



- The site is outside of the Settlement Zone and is on good quality farming land which fulfils the historic setting of Sandbach.
- The infrastructure of Sandbach is already struggling with Bradwall Road being used as a rat run and seeing high volumes of traffic. The Schools and Doctors are also all full.
- The Towns heritage must be protected from this unsustainable site.
- Bradwall Action Group Stand against the proposal.

Adrian Adams, a resident of Sandbach for 20 years expressed the following concerns:

- Bradwall Road is excessively used for recreation, which has now become dangerous due to the increase in traffic.
- Due to this, a special place for families and young people is being lost.
- His Grandson can't get a place in the school which he lives next to.

Cllr Michael Benson stood to agree with everything that the speakers before him had said and that the housed needs of Sandbach had already been fulfilled.

As there were no more questions the Chairman reconvened the meeting.

### 3. TO APPROVE THE MINUTES OF THE PLANNING & CONSULTATION COMMITTEE MEETING HELD ON 12 MARCH 2018

**Resolved:** That the minutes be approved as a true record of the meeting.

### 4. OBSERVATIONS ON PLANNING APPLICATIONS

Deferred from the Meeting held on the 12 March 2018

18/0902C Land to the West of Bradwall Road, Sandbach, CW11 1PB

Outline planning permission for residential development on land to the west of Bradwall Road, Sandbach (Revised application).

**Resolved:** That members **OBJECT** to this application on the following grounds:

1. The site is outside the settlement zone line contrary to planning policy PG6 of CEC Local Plan, H17 of Congleton Local Plan (saved policies contained within new CEC local Plan) and PC3 of Sandbach Neighbourhood Development Plan.
2. Sandbach already has planning approval for 2,970 houses, which exceeds (by 220) the required number of 2,750 contained within Cheshire East Council Local Plan Strategy applicable to year 2030.
3. The site is in the open countryside contrary to planning policy PG6, PS6 and PS8 of Congleton Borough Council Local Plan saved policies contained within Cheshire East Local Plan Strategy and policy PG5 of the emerging Cheshire East Local Plan Strategy.

4. The site is situated on a road that has required the recent installation of 2 traffic calming features to improve safety and reduce usage and would be unsustainable and contrary to planning policy IFT1 of Sandbach Neighbourhood Development Plan. Furthermore, the recent introduction of Park and Walk at Sandbach Rugby Club and the use of Bradwall Road as a rat run to avoid traffic on Junction 17, has resulted in an excessive increase of the highway.
5. The site would remove an area of open countryside and farmland that has always been in productive use, which is part of the landscape character of Sandbach and contrary to planning policy SE4 of the Cheshire East Local Plan Strategy and PC2 of Sandbach Neighbourhood Development Plan.
6. The site is contrary to planning policy H1 of Sandbach Neighbourhood Development Plan, since it is not contained within the Cheshire East Council Local Plan Strategy and Allocations documents.
7. The proposal illustrates a site with a high density of housing which is contrary to planning policy H2 of Sandbach Neighbourhood Development Plan.
8. The proposed housing mix and type does not correspond to the forecast requirements for Sandbach and therefore contravenes planning policy H3 of Sandbach Neighbourhood Development Plan.
9. The site is contrary to the preferred locations detailed within and contrary to planning policy PC5 of Sandbach Neighbourhood Development Plan.
10. The site does not link to public transport and so is contrary to planning policy IFT1 of Sandbach Neighbourhood Development Plan.
11. Approval of the site would reduce the amenity value of the open countryside thus contravening planning policy CW1 of Sandbach Neighbourhood Development Plan.
12. Development of the site would destroy grade 3a agricultural land contrary to planning policy SD2 of Cheshire East Council Local Plan Strategy.
13. The site would be detrimental to the amenity value of the locality, contrary to planning policy GR8 of the Congleton Borough Council Local Plan (saved within the CEC Local Plan).
14. The site would affect the landscape character of the area contrary to planning policy SE4 of Cheshire East Council Local Plan Strategy.
15. The site would remove trees and hedgerows protected within Policy SE5 of CEC Local Plan.
16. Parts of the site are prone to flooding which is contrary to Cheshire East Council Local Plan Policy SE13.
17. Cheshire East Council has a 5 year housing supply and Sandbach has exceeded its commitment to the Cheshire East Council Local Plan Strategy.

Furthermore, members object due to the following issues concerning Air Quality and Traffic Congestion:

Traffic figures for 2015 obtained from the government's traffic data site confirm that traffic on the A533 at Sandbach reached 18733 vehicles per day with a HGV content of 503 vehicles per day representing 2.69% of the total traffic on this stretch of roadway between Elworth and Sandbach. Much of the traffic from the proposed development on land to the West of Bradwall Road would use the A533 along this stretch.

The figures for the period 2009 to 2013 remained relatively static at approximately 17,800 vehicles per day. However, between 2013 and 2015, there has been an increase in traffic volume of 1000 vehicles per day representing an increase of 5.34%.

The Sandbach Neighborhood Plan, approved and published in 2016, confirms that between 2010 and 2015, 2754 dwellings have been approved within the area, an increase of 35% on the base housing stock.

The recently completed Waste Transfer Station at Middlewich which, according to the Council's own transport figures, will increase traffic on the A533/A534 corridor through Sandbach to Junction 17 of the M6 motorway by 600 vehicles per day, a substantial proportion of which are anticipated to be HGVs.

The Institution of Highways and Transportation suggest that up to 10 journeys per day are generated by residential developments. While many of these will be short local journeys using the A533/A534 corridor to access the town center, shopping trips, school trips etc., it is estimated that additional generated trips from the approved, under construction, developments are conservatively estimated at between 3000 and 4000 vehicles per day along this corridor from the committed developments. To this can be added the 600 vehicles per day generated by the Waste Transfer Station at Middlewich and the traffic generated by the two commercial developments at Albion Lock and Capricorn.

The above development traffic is expected to be generated within the next 2 years to 2019 when the developments will be filled out in accordance with their planning conditions.

The increase in traffic along the A533/A534 corridor is estimated to represent an increase of at least 21% on the Government's own traffic figures for 2015.

In 2012, a Transport Assessment submitted by the developer for Elworth Hall Farm phase 2 indicated that the peak hour traffic levels on this route were of the order of 1400 vehicles per hour which represents a daily total of approximately 14,000 vehicles per day, considerably less than the Government's own traffic data. The Transport assessment indicated that with actual and committed traffic from approved developments, the junction at St Peter's Rise and the A533 would be under pressure with ratios of traffic to flow (RFC) approaching the critical 0.85 level and significant delays could be expected.

However, at a subsequent appeal (ref: APP/R0660/A/13/2196044) the inspector commented that evidence supplied by the local Elworth Hall Farm Action Group confirmed that the transport analysis submitted by the developer was suspect due to use of an incorrect computer model and the absence of traffic data from a significant feeder road (Abbey Road). The evidence indicated that the RFC figures for the junction was understated and that the critical 0.85 factor would have been exceeded when the development was operational. This would suggest that significant delays could be expected at this junction on the A533 unless highway improvements were implemented.

Two main concerns arise from current traffic levels and the anticipated additional traffic generated by the committed approved developments and any future development approvals. These relate to traffic congestion and air pollution generated as a result of the current and anticipated traffic delays.

### **1 Traffic Congestion.**

Traffic delays and congestion on an urban highway network are generally associated with restrictions caused by junctions. Exceptional traffic delays can be caused by crashes, roadworks, diversions, or unusual events which generate additional traffic.

Current traffic queues on the A533/A534 corridor are substantial at peak times and will get significantly worse within the next 2-3 years due to the completion of committed development sites currently under construction in and around Sandbach.

It is estimated that traffic levels on the A533 between Elworth and Sandbach will increase from 2015 levels of 18733 to over 23,000 vehicles per day by 2019 and traffic levels on the A534 between Sandbach and Junction 17 of the M6 motorway will exceed this.

It is understood that to date, no substantial highway infrastructure improvements are proposed by Cheshire East Council for the junction at Chapel Street with the A533 and at the roundabout at Crewe Road and the A533, both of which are significant pinch points on the A533.

Local knowledge will confirm that the junctions at Chapel Street and Crewe Road significantly restrict traffic and cause substantial delays at peak periods.

The highway improvements proposed by Cheshire East Council on the A534 at the Hill and at Homebase will not relieve traffic on the A533 and traffic delays will continue to get worse on this route between Sandbach and Elworth.

Traffic delays on the A533/A534 corridor will get significantly worse during the period of the Local Plan to 2030 unless radical highway infrastructure improvements are carried out. Future development like the one off

Bradwall Road should not be considered sustainable due to inadequate highway infrastructure.

## 2Air Quality.

The A533/A534 corridor has seen a reduction in air quality for a considerable period due mainly to the emissions from increasing levels of road traffic.

Despite assurances from various air quality assessments submitted by developers that the impact of each development will be negligible, the cumulative impact of generated road traffic has had a significant negative impact on air quality to date and will get worse as the developments currently under construction are completed and become operational.

The area around junction 17 of the M6 motorway has been declared an Air Quality Management Area (AQMA) for some time due to exceeding objective levels of nitrogen dioxide. On 1 October 2017 a section of Middlewich Road, Sandbach and the area around the junction of A5022/A534 in Sandbach were also declared AQMAs.

Sandbach residents have made Cheshire East Council aware of their concerns about air quality along the A533/A534 corridor and there has been considerable discussion about air quality within Sandbach in the local press.

The developer has submitted 2 air quality assessments along with the development application. Air quality monitoring tubes were installed at 4 locations by the development site. In the initial assessment report dated 22-2-2017 there are some interesting conclusions and statements. The adjusted modelled NO<sub>2</sub> figures for tube CE155 on Middlewich Road in 2015 is given as 33.82 based on an actual initial reading of 45.13. The latest actual reading for 2015 is 48.14. The adjusted modelled NO<sub>2</sub> figure for the base year of 2016 is 39.29 (not surprisingly just below the crucial 40 mark). In the addendum to the report there is correspondence involving Phil Mason where he states that erroneous data was used to verify the model. Even then there seems to be rather interesting new adjustments made to make the model show negligible impact of the development. A change in the modelling ratio from 1.4 to 1.6 give very different results making the difference between the modelled figures within the 25% accepted margin.

Receptor	Adjusted modelling variance from actual NO <sub>2</sub> figures for 2015	Adjusted modelling variance from actual 2015 using 1.4 ratio	Adjusted modelling variance from actual 2015 using 1.6 ratio
CE154	-34.52	-27.33	-23.27
CE155	-38.33	-30.07	-25.06

You can do anything with figures. The above analysis casts doubt on the validity of the initial air quality assessment conclusions.

The second air quality assessment report referred to as final draft July states the following NO<sub>2</sub> figures – the most up-to-date figures are given for comparison:

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Receptor	2014	2014 CEC as 2 April 2018	2015	2015 CEC as 2 April 2018	2016	2016 CEC as 2 April 2018
CE150	28.9	29.18	28.4	27.00		28.26
CE154	36.1	32.00	33.2	29.24		29.84
CE155	39.5	49.14	39.5	43.54		48.14

The adjusted modelled NO<sub>2</sub> figure for the base year of 2016 of CE155 is 23.86 – the actual reading was 48.14. This must cast grave doubt on the conclusions of the assessment that the impact of the development in 2021 and 2026 is negligible.

Nitrogen Dioxide levels are made up from two main parts. A background count and a traffic element. The background count around Sandbach would appear to lie within the region 15 to 18 micrograms per cubic metre. For the results in Elworth and at Chapel Street to be in the region 37 to 42 micrograms per cubic metre, the traffic element of pollution must be approximately 22 to 25 micrograms per cubic metre.

Current traffic levels on this A533 corridor is almost 19,000 vehicles per day and if this level is increased by 4000 vehicles per day from committed developments currently under construction, then it could be reasoned that nitrogen dioxide levels could be expected to rise in line with the increased traffic level. The percentage increase in traffic is 21% and a corresponding percentage increase in nitrogen dioxide level would be of the order of 5 micrograms per cubic metre.

This increase in nitrogen dioxide pollution would mean that the levels at Elworth and Chapel Street Sandbach would be more than the objective level of 40 micrograms per cubic metre.

The above simple calculation is based on the assumption that there will be a linear relationship between increased traffic levels and air pollution. However, congestion already exists along this corridor. An additional 4000 vehicles per day will cause further congestion and delays so it could be argued that pollution levels will rise not linearly but exponentially. This would indicate that nitrogen dioxide levels along this corridor would almost certainly greatly exceed the objective level by 2019.

Without radical highway initiatives to reduce congestion and air pollution, identified through a comprehensive traffic modelling and air quality exercise, further developments in Sandbach such as the Bradwall Road plans should be considered unsustainable.

Submitted WE 16.03.18 response to Cheshire East by 04.04.18

18/1200C 8-12 Bradwall Road, Sandbach, CW11 1GB

Installation of new shop front elevation and replacement illuminated signage.

**Resolved:** No objection.

18/1201C 8-12 Bradwall Road, Sandbach, CW11 1GB

Advertisement consent for replacement illuminated signage.

**Resolved:** No objection.

18/1195C St. Johns Church, Church Lane, Sandbach

To construct a single storey extension to the north elevation of the church, The extension would link to the main body of the church through a new doorway which would be formed through a window opening to the west end of the north elevation.

**Resolved:** Members support this application.

18/1240C 34 Offley Road, Sandbach, CW11 1GY

Replacement of existing dormer window, replacement of existing single storey rear extension roof and general refurbishment works.

**Resolved:** No objection.

18/1184C 595/597 Crewe Road, Sandbach, CW11 3RZ

Demolition of double garage, excavation of land and construction of retaining wall and construction of 2 dwellings and associated parking.

**Resolved:** No objection subject to the various officer's concerns being resolved.

Submitted WE 23.03.18 response to Cheshire East by 10.04.17

16/6026C Land South of Old Mill Road, Sandbach

Reserved matter application on approved Outline application 12/3948C for the construction of a spine road and associated works. The Outline application was an environment impact assessment application and an environmental statement was submitted to the planning authority at that time.

**Resolved:** Members **OBJECT** to this application due to the following reasons:

The spine road must provide IN and OUT access for the WHOLE site, and since the plans for the remainder of the site are not included with this application it is impossible to determine if the current proposal is suitable.

A note of extreme caution from Sandbach Town Council Planning Committee- There is no other position for a bridge to cross the wildlife corridor. Therefore, this spine road has to be designed to supply FULL access TO and FROM ALL areas of the site. It should not be approved when there is no clarity that it will fulfil these requirements.

18/1385C 1 Elworth Road, Sandbach, CW11 3HQ

Construction of two storey side extension, front porch, single storey rear extension and garage.

**Resolved:** No objection.

18/1387C 69 Oldfield Road, Sandbach, CW11 3LX

Single storey rear and partial side extension.



**Resolved:** Members **OBJECT** to this application due to the incongruous design that is not of a high quality and is detrimental to the Neighbour's amenity due to a loss of daylight for the Neighbour's principal window.

Members support the Planning Officer in finding a solution to finish the building works whilst respecting the Neighbours amenity.

The Cobbles, 34 High Street, Sandbach, CW11 1AN

Application for a Premises Licence: Licensing Act 2003

[Attached: Email from Cheshire East concerning the Application]

**Resolved:** That the Clerk writes and sends a letter of objection to Cheshire East Council outlining the concerns discussed in the Meeting.

Savers, 1 The Commons, Sandbach, Cheshire, CW11 1EG

Application for a Premises Licence: Licensing Act 2003

[Attached: Email from Cheshire East concerning the Application]

**Resolved:** That the Clerk writes and sends a letter of objection to Cheshire East Council outlining the concerns discussed in the Meeting.

#### Submitted WE 30.03.18 response to Cheshire East by 18.04.18

18/1429C Haulage Depot Rear of 13, Congleton Road, Sandbach

Variation of condition 2 on application 15/2134C – Demolition of workshop and haulage yard and erection of 14 dwellings.

**Resolved:** No objection.

18/1534C 17, Mill Hill Lane, Sandbach, CW11 4PN

Raise ridge to form first floor bedrooms and bathroom with rear and front dormer. Rear single storey extension.

**Resolved:** No objection.

18/1567C 27 Coldmoss Drive, Sandbach, CW11 4HW

First floor extension over existing garage and new dormer windows to front and rear.

**Resolved:** No objection.

18/1587C Dingle Cottage North, 11 Church Street, Sandbach, CW11 1FX

Single storey side/rear extension, loft conversion including formation of a dormer window, and other alterations.

**Resolved:** No objection.

## 5. CONSULTATIONS

### 5.1 CEC Consultation to Introduce Charges for new or replacement bins

[Attached: Email from Cheshire East concerning the Consultation]

**Resolved:** That Members of the Committee send notes to the Clerk and Chairman of the meeting by Friday 13<sup>th</sup> April. The Clerk and Chairman will then draft a response to be sent to CEC.

## 6. CORRESPONDENCE

### 6.1 Moston Parish Council

Email received on the 20<sup>th</sup> March concerning Moston Parish Council's Pre-Submission Version of their Neighbourhood Plan.

**Resolved:** That Cllr Smith writes response and circulates to the rest of the committee.

### 6.2 Cheshire East Council

Email received on the 23rd March 2018 concerning public participation at Strategic Planning for Application 17/5999C – 79 Union Street.

**Resolved:** That Cllr Hovey attends to speak on behalf of the Committee.

### 6.3 Cheshire East Council

Email received on the 23rd March 2018 concerning public participation at Strategic Planning for Application 18/0317C – Land North of Hind Heath Road.

**Resolved:** That Cllr Eaton attends to speak on behalf of the Committee.

### 6.4 Cheshire East Council

Email received on the 26th March 2018 concerning plans to upgrade the Zebra Crossing on London Road, Elworth to Puffin Crossing as part of a S106 secured funding.

**Resolved:** That the Clerk of the meeting sends a letter of support for the plans on behalf of the Committee.

## 7. DATE/TIME AND PLACE OF NEXT MEETING

The next Planning Committee meeting will take place on Monday, 23 April 2018 at 7pm in the Literary Institution.

Meeting closed 8:48pm  
Cllr R Hovey (Chairman)

MW