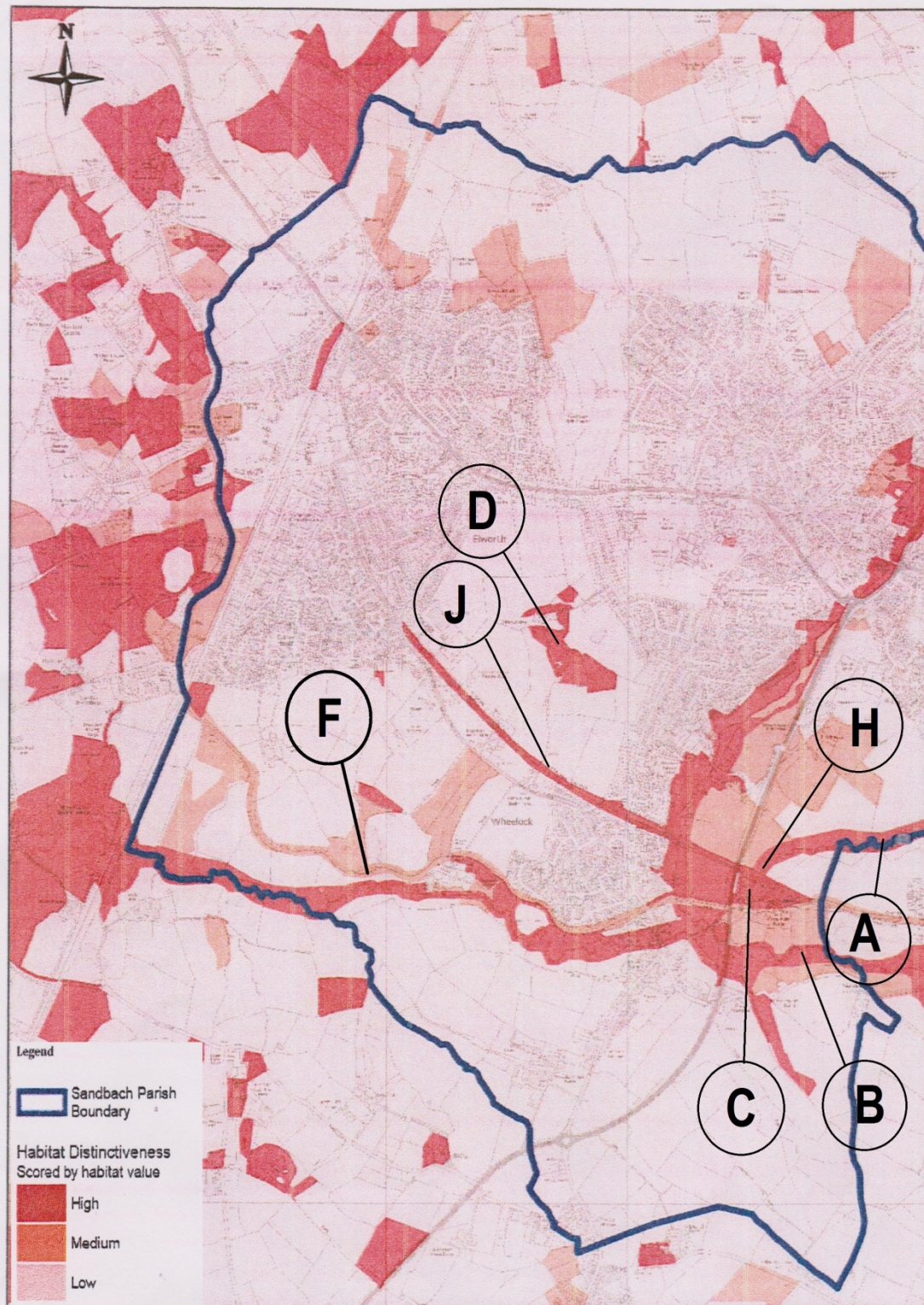
**MAP PC4 – Landscape Character WEST**





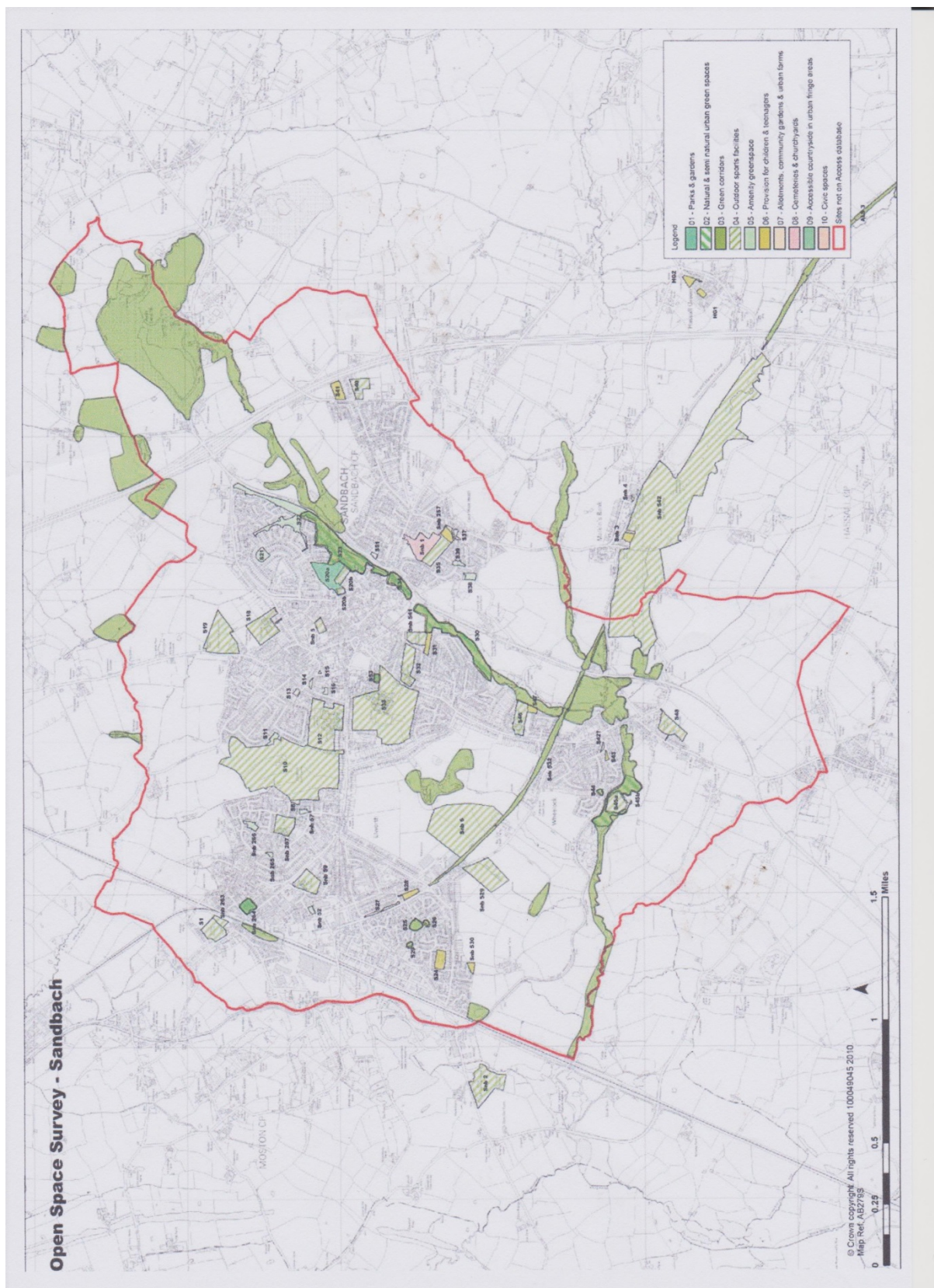
**MAP PC5 - Areas of High Ecological Value and Wildlife Corridors EAST**





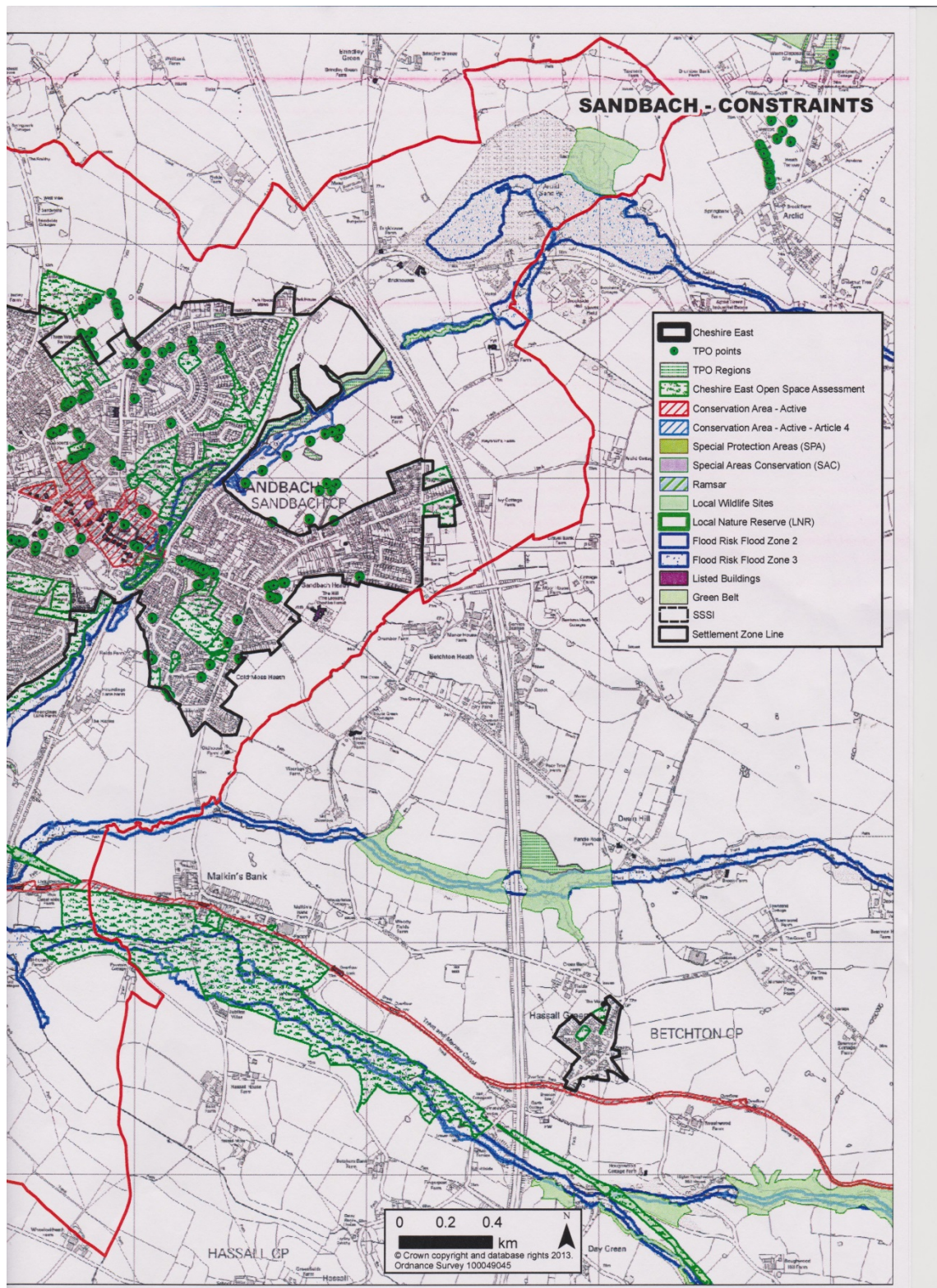
**MAP PC6 - Areas of High Ecological Value and Wildlife Corridors WEST**





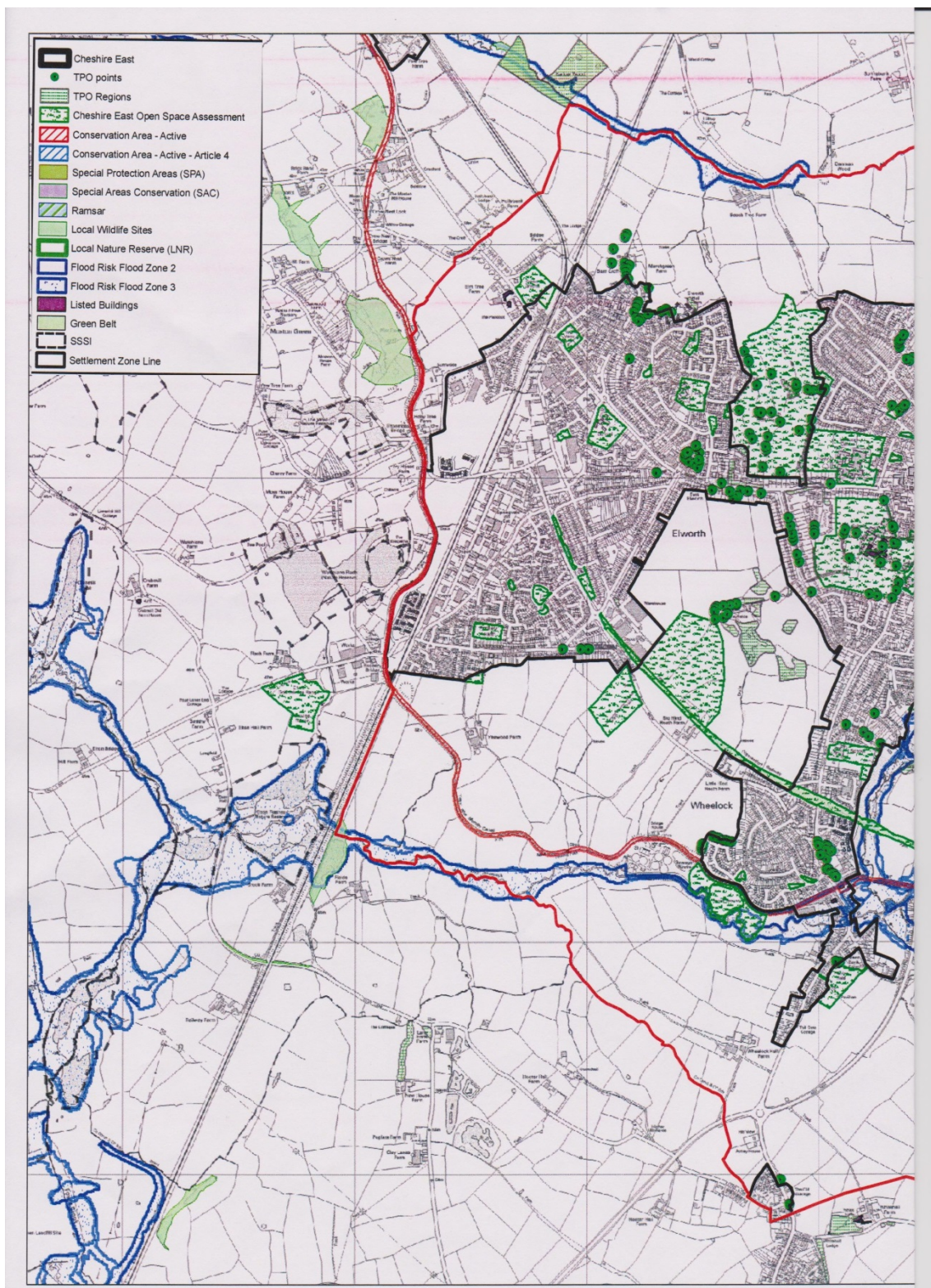
**MAP PC7 - Local Green Spaces, Amenity, Play and Recreation**





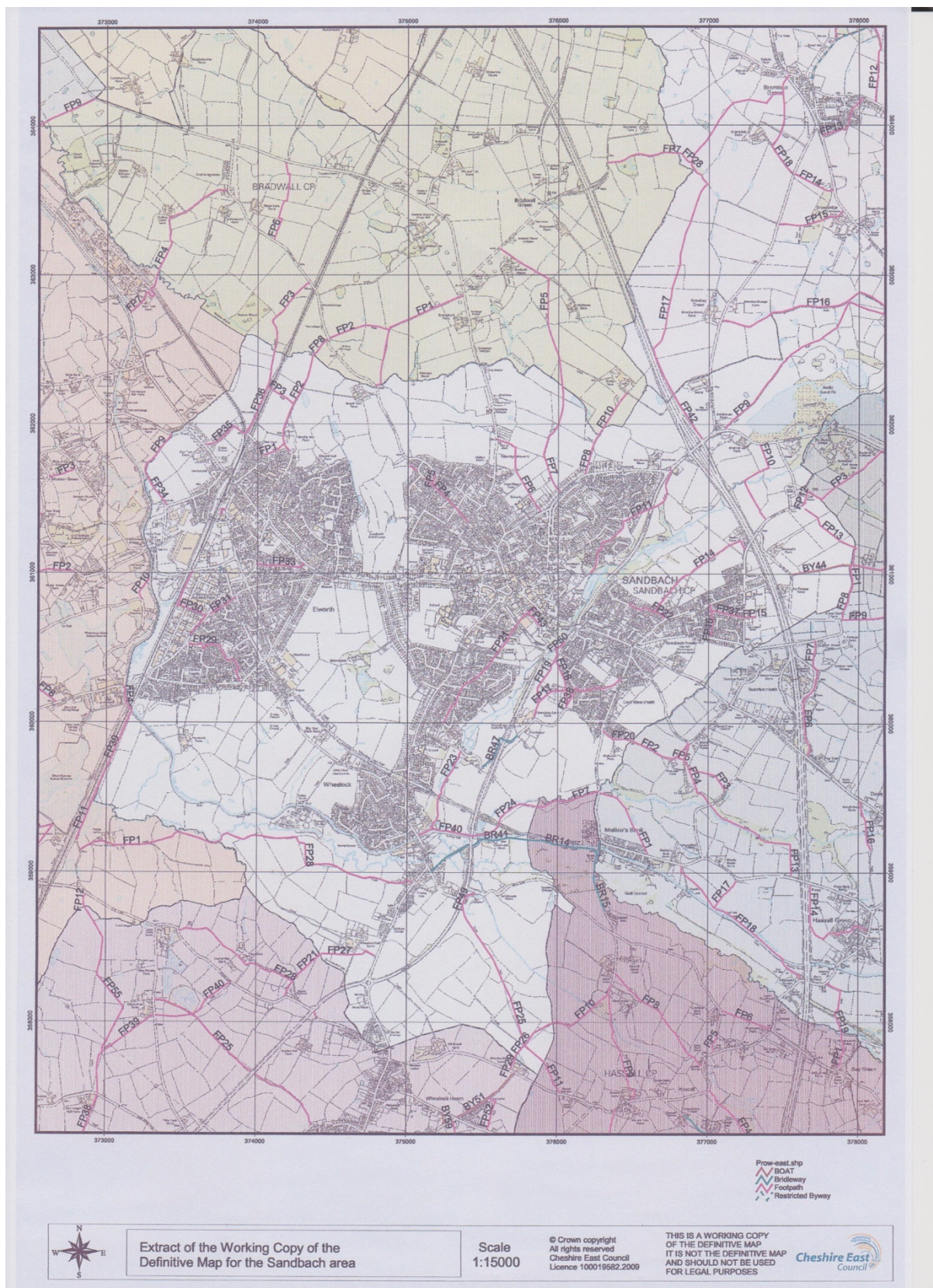
**MAP PC8 – Sandbach Constraints EAST**





**MAP PC9 – Sandbach Constraints WEST**





## MAP PC10 – Public Rights of Way and Footpath Network

Ordnance Survey 100049045

## 3.2 PRESERVING HERITAGE AND CHARACTER (HC)

### AIM:

To preserve and enhance the heritage and character of the parish of Sandbach.

**OBJECTIVE 1 To preserve and protect the historic environment of Sandbach, including its listed buildings and features, conservation areas, ancient monuments, buildings of specific interest and archaeological sites.**

### **POLICY HC1 – HISTORIC AND CULTURAL ENVIRONMENT**

The setting and character of the built and historic environment of Sandbach will be conserved and enhanced. Protection will be given to the character and special features of the following (as defined in the latest version of the Sandbach Conservation Area Assessment report):

- a) Listed buildings and associated features (defined on MAP HC4)
- b) Conservation area; (defined on MAP HC2 and MAP HC3)
- c) Scheduled ancient monuments
- d) Known and potential archaeological sites.

All developments, projects and activities will be expected to protect and where possible enhance historic assets and their settings, maintain local distinctiveness and the character of identified features.

Development should respect the historic landscape character and contribute to its conservation, enhancement or the creation of appropriate new features.

The adaptive re-use of redundant or functionally obsolete listed buildings or important buildings will be supported where this does not harm their essential character.

### **JUSTIFICATION:**

The conservation area and listed monuments are defined in the Sandbach Conservation Area map MAP HC2 with revisions as defined on MAP HC3

Results from the Plan Phase 2 consultation survey (2015) shows that over 99% of the local residents wish to preserve and protect the historic environment of Sandbach, its listed buildings and features, conservation area, ancient monuments, buildings of specific interest, historic parks and gardens and archaeological sites.



**OBJECTIVE 2 To ensure that future developments or change of use enhance the existing character of the town centre.**

**POLICY HC2 – PROTECTION AND ENHANCEMENT OF THE PRINCIPAL SHOPPING AREA**

Sandbach Town Centre, as defined on MAP HC1 will be supported by a presumption in favour of proposals that retain the provision of A1 (shops), A2 (Financial and Professional Services), A3 (Restaurants and Cafes) and A4 (Drinking Establishments) uses.

The change of use of ground floor level to Class A5 (hot food take-aways) will be strongly resisted where the proportion of units in A5 use exceeds 10% of the total number of units in the primary shopping frontage

Use of upper floors for residential or business use will be permitted where appropriate.

**JUSTIFICATION:**

This policy reinforces the protection provided by Policies HC1 and HC3. It also assists in ensuring that non-Class A uses would not dominate or detract from the core objective of providing retail outlets for the shopper.

The Plan Phase 2 consultation survey (2015) shows that over 98% of residents strongly agree or agree that future developments or change of use are sympathetic to the existing character of the town. Also:

- 86% of residents strongly agreed or agreed that the variety of retail and business provision within the town should be protected and that changing the use of premises should only be permitted if it can be demonstrated its present use is no longer viable.
- 90% of residents strongly agreed or agreed that there should be a suitable balance between independently owned and national chain stores within the town centre such that local private businesses have a significant (majority) presence.
- 88% of residents strongly agree or agree that additional retail provision should be supported only if it complements the town centre, is compatible with the size and scale of the existing town centre and does not have an unacceptable impact on the existing road network.

The Plan Phase 2 consultation survey (2015) shows that over 90% of residents wish to maintain a suitable balance between independently owned and national chain retail outlets within the town centre, such that local private businesses have a significant presence. (This matter is addressed further in sections 1.6 and 2.1 of the Plan).

As a Key Service Centre within the Cheshire East Local Plan, the focus of policy EG5 is to improve both the convenience and comparison goods offer along with further strengthening and enhancement of the retail offer where suitable. In addition, diversification of town centre to support other uses such as offices, services, leisure, cultural and residential uses is encouraged within appropriate locations.

**OBJECTIVE 3 - To ensure that shop frontages and directional signs are in keeping with and enhance the character of the town**

**POLICY HC3 – SHOP FRONTS AND ADVERTISING**

Shop fronts within the town centre as defined on MAP HC1 (and defined in the latest version of the Sandbach Conservation Area Assessment report) will be expected to preserve a traditional appearance as defined by current and future Sandbach Town Council Street Signage Design Policy.

Within this area, fascias and projecting signage are to be kept to a minimum and illumination by means of external spotlights (not internally illuminated fascias or strip lights) will be required to be constructed of traditional or appropriate composite materials.

In all cases, advertisements and signage will be expected to be of a high standard of design, located on and relate well to the premises and business they serve and be in character and keeping with the street scene or, where located within the Wider Rural Area, be in character and keeping with the locality and to not adversely impact on the rural landscape.

**JUSTIFICATION:**

The Plan Phase 2 consultation survey (2015) shows that 96% of the local residents strongly agree or agree that shop frontages and signs should be in keeping with and enhance the character of the town.

**OBJECTIVE 4 - To preserve, protect and promote the heritage, character and traditions of Sandbach as a Small Rural Market Town.**

**OBJECTIVE 5: To support the development and expansion of the outdoor market to ensure its sustainability and commercial viability and to ensure that the market retains its unique place within the community.**

**POLICY HC4 – MARKETS**

Development and expansion of viable outdoor and indoor markets throughout the town centre will be supported where sustainable and commercial viability can be demonstrated.

Market development must respect the character and heritage of the town and its unique place within the community

**JUSTIFICATION:**

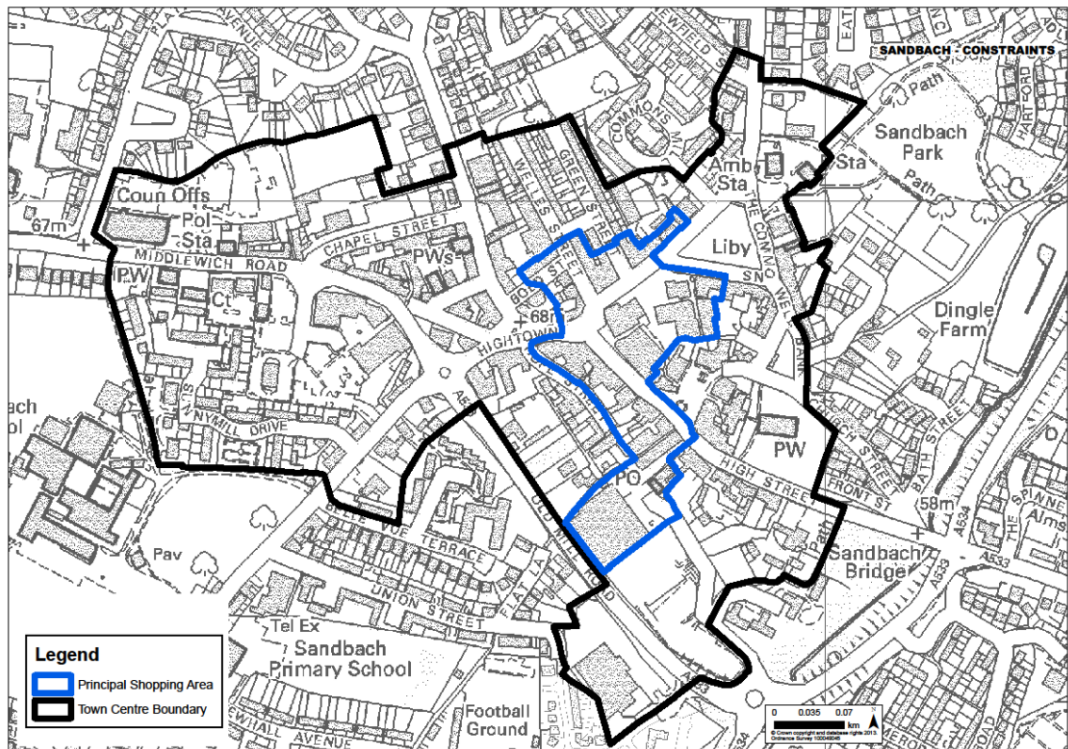
The Plan Phase 2 consultation survey (2015) shows that 89% of the local residents support the development and expansion of the outdoor market to ensure its sustainability and viability. Also, 92% of the residents support the enhancement and improvement of the Market Hall to ensure its viability whilst respecting its character and heritage.

The licence to hold a market every Thursday in the town was first granted by Queen Elizabeth I on 4<sup>th</sup>.April.1579. 96% of residents agree that the heritage and character of Sandbach “as a small rural market town” should be retained and that the market should keep its unique place within the community.

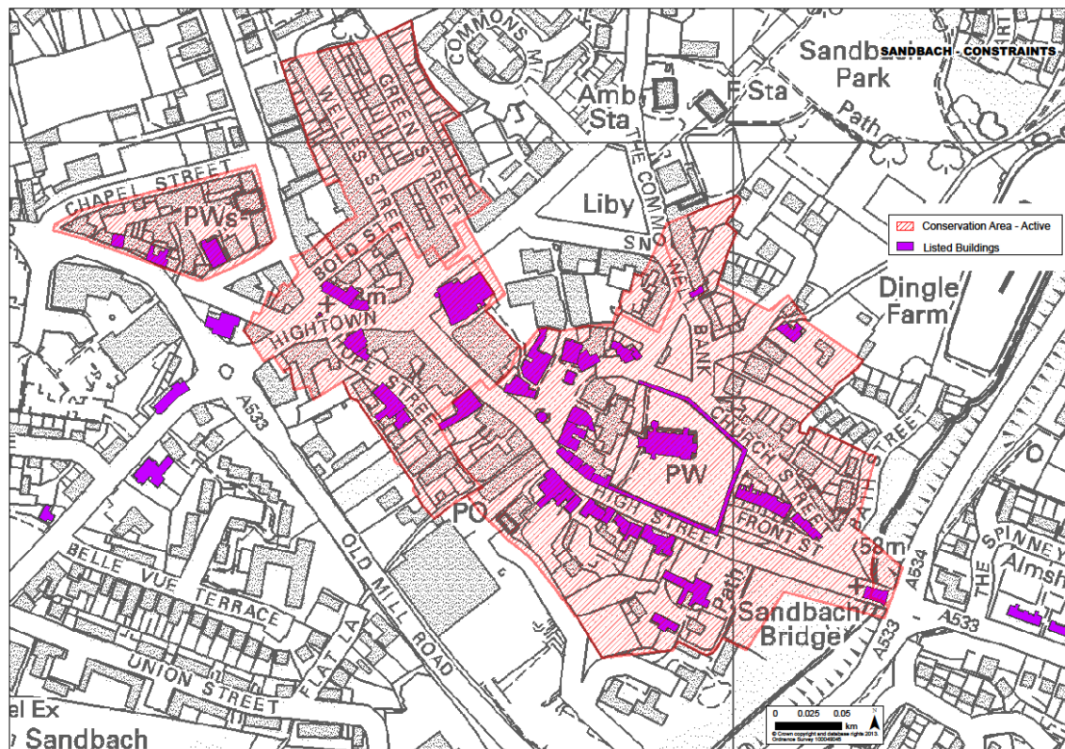
The City Markets (Market Managers and Operators) report for Sandbach (June 2011) states that:

- Long established Traditional Markets are part of a town’s cultural heritage, and should be cherished.
- The atmosphere of a Traditional British Market is unique, and has evolved over hundreds of years.

This policy accords with paragraph 23 of the NPPF regarding the retention and enhancement of existing markets and, where appropriate, re-introduction or creation of new ones, ensuring that markets remain attractive and competitive.

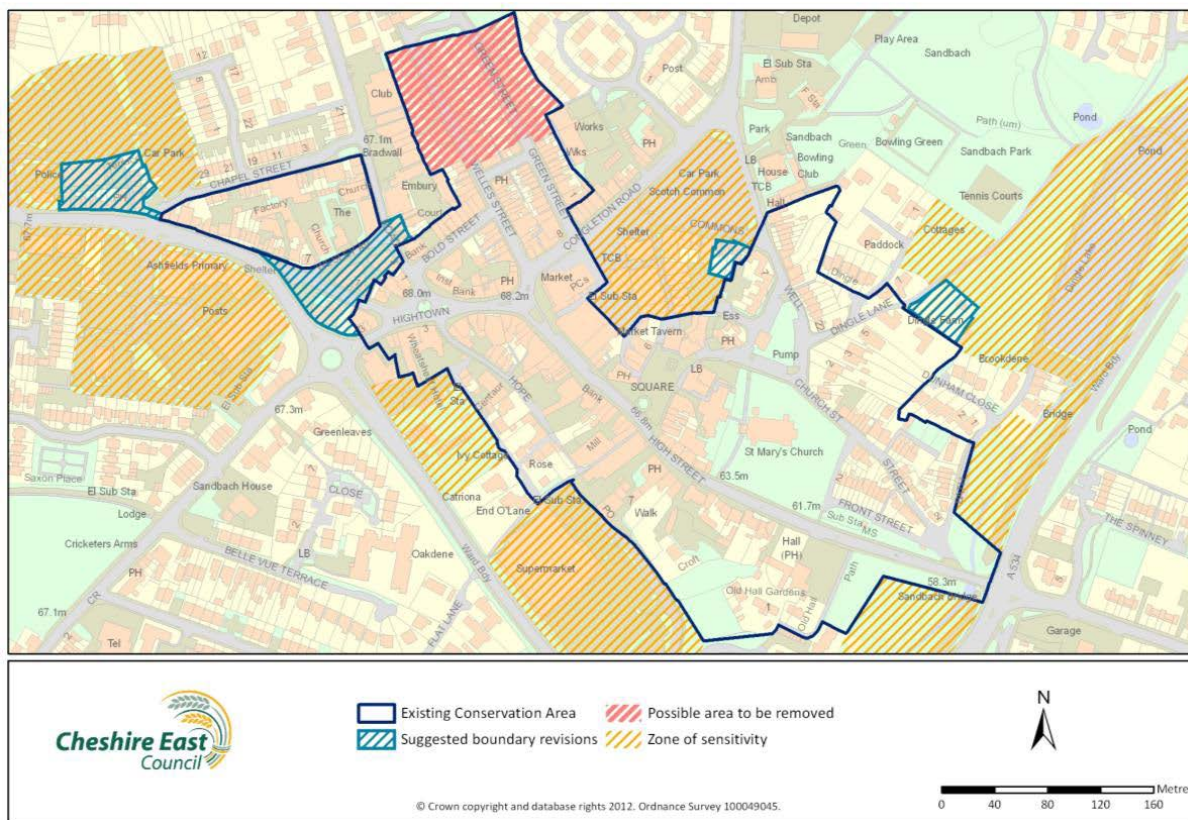


**MAP HC1 – Sandbach Town Centre**



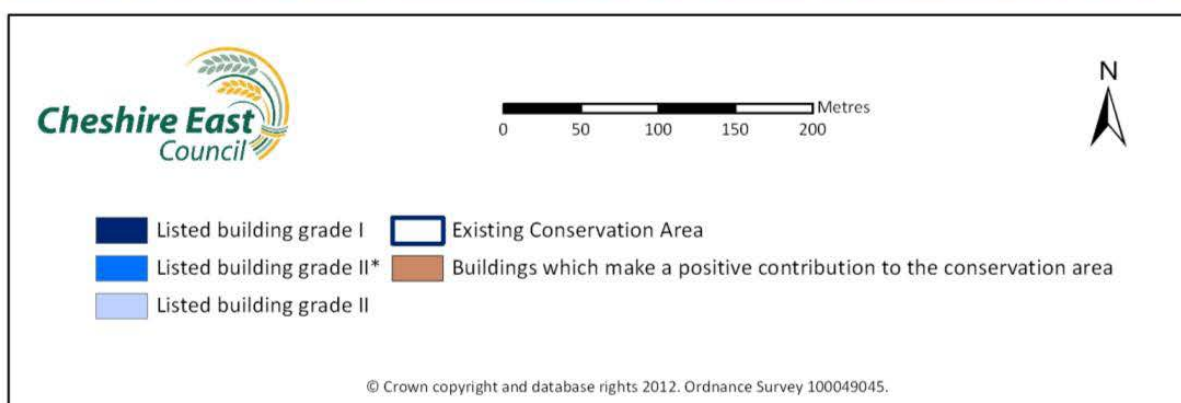
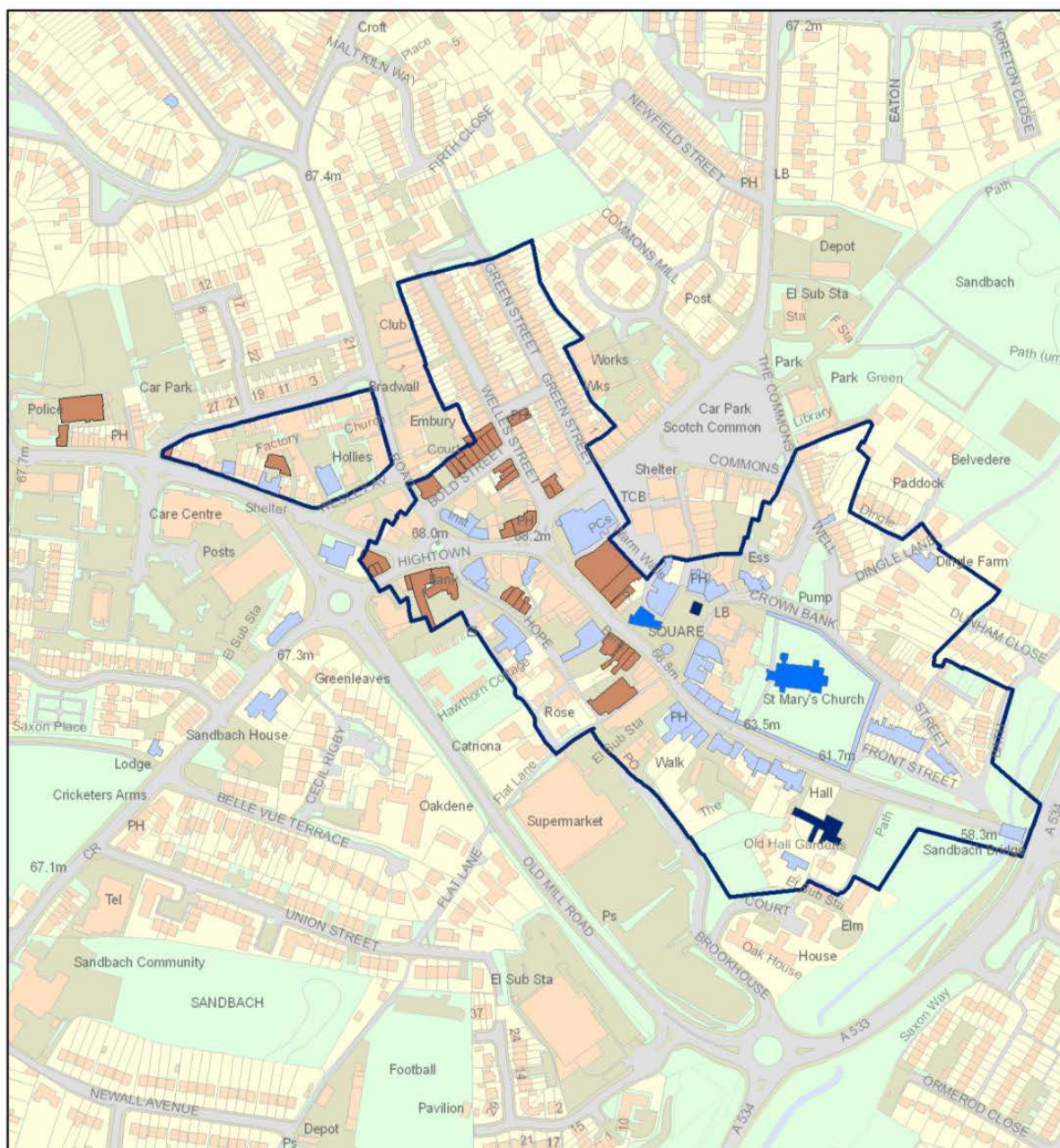
**MAP HC2 – Sandbach conservation area**





**MAP HC3 – Proposed Revisions to the Sandbach Conservation Area**





**MAP HC4 – Sandbach Conservation Area, Designated and Non-designated Assets**

### 3.3 MANAGING HOUSING SUPPLY (H)

**AIM:**

The Sandbach NDP housing policies are designed to provide a framework which will enable the parish to grow at a sustainable rate which will satisfy the identified future housing need during the period up to 2030.

**OBJECTIVE 1 - To ensure that all future housing developments provide a mix of homes to meet identified needs.**

**OBJECTIVE 2 – To ensure that small scale sites are developed to meet planned organic growth**

**POLICY H1– HOUSING GROWTH**

To ensure that any new housing within Sandbach is delivered in line with the requirements of the Cheshire East Council Local Plan Strategy Submission Version (2014) or latest housing requirements as identified by Cheshire East Council and also the Sandbach Housing needs surveys 2015 (Housing Vision & Phase 2 Questionnaire).

Future housing will be delivered predominantly on small scale sites of up to 30 houses and designed to meet identified need and achieved at a sustainable “organic” growth rate.

**JUSTIFICATION:**

Sandbach has experienced rapid, unplanned housing growth since 2010. This has resulted in 2,289 planning approvals, which will equate to an increase in the size of the town of greater than 26%. This rapid rate of growth is not considered sustainable and does not meet the needs of the local population.

The Sandbach Housing needs surveys 2015 (Housing Vision & Phase 2 Questionnaire) identify a need for affordable housing and housing designed to meet the needs of an ageing population.

Rapid growth has predominately occurred in 3 to 4 bedroom houses to meet a regional need because Sandbach is not in a Green Belt area, like towns in the north of the county, and has easy access to the transport system. This “estate type” growth of larger houses is changing the character of Sandbach and is not required because the Housing Vision survey has indicated that:

“Significant falls are projected in the need and demand for family housing and very significant increases projected in the need and demand for housing suitable for older households”.

The Cheshire East Council Local Plan Strategy Submission Version (2014) allocates 2,200 houses for Sandbach during the plan period up to 2030. The planning approvals already granted mean that 96.3% of this 19 year target has already been achieved.

**OBJECTIVE 3 - To ensure that all future housing developments are well designed and that they respect the scale, style and setting of the existing environment.**

## **POLICY H2 – DESIGN & LAYOUT**

All new developments will be expected to meet high standards of design that:

- a) Are in keeping with, the unique character of Sandbach and surrounding countryside
- b) Provide sufficient off street parking in accordance with national & local guidelines

New developments, extensions and alterations to existing buildings and structures will be expected to:

- Contribute positively to local distinctiveness, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features.
- Shall not cause unacceptable visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities
- Make efficient use of land while respecting the density, character, landscape and biodiversity of the surrounding area
- Retain existing landscape and natural features
- Ensure that the scale and massing of buildings relate sympathetically to the surrounding area
- Create safe environments addressing crime prevention and community safety
- Use traditional and vernacular building materials where such treatment is necessary to respect the context of the development concerned

### **JUSTIFICATION:**

The Plan Phase 2 consultation survey (2015) shows 74% of respondents have indicated a desire for housing development to be delivered in small scale developments.

A total of 1,894 houses have been approved on sites having 50 or more dwellings within Sandbach since 2011

This policy aligns with the Cheshire East emerging Local Plan Policy SD2 Sustainable Development Principle.

**OBJECTIVE 4 - To ensure that all housing infill development and the conversion of existing buildings to residential use is supported only where it contributes positively to local character and helps to meet local housing need.**

**OBJECTIVE 5 - To ensure that all future housing developments provide a mix of homes to meet identified local housing needs including an appropriate element of affordable housing to meet identified needs.**

### **POLICY H3– HOUSING MIX & TYPE**

All housing within Sandbach as allocated by the Cheshire East Local Plan Strategy Submission Version (2014) or latest housing requirements as identified by Cheshire East Council should be designed to meet the identified needs of the community in terms of housing type and need.

Housing should be designed to provide a mix of houses to meet identified need, i.e. affordable housing, starter homes and provision for housing an ageing population

#### **JUSTIFICATION:**

The Sandbach Housing needs surveys 2015 (Housing Vision & Phase 2 Questionnaire) identify a need for affordable housing and housing designed to meet the needs of an ageing population.

This policy is in line with the Cheshire East Council Emerging Local Plan Policy SC4 regarding Residential Mix.

The Plan Phase 2 consultation survey (2015) shows that 84% of respondents want to ensure new housing meets local needs.

The NPPF section 6. 50 states that “to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.



**OBJECTIVE 6 – To ensure that future housing developments provide homes suitable for older people in Sandbach to meet a housing need identified in an independent survey.**

#### **POLICY H4– HOUSING AND AN AGEING POPULATION**

To meet the needs of an ageing population within the town, developments will be supported that provide suitable, accessible houses for people over 60 years of age and preferably on brownfield sites. Housing should be a suitable mix of tenures, including private, housing association and an element of affordable housing.

#### **JUSTIFICATION:**

A housing needs survey by Housing Vision entitled “The Implications of Household Projections for Meeting Housing Need in Sandbach: 2013 to 2030” has highlighted:

- “ES 1 Sandbach is facing very dramatic changes in its population and household structure which will lead to a very different pattern of need for housing in the period to 2030. Significant falls are projected in the need and demand for family housing and very significant increases projected in the need and demand for housing suitable for older households. Without intervention to provide suitable alternatives for older people, tensions will grow between the housing required and the housing available.
- ES 2 The current age structure is similar to that for Cheshire East, with lower younger and larger older populations than regionally or nationally.
- ES 3 Compared with the region and nationally, Sandbach and Cheshire East have higher proportions of older households; of couple households with no children and of households with dependent children; and lower proportions of lone parent households.
- ES 13 Decline of 5% is projected for the 16-34 age group and of 19% for the 35-54 age group. Growth of 22% is projected for the 55-64 age group and of 40% for the 65+ age group.
- ES 14 The number of (mostly older) one person households is projected to grow by 18% over the period 2013-2030. Such households are likely to require smaller one and two bed accommodation.
- ES 15 The number of (mostly older) two person households with no dependent children is projected to grow by 17% over the period 2013-2030. Such households are likely to require two bed accommodation.
- ES 19 Matching housing required to household projections implies a decline of 11 in the requirement for one bed flats; of 40 for two bed flats and houses; of 301 for three bed and larger houses, and growth of 1,041 in the requirement for housing suitable for older people, including downsizing flats; bungalows and houses and for housing with care and support.
- ES 20 It will be difficult to reconcile the surplus of family housing against the increased requirement for downsizing and more manageable homes for older people.”

**OBJECTIVE 7- To ensure that small scale sites are developed to meet identified housing needs.**

**OBJECTIVE 8 - To ensure vacant, brownfield sites are prioritised for future planned housing or mixed use development.**

**OBJECTIVE 9 - To ensure that all proposed future housing or mixed use developments protect, respect and enhance the existing natural environment, including existing Sandbach Green Gaps.**

**OBJECTIVE 10 - To ensure that future housing developments do not diminish the Sandbach Green Gaps that separate the settlements of Sandbach Town, Sandbach Heath, Elworth, Ettiley Heath and Wheelock (This reinforces Policies PC1 and PC4)**

#### **POLICY H5 – PREFERRED LOCATIONS**

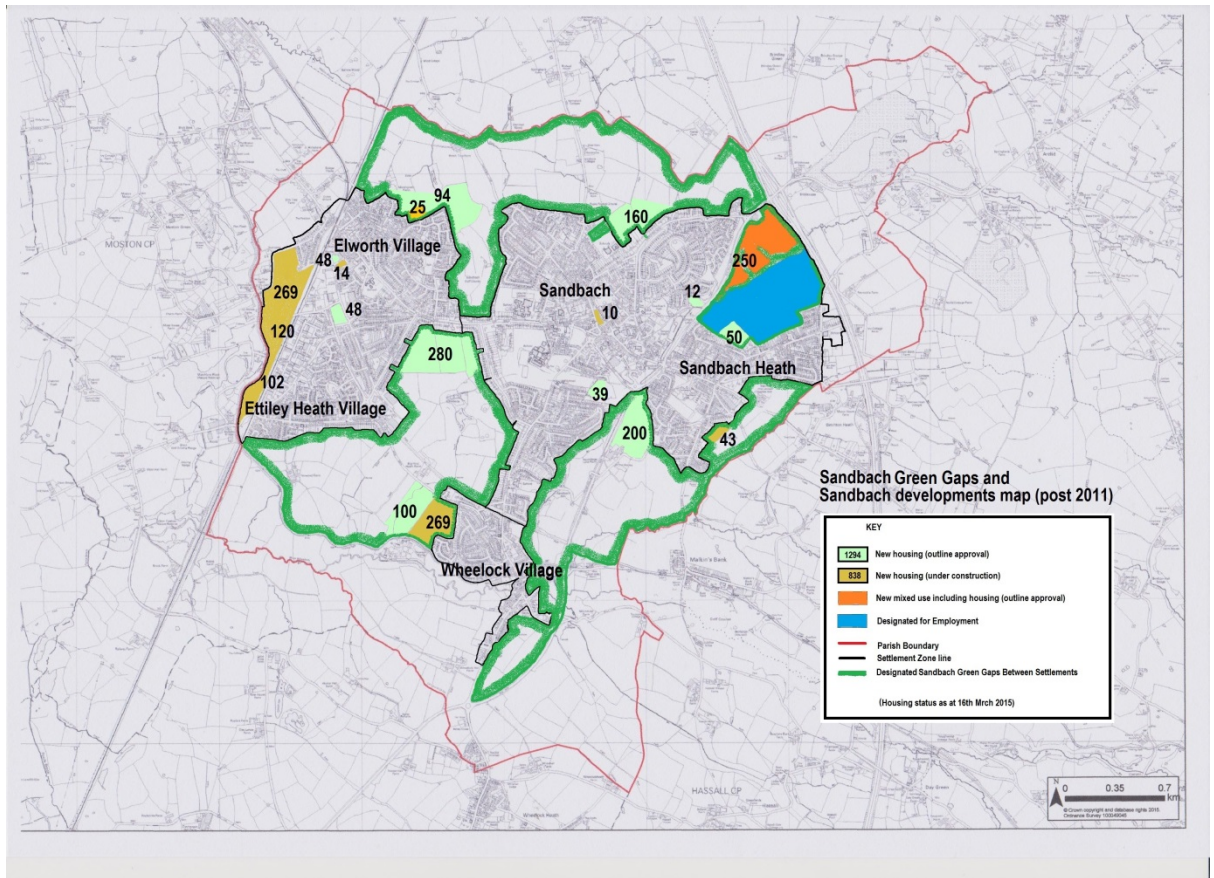
- a) The redevelopment of brownfield sites will be supported in favour of greenfield locations
- b) Housing infill development and the conversion of existing buildings to residential use will be supported where they contribute positively to local character and where they help to meet local housing needs
- c) Developments will be required to have easy access to existing public transport provision and be designed / located so that they would encourage the use of “green” methods of transportation
- d) Developments should be small scale of up to 30 houses. Exceptions will only be supported where a proposed development is on a brownfield site
- e) Residential use of accommodation above retail premises will also be supported (supports Policy HC2)
- f) Brownfield sites in or near town centre locations with good ease of access will be supported to provide homes for older people

#### **JUSTIFICATION:**

Sandbach housing approvals since 2011 totals 2,132 against an allocation of 2,200 by the end of the plan period (2030) identified in the Cheshire East Local Plan Strategy Submission version (2014) (see MAP H3)

The majority of housing approvals within Sandbach have been on greenfield sites (see MAP H3)

The NPPF Core Planning Principles 17 page 12 identifies the efficient use of land as one of the core land use planning principles which encourages “the efficient use of land by reusing land that has been previously developed (Brownfield land), provided it is not of high environmental value”



**MAP H3 – Sandbach Green Gaps between Settlements and developments (post 2011)  
(Housing numbers to 16<sup>th</sup> March 2015)**

### 3.4 PROMOTING JOBS AND THE LOCAL ECONOMY (JLE)

#### **AIM:**

To promote and maintain a thriving local economy to ensure that jobs and enterprise opportunities are available for local people of all ages. There will be a strong customer base for retail and hospitality businesses, enabling the community to maintain a prosperous town centre.

#### **OBJECTIVE 1: To preserve the “Capricorn” site for business and employment purposes only**

##### **POLICY JLE1 – PRESERVATION OF AREAS ALLOCATED FOR EMPLOYMENT**

To ensure that the area commonly referred to as the “Capricorn” site, shown on MAP JLE1 (site CS24 of the Cheshire East Council Local Plan Strategy Submission Version (2014)) is allocated solely for the provision of business and long term employment opportunities in Sandbach.

Housing or care related uses will not be permitted.

Out of centre Retail outlets will only be supported if they do not have an adverse effect on the Town Centre. Applications will only be supported if they:

- Complement and enhance the town centre without reducing its commercial viability
- Are compatible with the size and scale of the existing town centre and.
- Do not have an unacceptable impact on the existing road network

The Capricorn site falls within the area known locally as the “Sandbach Wildlife Corridor”. All development should consider the 'Cheshire East Council Green Space Strategy 2011' and include the creation of improved access to green corridors whilst protecting and enhancing the site of biological importance, watercourse and wildlife corridor already on site.

Development which infringes on, or does not demonstrate compatibility with the following areas will not be permitted (refer to policy PC3 and PC4):

- H) Arclid Brook Valley West Local wildlife Site
- I) Arclid Valley East Local Wildlife Site
- R) Filter Bed Wood
- S) Offley Wood

Other employment areas in Sandbach will be supported where provision of long term employment opportunities can be demonstrated. Such developments must be located within close proximity to the local or national public transport network and must not incur unacceptable vehicular movements through the town.

#### **JUSTIFICATION:**

The Plan Phase 1 and phase 2 consultation process demonstrate a strong community desire to retain this area solely for the purpose to provide employment opportunities for local people.

The Capricorn site is allocated for mixed use and 200 houses in the Cheshire East Council Local Plan Strategy (submission version 2014). Outline permission has been granted for 250 houses on an area at the northern end of the site and a further 50 granted at the southern end of the site. The total of 300 house approvals already exceeds the number originally allocated.



Improved opportunities for local employment will help to reduce the need for people to commute to other employment areas and will contribute to a “greener” society.

The Capricorn site is considered to be well located for employment opportunities that could arise with the Government’s forthcoming HS2 rail link.

The Capricorn site is well connected to the existing settlement of Sandbach and contained by existing residential development to the north, west and south. To the east, the site boundary is formed by the M6 motorway. Capricorn lies at the gateway to Sandbach offering an excellent opportunity to capitalise on strong links to the M6 motorway, attract investment and skills to locate in the town..

**OBJECTIVE 2: - To support the development and enhancement of tourist and visitor amenities, events and accommodation facilities within the town, whilst ensuring appropriate scale and use, in keeping with the heritage and character of the town.**

#### **POLICY JLE2. TOURISM AND VISITORS**

Improvements to services and facilities associated with tourist attractions will be supported.

Development proposals should:

- Comply with policies for the countryside and conservation/heritage
- Be appropriate in scale, character and location for the development
- Create no harm to the existing character of the local area
- Have no adverse impact on any adjoining residential amenities
- Have no conflict with matters of highway safety

#### **JUSTIFICATION:**

Phase 1 survey showed that the community strongly values tourism as a means to improve the local economy and the phase 2 survey reaffirmed that view.

This policy complies with paras 132 and 137 of the NPPF, Policy EG4 of the of the Cheshire East Local Plan Strategy (Submission Version 2014) and Policies E16 to 18 of the Congleton Local Plan Review (2005)

**OBJECTIVE 3: To support the enhancement and improvement of the Market Hall to ensure its source of employment whilst respecting its character and heritage.**

#### **POLICY JLE3 – THE MARKET HALL**

Planning applications for alterations and/or other improvements to the Market Hall should take into account the need to sustain and enhance the heritage asset of Sandbach Town Hall. Applications should seek to facilitate desirable new development, ensure the continued viability of the Hall throughout and after any such works and make a positive contribution to its local distinctiveness as part of the town’s historic environment.

#### **JUSTIFICATION:**

This policy reinforces policy HC4 (Markets).

The Plan Phase 1 survey showed that the community values the Market Hall and the Phase 2 survey reaffirms that the community (92%) strongly supports or supports the enhancement

and improvement of the Market Hall to ensure its commercial viability whilst respecting its character and heritage.

The City Markets (Market Managers and Operators) report for Sandbach (June 2011) states that:

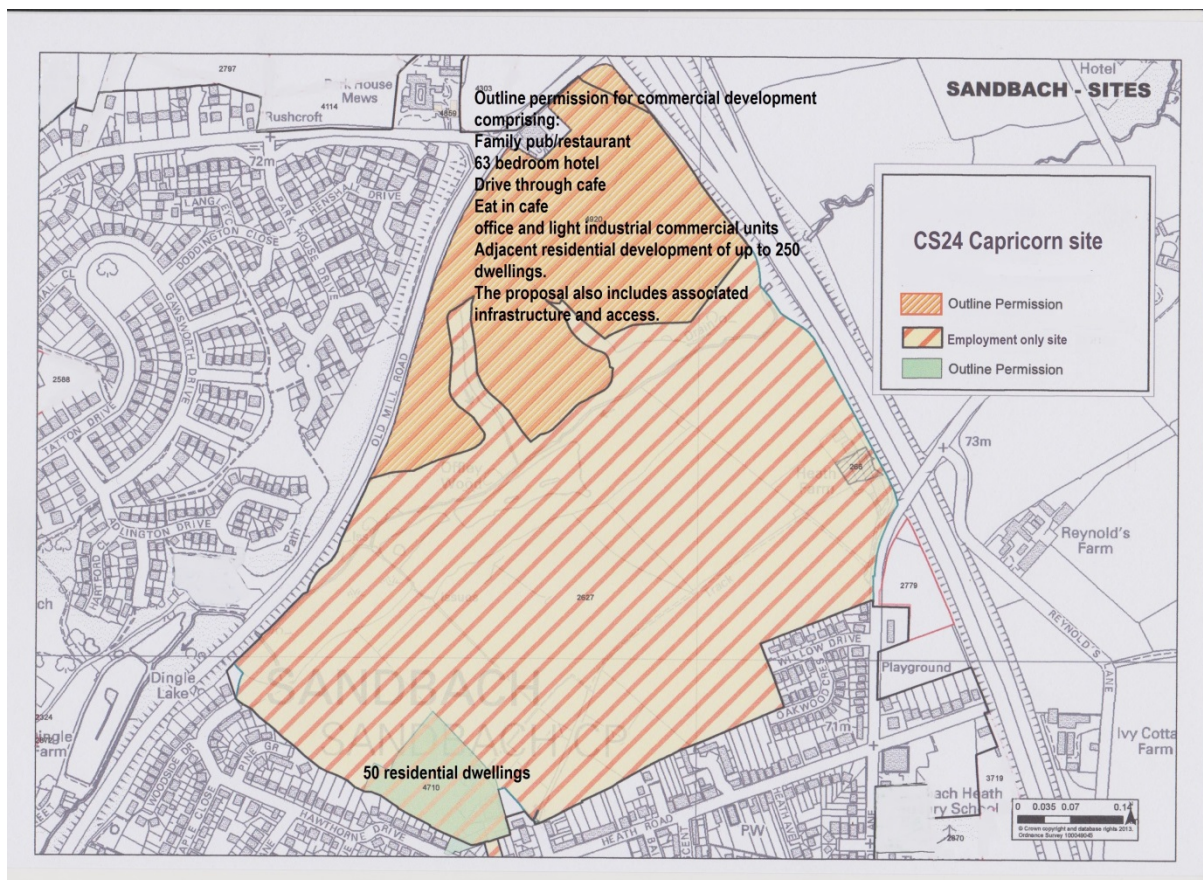
- Markets contribute to the national economy, through customers spending an estimated £1.1-£3 billion a year at stalls run by some 46,000 market traders providing around 96,000 jobs across the UK.
- Thriving markets attract additional footfall into town centres, encouraging shoppers to buy not just at the market, but also at neighbouring shops.
- Markets can be a starting place for new start-ups to reach an audience for their goods and services. Therefore markets have an important role in offering start-up opportunities for new businesses.
- There are maybe 150 small businesses operating at Sandbach Market. Each business probably employs at least two people. In addition there are a number of ancillary workers, for example suppliers, waste disposal, cleaning staff, security staff etc. Therefore the market probably provides direct and indirect employment for approximately 350 people.
- Markets boost the local economy by providing employment and trading opportunities for local suppliers and small businesses.

Results of a Door to Door survey (4<sup>th</sup> March 2015) amongst High Street businesses within Sandbach showed 70 % of retailers gained an uplift in trade on the day of the Farmers' Market compared to a regular Saturday.

All felt it was a high level of increase. Of those quoting figures, the increase was between 20 and 33% increase in trade.

Those businesses that were not affected by the Farmers' Market were all service providers and did not see any adverse effect of the market on their trade (i.e. no reduction in trade).

This policy complies with paras 132 and 137 of the NPPF, Policy SE7 of the Cheshire East Local Plan Strategy (Submission Version 2014) and Policies PS4, E3 of the Congleton Local Plan Review (2005). (Policy E3 is proposed to be deleted as a saved policy within the Submission version of the Cheshire East Council Local Plan).



**MAP JLE1 – CS24 Capricorn Site, Sandbach**

## 3.5 IMPROVING THE INFRASTRUCTURE (IF)

### 3.5.1 TRANSPORT INTEGRATION AND TRAFFIC MANAGEMENT

#### AIMS:

1. Work with relevant partner authorities and transport providers to develop a safe, efficient and sustainable transport system that contributes to the social, environmental and economic well-being of the residents, businesses and visitors to Sandbach.
2. Provide equal opportunity for everyone to access key services whilst maximising the use of 'green' alternatives to vehicular movements.

**OBJECTIVE 1: To support the development of an integrated transport system designed to meet the current and future needs of the community and manage levels of congestion whilst supporting planned growth.**

#### **POLICY IFT1 – TRANSPORT INTEGRATION**

Sandbach Town Council will work together with relevant partner authorities and transport providers to develop a safe, efficient, and sustainable transport system and support the provision of opportunity for everyone to access key services whilst maximising the use of 'green' alternatives to vehicular movements by:

- Supporting sustainable modes of transport including walking, cycling and the use of public transport
- Helping to initiate and develop an effective network of footpaths and cycle ways linking all areas of the Parish of Sandbach
- Supporting better integration between the different modes of transport, particularly bus and rail services through provision of a sustainable transport interchange system in Sandbach, including links to the local rail station to integrate with passenger rail services to Crewe, Manchester and other parts of the region

#### **JUSTIFICATION:**

Policy IFT1 applies the principles of sustainable transport set out at the national and strategic level to the town of Sandbach. By integrating different modes of transport, improvement in access and movement in and around the town can be achieved. This would be of particular benefit to those without a regular use of a private car, would reduce the need to travel (especially by car) and would reduce the environmental costs of transport.

From a national viewpoint the NPPF section 4 "Promoting Sustainable Transport" supports policy IFT1, particularly:

"29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local

planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

34. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.”

Support for policy IFT1 also comes locally from Congleton Borough Local Plan – First Review 2005 from saved policies GR9, GR11, GR13, GR14, GR15, GR16, GR17 and GR18 and have been incorporated into the Cheshire East Council Local Plan Strategy Submission Version (2014) i.e.:

- Accessibility, servicing and parking provision GR9
- Development involving new roads and other transport projects GR11
- Public transport measures GR13
- Cycling GR14
- Pedestrian measures GR15
- Footpaths, bridleways and cycleway networks GR16
- Car parking GR17
- Traffic generation GR18

The Congleton Borough Local Plan – First Review 2005 also contained GT19 which was concerned with ensuring that all new development made adequate provision for new infrastructure. This policy is proposed to be superseded by the following policies in the Cheshire East Council Local Plan Strategy Submission Version (2014)

- Ensure that all new developments make adequate provision for new infrastructure (Policies IN1 and IN2)
- Sustainable Travel and Transport CO1
- Enabling business growth through Transport Infrastructure CO2
- Digital Connections CO3
- Travel Plans and Transport Assessments CO

Cheshire East Local Transport Plan 2011- 2026

The Housing Needs Survey (2015) completed by Housing Vision identified Crewe, Middlewich, Knutsford, Holmes Chapel and Congleton as the main travel to work destinations.

The phase 2 questionnaire question 23 “To promote safe and efficient local, regional and national transport links into and out of Sandbach, enabling reliable and efficient journey times” had a 98.1% positive response (67.3 % strongly agree and 30.8% agree).

The phase 2 questionnaire question 28 “To positively encourage sustainable modes of transport including walking, cycling and the use of public transport, helping to initiate and develop an effective network of footpaths and cycle ways linking all areas of the Parish of Sandbach.” had a 95.2% positive response (64.5 % strongly agree and 30.7% agree).

The phase 2 questionnaire question 26 “To promote improvements to public and private transport services, especially rail and bus, resulting in a better integrated service.” had a 95% positive response (63 % strongly agree and 32% agree).

The possible re-opening of the rail link to Middlewich, where new employment opportunities are planned, is within the timeline of this plan.

Crewe is proposed as a key transport hub for the HS2 rail project.

**OBJECTIVE 2: To promote schemes and projects to improve highway safety, ensuring that appropriate speed and weight restrictions, especially within built-up/residential areas are put in to place and monitored.**

## **POLICY IFT2– TRANSPORT AND SAFETY**

Sandbach Town Council will encourage and promote schemes and projects that improve highway safety, to ensure that appropriate speed and weight restrictions, especially within built-up/residential areas, are put in place and monitored. It will also promote efficient and timely repairs and resurfacing of roads, footways, verges and other public areas.

Any proposed development within the parish must:

- Demonstrate a safe and well-designed transport infrastructure in accordance with National Planning policy
- Have regard to the effect of traffic in relation to residential amenities, particularly safety, noise and air quality.
- Be located in an acceptable location in relation to the highway network, and must not generate unacceptable vehicle movements.
- Meet the requirements of the Cheshire East Council Local Plan Strategy Submission (2014) and National Planning Policies

Developments that improve the provision of greener or safer means of transport into and through the town will be encouraged. Typically (but not exclusively) these will include:

- Regulated traffic flow methods
- Regulation of speed limits throughout the town
- Designated “Shared Spaces” on roads through the town centre
- Improved parking facilities
- Improved cycleway access into and around the town
- Increase and enhancement to pedestrian-only areas

## **JUSTIFICATION:**

From a national viewpoint the NPPF section 4 “Promoting Sustainable Transport” supports policy IFT2, particularly:

“29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones
- consider the needs of people with disabilities by all modes of transport”



The National Planning Policy Framework states that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”

Support for policy IFT1 also comes locally from Congleton Borough Local Plan – First Review 2005 from saved policies GR9, GR11, GR13, GR14, GR15, GR16, GR17 and GR18 and have been incorporated into the Cheshire East Council Local Plan Strategy Submission Version (2014) i.e.:

- Accessibility, servicing and parking provision GR9
- Development involving new roads and other transport projects GR11
- Public transport measures GR13
- Cycling GR14
- Pedestrian measures GR15
- Footpaths, bridleways and cycleway networks GR16
- Car parking GR17
- Traffic generation GR18

Also accords with Policies CO1 and CO4 of the Cheshire East Council Local Plan Strategy Submission (2014)

#### Cheshire East Local Transport Plan 2011- 2026

The phase 2 questionnaire question 24 “To initiate and promote schemes and projects to improve highway safety, ensuring that appropriate speed and weight restrictions, especially within built-up/residential areas, are put in place and monitored” had a 93.8% positive response (61.6 % strongly agree and 32.2% agree).



**OBJECTIVE 3: To promote the use of ecologically sustainable methods of transport such as walking, cycling and public transport, whilst maintaining a safe environment for residents and also meeting the needs of those with disabilities.**

**OBJECTIVE 4: To promote safe and efficient local, regional and national transport links into and out of Sandbach, enabling reliable and efficient journey times.**

**OBJECTIVE 5: To promote improvements to public and private transport services, especially rail and bus, resulting in a better integrated service.**

**OBJECTIVE 6: To address congestion issues created by through traffic at peak times and from increased housing numbers.**

### **POLICY IFT3 – SUSTAINABLE TRANSPORT AND ACCESSIBILITY**

Only development proposals which, enhance and improve accessibility to the transport network within and beyond Sandbach will be looked upon favourably.

Proposals should focus on:

- Supporting new development at identified sites within Sandbach, in line with the locational strategy in Policy CO4 of Cheshire East Council Local Plan Strategy Submission (2014), which are accessible by range of sustainable forms of transport and minimise the distance people need to travel to shops, services and employment opportunities
- Supporting development proposals that include a range of appropriate mitigating transport measures intended to encourage travel to work and school safely by public transport, cycling and walking, including travel plans
- Improving bus routes, services and passenger facilities around the key transport hubs and linkages to the larger service villages and nearby towns, especially Middlewich, where large quantities of employment land are available
- positively considering the needs of those with disabilities and provide appropriate facilities within the transport infrastructure to assist them
- The delivery of highways and transport improvements as guided by the Local Transport Plan through joint working with neighbouring authorities and transport providers

#### **JUSTIFICATION:**

Accords with Policies CO1 and CO4 of the Cheshire East Council Local Plan Strategy Submission (2014)

The National Planning Policy Framework states that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”

Cheshire East Local Transport Plan 2011- 2026

Paragraph 17 of the NPPF states that “significant development should be focused in locations which are or can be made sustainable”

The National Planning Policy Framework states that “transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives” and “The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”

MAP IFT1 (Sandbach cycleway network) and MAP PC11 (Sandbach public rights of way and footpath network) demonstrate that many “green” routes exist but these need to be interconnected and enhanced in order to provide an effective and efficient network.

**OBJECTIVE 7: To maintain and enhance the ‘Town Centre’ experience by effective management of the parking supply, ensuring that local businesses and shops are serviced by adequate short stay parking spaces.**

**OBJECTIVE 8: To support the provision of adequate parking facilities that meet the needs of residents, local businesses and visitors, by providing adequate levels of car parking in line with Council’s published car parking standards**

**OBJECTIVE 9: To ensure that residential areas have adequate parking facilities to avoid or minimise ‘on street’ parking of vehicles.**

#### **POLICY IFT4 – PARKING**

The Sandbach Town Council will seek to:

- Maintain and enhance the ‘Town Centre’ experience by effective management of the parking supply, ensuring that local businesses and shops are serviced by adequate short stay parking spaces
- Ensure that existing Town Centre car parks are retained as car parking to serve the Town Centre. Where development proposals require the loss of any publically available spaces serving the Town Centre, these should be replaced on site or nearby as part of the development scheme or an agreed alternative transport facility be provided or contributed towards to mitigate the loss and facilitate more sustainable forms of access to the Town Centre
- retain free car parking facilities to service the town centre on “Sandbach Little Common”
- Ensure that existing residential areas and new developments have adequate parking facilities to avoid or minimise ‘on street’ parking of vehicles (reinforcing Housing Policy HC2)

#### **JUSTIFICATION:**

Nationally, the NPPF section 4 “Promoting Sustainable Transport” supports policy IFT1, particularly:

“39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate”.

The NPPF does not include maximum parking standards, which were a feature of previous national guidance. Local Authorities now need to develop their own parking standards and supporting justification, taking into account such factors as: the accessibility of the site; the type and mix of development; local car ownership; and the need to reduce use of high-emission vehicles.

The removal of consistent national parking standards has enabled Cheshire East Council to develop and set its own parking standards for new development. These are set out in Appendix C of the Cheshire East Local Plan Strategy Submission (2014). The accompanying text makes it clear that some variation from these standards may be possible if supported by appropriate supporting evidence.

The saved policies of the Congleton Borough Local Plan – First Review 2005 have been incorporated into Policies in the Cheshire East Local Plan Strategy Submission (2014) for car parking, particularly GR17.

The phase 2 questionnaire question 20 “To maintain and enhance the ‘Town Centre’ experience by effective management of the parking supply, ensuring that local businesses and shops are serviced by adequate short stay parking spaces” had a 94.6% positive response (60.4 % strongly agree and 34.2% agree).

The phase 2 questionnaire question 21 “To provide free car parking facilities to service the town centre.” had a 93.7% positive response (76.8 % strongly agree and 16.9% agree).

The phase 2 questionnaire question 22 “To ensure that residential areas have adequate parking facilities to avoid or minimise ‘on street’ parking of vehicles” had a 95.8% positive response (64.1 % strongly agree and 31.7% agree).

This policy underpins the Heritage and Character policy HC1

### 3.5.2 COMMUNITY INFRASTRUCTURE LEVY

**OBJECTIVE 10: To support the provision of community infrastructure projects that cannot be funded through planning obligations.**

#### **POLICY IFC1 – COMMUNITY INFRASTRUCTURE LEVY**

Where policies in this plan require contributions to community infrastructure, they will be made through planning obligations in accordance with policies IN1 (Infrastructure) and IN2 (Developer Contributions) of the Cheshire East Local Plan Strategy (Submission Version) where they comply with the Community Infrastructure Levy Regulations 2010 and any subsequent amendments to them.

#### **JUSTIFICATION:**

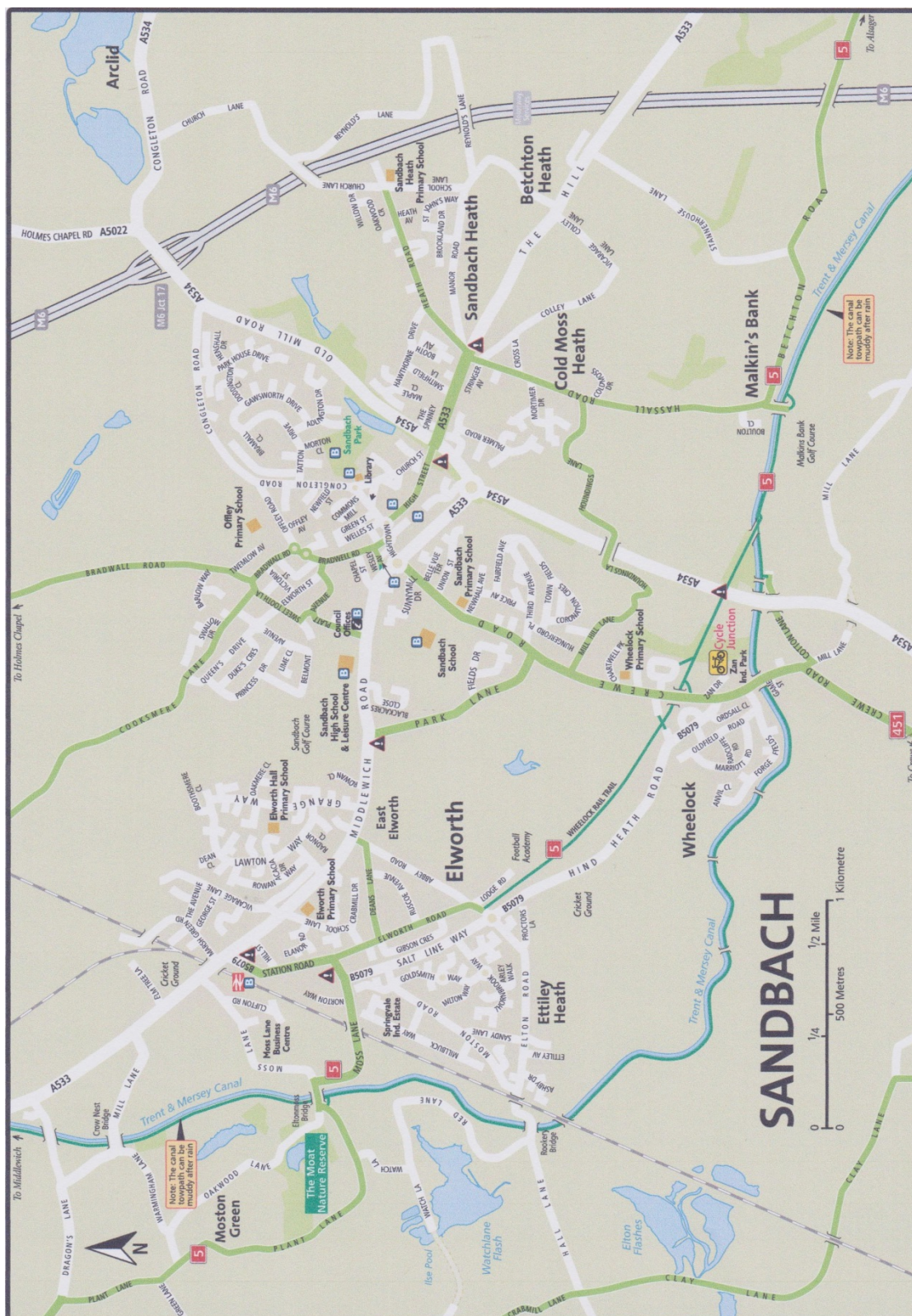
The Community Infrastructure Levy (CIL) is a national scheme which allows local planning authorities to set local charges for new development to fund the provision of infrastructure. In the submission version of the Cheshire East Local Plan Strategy, the section on infrastructure sets out the Borough Council's intentions to develop a Charging Schedule for CIL following the approval of the Local Plan Strategy. In addition, policies IN 1 and IN 2 establish a framework for the delivery of infrastructure within which developer contributions would be applied. An Infrastructure Delivery Plan has also been prepared to demonstrate what strategic infrastructure is required to support the development proposed in the Local Plan Strategy.

Some mitigation schemes for the impact of the proposed development set out in the CELP have been identified in the Local Infrastructure Delivery Plan and have been developed using traffic modelling. In addition, the incremental nature of these schemes over the next 20 years will bring pressures on all aspects of access and movement within and to the town. Money raised by CIL from new development within Sandbach can be used to support local infrastructure projects that the local community feels is appropriate as the impact of the scale of development envisaged is seen within Neighbourhood Plan areas which secure the consent of local people in the referendum, 25 per cent of the revenues from the Community Infrastructure Levy arising from these developments would be made available for local priorities. This policy will set out the priorities for spending CIL within Sandbach town.. Planning agreements under section 106 of the Planning Act are intended to mitigate the impact of development on local communities. For all development schemes with a local impact, Cheshire East Borough Council would normally negotiate with the developer a package of measures to limit the impacts on the local environment and residents. This policy provides Cheshire East Borough Council as the local planning authority with guidance as to the priorities for funding within Sandbach.

#### **Supporting Action to be taken:**

Sandbach Town Council to generate a list of community project priorities immediately following the adoption of the Sandbach NDP.





**MAP IFT1 – Sandbach Cycleways Network**

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**MAP IFT2 – Sandbach Little Common**

### 3.6 COMMUNITY AND WELL-BEING (CW)

#### **AIM:**

To protect and maintain existing community amenities, buildings, facilities and activities throughout Sandbach. New services and facilities should be added as appropriate in the future.

**OBJECTIVE 1: To ensure amenity, play and recreation areas are appropriately developed for the health and wellbeing of all.**

#### **POLICY CW1 – AMENITY, PLAY AND RECREATION**

All areas currently used for amenity, play and recreation as described on the proposals map MAP PC7 will be protected and, when possible, enhanced. Development will not be permitted unless: an assessment has been undertaken which shows them to be surplus to requirements; the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreation provision, the needs for which clearly outweighs the loss.

#### **JUSTIFICATION**

A list of play and recreational facilities is set out in Appendix 2

Throughout the consultation processes of the Plan, Sandbach Town Plan and Sandbach Town Strategy, it is clear that the significant changes to Sandbach Park, Elworth Park and all play areas have been welcomed by the communities they serve. The Plan Phase 2 consultation survey (2015) shows that 98% for the residents strongly agree or agree that new and extensive sports facilities now provide excellent facilities for all ages.

The need for allotments has also been identified during consultations as a further important outdoor recreational activity. Although there is an allotment site in Ettiley Heath, which is well managed and supported, it has no long term security. Following positive local consultation, a new site has been identified and is being actively progressed.

In relation to allotments, this policy accords with paragraphs 73 and 74 of the NPPF and policies SC1, SC2 and SE6 of the Cheshire East Council Local Plan Strategy Submission Version (2014) and RC1 and RC2 the Congleton Borough Council Local Plan First Review (2005).

**OBJECTIVE 2: To encourage the provision and improvement of sports, leisure and recreation facilities in Sandbach to meet the needs of all age groups**

**POLICY CW2 – SPORT AND RECREATION FACILITIES**

- A. The development of new or improved indoor and outdoor leisure facilities will be supported
- B. Developments that enhance existing sports facilities, by way of increasing their utilisation or capacity for improved levels of public access will be strongly supported.
- C. Any developments for new or enhanced sports and leisure facilities must be inclusive for all, including being suitable for residents with disabilities.
- D. New developments must be accompanied by adequate car parking provision, having regard to the likely modes of transport to and from the venue and other parking availability in the vicinity. Sites which are easily accessible by public transport, walking and cycling will be strongly supported.
- E. The development of a new or improved leisure centre on the existing site at Sandbach High School and Sixth Form College should allow for public access.

**JUSTIFICATION:**

The need for improvements and provision of sport and recreation facilities for all age groups was clearly identified from questionnaires completed by residents. The first and second stages of consultation for the Plan indicated that there is dissatisfaction with the leisure centre based at the High School, which does not meet modern expectations, particularly access by the public during school hours. The Plan Phase 2 consultation survey (2015) indicates that 60% of residents support the development of a new leisure centre and 71% support improvements to the existing leisure centre.

Cheshire East Council Indoor Leisure Facilities Development Statement (2013) Section on Sandbach (P28) states that there is a case for further investment and the development of extra capacity in the swimming pool.

The consultation survey indicates a desire by some residents for specific facilities (Skate Park (approximately 30%), BMX track hockey pitches) for young people within the town,

It is considered important that facilities are available for all, regardless of age or ability, in order that the whole population can benefit and to ensure an inclusive and sustainable community.

One issue arising from consultation was the impact of traffic and parking problems and it is felt important that new or improved facilities do not exacerbate this problem.

This policy accords with paragraphs 70 and 73 of the NPPF, policies IN1, IN2, SC1 and SC2 of the Cheshire East Local Plan Strategy Submission Version (2014) and policies GR23, RC1, RC10 and RC11 of the Congleton Local Plan Review (2005).

### **OBJECTIVE 3: To provide reasonable access to health services for all residents**

#### **POLICY CW3– HEALTH**

1. Residential developments must address the provision of appropriate medical provision as part of the development proposal. Applicants must engage with the relevant health authorities at the earliest possible stage.
2. Developer contributions or the provision of new facilities will be expected as set out in the most up to date guidance from Cheshire East Council, so that new residents have access to a GP practice within a reasonable distance subject to agreement with the healthcare provider, and unless the existing services have capacity for new residents.
3. Proposals to improve specialist care for the elderly, for people with disabilities, and for mental health services will be supported

#### **JUSTIFICATION:**

This is a key objective clearly identified from the Plan consultation process. Furthermore, with 2,289 new homes being granted permission between 2010-2014, it is likely that many of the new residents will need to be registered locally. The new homes are likely to increase the population by at least 4,000 people. The existing surgery was constructed 11 years ago and was expected to meet some growth in the population but the rapid expansion is putting facilities under increased pressure. It is considered important that to ensure that Sandbach remains a sustainable and inclusive community, new residents have the opportunity to access local services without exacerbating problems for existing residents.

This policy accords with policies SC3, IN1 and IN2 of the Cheshire East Local Plan Strategy Submission Version (2014) and policy GR23 of the Congleton Local Plan Review (2005).



### 3.7 ADAPTING TO CLIMATE CHANGE (CC)

Matters pertaining to the general environment and climate change have not featured strongly during the community consultation process. However, the Plan Working Group considers that, within the Plan process, there should be a moral responsibility to encourage moves which help to protect the global environment and reduce carbon emissions.

**Aim:**

To encourage moves towards a low-carbon economy which includes high standards of energy conservation and the use of renewable energy through (typically but not exclusively):

- Use of renewable energy sources and reduction in the use of fossil fuels
- incorporate features to minimise energy consumption and maximise generation of renewable energy as part of the development
- Orientation of the principal rooms in new dwellings so that account is taken of future climate change, with passive solar gain and energy efficiency maximised.
- Supporting small scale proposals for solar energy, anaerobic digestion, biomass and wood fuel products where appropriate and encouraging their use in the local community.
- minimise water use and the risk of flooding to and from the development including the use of Sustainable Urban Drainage Systems wherever possible

To encourage better use of green infrastructure assets such as ponds, swales and wetlands which will not only meet Green Space needs but also local existing and/or future surface water/ climate change issues.

**OBJECTIVE 1: To ensure that new developments, designs and conversions reflect the need to reduce harmful environmental emissions and adapt to climate change**

#### **POLICY CC1 – ADAPTING TO CLIMATE CHANGE**

New development proposals must demonstrate how design, construction and operation minimises the use of energy and clean water. Developments which cannot clearly demonstrate these measures in accordance with latest government and planning regulations will not be permitted.

**JUSTIFICATION:**

Recommendations from United Utilities Water PLC concerning the need to safeguard and manage water and water assets

This policy conforms to the NPPF section 10. (Meeting the challenge of climate change, flooding and coastal change)

## **SECTION 4: SUPPORTING INFORMATION AND EVIDENCE BASE**

### **4.1 GLOSSARY OF TERMS**

**Affordable Housing**– (as defined in the NPPF-2012):

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable Rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Affordable housing is not available on the open market. It is available as social rented, affordable rented or as shared ownership housing, and is managed by a Registered Social Landlord, who may be the local authority.

### **Brownfield**

Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface

### **Climate Change**

The formal term given to the fluctuation of the world's temperature. These fluctuations can be attributed to natural variability, human activity or a combination of the two. Currently, the world's climate is in a period of warming. Although this Climate Change increase is in part a natural phenomenon, “the consensus of scientists is that evidence is now overwhelming: human activities are causing global climate change at an increased rate to that which would occur naturally” (DECC, 2009).

### **Conservation Area**

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

### **Development Plan**

A Development Plan is the legal term used to describe the set of planning policy documents which are used to determine planning applications within a particular area. The Sandbach Neighbourhood Development Plan will form part of the development for Cheshire East, together with the Core Strategy and saved Local Plan policies.

**Flood Risk Assessment**

An assessment of the likelihood of flooding in a particular area so that development needs and flood mitigation measures can be carefully considered.

**Greenfield**

Land (or a defined site) usually farmland, that has not previously been developed.

**Highway Authority**

Highway authorities are responsible for producing the local transport plan and for managing existing or proposed new local roads in the area. In most places, the local highway authority is part of the county council, the metropolitan council or the unitary authority.

**Household**

One person living alone, or a group of people (not necessarily related) living at the same address who share cooking facilities and share a living room or sitting room or dining area.

**Infrastructure**

Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

**Jobs (or employment)**

For the purposes of this Paper and the Local Plan objective assessment of housing need, “jobs” or “employment” means the number of (filled) jobs located in the local area (Cheshire East in this case) which are undertaken by employees or self-employed people, members of HM Forces or Government-supported trainees. This includes jobs undertaken by casual staff, people on fixed term contracts and other non-permanent staff. (This is different from the number of employed people who work in the local area, because an employed person can have two or more jobs and, conversely, two people can share the same job.)

**Listed Building**

A building of special architectural or historic interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building and any buildings or permanent structures.

**Local Authority**

An umbrella term for the administrative body that governs local services such as education, housing and social services.

**Local Development Scheme**

This sets out the documents that will make up the Local Plan, their subject matter, the area they will cover and the timetable for their preparation and revision. Local planning authorities must prepare and maintain the Local Development Scheme and publish up-to-date information on their progress.

**Local planning authority**

The local government body responsible for formulating policies, controlling development and deciding on planning applications. This could be a district council, unitary authority, metropolitan council or a National Park Authority.

**Local Plan Strategy**

This is the name given to the high level strategic planning policy document for Cheshire East Council. Once approved and adopted it will set out a vision, objectives and detailed delivery policies for the District to 2030. The Sandbach Neighbourhood Development Plan must be in conformity with the adopted Strategy.

If the Sandbach Neighbourhood Development Plan is released before the Cheshire East Local Plan Strategy is approved or adopted then the Sandbach Neighbourhood Development Plan will take precedence (subject to the weighting level applied by the external examiner for the Department for Communities and Local Government (DCLG)).

### **Localism Act 2011**

A major piece of new legislation which includes wide ranging changes to local government, housing and planning. Included in this new Act is the introduction of Neighbourhood Development Plans.

### **National Planning Policy**

National planning policies that local planning authorities should take into account when drawing up Development Plans and other documents, and making decisions on planning applications. In the past these policies have been included in Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). The Government has introduced the new National Planning Policy Framework (NPPF) in April 2012..

### **Neighbourhood Development Plan**

Neighbourhood Plans, or Neighbourhood Development Plans, were introduced by the Localism Act 2011. The term may also be used by some to refer to the Neighbourhood Development Orders, which were also introduced by the Localism Act 2011 and are a second tool to enable neighbourhood planning. Communities will be able to prepare neighbourhood planning documents, outlining how they would like to see their area developing in the future. Details of how neighbourhood planning will work in practice are still being ironed-out. Please go to [www.planning.org.uk](http://www.planning.org.uk) for the most up to date information.

### **Open Space**

Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. However, in applying the policies in Planning Policy Guidance 17: 'Planning for Open Space, Sport and Recreation', open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs that offer important opportunities for sport or recreation and can also act as a visual amenity.

### **Parish Council or Town Council**

Parish councils and Town Councils are the tier of governance closest to the community. Around 30% of England's population is governed by a parish or town council, predominantly in rural areas. Parish or town councils are elected bodies and have powers to raise taxes. Their responsibilities vary, but can include provision of parks and allotments, maintenance of village halls, litter control and maintenance of local landmarks.

### **Planning Permission**

Formal approval which needs to be obtained from a local planning authority to allow a proposed development to proceed. Permission may be applied for in principle through outline planning applications, or in detail through full planning applications.

### **Public Open Space**

Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).



### **Sandbach Green Gaps**

Green Gap policy has already been developed by Cheshire East Council at strategic level. (viz. the Crewe Green Gaps which separate the town from nearby villages, towns and settlements.

The Sandbach Green Gaps are Areas of Separation that exist between the settlements of Sandbach Town, Sandbach Heath, Elworth, Ettiley Heath and Wheelock.

### **Section 106 Agreement**

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

### **Sustainability Appraisal**

Sustainability Appraisal assesses the economic, environmental and social impacts of a proposed policy or plan, to ensure that it would contribute to achieving sustainable development Plan Documents (DPDs) have to undergo Sustainability Appraisal, but Supplementary Planning Documents (SPDs) do not.

## **4.2 ACKNOWLEDGEMENTS**

Acknowledgements and thanks are due to the following; who all played a part in delivering this Plan:

- Members of the Sandbach Parish Council Neighbourhood Development Plan Working Group
- Officers of Cheshire East Council for the support and advice they gave as the Plan was developed.
- Officers of the Cheshire Community Action who assisted us with the consultation events and the preparation of the Evidence Base and Consultation Statement.
- Residents and the whole community of Sandbach who participated so enthusiastically in the consultation process and throughout the creation program for the Plan.

### 4.3 QUICK REFERENCE GUIDE - INDEX TO POLICIES AND MAPS

#### Protecting the Countryside:

<b>PC1</b>	Areas of Separation
<b>PC2</b>	Landscape Character
<b>PC3</b>	Areas of High Ecological Value and Wildlife Corridors
<b>PC4</b>	Local Green Spaces
<b>PC5</b>	Biodiversity
<b>PC6</b>	Footpaths

<b>MAP PC1</b>	Areas of Separation EAST
<b>MAP PC2</b>	Areas of Separation WEST
<b>MAP PC3</b>	Landscape Character EAST
<b>MAP PC4</b>	Landscape Character WEST
<b>MAP PC5</b>	Areas of High Ecological Value EAST
<b>MAP PC6</b>	Areas of High Ecological Value WEST
<b>MAP PC7</b>	Local Green Spaces, Amenity, Play and Recreation
<b>MAP PC8</b>	Sandbach Constraints EAST
<b>MAP PC9</b>	Sandbach Constraints WEST
<b>MAP PC10</b>	Public Rights of Way and Footpaths Network

#### Preserving Heritage and Character

<b>HC1</b>	Historic and Cultural environment
<b>HC2</b>	Protection and Enhancement of the Primary Shopping Areas
<b>HC3</b>	Shop Fronts and Advertising
<b>HC4</b>	Markets

<b>MAP HC1</b>	Sandbach Town Centre
<b>MAP HC2</b>	Sandbach Conservation Area
<b>MAP HC3</b>	Sandbach Conservation Area Revisions
<b>MAP HC4</b>	Sandbach Conservation Area, Designated and Non-designated Assets

#### Managing Housing Need

<b>H1</b>	Housing Growth
<b>H2</b>	Design and Layout
<b>H3</b>	Housing Mix and Type
<b>H4</b>	Preferred Locations

<b>MAP H3</b>	Housing Areas of Separation and developments (post 2011)
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#### Promoting Jobs and the Local Economy

<b>JLE1</b>	Preservation of Areas Allocated for Employment
<b>JLE2</b>	Tourism and Visitors
<b>JLE3</b>	The Market Hall

<b>MAP JLE1</b>	Capricorn Sites, Sandbach
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#### Improving the Infrastructure

<b>IFT1</b>	Transport Integration
<b>IFT2</b>	Transport and Safety
<b>IFT3</b>	Sustainable Transport and Accessibility
<b>IFT4</b>	Parking
<b>IFC1</b>	Community Infrastructure Levy

<b>MAP IFT1</b>	Sandbach Cycleways Network
<b>MAP IFT2</b>	Sandbach Little Common

### **Community and Well-being**

<b>CW1</b>	Amenity, Play and Recreation
<b>CW2</b>	Sport and Recreation Facilities
<b>CW3</b>	Health

### **Adapting to climate change**

<b>CC1</b>	Adapting to Climate Change
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#### **4.4 REFERENCE DOCUMENTS**

- Sandbach Town Strategy document
- Sandbach Town Plan
- Sandbach Town Plan – Action Plan
- Sandbach Conservation Area – Character Appraisal and Management Plan
- Localism Act 2011 – Department for Communities and Local Government
- Neighbourhood Planning Regulations 2012
- National Planning Policy Framework 2012
- Town and County Planning Act 1990 (Section 106 Planning Obligations)
- Relationship Between The Sandbach Neighbourhood Development Plan And Existing Sandbach Town Documents
- Statement Of Community Engagement And Consultation
- Basic Condition Statement
- Supporting Evidence Base



## **APPENDIX 1.**

### **POLICY PC 3 AREAS OF HIGH ECOLOGICAL VALUE AND WILDLIFE CORRIDORS - LOCAL WILDLIFE SITES**

- |   |
|---|
| H) Arclid Brook Valley West Local Wildlife Site<br>I) Arclid Brook Valley East Local Wildlife Site<br>J) Wheelock disused railway Local Wildlife Site |
|---|

#### **H) Arclid Brook Valley West LWS is WEST of the M6. It includes:**

- Arclid Brook
- Offley Wood and all associated hedgerows.
- Two fishing pools next to Offley Wood and associated field
- Fields between Offley Wood and A534
- Fields between Offley Wood and M6 (planning approval exists)
- Filter Bed Wood and land to east of A534 to A553 traffic lights
- Waterworks Farm (planning approval exists)
- Dingle Wood, Dingle Lake and Dingle Copse
- St Mary's Wood and Dell
- Brook Wood
- Meadow between Brook Wood and A534 (Wheelock By Pass) on east side of Arclid Brook
- Woodland between Mill Hill Lane and Trent and Mersey Canal in Wheelock. (planning application pending)
- Part of Meadow between Trent and Mersey Canal and River Wheelock

#### **I) Arclid Brook Valley East LWS is EAST of M6. It includes:**

- Arclid Brook through to Taxmere
- Fields below St John's Church (Sandbach Heath) between M6 and Church Lane including strip and copse north of Arclid Brook
- St John's churchyard.
- Chimney House Hotel field and woodland.
- Field to west of Sibelco offices and east of St John's Church.

#### **J) Wheelock disused railway LWS (known locally as Wheelock Rail Trail)**

This trail is a popular 2 km traffic-free route, which runs between Ettiley Heath and Malkins Bank.

## **APPENDIX 2.**

### **POLICY CW1 – AMENITY, PLAY AND RECREATION**

#### **OPEN SPACES MAP**

(Indicating Settlement Areas)

##### **Parks and Gardens**

Sandbach Park (S20a & 20b) Town

Elworth Park (Snb 264) Elworth

Saxon Place (S53) Town

##### **Outdoor Sports Facilities**

Dingle Lake, (Fishing) (S23) Town.

Elworth C of E Primary School (Snb 59) Elworth.

Elworth Cricket Club (S1) & (S263) Ettiley Heath.

Elworth Hall Primary School (Snb 267) Elworth.

Forge Fields Playing Field (S45a) Wheelock.

Green Street football Pitch (Snb 5) Town.

Mortimer Drive/Hassall Rd Playing Field (S35) Sandbach Heath.

The Limes Bowling Green (S13) Town.

Offley County Primary Junior & Infant School (S18) Town.

Sandbach Cricket Club (Snb529) Wheelock

Sandbach Golf Club (S10) Town.

Sandbach High School (S12) Town.

Sandbach Park (S20a & 20b) Town.

Sandbach Rugby Club (S19) Town.

Sandbach School (S33) Town.

Sandbach United Football Club (Snb 6) Ettiley Heath.

##### **Amenity Greenspace**

These are generally small areas of open space shown on the map marked with Open Space references:

S26, S27, S29, Snb52, Snb265, Snb266, Snb 57, S8, S 11, S14,

S 15, S 16, S 37, S 38, S 39, S 21

*Additional areas without a number.* Palmer Road Amenity Lane.

##### **Provision for children and teenagers**

Elworth Park (Snb 264) Elworth

Ettiley Heath Recreation Area (S24) Ettiley Heath

Forge Fields Playground (S43) Wheelock..

Gibson Crescent Playing Field (S 28) Elworth

Mortimer Drive/Hassall Road (Snb257) Sandbach Heath

Lightly Close Play Area (S 47) Wheelock

Newall Avenue Playground (S 31) Sandbach Heath

Rookery Close Play Area (Snb530) Ettiley Heath.

Church Lane Playground (S 41) Sandbach Heath.

Sandbach Park (S 20a) Town.

Thornbrook Way Play Area (S25) Wheelock.

Wheelock Recreation Ground (S48) Wheelock.

##### **Schools**

Elworth C of E County Primary (Snb 59) Elworth

Elworth Hall Primary (Snb 267) Elworth

Offley County Primary, Junior & Infant School (S18) Town

Sandbach Community Primary (2569) Town  
Sandbach High School (S37) Town  
Sandbach School (S33) Town  
St. John C of E Primary (S40) Sandbach Heath  
Wheelock County Primary (S46) Wheelock

## **APPENDIX 3**

### **POLICY PC6 FOOTPATHS SANDBACH FOOTPATHS ACTION PLAN**

#### **Purpose:**

This Action Plan has been established to deal with existing and future footpaths both in and near the town.

#### **The Action Plan will:**

- Maintain the existing public footpath network in and around Sandbach.
- Maintain the existing public rights of way
- Ensure that informal, but well established and frequently used footpaths are formally recognised.
- Extend the footpath network in and around Sandbach to provide more continuity of the footpath system and to eliminate, as far as possible, having to resort to road walking between sections of footpath.
- Identify “gaps” between sections of footpaths that require action of some sort to create new sections of footpath to fill these “gaps”.
- Use potential developments to meet these “gaps” by identifying what would be desirable, and requesting Cheshire East Council to make this a priority at the onset of any planning application for development
- Ensure that wherever developments take place, these are supported by the creation of suitable landscaped dedicated footpaths.
- Ensure that wherever developments take place that include lengths of existing paths, these paths are retained as the very minimum policy.
- Ensure that when developments do take place that change the route of existing footpaths, equivalent sections of path are created, suitably landscaped, **as the very minimum policy**. These should be dedicated footpaths, and not just pavements alongside roads. The replacement of dedicated footpaths by pavements would be considered as completely unacceptable by the SWWG
- Ensure that all replacement or new footpaths created as a result of developments are **NOT:**
  - Public footpaths taken along pavements, or
  - Inadequate alleyways or ginnels squeezed between building developments.
- Ensure that all replacement or new footpaths created as a result of developments **ARE:**
  - Genuine dedicated footpaths,
  - Of an adequate width to act as a green corridor and
  - Suitable planted with appropriate species.

#### **Recommended Actions**

(This list is not exhaustive and is subject to continual revision).



**New footpaths required and recommended**

- Linking Path S/B FP6 (Offley Road to Bradwall Road) through to Cookesmere Lane (Wood Lane) to Path S/B FP2.
- Linking SB FP11 to SB FT8, SB FP7 and SB FP6 north of Congleton Road.
- Providing a high quality (cycle and wheelchair) footpath link to the south of Brook Wood the other side of Arclid Brook from Old Mill Road to Mill Hill Lane. Add additional access from Townfields Meadow.
- Link from Congleton Road to The Wheelock Rail Trail (Abbey Fields)
- Enhancement of existing rough trails through St.Mary's Dell and Dingle Wood

**Existing footpaths requiring protection in the light of possible developments (as per policy above)**

- SB FP 18 and SB FP19 (Fields Farm and Houndings Lane Farm)
- SB FP 11 north Of Offley Wood (Old Mill Road to Congleton Road)
- SB FP 14 (Hawthorn Drive to Heath Farm)
- SB FP1, SB FP2, SB FP35 and SB FP 36 (Elworth – east and west of rail line)
- SB6, SB FP7, SB FP8 (north of Congleton Road)

#### **APPENDIX 4.**

##### **Non land-use issues raised by the community**

Issues or concerns have been raised that are considered important to members of the community but which cannot be classified as “land use” matters and therefore are not addressed through the policy process of the Plan. It is important that these matters are not lost and therefore Plan seeks to ensure that they are addressed through the appropriate channels.

(These matters will be recorded on completion of the Plan consultation process)