

# **SANDBACH TOWN CYCLING PLAN**

## **APPENDIX 1**

*Specific recommendations relating to the  
CAPRICORN DEVELOPMENT*

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*NOTE: The Appendices to this document, which itself is Appendix 1 to the main Town Cycling Plan, are pre-fixed C/... so as to distinguish them from the appendices to the Plan.*

## **Section A – Foreword**

The Sandbach Town Cycling Plan is currently in preparation, and will be issued in its entirety in due course. This document is issued as a draft and will form part of the wider Plan. Whilst this is presented as an Appendix to the Town Cycling Plan, it can be read as a stand-alone document in relation to the Capricorn Development. Some of the text below will apply more broadly, for example, reference to the DfT Cycling and Walking Investment Strategy. For the time being, however, such information is applied specifically to the this document, which deals with cycling provision at the residential and business park developments at Sandbach Heath, known collectively (albeit not strictly accurately) as “Capricorn.”

This part of the Plan is being issued early so as to meet the submission date for comments on Cheshire East Council Planning Application 17/4838C, issued on behalf of W&S (Sandbach). There are serious concerns in relation to this application that must be addressed.

The aspirations of Sandbach Footpath Group and Wildlife and Woodland Group are closely aligned to those of the Cycling Working Group, and reference will be made to selected comments from these organisations in support of the narrative.

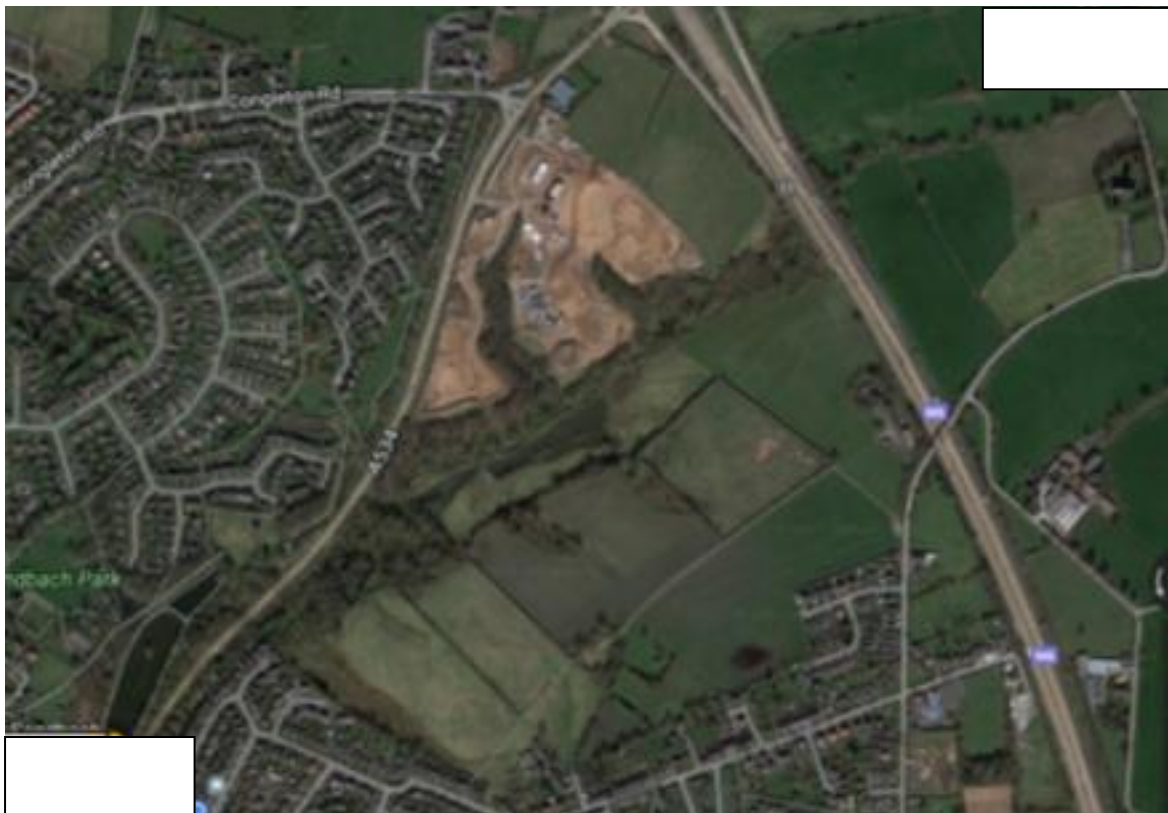
The developments across the Capricorn Site have, for the most part, met with a negative press, which is unsurprising, given the loss of green space to commercial and residential buildings. Whilst current popular opinion amongst Sandbach residents opposes these developments, this report is prepared on the basis that the developments will take place, although the recommendations made are equally valid should this not be the case.

In the event that the developments do come to pass, there is an opportunity to take advantage of the situation by way of opening up the protected green space that will not be developed, and enabling Sandbach residents to appreciate and experience some of the natural beauty on their doorstep. A coordinated footpath and cycling layout, in conjunction with a coordinated approach by Cheshire East Council across all three developments would help this come to fruition. This is an opportunity too good to miss.

## **Section B - Overview and Background**

This extract from the Sandbach Town Cycling Plan relates to the area bounded by Old Mill Road to the North West, the M6 motorway to the North East, and by Church Lane, Heath Road and Hawthorne Drive to the South. The whole area was predominantly green space, with the exception of farm buildings along Church Lane. The area has long been earmarked for development, confirmed in the Cheshire East Local Plan.

The aerial photograph below shows the area as it stands today. At the time of writing, Barratts are building a housing estate comprising around 250 dwellings along Old Mill Road (planning ref 12/3948C). This can be seen at the top of the photograph.



Persimmon have secured approval for a development of 138 dwellings to the rear of Hawthorne Drive (Application 13/5242C refers) in addition to 50 previously approved (planning ref 12/4874C)

W&S Sandbach have applied for development of the remaining area, excluding the wildlife corridor, in which Arclid Brook, two fishponds and Filter Bed Woods are situated. Initial application 16/4631C was rejected, and was re-submitted as 17/4838C on 11<sup>th</sup> October 2017. The location and spread of the developments as indicated on the Schematic Plan is shown below.



The Town Cycling Plan is prepared in light of these developments, and seeks to make best use of the situation arising to prioritise travel either on foot or bicycle for short journeys, for example, from any or all of the developments into Sandbach Town Centre. Whilst this document concentrates on provisions for cyclists, it should be noted that the aims are predominantly shared with pedestrians.

## **Section C – Statutory Requirements**

### **Department for Transport - Cycling and Walking Investment Strategy**

The Department for Transport, in its Cycling and Walking Investment Strategy, states, in paragraph 2.35:

*“Through their Local Plans and planning decisions, local planning authorities should ensure developments that generate significant movement are located where travel will be minimised and the use of sustainable transport modes can be maximised. Local Plans, prepared in consultation with local communities, should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Developments should be located and designed where practical to:*

- *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*
- *Site key facilities such as primary schools and local shops within walking distance of most properties, particularly within large scale developments.”*

The strategy further sets out a number of funding streams which are devolved to local bodies. For example, for 2016-17 to 2020-21, Local Growth Fund, Highways Maintenance Block and Integrated Transport Block Programmes are allocated a combined total of £17.1bn.

The Town Cycling Plan is aligned to the DfT’s strategy. It is incumbent upon Cheshire East Council to do likewise. The new developments at Sandbach Heath are precisely the target profiles at which the Strategy is aimed.

### **Sandbach Neighbourhood Plan**

Policy PC5 in the Sandbach Neighbourhood Plan refers to cycling:

[http://www.cheshireeast.gov.uk/planning/neighbourhood\\_plans/sandbach-neighbourhood-plan.aspx](http://www.cheshireeast.gov.uk/planning/neighbourhood_plans/sandbach-neighbourhood-plan.aspx)

#### **POLICY PC5 – FOOTPATHS AND CYCLEWAYS**

*Developments will be expected to establish publicly accessible links from development sites to the wider footpath and cycleways network and green spaces wherever possible. Initiatives for improvement and enhancement to public footpaths and cycleways will be strongly supported. The existing footpaths network as set out in the Public Rights of Way and Footpath Network map Fig.7 will be enhanced. High quality green links between existing public rights of way and other footpaths will be provided in support of this policy.*

*Proposals which lead to the loss or degradation of any public right of way or cycleway will not be permitted other than in very special circumstances. Proposals to divert public rights of way and cycleways should provide clear and demonstrable benefits for the wider community.*

Policy CW2 also mentions cycling in part 4 *“Sites which are easily accessible by public transport, walking and cycling will be strongly supported.”*



## **Section D – Current Planning Applications**

Whilst this document is intended to form part of the Sandbach Town Cycling Masterplan, this section of the plan is issued in light of Planning Application 17/4838C. The previous application by W&S (16/4631C) indicated a housing development in the western block of the layout plan. Application 17/4838C replaces this with office space. Blocking Plan, submitted by W&S Developments, issued with the Application as Drawing Ref 16137(5) 004(A) reflecting the current status of the application as shown below.



It is noted that the application indicates reserved matters for which approval is being sought. In this instance, approval is limited to access, so that the change from housing to offices is not material to this application.

Persimmon have gained approval for 138 dwellings (increased now to 188) under Application Number 13/5424C. Plan below.





Currently under construction is the Barratts development to the north west part of the Capricorn Site.



## **Section E – Recommendations.**

### 1. Proposed Footpath Link to Daisybank Drive.

Pedestrian and cycle access into and across all the developments is a priority, and some form of access to encourage residents to walk or cycle into the town centre can only be a good thing.

Provision of access from Daisybank Drive would seem at first to be a good idea. This facilitates walking and cycling provision across both Persimmon and W&S developments, as well as enabling access into the most attractive wildlife corridor, Filter Bed Woods and the fishponds. However, there is a steep drop at the end of Daisybank Drive, and this, in conjunction with a steep valley crossing the site constrains any such link. This would apply to pedestrians and cyclists alike. (Incidentally, a similar situation applies at the end of Pine Grove).

It should be noted that a substantial physical barrier of trees and bushes is currently in place at the end of Daisybank Drive. **Appendix C/1**, Photo 29 refers. There is a near vertical drop of around 5 metres behind this.

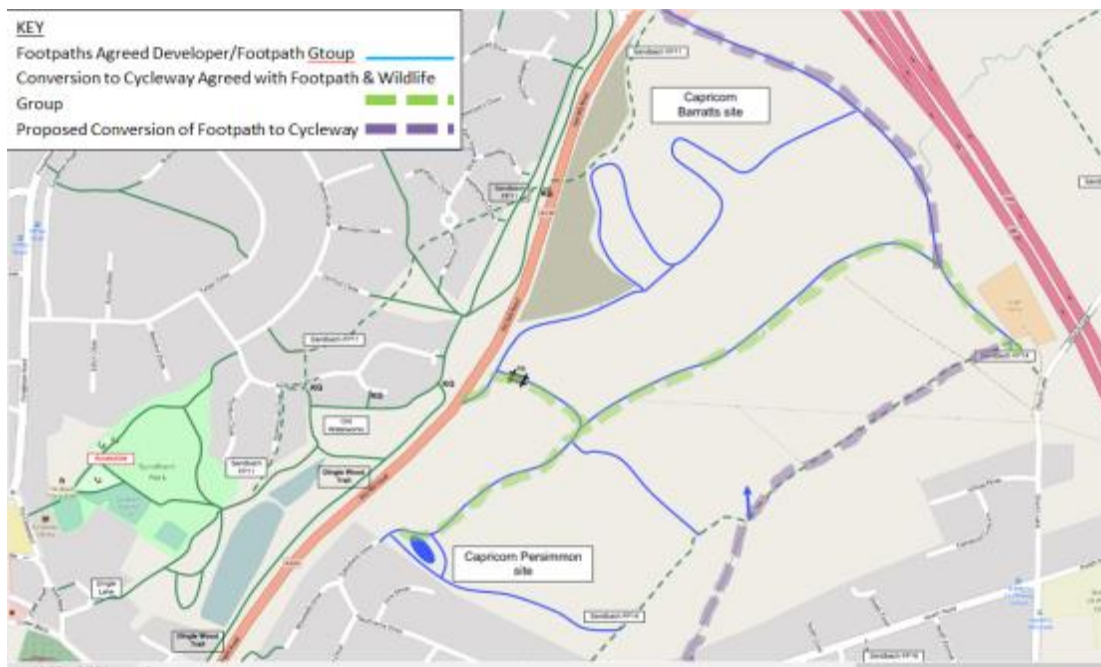
Other considerations for cycleways (not forming part of W&S Application 17/4838C) are discussed below, following the same numbering sequence for the sake of convenience.

### 2. Conversion of Footpaths to Cycleways

Sandbach Footpath Group have previously agreed a draft layout for footpath routes across the Capricorn developments. The Cycling Working Group have liaised with the Footpath Group and the Woodland and Wildlife Group to seek out solutions that would improve cycle access throughout the development, and, importantly, viable access from the development on to the newly constructed cycleway/footpath so as to link the developments with the town centre. Please refer to the layout plan below. This indicates the footpath layout that the Footpath Group have agreed with the developers, as solid thin blue lines.

Where the Cycling Group have agreed with the Footpath Group that there is potential for the footpath to be upgraded to cycleway is shown as a green dashed line. This would require construction of a footbridge – already planned by the Sandbach Woodland and Wildlife Group - to cross Arclid Brook in order to access Old Mill Road. The improvement from footpath to cycleway would, dependent on gradient restrictions, enable wheelchair access. This is an important side effect, enabling wheelchair users residing in the Capricorn Development not only to be able to travel to and from the town centre, but also to give them the opportunity to experience a part of Sandbach previously unavailable to them.

Proposed conversions of footpath to cycleway not included in the agreement are shown in the plan below as dashed purple lines. Both of these routes, in conjunction with routes described above, afford excellent access across the entire site.



As regards funding, all these conversions, and indeed the provision of footpaths and footbridges, are prime candidates for funding under the Cycling and Walking Infrastructure Strategy, described earlier in this Appendix 1 in Section C.

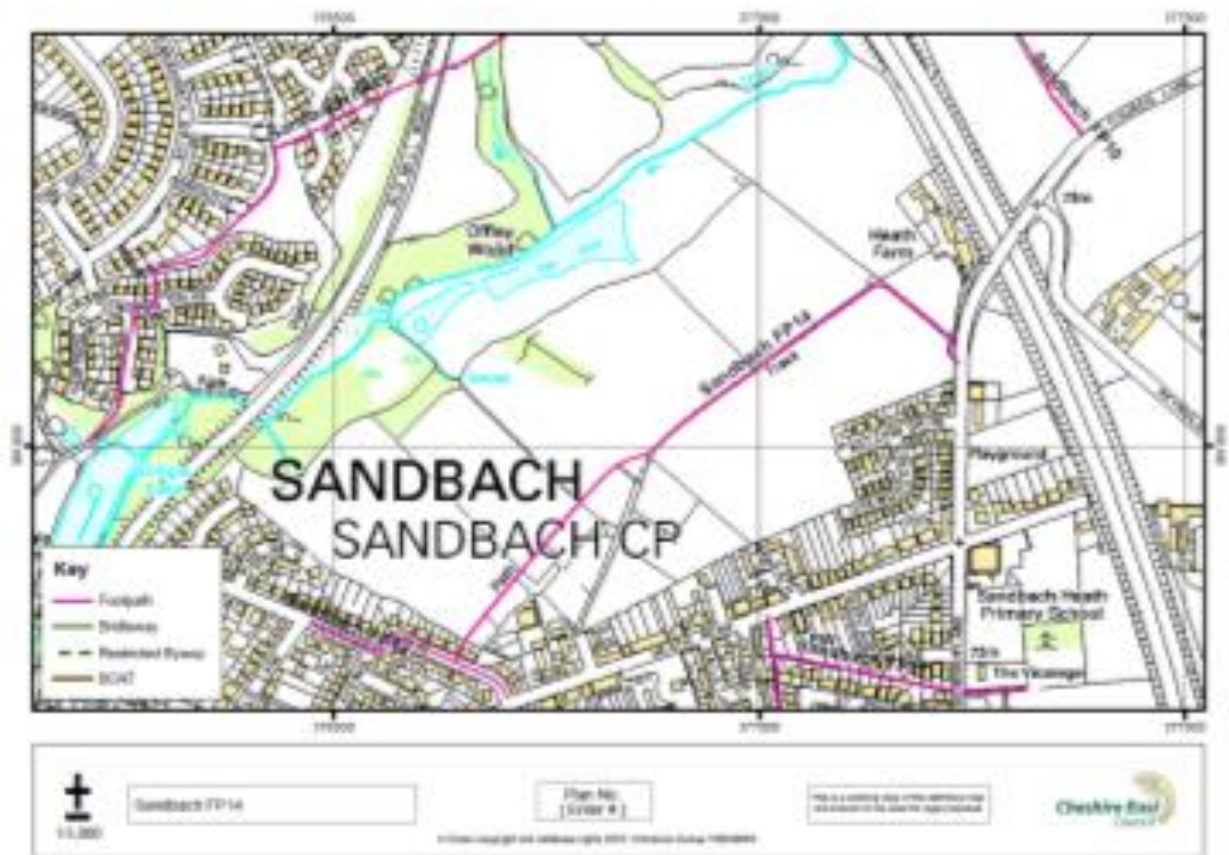
Such an arrangement would benefit all the developments, not just in terms of easing journeys, but in providing a significant recreational amenity, which, in conjunction with the footpath proposals, would serve to enhance the appeal of the countryside to residents by making it more accessible.

### 3. Footpath FP14 to be Diverted.

The precise route for Footpath FP14 is yet to be finalised, and judgment is reserved until there is a clear indication of this, although shared use as footpath/cycleway should be considered as part of this process. A deeply undesirable feature of Application 17/4838C is that the section of the footpath at the Church Lane End (see red line on sketch plan below) is diverted so that it runs immediately adjacent to and parallel to a Storage/Distribution Building (Unit G on the Blocking Plan), so that pedestrians and cyclists would be walking or riding in the shadow of a vertical wall. This is clearly unsatisfactory. The route of FP 14 and/or the positioning of the building should be re-considered.

This is fully supported by Cheshire East Public Rights of Way Team. See Appendix 5, e-mail from Jennifer Tench, Cheshire East Map Officer to Paul Wakefield, Cheshire East Planning, which calls for discussions with the developer in relation to the footpath route. A map indicating the current route of FP14 and the diversion indicated on the planning application

is shown below.

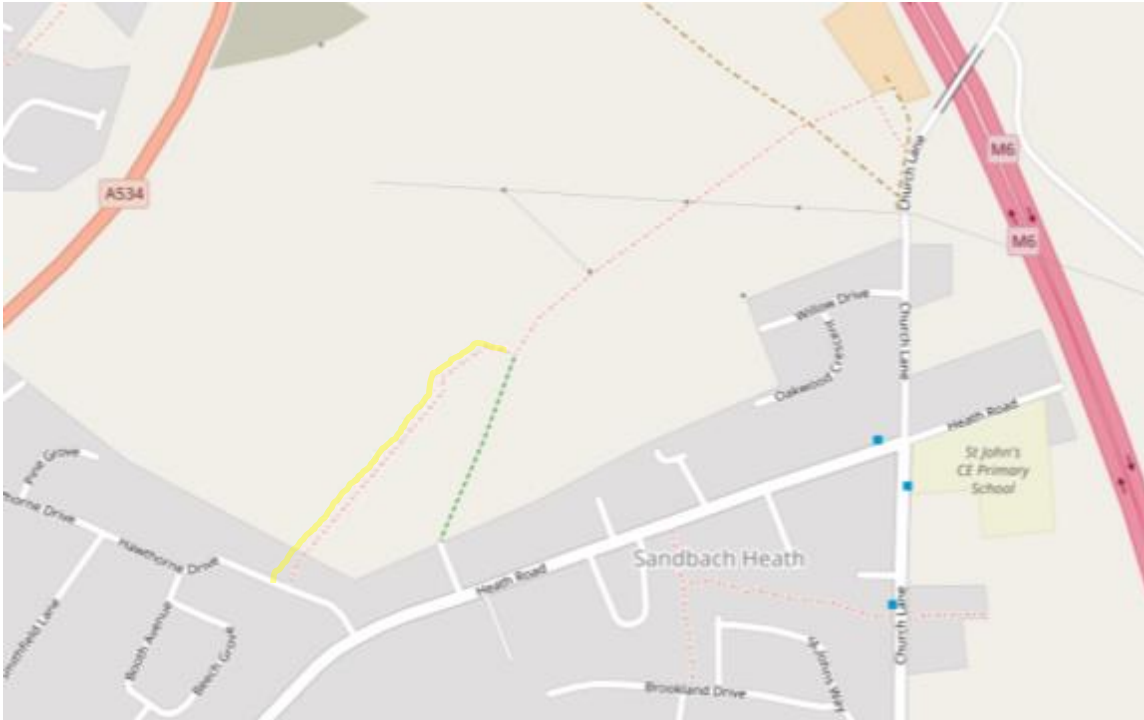


**Appendix C/1**, Photo's 1 to 9 and 11 to 14 also indicate current route for FP14.

#### 4. Proposed Link to Wrights Lane

This is a positive proposal and should be accepted. There is an existing serviceable bridleway that connects to FP14 which could easily be upgraded to a cycle path. The footpath, as it currently stands, is indicated below as a green dashed line. This would obviate the requirement of the section of FP14 highlighted in yellow on the plan below.

**Appendix C/1**, Photo's 31 to 36 refer.



5. Upgrade Footpath FP11/Link to Town Centre

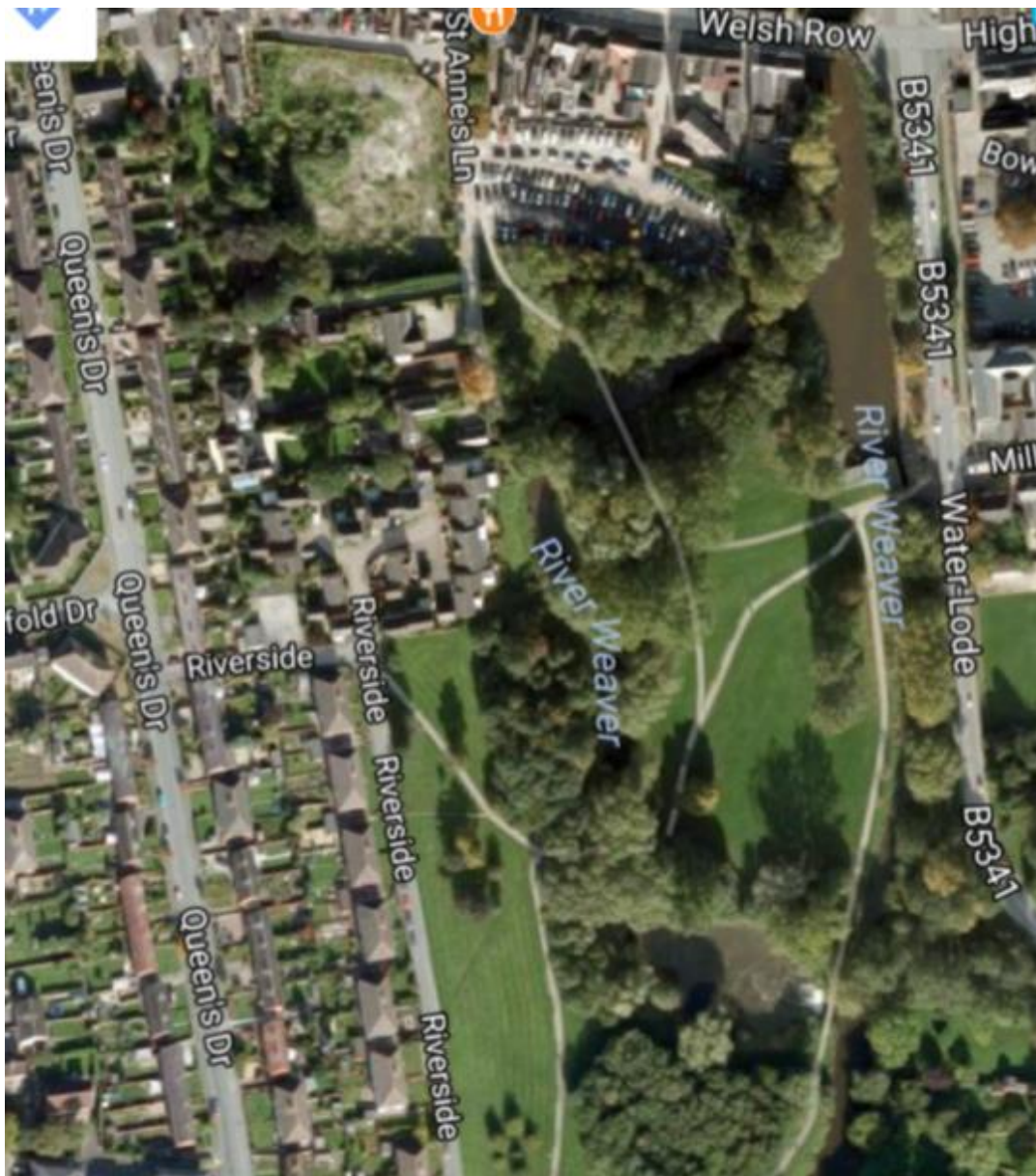


Footpath FP11 is shown above. It is recommended that this footpath is upgraded for cycle use. This can then be used to help create a link from the Barratts development to the Tatton Drive Estate, by crossing Old Mill Road at the newly constructed Toucan Crossing, then continuing along FP11 through to Adlington Drive via either Alderley Close or Swettenham Close. This enables cyclists to travel into the town centre without having to go all the way to High Street, or busy Congleton Road. This would also ease pedestrian and cycle travel to Offley Road School.

To facilitate this, there are several lengths of FP11 that would need to be upgraded, also a short length of hard surfacing in order to create an access to Alderley Close or Swettenham Close).

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By way of an example of best practice, please see below an aerial photograph of the popular footpath/cycleway network created by Cheshire East Council in Nantwich, alongside the River Weaver. This shows how such a network can aid pedestrian and cycle travel and also provides a recreational amenity, in the midst of residential housing estates and commercial enterprises.



Capricorn Development, Sandbach Heath. Photographic Survey November 2017

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Location Plan, indicating Photographs Numbered as Index.





Capricorn Development, Sandbach Heath. Photographic Survey November 2017



**Photo 01 Persimmon Site Entrance Hawthorne Drive**



**Photo 02 Entrance to FP14 Hawthorne Drive**



**Photo 03 FP14 Looking NE behind Hawthorne Drive**



**Photo 04 FP14 60 metres in looking SW back to Hawthorne**

Capricorn Development, Sandbach Heath. Photographic Survey November 2017



Photo 05 FP14 60 metres in looking NE



Photo 06 FP14 from stile 230m in looking SW back to Hawthorne Drive



Photo 07 FP14 250m in looking NE dogleg



Photo 08 FP14 300m in looking NE dogleg

Capricorn Development, Sandbach Heath. Photographic Survey November 2017



Photo 09 FP14 looking NE towards Oak Farm



Photo 10 Looking East towards Willow Drive



Photo 11 FP14 looking back SW from Oak Farm



Photo 12 FP14 from Oak Farm to access on Church Lane



Photo 13 FP14 from Church Lane looking NW



Photo 14 End of Willow Drive. FP14 entrance on Church Lane



Photo 15 Filter Bed Woods - Well Used Footpath adjacent to West Pond



Photo 16 Route of Proposed Connection to Old Mill Road Through Filter Bed Woods

Capricorn Development, Sandbach Heath. Photographic Survey November 2017



**Photo 17 Route of Proposed Road Connection to Old Mill Road Through Filter Bed Woods**



**Photo 18 Footpath adjacent Filter Bed Woods looking East**



Photo 02 English Oak

**Photo 19 Undulating Ground to SW of Filter Bed Woods looking West**



**Photo 20 Undulating Ground to SW of Filter Bed Woods looking East**

Capricorn Development, Sandbach Heath. Photographic Survey November 2017



Photo 21 Undulating Ground and Stream looking West to Daisybank Drive



Photo 22 Looking East across Persimmon Site from Daisybank Drive



Photo 23 Looking South Across Persimmon Site from Daisybank Drive



Photo 24 Looking West towards Daisybank Drive from middle of Persimmon Site

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**Photo 25 looking SW towards Pine Grove from Middle of Persimmon Site**



**Photo 26 Looking SE towards Hawthorne Drive from Middle of Persimmon Site**



**Photo 27 Looking East towards Heath Road from Middle of Persimmon Site**



**Photo 28 Persimmon Site looking North from end of Pine Grove**



**Photo 29 End of Daisybank Drive looking North in Direction of Persimmon Site**



**Photo 30 Looking West across Southern edge of Persimmon Site, Showing Valley - Daisybank Drive and Filter Bed Woods in Background**



**Photo 31 Wrights Lane connection to FP14 - Start Point**



**Photo 32 Wrights Lane connection to FP14 30m in**



Capricorn Development, Sandbach Heath. Photographic Survey November 2017



Photo 33 Wrights Lane connection to FP14 looking back 100 metres in



Photo 34 Wrights Lane connection to FP14 looking back 200 metres in



Photo 35 Wrights Lane connection to FP14 End of path looking NE



Photo 36 Wrights Lane connection to FP14 End of path looking SW

Capricorn Development, Sandbach Heath. Photographic Survey November 2017



*St John's Church, Sandbach Heath, taken from Filter Bed Ponds. 14<sup>th</sup> November 2017*

# SANDBACH WOODLAND AND WILDLIFE GROUP



Orange-tip butterfly  
Stella Stilwell

**5 November 2017**

Head of Planning and Housing  
Cheshire East Council  
Development Management  
PO Box 606, Municipal Buildings  
Crewe, Cheshire  
CW1 9HP

**PLANNING APPLICATION 17/4838C  
CAPRICORN 2A**

Dear sirs

## **REFERENCE: APPEAL DECISION ON GORSTY HILL GOLF COURSE**

The Sandbach Woodland and Wildlife Group are submitting a second response to the planning application 17/4838c confirming their opposition to this application, based in the significant destruction of the wildlife corridor in two places.

To support this second letter of opposition we make reference to the recent decision of the Secretary of State in the appeal hearing of 14/5671N and 16/3092N (Gorsty Hill Golf Course). The Inspector recommended that both appeals be dismissed and planning permission refused for Appeal A.

The importance of the Local Plan and Neighbourhood Plan appeared to be a crucial element in this decision, despite the unfinalised nature of the Neighbourhood Plan covering this area.

**IN THE CASE OF 17/4838C, SANDBACH NEIGHBOURHOOD PLAN WAS FULLY ADOPTED IN 2016 AND PROVIDES AN IMPORTANT DOCUMENT IN ARGUING AGAINST THIS DESTRUCTION OF THE WILDLIFE CORRIDOR. THE CHESHIRE EAST LOCAL PLAN HAS ALSO BEEN ADOPTED. THERE SHOULD BE NO DOUBT ON THE SIGNIFICANT IMPORTANCE OF THESE TWO DOCUMENTS TO THE PLANNING APPLICATION 17/4838C**

**Chair: Dick Macaulay**

The Secretary of State dismissed the Gorsty Hill planning appeals involving up to 900 homes because it conflicted with Local Plan policies. The contested scheme on the former Gorsty Hill Golf Course was for a major residential-led mixed use development. In his decision letter dated 10 October 2017, the Secretary of State gave 'significant weight' to the policies of Cheshire East Council's adopted Local Plan for the protection of the countryside. He also found that, through the Local Plan, the council was able to demonstrate a five year supply of deliverable housing land. Weight was also given to the as yet to be fully adopted Neighbourhood Plan for the area

In an appeal decision two days later, on 12 October, it was found by an Inspector that settlement boundaries and policies relevant to the supply of housing were not out of date. In dismissing the appeal proposal for residential development on the edge of the village of Aston, the Inspector gave significant weight to Local Plan policy that sought to protect the countryside.

**The SWWG considers that this decision by the Secretary of State on the Gorsty Hill Golf Course planning appeal be taken to be an important precedent and that full consideration is made of this decision when this planning application comes before committee.**

Yours sincerely

Dick Macaulay

Chair, Sandbach Woodland and Wildlife Group

**Chair: Dick Macaulay**

**Chair: Dick Macaulay**

## **CAPRICORN SITE, SANDBACH**

### **FOOTPATHS AND CYCLEWAYS MASTER PLAN Issue 2**

#### **SUMMARY**

- i) Barratts have agreed to extend the planned woodland path through to link to the boundary with Filter Bed Wood.
- ii) Persimmon are looking at:
  - a) Formalising the existing path from the proposed attenuation pond area to create a link to the north end of Filter Bed Wood.
  - b) What fencing will be necessary on the Filter Bed Wood boundary (various safety reasons).
- iii) W&S (Sandbach) are aware of the essential requirements of retaining PROW FP14, according to the Sandbach Neighbourhood Plan (SNP)
- iv) W&S (Sandbach) are aware of the need for:
  - a) A footpath/cycle way from the A534 near to the M6 J17 through to PROW FP14 and then leading to Church Lane.
  - b) A green footpath in the meadowland, southeast of the fishponds, linking from Filter Bed Wood to the footpath/cycleway in a) above.
  - c) Retaining Wrights Lane as a footway/cycleway access to the W&S area.
  - d) Establishing a footway/cycleway access to the W&S area from Willow Drive.
- v) Sandbach Woodland and Wildlife Group (SWWG) will oversee the creation of new footpaths in Filter Bed Wood, together with a new footbridge over Arclid Brook, these new paths linking with those in i) and ii) above.
- vi) SWWG will pursue funding for the development in v) above, including requesting a contribution from both Barratts and Persimmon, in recognition of the considerable benefits of this resource to the residents of their developments.

16th February 2017

**FOOTPATHS AND CYCLEWAYS MASTER PLAN Issue 2**

This Master Plan has been developed by local Community Groups: Sandbach Woodland and Wildlife Group [SWWG], Sandbach Footpath Group [SFG], South East Cheshire Cycling Action Group [SECCAG], Grassroots Disability Sandbach and Sandbach A Rocha UK. Within these Community Groups, there is an extensive amount of local knowledge about the geography and ecology of the area. This knowledge has been used as the basis for this Master Plan, to provide a number of linking footpaths and cycleways for the benefit of residents and visitors to the Capricorn area.

**1. OFFLEY WOOD (Barratts Homes)**

The extension to the planned footpaths through Offley Wood to link with Filter Bed Wood (Cheshire East BC land) has been agreed with Barratts [ref Drawing number D5025.02.016C, dated 29.11.2016]. The final length to the Offley Wood/Filter Bed Wood boundary has not yet been established. The community groups have established a proposed location for a bridge over Arclid Brook and SWWG have cleared the vegetation to make a rough path on each side of where the bridge would be. The OS grid reference for the bridge is 76541-61137.

Please see item 2 on the attached map.

There is a timber fence between the two woods; this presumably indicates the change in land ownership.

**2. ATTENUATION POND (Persimmon Homes)**

Drawing PH014/01/PH2 shows a footpath from Daisybank Drive around the south side of the attenuation pond to the new estate road north of Hawthorn Drive. The community groups discussed at an early stage an additional path to the north side of the pond to make a short but pleasant circular path. These paths would also link with, albeit mainly on pavement, with FP14. Please see item 4 on the attached map.

**3. FILTER BED WOOD link (Persimmon Homes)**

The community groups would wish to see the proposed path from Daisybank Drive to the attenuation pond connecting to the existing (but informal) path already through the meadow alongside the [south east] perimeter of Filter Bed Wood, and this informal path improved. The outlet from this attenuation pond will be in an underground culvert. A footpath route ought to be possible over the culvert, and not needing a footbridge.

This path through the meadow has traditionally been used as access to Filter Bed Wood and the fishing ponds beyond, and connects with Filter Bed Wood into the small area of Filter Bed Wood not owned by Cheshire East (assumed to be in Persimmon ownership – to be checked). It would pass through this part of the wood and join up with Cheshire East Land at its north end of the wood. It is highly desirable that there is no access to Filter Bed Wood here, as there are Common Pipistrelle and Soprano Pipistrelle bats living in the crack willows

in the Cheshire East land. Also, roosting in the area are Noctule Bats, and Brown Long-eared Bats and Leisler Bats are feeding and/or commuting there.

Filter Bed Wood is an important wildlife area with some unique habitat. There is no public access to it at the present time. There are the remains of a barbed wire fence along the edge of this wood between the meadow and the wood. With the increased public access that the Persimmon development will create, there would be need of a replacement timber fence along the Filter Bed Wood border to prevent access. As well as the need to protect wildlife, there is the safety hazard of quite deep water in the old filter beds together with the risk caused by a number of crack willow trees that may drop a branch from time to time. A four-bar, 1.4 metre high, wooden fence would be suitable.

#### **4. FILTER BED WOOD - WOODLAND PATH ALONGSIDE OLD MILL ROAD**

A new footpath is proposed along the edge of Filter Bed Wood between Arclid Brook and the culvert under Old Mill Road (A534). This would provide an alternative route for the length of Filter Bed Wood to the combined footpath/cycle way alongside Old Mill Road. This would link at the wooden fence (gated) with the path through Offley Wood agreed with Barratts (see item 1 OFFLEY WOOD (Barratts Homes) above). This path could also be accessed at either end from Old Mill Road.

Please see item 3 on the attached map.

#### **5. OFFLEY WOOD/FILTER BED WOOD LINK**

The planned link from Offley Wood along the perimeter of Filter Bed Wood would provide a woodland walk into town from both housing developments, going through Daisybank Drive and along to the existing alley down to the controlled pedestrian crossing at the A534 and A 533 traffic lights. The route would then go up High Street, or via Dingle Wood and the new footbridge across Arclid Brook, and up Church Street. The only contact with the A534 would be by the existing controlled pedestrian crossing.

SWWG would, with Cheshire East's approval, take on the project of construction the path around Filter Bed Wood and installing the bridge over Arclid Brook. The timber fence would also be extended to restrict access to Filter Bed Wood. The SWWG have an excellent record of completing such projects on Cheshire East Land over the past 10 years. They would, of course, require some funding to take on this project. It is considered that this woodland walk, especially for the Barratts development, but also for the Persimmon development, would be an excellent unique selling point. The SWWG would be approaching the two developers involved for a financial contribution for this work, once the detail has been worked out. Cheshire East Park Development officer is supportive of the bridge and associated paths subject to an agreement with the SWWG on their maintenance.

A visit to the Persimmon site was made on 02 Feb 2017 with Persimmon staff Niall Mellan and Simon Allcock, to look at the possibility of formalising the existing footpath from Daisybank Drive to Filter Bed Wood across the Persimmon site.

At that meeting Persimmon agreed to:

- Look at creating a path from the planned attenuation pond in a northerly direction along the Filter Bed Wood boundary. This would extend into the small area of Persimmon owned woodland (part of Filter Bed Wood). **Note** Persimmon ownership of this small area to be confirmed. This path would lead to a path through Filter Bed



Wood to the proposed bridge over Arclid Brook to link to the (already agreed) path being created through Offley Wood.

- See what fencing was necessary to restrict public access to Filter bed Wood. This was required for public safety reasons, the hazardous remaining filter beds in the wood and the possible danger of falling trees, most of which are crack willow.

## **6. PROW FP 14 (Persimmon Homes)**

This PROW appears to have been replaced mainly by being routed along pavements. This is contrary to Sandbach Neighbourhood Plan [SNP] detail on PROW replacements, which requires changed routes for PROWs to be dedicated for this purpose and NOT on pavements (*see end of this doc for SNP App 3*), but this (unsatisfactory) arrangement was agreed (15/2186c - Sept 2015) prior to this SNP being approved (June 2016).

## **7. PROW 14 (W&S Sandbach)**

Here the existence of PROW FP 14 has been totally ignored. This is completely unsatisfactory. The SNP was approved prior to this planning submission being made, and it should have been taken into account. The SNP has further been totally ignored, as shown in the outline planning application by the incursions into the Sandbach Wildlife Corridor driving a new access road through Filter Bed Wood onto Old Mill Road. As far as the SWWG is concerned this is totally unacceptable.

Two staff from IPad joined the Persimmon visit on 2 February 2017 (Daryl Smith and Nigel Harvey). Following the Persimmon visit, Carolyn Lowe and Trevor Boxer looked, with the IPad staff, at the possibility of creating some informal walks to the southeast of the fish ponds, by wooded areas in the W & S (Sandbach) section to link the paths in the Persimmon section near Filter Beds Wood with the footpath/cycleway from A534 through to Church Lane. Please see item 7 on the attached map.

The need to link from the A534 to the Sandbach Heath [St John's] School with a green footway and cycle route was also emphasised. Darryl Smith and Nigel Harvey took these points on board and said they would report back (see paragraph 8 below and item 8 on the attached map).

Previously the IPad staff were in discussions with Matthias Bunte regarding a footway/cycleway links into the W&S area via Wrights Lane and Willow Drive. Please see items 5 and 9 on the attached map.

It was agreed, at the time, that these links would be added to the detailed W&S drawings.

## **8. LINK FROM CONGLETON ROAD (A534) THROUGH TO CHURCH LANE (W&S Sandbach)**

The community groups would like to see a dedicated footpath and cycle way accessible link between these two roads were this development to go ahead. The preferred route from Congleton Road to Offley Wood would be in the green planting between the houses (Barratts) and the proposed commercial and industrial site. This path/ cycle way would then cross the valley on the proposed high level bridge over Arclid Brook with a dedicated cycle way. Ideally the groups would like to see a low level path under the high level bridge, but it is

not known yet if this could be feasible. It would then follow a route through to and exit onto Church Lane, the route being away from any proposed roads and pavements. Please see item 8 on the attached map.

At the present time, there seems to be no plans for dedicated routes for cycle, wheelchairs, mobility carts, baby buggies etc., in the whole Capricorn development. This is not a situation that any of us should be at all satisfied with.

## **CONCLUSION**

The considerable benefits and advantages of the proposed footpaths on both the Persimmon and Barratts sites, together with the proposed link through Filter Bed Wood, including the bridge over Arclid Brook, linking these two, would provide approximately two kilometers of woodland and meadowland walks for residents of over 400 households on the two sites.

We consider this to be a unique selling attribute for both the Barratts and Persimmon developments, and that jointly providing financial support to allow this footpath development to proceed to its completion would be of great benefit to the two companies.

If satisfactory arrangements can be made with W & S (Sandbach) for PROW FP14 and possible links from this to a possible footpath/cycle way from adjacent to the M6 J17, together with some augmentation of the existing Barratt plans for Offley Wood footpaths, then the total length of woodland and meadowland walks could be increased to well over three kilometers. If these proposals are agreed this length of footpath would also be available to all occupants, visitors and residents that will occupy premises in this area.

There are potential benefits accruing to W & S (Sandbach) on the development of the footpaths and cycle ways proposed on their site. The unique characteristic of the Barratts and Persimmon sites is the mutual benefit to be derived from cooperation in funding the footpath links and bridge.

If all the developers at Capricorn work together on this footpath and cycleway masterplan, as described, then the benefits to the residents and visitors will greatly exceed any benefits that would have accrued from shorter routes done in isolation. The results would be an enhanced place to live and more saleable housing for all the developers.

### **Community Groups:**

Craig Bailey (Grassroots Disability Sandbach chair)  
Trevor Boxer (SFG, chair),  
Matthias Bunte (SECCAG and Cycling UK),  
George Hill (A Rocha UK, SWWG),  
Carolyn Lowe (STC, SFG, SWWG),  
Dick Macaulay (SWWG chair, SFG)

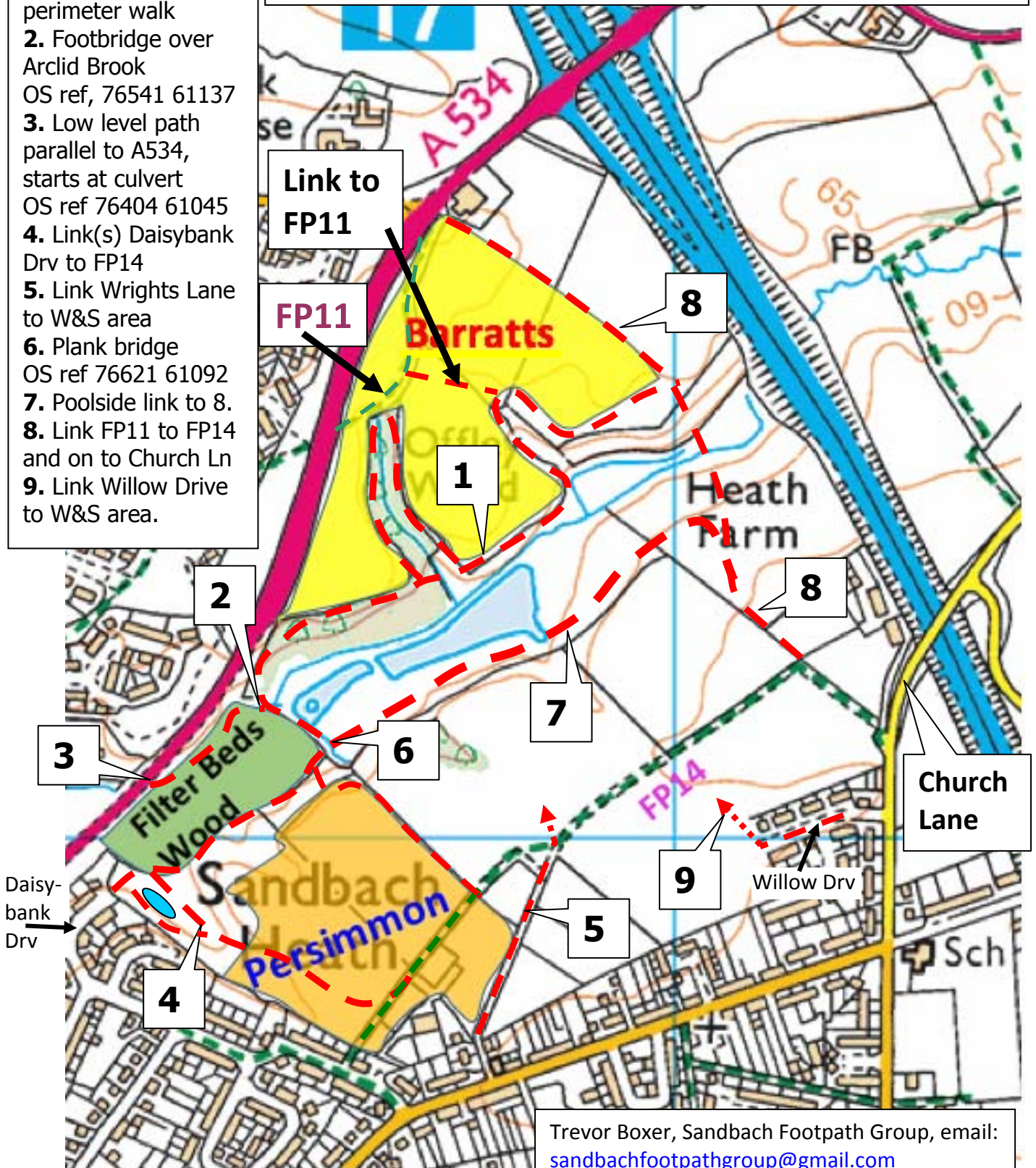
### **Abbreviations:**

SFG, Sandbach Footpath Group  
SECCAG, South East Cheshire Cycling Action Group  
SWWG, Sandbach Woodland and Wildlife Group  
STC, Sandbach Town Council

# Capricorn Footpath/Cycleway Masterplan

## KEY

1. Barratts woodland perimeter walk
2. Footbridge over Arclid Brook  
OS ref, 76541 61137
3. Low level path parallel to A534,  
starts at culvert  
OS ref 76404 61045
4. Link(s) Daisybank Drv to FP14
5. Link Wrights Lane to W&S area
6. Plank bridge  
OS ref 76621 61092
7. Poolside link to 8.
8. Link FP11 to FP14  
and on to Church Ln
9. Link Willow Drive to W&S area.



Trevor Boxer, Sandbach Footpath Group, email: [sandbachfootpathgroup@gmail.com](mailto:sandbachfootpathgroup@gmail.com)

**--- Informal linking footpaths**

**Routes of paths**, estate areas and woodland areas are intended to be notional and may not be to scale. Links allow a reasonably quiet route to Sandbach Town via Daisy Bank Drive. Also, links to Church Lane, via FP14, give access to a network of footpaths beyond M6.

**Cheshire East  
Development Management**  
PO Box 606  
Municipal Buildings  
Crewe  
Cheshire  
CW1 9HP

**Our ref:** SO/2017/117644/01-L01  
**Your ref:** 17/4838C  
**Date:** 01 November 2017

**FAO Paul Wakefield**

Dear Sir

**OUTLINE APPLICATION FOR DEVELOPMENT OF COMMERCIAL PARK INCLUDING OFFICE USE, INDUSTRIAL UNITS, STORAGE AND DISTRIBUTION, A SPORTS FACILITY AND A LOCAL CENTRE. (RESUBMISSION OF 16/4631C) CAPRICORN PARK, LAND SOUTH OF OLD MILL ROAD, SANDBACH**

Thank you for consulting us with the above application received in this office 16<sup>th</sup> October 2017.

**Environment Agency position**

We have no objection in principle to the proposed development but make the following comments;

**Flood Risk**

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure, as detailed in the Flood Risk Assessment submitted with this application, is implemented and secured by way of a planning condition on any planning permission.

**Condition**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measure detailed within the FRA:

- Provision of compensatory flood storage, to mitigate for the loss of floodplain at the new road crossing on an embankment over Arclid Brook.

**Reason**

To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

Environment Agency  
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.  
Customer services line: 03708 506 506  
[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)

Cont/d..

## **Ecology**

National Planning Policy Framework (NPPF), paragraph 109, recognises the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. This contributes to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

The Natural Environment and Rural Communities Act (2006) requires Local Authorities to have regard to nature conservation, and article 10 of the Habitats Directive stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. Such networks may also help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the North West River Basin Management Plan.

In light of the above requirements we recommend the following conditions be applied to any decision notice;

### **Condition**

Prior to the commencement of development, a scheme for the provision and management of an undeveloped buffer zone (at least 8 metres wide), between the banktop of Arclid Brook and any built development (e.g. garden fences, paths, buildings), shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- plans showing the extent and layout of the undeveloped buffer zone
- details demonstrating how the undeveloped buffer zone will be protected during development and managed/maintained over the long-term
- details of any footpaths, fencing, etc.

### **Reason**

Development that encroaches into the Arclid Brook corridor has potential to severely impact its ecological value. Land alongside Arclid Brook is particularly valuable for wildlife and it is essential it is protected.

The National Planning Policy Framework (NPPF), paragraph 118, states that if significant harm resulting from a development cannot be avoided, adequate mitigation and compensation must be provided. The following condition would seem appropriate;

### **Condition**

No development shall take place until a scheme for the provision and management of compensatory habitat creation has been submitted to and agreed in writing by the local planning authority and implemented as approved. Thereafter the development shall be implemented in accordance with the approved scheme.

### **Reason**

The construction of the proposed access road to the north-east of the site, within Arclid Brook Valley West Local Wildlife Site, will result in permanent habitat loss.

This is likely to have severe impact on the site's ecological value.

## **Informatives**

Arclid Brook is designated "main river". The 2 proposed crossings over Arclid Brook will require a permit, under the Environmental Permitting (England & Wales) Regulations 2016.

We are generally opposed to the culverting of watercourses, partly due to their adverse ecological impact. Culverts tend to create a barrier to wildlife and lead to the fragmentation of the wildlife corridor. To enable access to the proposed development site, we recommend the use of wide, open-span bridges over watercourses and the retention of the river banks to protect wildlife.

A permit may also be required from the Environment Agency for any other proposed works or structures, in, under, over or within eight metres of the top of the bank of Arclid Brook. This was formerly called a Flood Defence Consent. Some activities are also now [excluded](#) or [exempt](#). A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

Please forward a copy of this letter to the applicant.

Yours faithfully

**Mr Stephen Sayce**  
**Sustainable Places Planning Advisor**

Direct e-mail [stephen.sayce@environment-agency.gov.uk](mailto:stephen.sayce@environment-agency.gov.uk)

**From:** TENCH, Jennifer  
**Sent:** 17-Oct-2017 10:00  
**To:** CE - PLANNING APP COMMENTS; WAKEFIELD, Paul  
**Subject:** [OFFICIAL] Planning application ref. 17/4838C Capricorn Park, Land South of Old Mill Road, Sandbach  
**Attachments:** SandbachFP14.pdf

Dear Sir/Madam

**Planning application ref. 17/4838C Capricorn Park, Land South of Old Mill Road, Sandbach**

Thank you for your letter of 16<sup>th</sup> October 2017 regarding the above development proposal. The development, if granted consent, would affect **Public Footpath No. 14, Sandbach** as recorded on the Definitive Map and Statement, the legal record of Public Rights of Way.

Please note the Definitive Map and Statement is a minimum record of Public Rights of Way and does not preclude the possibility that Public Rights of Way exist which have not been recorded, and of which we are not aware. There is also a possibility that higher rights than those recorded may exist over routes shown as Public Footpaths and Bridleways.

It is noted that the applicant has proposed a diversion route for FP14 Sandbach through the development, however there are a few issues with the proposed alignment, therefore we would wish to enter into discussions with the developer prior to any application being submitted to divert the public footpath. As it stands we would not be happy to progress a footpath diversion order based on the diversion route shown on the blocking plan. The main issues being there is a dog leg in the proposed route at its western end,

which does not appear to serve a purpose; also the path is shown going between the back of buildings 'H' and 'G' and the back of existing houses on Willow Drive. This would not be suitable as it does not provide adequate surveillance, it is not best practice to create an alleyway footpath of this nature due to the potential crime and anti-social behaviour problems this may cause; also the owners of properties on Willow Drive would no doubt object to a diversion order if this was the proposed alternative route.

Therefore discussion with the developer on the proposed alignment of the diversion of FP14 Sandbach would be needed before an application is submitted.

### National Planning Policy Framework and Defra Guidance

The National Planning Policy Framework states that *“planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails”* (para 75). NPPF continues to state (para. 35) that *“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.....*

- *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”.*

The proposed development would have a **direct and significant** effect on the Public Right of Way, which constitutes *“a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered”* (Defra Rights of Way Circular (1/09), Guidance for Local Authorities, Version 2, October 2009, para 7.2).

### Conditions



The Public Rights of Way team would seek the following conditions to be applied to any planning consent granted:

- a) Prior to the commencement of development, a Public Rights of Way scheme of management shall be submitted to and approved by the Planning Authority in liaison with the Public Rights of Way team as the Highway Authority. The scheme shall include provision for:
  - i. the design of access and Public Rights of Way routes within the development and their surfacing, widths, gradients, landscaping and structures;
  - ii. any proposals for the diversion or extinguishment of any Public Right of Way under section 257 of the Town and Country Planning Act 1990; and,
  - iii. any proposals for the temporary closure of any Public Rights of Way, along with alternative route provision.
- b) The line of the Public Right of Way shall be marked out on the development site prior to the commencement of and during the development.
- c) Pre-commencement and post-completion condition surveys of the surface of the Public Right of Way shall be undertaken by the developer, with the developer restoring any degradation identified.

### Informatives

-

The Public Rights of Way team would seek the following informatives to be applied to any planning consent granted:

-

- a) The attention of the developer is drawn to Defra Rights of Way Circular (1/09), Guidance for Local Authorities, Version 2, October 2009, para 7.11, which reads:

*“The grant of planning permission does not entitle developers to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under section 247 or 257 of the 1990 Act, for the diversion or extinguishment of the right of way, will invariably be made or confirmed. Development, in so far as it affects a right of way, should not be started and the right of way should be kept open for public use, unless or until the necessary order has come into effect. The requirement to keep a public right of way open for public use will preclude the developer from using t*

*he existing footpath, bridleway or restricted byway as a vehicular access to the site unless there are existing additional private rights”.*

-

b) No change to the surface of the Public Right of Way can be approved without consultation with the Public Rights of Way team of the Highway Authority. The developer should be aware of their obligations not to interfere with the Public Right of Way either whilst development is in progress or once it has been completed; such interference may well constitute a criminal offence. In particular, the developer must ensure that:

i. there is no diminution in the width of the Public Right of Way available for use by members of the public;

ii. no building materials are stored on the Public Right of Way;

iii. no damage or substantial alteration, either temporary or permanent, is caused to the surface of the Public Right of Way;

iv. vehicle movements are arranged so as not to unreasonably interfere with the public's use of the Public Right of Way;

v. no additional barriers (e.g. gates) are placed across the Public Right of Way, of either a temporary or permanent nature;

vi. no wildlife fencing or other ecological mitigation measures are placed across the Public Right of Way or allowed to interfere with the Public Right of Way (note that 'RSJ' solutions may be acceptable); and,

vii. the safety of members of the public using the Public Right of Way is ensured at all times.

c) Any variation to the above will require the prior consent of the Public Rights of Way team of the Highway Authority. If the development will permanently affect the Public Right of Way, then the development must apply for a diversion of the route under the Town and Country Planning Act 1990 concurrent with the planning application process. The attention of developers is drawn to the timescales involved in any Public Right of Way legal process and to the guidance notes available at [www.cheshireeast.gov.uk/prow](http://www.cheshireeast.gov.uk/prow).

d) The Public Rights of Way team of the Highway Authority will take such action as may be necessary, including direct enforcement action and prosecution, to ensure that members of the public are not inconvenienced in their use of a Public Right of Way both

during and after development work has taken place.

Regards

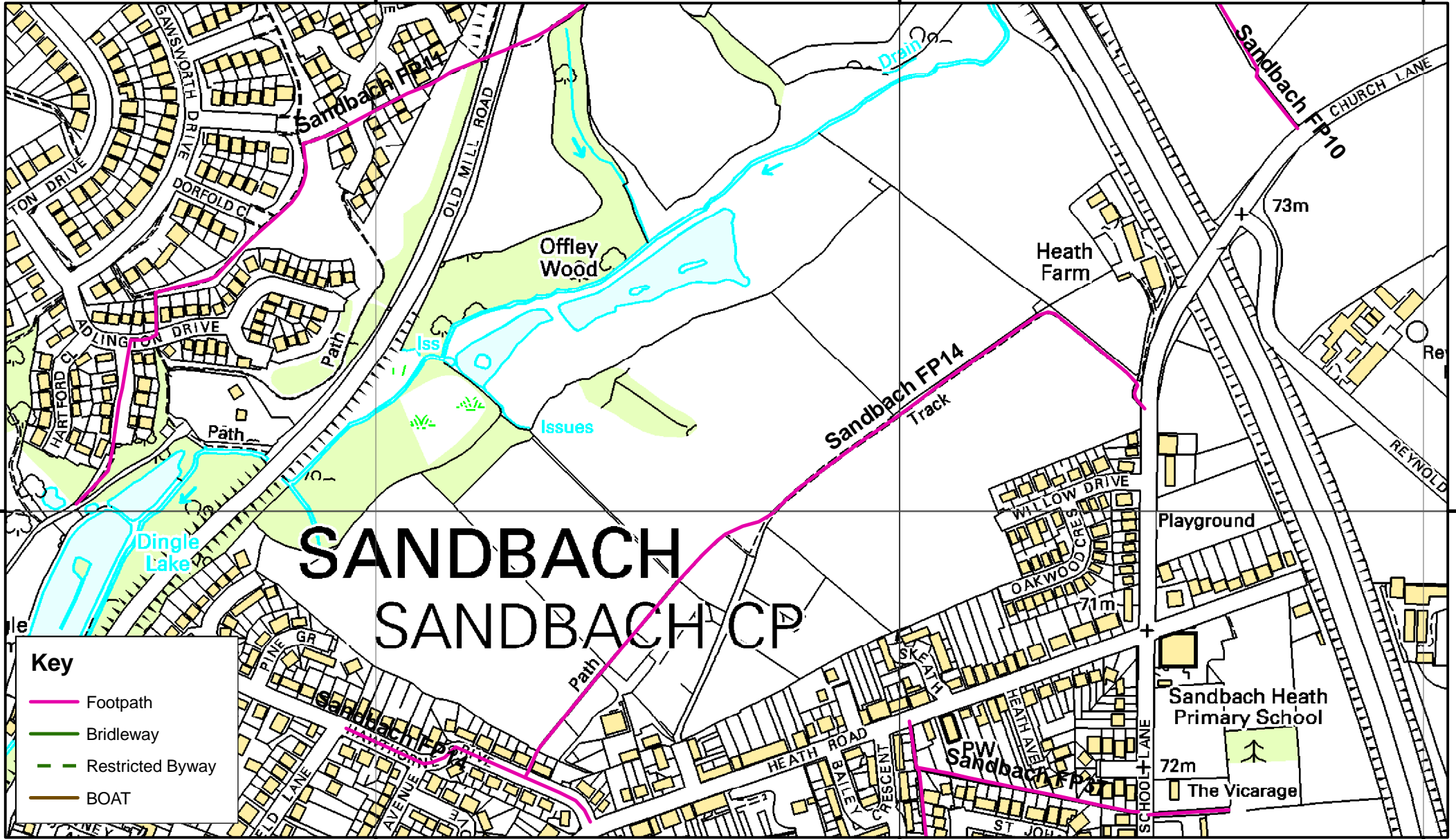
**Jennifer Tench**  
**Definitive Map Officer**

**Cheshire East Council**  
**Public Rights of Way Team**  
**2nd Floor, Old Municipal Buildings, Earle Street, Crewe, CW1 2BJ**  
**Tel: 01270 686158**

376500





377000

377500



# SANDBACH SANDBACH CP

**Key**

-  Footpath
-  Bridleway
-  Restricted Byway
-  BOAT



1:5,000

Sandbach FP14

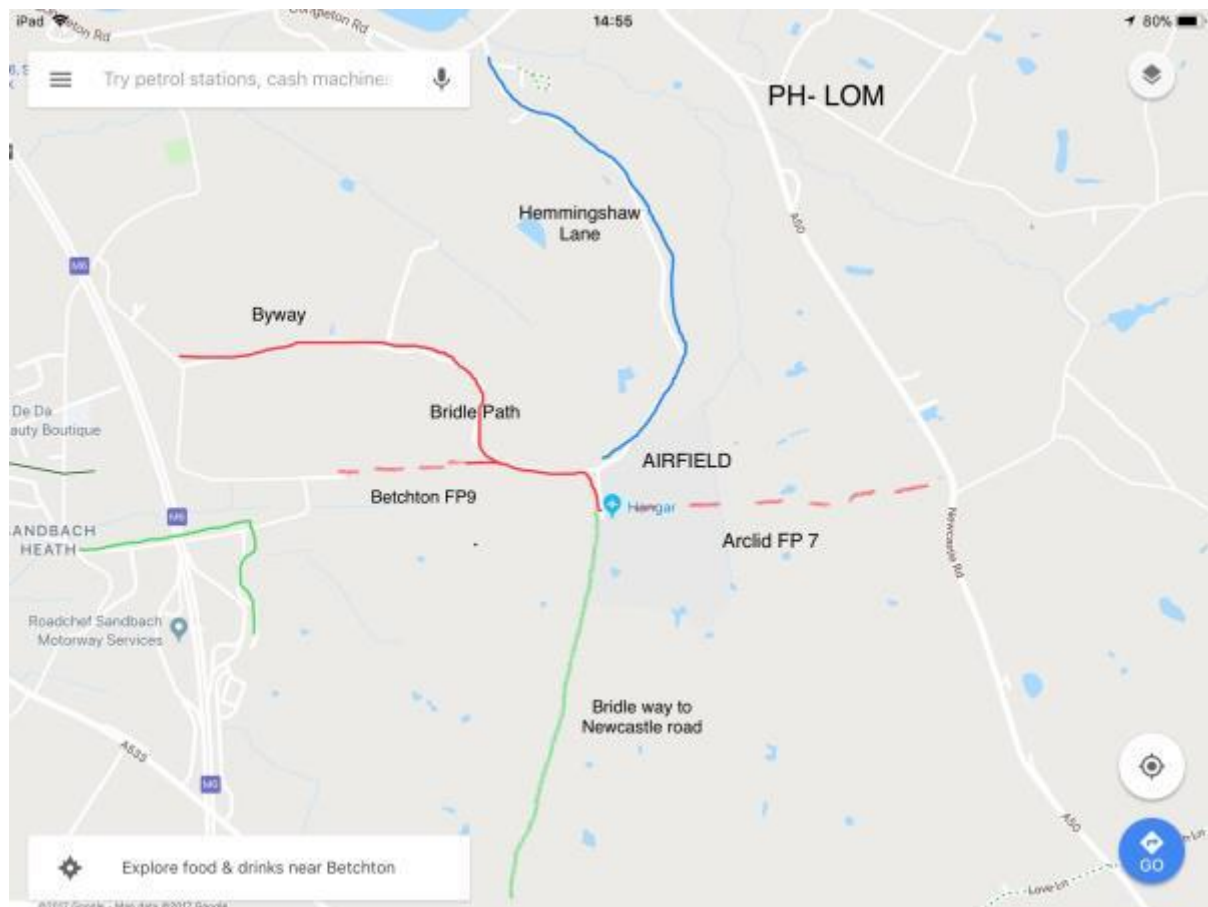
Plan No.  
[ Enter # ]

This is a working copy of the definitive map  
and should not be used for legal purposes



## APPENDIX 2

### FOOTPATH FP 32 CYCLING LINK TO CONGLETON



As identified in the Sandbach Neighbourhood Development Plan, Policy PC5 “Footpaths and Cycleways”, there are a number of footpaths which fan out from the town centre into the adjacent countryside. The SNDP recognises that these connections are in need of improvement. The Town Cycling Plan Methodology Guide recommends “wider infrastructure schemes for the local area” and links to other destinations. Congleton to the East, is arguably within cycling distance for work and leisure, yet due to the heavy traffic and presence of HGVs, the A534 is an unattractive route for the

cyclist, especially in the the area from junction 17 of the M6 to the Arclid crossroads.

**Top right - Byway from Reynold's Lane between Reynold's Farm & Ivy Cottage Farm.**



**Top left - Start of Bridlepath at Arclid Cottage Farm.**

**Bottom Middle - Hemmingshaw Lane.**



**Bottom Left - Bridlepath**

**Bottom Right - Bridlepath to Newcastle road.**

For this reason we have looked for potential, quieter alternatives from the region of Sandbach Heath through Reynolds Lane. There is a Byway (top left above) closer to the Church Lane end of Reynolds Lane, between Reynold's Farm and Ivy Cottage Farm, which is a metalled road and initially appears promising. This links to a Bridle Way at Arclid Cottage Farm (above top right), which is for the most part in good condition (bottom left) and several gates later, links with Betchton FP9 (Route 32) and then Hemmingshaw Lane (Arclid FP9) at Arclid Airfield approximately 0.5 miles in all.

From Arclid Arfield, there are 3 potential routes.

1. To the north, Hemmingshaw Lane (above bottom middle) is in the process of being diverted through the existing sand quarry, to permit further expansion of the same. As such, although it returns to the A534 at the bottom of the hill leading to Arclid lights, it descends into the quarry, requires the cyclist to negotiate several closed gates and is ultimately longer.
2. From Arclid Airfield, to the south a Bridle Path (above bottom right) leads towards the Newcastle road, emerging by the side of Dean Hill Farm. This Bridle Path is in poor condition and quiet unsuitable for cycles for the first couple of fields, before becoming much better track as it nears the Newcastle road.



3. To the East, for 0.5 miles approximately, Arclid FP 7 (above bottom left) leads across Arclid Airfield, over the style and across two fields (above bottom right). The footpath then follows the partly flooded Farm track (top left) which leads along the side of some cottages and the A50, close to and opposite the turn for Martin's Moss (top right). The going is boggy and occasionally flooded, due to the proximity of the water table.

This is the route worth creating for cyclists, It would be a huge asset for families and the cycling community, permitting safe, enjoyable access to the network of country lanes through Martin's Moss, Spen Green, Brownlow Heath, Astbury, to Congleton and beyond. At present though, due to the current state it could be expensive and difficult to maintain if upgraded.

While is a struggle to see Route 32 as a practical candidate for upgrade at this point in time, such is the attraction and demand for a safe Cycle route to the East, away from the A534, that it is worth keeping this proposal and incorporating it into any redevelopment occurring when sand extraction from the permitted sites reaches the stage where it becomes viable.

This may be viewed following the link below.

<http://maps.cheshire.gov.uk/CE/interactivemapping/?e=378961.928&n=361581.740&s=5000&bm=OS>

## APPENDIX 3

### PROPOSED ROUTE FROM A533 LONDON ROAD, ELWORTH, TO WOOD LANE, COOKESMERE LANE

A connection from Elworth to Wood Lane/Cookesmere Lane was touched on in Section 1 Primary Routes: Section C. This is deemed essential because of the difficulties in gaining safe passage between Sandbach and Middlewich on A533 London Road/Booth Lane. Apart from the safety aspect, there are a number of benefits in implementing such a link, and not only for cyclist, this would be most useful for joggers, of whom there are a large number in this area. For cyclists, this would be a great way of opening up a substantial road network to connecting Elworth to Middlewich, Holmes Chapel and points in between, and offering a quieter, safer route into Sandbach Town Centre for schools, employment and shopping.

There are a number of options in this regard, as shown in the aerial photograph below.





**Option 1** is Item 3 in the table included in Section 3 proposes an upgrade of Sandbach FP 36/Bradwall FP 3 to cycleway. This is already a public right of way, starting from a well-used track, crossing the railway bridge at the end of Marsh Green Lane. Whilst this is a footpath rather than a bridleway, it is very wide and a substantial length is currently suitable for vehicular traffic at the Wood Lane end.

**Option 2** starts from the end of Vicarage Lane. It is less well defined than Option 1.

**Option 3** has very recently come to light. An 1875 OS map clearly shows a viable road/track that runs from Vicarage Lane to Cookesmere Lane, skirting Elworth Hall Farm. The same track appears on the 1949 OS Map. Extracts from these maps are shown below, along with an aerial photograph and the developer's plan. The route of the track is indicated on all these by way of points A, B and C. CEC Rights of Way Team have been contacted and advice on whether this is sustainable is awaited.



## Developer's Layout Plan



## Aerial Photograph



**Option 4** starts at Blakemere Way (off Grange Way) and crosses adjacent fields to reach a short track off Cookesmere Lane. Whilst there are well used footpaths on the proposed route, it is thought that

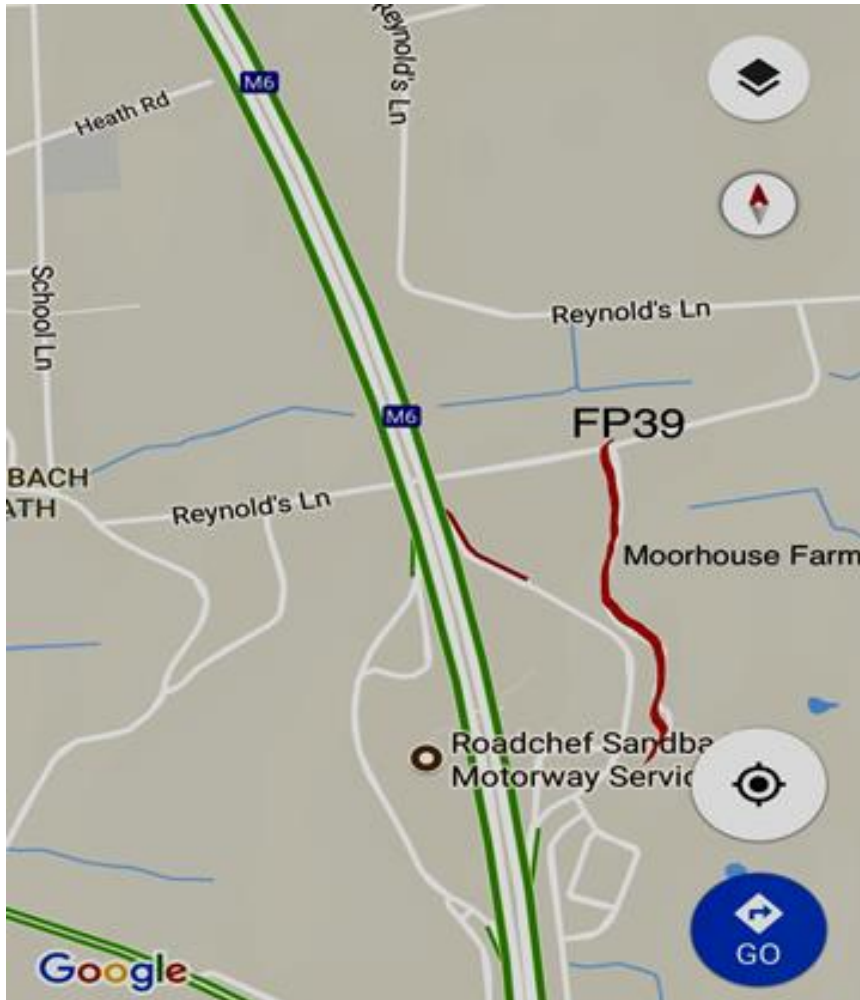
these are not public rights of way but “unrecorded paths.” Similarly, the length of metalled track at the Cookesmere Lane end is not thought to be a public right of way. This is shown as a red line on the Developer’s Plan, above.

All of these options are viable, however, it is thought that Options 1 and 3 are preferable, Option 1 because it follows an established public right of way, and Option 3 because this requires relatively minor work to reinstate the track that was historically in place. Of course, the ideal solution would be for both options to be implemented.

Discussions have been had with Sandbach Footpath Group on Options 3 and 4, both groups have an interest in establishing their status as public rights of way.

## APPENDIX 4

### FOOTPATH FP 39 CYCLE LINK TO M6 SERVICES



The Sandbach Neighbourhood Development Plan and Sandbach Town Cycle Plan are both expected to support and encourage people to consider cycling to and from their place of work, linking areas of development. The Roadchef Motorway Services at Junction 17 of the M6 currently employs between 200 and 250 people (depending on the time of year) of whom some 20-25% live in the Sandbach area.

A cycle route into the service area would also promote opportunities for car sharing for those commuting to and from work/meetings. M6 Junction 17 is within daily commuting distance from a number of employment locations, for example, Birmingham, Manchester, Stoke and Derby.

The site can currently only be accessed by employees via the motorway itself and the two access roads off the Newcastle Road, the latter route is often busy with fast traffic and consequently daunting for cyclists in some sections.

As a proposed alternative, Reynold's Lane leads from Dubthorn Lane in Sandbach Heath (below), near to the junction of Manor Road and School Lane.



Reynold's Lane is a quiet country lane leading over the M6, ideal for those cycling from Sandbach Heath and indeed Sandbach Town, leading directly past the entrance to Footpath 39.



Footpath 39 (lower image above) is along an unmade road, leading to Moorhouse Farm buildings and the Farm House private dwellings. The road is in need of some maintenance, being in daily use by farm machinery. It should be noted that a planning application for farm buildings has been applied for (Appl No 17/4547C) which may

increase farm traffic. The junction leading to the services, is flooded, in need of repair and cannot be currently considered suitable for cycles or pedestrians. It appears to be used by vehicle traffic to the



services, perhaps as a short cut to the motorway or the services themselves. It does have the advantage of being a direct route, attractive (being away from road traffic), supporting employment at a site of significant size, with potential to maximise interchange opportunities with other modes and as such makes an excellent example of a Secondary Route as defined by the Methodology Guide. It will require upgrading for cycle use, ideally protecting the surface from degradation by other traffic.



Provision of a practical cycling alternative for between 40 to 60 local employees, plus whatever number are employed at the winter

depot, for the cost of upgrading a relatively short section of footpath to cycling standard, has the potential to be an easy win.

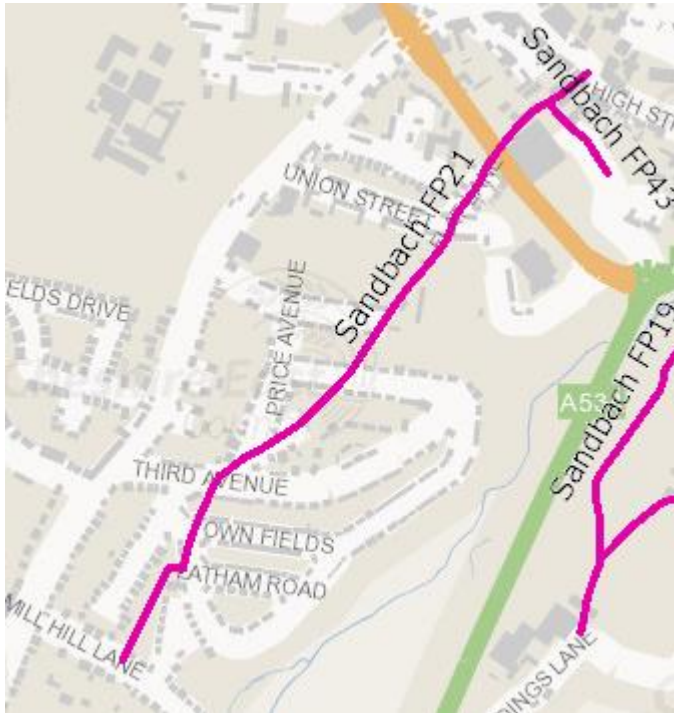
It is recommended that upgrading to a satisfactory standard be costed.

## **APPENDIX 5 - FP 21 Mill Hill Lane to High Street Sandbach**

This footpath would provide a good connection for cyclists to Sandbach town centre, via Flat Lane. As a second route would lead to Homebase/Waitrose via Mill Pool Way and the new housing development. People using adapted, non-standard cycles, users of wheelchairs and mobility scooters would benefit too. It would avoid the busy Crewe Road.

This has been logged as an 'aspiration' with the Rights of Way Team earlier.

The various sections with suggested improvements are being described below. The photos date from 2014.



Working northeastwards from Mill Hill Lane to High Street

### **1. Mill Hill Lane and Hungerford Place, short section**



Width: 1.70 to 1.90 metres,

Bollards compromise access for non standard bicycles, tricycles, trailers, mobility scooters and wheelchairs. Bollards at both ends could be removed to improve access.

Around 6 concrete posts on the left hand side along the fence might not be required any longer and compromise width (first concrete post visible in the picture).

**Improvements:**

- Remove bollards either end
- Remove concrete posts
- resurfacing
- Upgrade to cycleway.

**2. Hungerford Place to Price Avenue**

public roadway

**Improvement:**

signposting

**3. Price Avenue via Price Drive to Fairfield Avenue**

Section between Price Drive and Fairfield Avenue



Price Drive to the right, where the cyclist is coming from. Good width initially.

**Improvements:**

- Surfacing
- Conversion to cycleway



3.50 – 4.20 metres between the fences (behind the hedges) which I assume are the boundaries.  
Usable width currently much lower

**Improvements:**

- Maintenance on vegetation
- Potentially resurfacing and widening the tarmac
- Conversion to cycleway

**Alternative to the above section: via Price Avenue and Fairfield Avenue**

Moving along Price Avenue and turning right at Fairfield Avenue to meet above route again.

**Improvement:**

Signposting

**4. Fairfield Avenue to Newall Avenue/Flat Lane**



3 metres between roots of the hedges on the left and low fences on the right



**Location: Newall Avenue Play Area**



2.20 metres

**Improvements:**

- Maintenance on vegetation
- Potentially resurfacing and widening the tarmac surface
- Conversion to cycleway

**5. Flat Lane from Newall Avenue to Union Street**



This section used to be around 4 metres wide (2014) but at the time of writing is changing significantly due to new housing. The final layout might look like the below plan



Newall Avenue at the bottom left; Union Street at the top where house number 69 is marked.

The southern, dark section of road up to the turning heads provides access to the proposed houses and is good for cycling.

A bollard seems to be indicated by the tiny dot at the southern end of the red line.

**Improvements:**

- Conversion to cycleway as indicated in red on the above plan
- Investigating if bollard is required and if not, don't install or remove.

#### **6. Flat Lane just before its junction with Union Street/metal gate entrance to old football pitch**



Again, this might have changed due to the housing development.

4.30 metres between the fence (behind the hedge) on the left and the concrete wall on the right. The area might have slightly changed due to above mentioned housing

#### **Improvements:**

- Remove bollard
- Conversion to cycleway

#### **7. Flat Lane at its junction with Union Street**



Around 2 m wide.

#### **Improvement:**

- Removal of barrier
- Conversion to cycleway, as above

## **8. Flat Lane at its junction with Old Mill Road**



2.70 at its narrowest point between the pillars on the photo at Old Mill Road. 3.50 and wider before

### **Improvements:**

- Removal of barriers
- Converting Pelican into Toucan crossing
- Conversion to cycleway

## **9. Flat Lane/Old Mill Road to Hightown**

From Old Mill Road to junction Hope Street



2.70 metres wide at the entry

### **Improvements:**

- Removal of barriers
- Conversion to cycleway past the junction with Hope Street up to High Street

**Further locations on FP 21 east of Old Mill Road to show the various width**



2.20 metres at its narrowest point and slightly widening later

**Flat Lane at its junction with the footpath leading to Waitrose on the right**



2 metres.

**After the junction with Hope Street, from where the photo was taken**



1.30 metres at narrowest point in the curve ahead



Behind the curve, (the 'Cobbles' in the distance). Around 2.20 metres at the bicycle

## **12. Hope Street**



1.50 – 1.60 metres

### **Improvement:**

Conversion to cycleway

## **13. Newall Avenue to Mill Pool Way/Waitrose**

Somewhere following point 5 above there should be a connection for cyclists through the estate as confirmed by the local authority during the meeting 30.1.2017 with the local authority. We would be interested in further details.

Matthias Bunte, Cycling UK

January 2017

## APPENDIX 6

### Sandbach to Crewe, Cycleway along the A534/Haslington Bypass, between the Wheelock/Winterley Roundabout and Elton Road.

This connection would lead to Darlington Stables at Hooter Hall; Fishing Republic on Clay Lane, Sir William Stanier School, Crewe, with its indoor roller skating centre, the Community Recycle Cycles shop and Crewe town centre. The return journey would provide access for Crewe residents to Wheelock Hall Farm, Sandbach and its schools. This also provides an excellent route for cyclists travelling from Sandbach via Malkins Bank and Hassall Green, and also from Wheelock, opening up the road network in and around the Flashes, also Warmingham, Ettiley Heath and routes heading West, with options to cycle into Crewe from its northern outskirts.

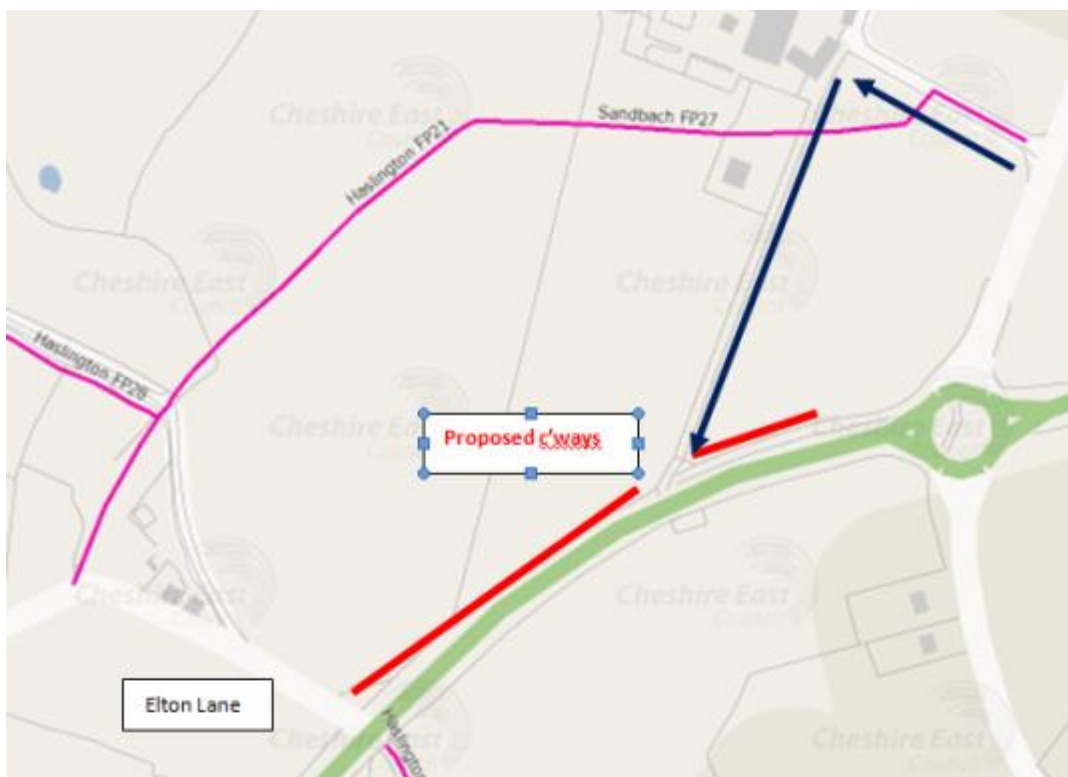
#### Option 1 (highlighted with blue arrows on map below):

Negotiate with Wheelock Hall Farm landowner to upgrade Sandbach FP 27 to cycleway that is runs along the driveway off Crewe Road. Furthermore creating a footpath along the farm's other driveway emerging on to the A534 also as indicated via the blue arrow below.

Build a cycleway of around 150 metres along the western side of the A534 between the driveway emerging onto the A534 and Elton Lane (red line to the west of that driveway)

#### Option 2:

Build a cycleway of around 300 metres along the western side of the A534, between the shared footways at Wheelock roundabout and Elton Lane.







Both options have been logged by the Rights of Way team as 'aspirations'.