

SANDBACH TOWN COUNCIL

Planning Committee

Supplementary Planning Application List to be considered at the meeting to be held on Monday, 9 August 2021 at 7.00pm in The Ballroom, Sandbach Town Hall.

1. OBSERVATIONS ON PLANNING APPLICATIONS

Submitted WE 06.08.21 response to Cheshire East by 24.08.21

21/4075C 10 Rose Way, Sandbach, CW11 4AB

Proposed single storey extension and garage conversion.

21/4119C 10 Sunnymill Drive, Sandbach, CW11 4NB

Single storey rear and side extension.

21/3846C Parkhouse Residential Home, Congleton Road, Sandbach, CW11 4SP

Proposed construction of 8 serviced apartments and community room and conversion of the existing community room onto a one bedroom apartment.

21/4172C 41 Halliwell Court, Sandbach, CW11 3AQ

Single storey rear and side extension to provide open plan living spaces, conversion of existing garage and creation of new garage to side. Change of garden wall to the side elevation.

21/4203C 9 Browning Close, Sandbach, CW11 3ZH

Single storey side extension, extending 3m to the side and 2.3m to the rear to accommodate a hallway, enclosed living room, extended kitchen/diner and family area to the side, office to rear and pitched roof with skylights along the length of the extension.

21/4239C Lane End, London Road, Sandbach, CW11 3BF

Construction of two storey side extension, single storey rear extension and detached garage/workshop.

21/4071C Land on the West Side of Elton Lane, Winterley

Change of use to a mixed use of the stationing of caravans for residential purposes and the keeping of horses.

2. CORRESPONDENCE

2.1 Cheshire East Council

Email received 6th August regarding Cheshire East Local Plan

2.2 Cycling UK

Email received 4th August regarding Residential Cycle parking at Redwing Close, Abbeyfields Phase 2.

2.3 Cycling UK

Email received 8th August regarding 19/0349C, 9 Middlewich Road, Wrights Printers, Sandbach, 13 apartments.

**Cheshire East Borough Council
Planning and Compulsory Purchase Act 2004 (as amended)
The Town and Country Planning (Local Planning) (England) Regulations
2012**

**NOTICE OF PUBLICATION OF DRAFT SUPPLEMENTARY PLANNING
DOCUMENT**

In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, notice is hereby given that the Council is inviting representations on the Draft Sustainable urban Drainage Systems Supplementary Planning Document ('SuDS SPD'), as detailed below:

Title of Document:

Draft Sustainable urban Drainage Systems Supplementary Planning Document

Subject Matter and Area Covered:

The Draft SuDS SPD has been prepared. This SPD provides guidance for all parties involved in the planning application process, explaining how Sustainable Urban Drainage Systems should be achieved in development proposals across the Borough.

Period within which representations must be made:

Representations are invited between **8am on Monday the 9th August 2021 and 12am on Monday the 20th September 2021**. All representations must be received by 12am.

Inspection of documents:

The Draft SuDS SPD is available from the Council's website:

<https://cheshireeast-consult.objective.co.uk/portal/planning/spd/>

For the duration of the consultation, the document can also be viewed at public libraries in Cheshire East during opening hours.

How to submit representations:

The council's online consultation portal is the preferred method for submitted responses:

<https://cheshireeast-consult.objective.co.uk/portal/planning/spd/>

Comments can also be submitted in writing:

By e-mail: planningpolicy@cheshireeast.gov.uk

By post: Strategic Planning (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ

Alternatively, you can complete the comments form available on the council's website and return it by email or by post to the relevant address above.

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Dear Cllr Browne,

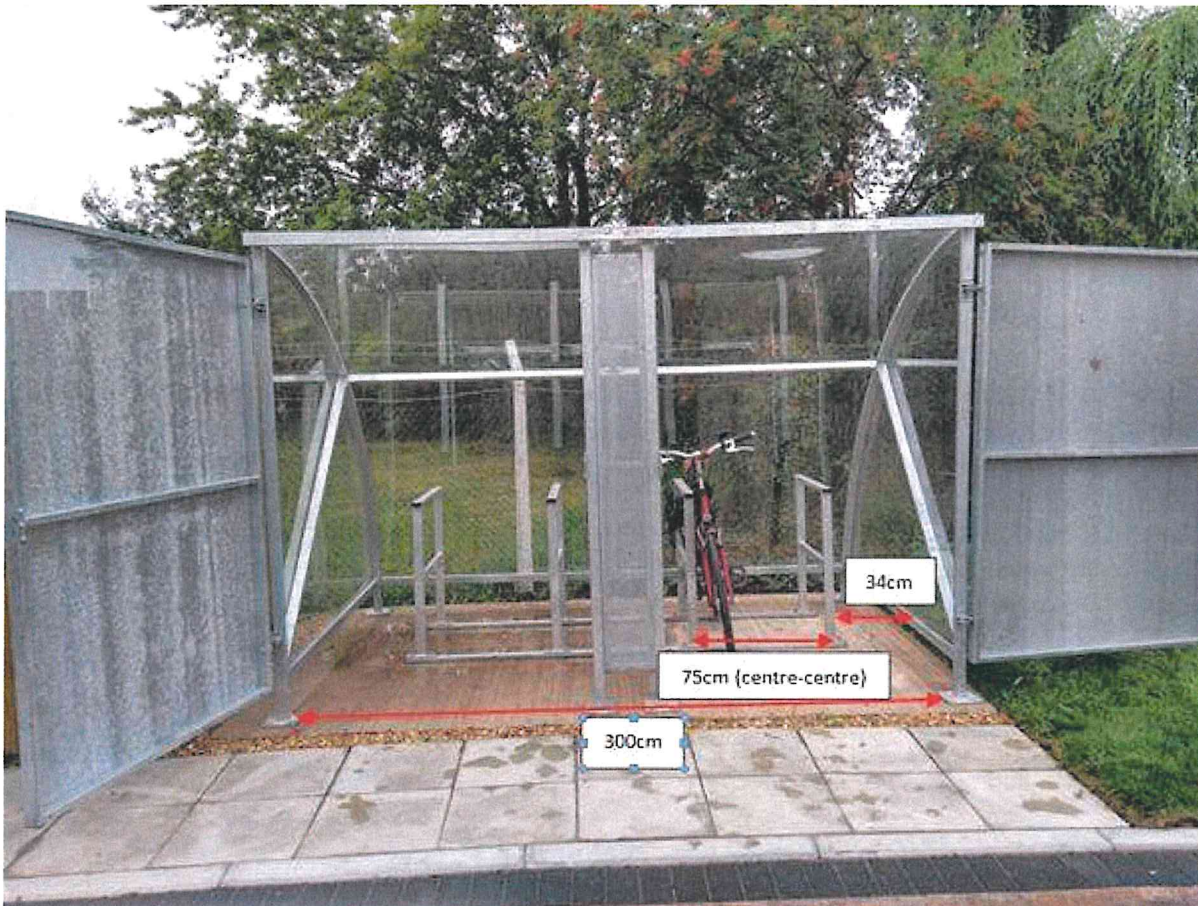
I am writing to you directly as the Chair of the Highways and Transport Committee. Residential cycle parking is a general problem.

Please consider the below points for residential cycle parking at Redwing Close, Abbeyfields phase 2 development in Sandbach. More general points are mentioned at point 3

- 1. Assessing to remove cycle stands to create adequate space for parking bicycles.**
- 2. Assessing if Condition 5 of the Decision Notice for reference 18/2346C has been met**
- 3. The 'Sheffield' rack vs high/low racks like the Orion XXL, for high capacity parking**

Regarding 1: Assessing to remove cycle stands to create adequate space for parking bicycles

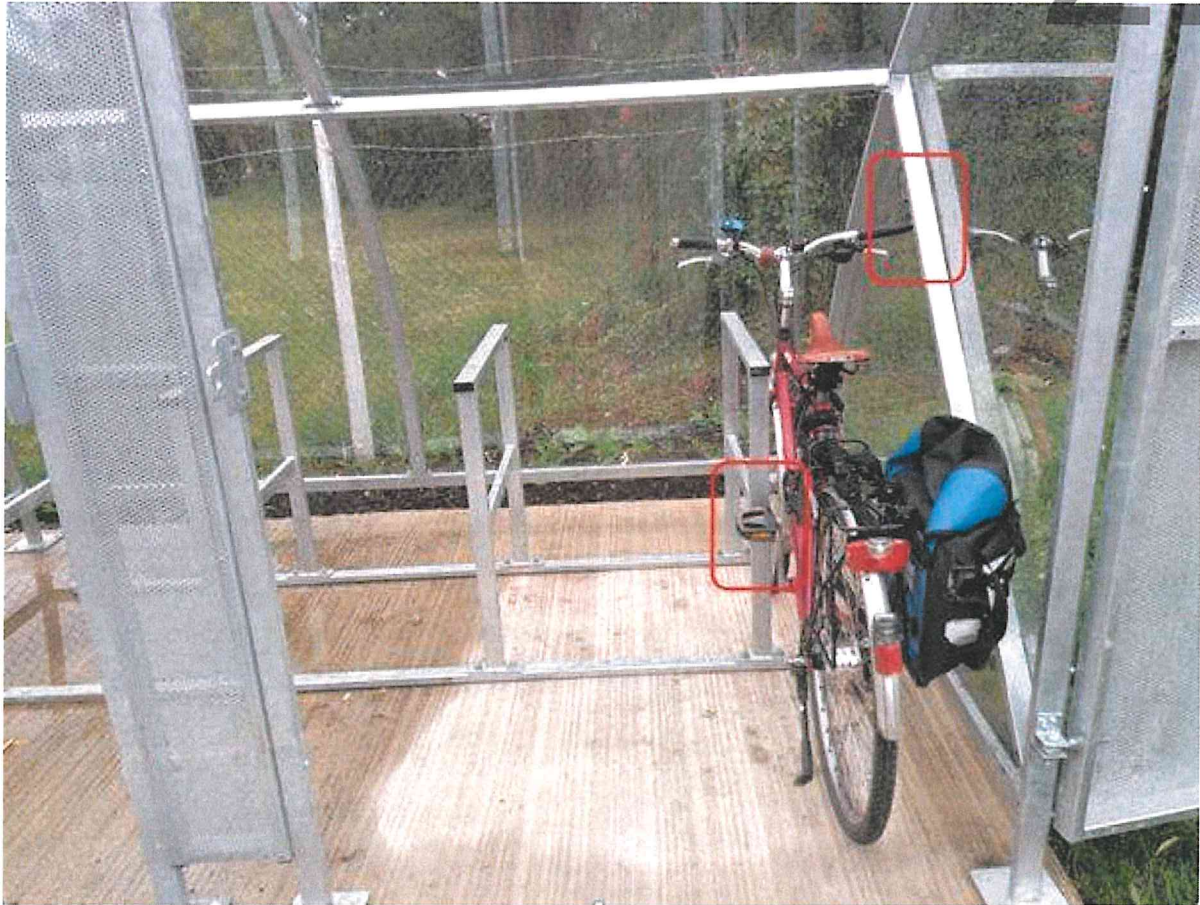
The problems



The shelter has a 'toaster rack' with 4 stands to accommodate in theory 8 bicycles. For reference I label the spaces from left to right 1-8, with the bike on the photo being number 6.

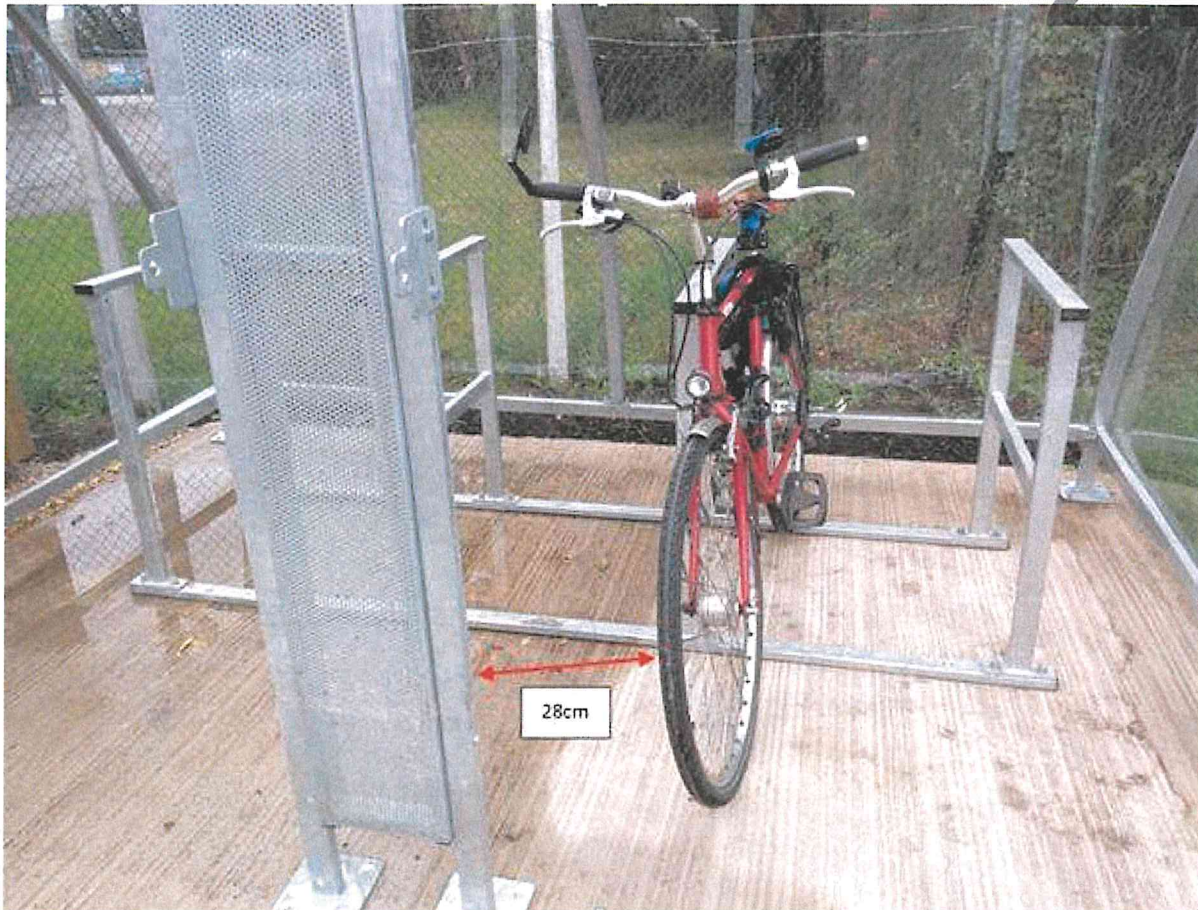
Outer spaces

22



Cheshire East uses the excellent “Cycle parking guide for new residential developments” mentioned at <https://www.cheshireeast.gov.uk/planning/spatial-planning/cheshire-east-local-plan/supplementary-plan-documents/design-guide-supplementary-planning-document.aspx> (2nd May 2017). The guide states 60cm minimum for the outer spaces, 1 and 8. However the parking at Redwing Close offers only 34cm. The bike cannot be pushed in sufficiently as the pedal hits the stand. Even if it was parked at space 8, the right hand end of the handlebar would hit the perspex sheet, gradually damaging it.

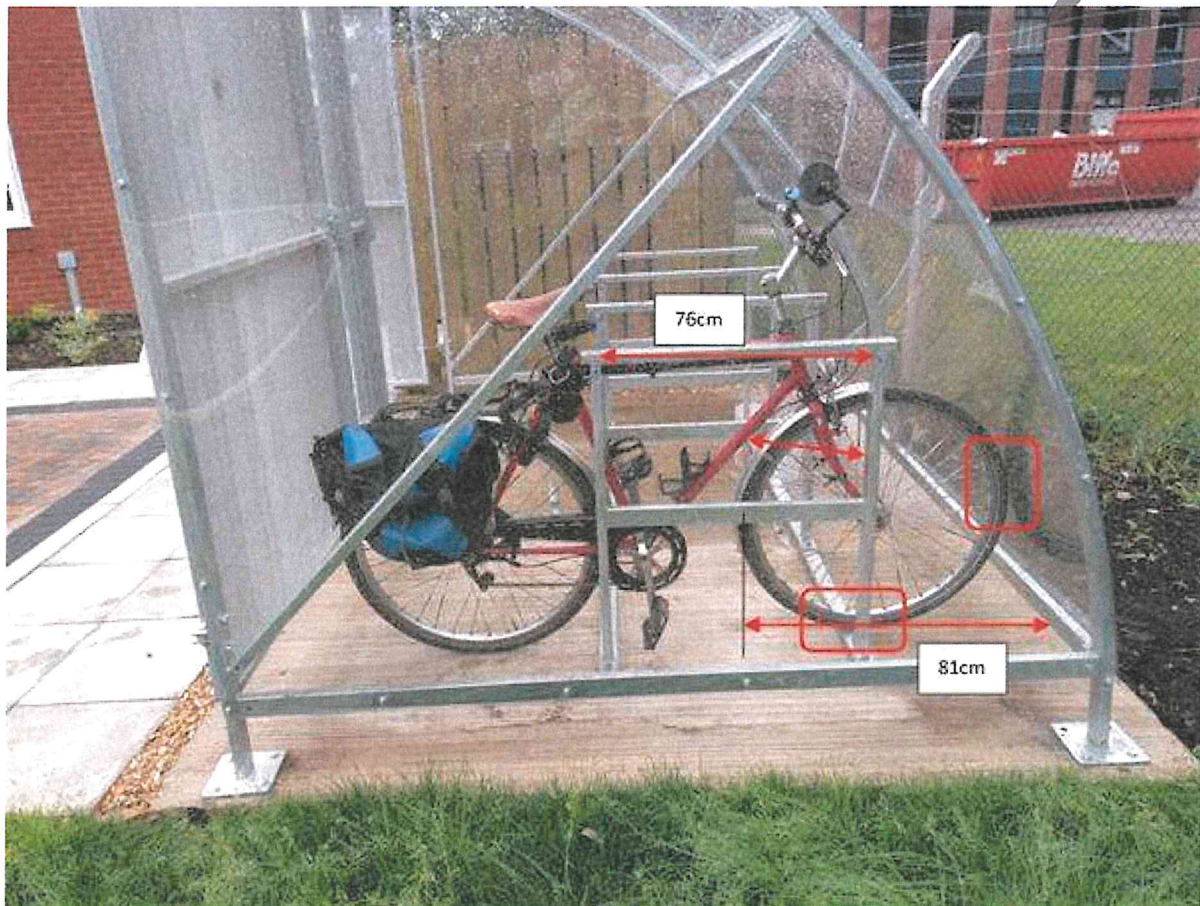
Inside spaces



The guide states that 110cm is the width required for a cyclist pushing a cycle. The clearance between the central pillar and the wheel is 28cm which does not allow for a bike to be manoeuvred into parking space 5 (the guide shows the relevant dimensions for outer and inner swept paths too). Alternatively, a resident could find the shelter empty and parked on space 5. If space 6 is occupied later the bike in space 5 would be blocked in and could not be retrieved.

As mentioned above, 8 spaces are theoretically available, in reality only 4 can be used, 2, 3, 6 and 7, albeit not comfortably due to inadequate spacing between the existing stands.

Distance to the front wall and locking the bike



The guide states 100cm minimum centre of stand to the front wall/perspex screen. The current arrangement allows for only 81cm, resulting in 3 problems:

- the bike cannot be locked properly. Ideally the down tube+wheel should be locked to the stand with one D-lock, as indicated by the central arrow. See also further comments below under Security and durability.
- the front wheel should rest in front of the bottom rail. However, it rests on top of the rail, resulting in the bike rolling backwards when locking the bike, or rolling back later, resulting in a mudguard mounted rear light getting scratched by touching the gate.
- the front wheel touches the perspex, gradually damaging it. If parking backwards, as every other bike should, said mudguard mounted rear light gets scratched again.

Distance between the stands

The guide states 100cm as a minimum to 'allow cyclists room to lock their frames in comfort'. The current arrangement provides 75cm.

Suggestions for improvement

To make cycle parking more comfortable whilst maintaining the 4 available spaces I suggest to remove stands 2 and 4 (they are only screwed into the rail) and move the rack to the right hand side so that stands 1 and 3 are central behind the gate openings. That would result in comfortable distances of 150cm in the centre and 75cm at the ends.

Another option would be increasing access by removing the central panel. It is required for the gates to shut. The gates would then need to be removed too (if support is required for the frame of the shelter then one of the thin struts of the panel could be installed centrally instead of the panel). Removing the panel would allow more space for manoeuvring, and would allow a 3rd stand to be fitted, resulting in space for 6 bikes. The safety benefit of the gates will be discussed below.

Additionally it is essential to move the rack away from the front perspex screen so the distance of centre-of-the-stand to the screen is the minimum of 100cm. This in return results in an even tighter angle when trying, but failing, to manoeuvre the bike into the central inside spaces. It supports the arguments to reduce the stands to only 2 or removing panel and gates.

2nd location, behind 10 Redwing Close



This shelter has 5 racks, theoretically for 10 bikes. The same problems as above apply. Spaces 1 and 10 cannot be used. Spaces 2, 3 (where my bike is parked), 4, 7, 8 and 9 can be used, resulting in 6 spaces. Parking a bike at space 4 makes usage of space 5 impossible. The central stand, for spaces 5 and 6 should therefore be removed. As above, removing the doors and central panel would free up space to perhaps allow 4 stands to be spaced out sensibly, resulting in 8 spaces.

Security and durability



Perspex is not particularly stable, usually damaged via vandalism as in Holmes Chapel and, I suspect, in Crewe above. The weak links are therefore not the lockable gates. I suggested therefore to consider removing the gates and central panels as mentioned above, to gain space. Both locations behind the houses at Redwing Close are excellent for cycle parking, away from public view but overlooked by residents, resulting in adequate security even without the gates.

Regarding 2: Assessing if Condition 5 of the Decision Notice of has been met

Condition 5 of the Decision Notice, dated 18 January 2019, reads '*details of **covered secure** cycle parking to be provided for the proposed apartments shall be submitted to the Local Planning Authority and **approved** in writing. The submitted details shall include the location of cycle parking, the **number of cycles to be accommodated**, and the design, style and appearance of the parking.*' Please investigate if the approval has already been completed. If you feel the above mentioned observations are valid then please investigate why they have not been identified.

According to the Local Plan Strategy, 16 cycle parking spaces would be required for the 16 'walk-up flats' here. As highlighted above, currently 10 spaces (4+6) are available, with the potential to increase to a maximum of 14 (although removal of the gates would weaken the 'secure' element of the installation, resulting in a different element of Condition 5 to be compromised). Please advise the number required as per Condition 5.

3. The 'Sheffield'-type rack vs high/low racks like the Orion XXL for high capacity parking



The 'Sheffield'-type rack is the rack usually provided and almost always installed incorrectly, especially where there is a wall. The 100cm minimum distance between the stands, and more importantly between the stand and the front wall is being reduced, compromising the safety of the bicycle and comfort of the user. Please see an example above in a different part of the Abbeyfields development.

This might be due to lack of knowledge and indifference by officers, developers and builders. Alternatively, as at Redwing Close, it might be an intentional decision to meet a planning condition at low cost. Either way, to avoid the problems with the Sheffield-type rack I recommend a trial using a different type of rack, especially where high capacity is required. The Orion XXL high/low rack can serve as an example and I believe would provide 7 spaces in the smaller shelter at Redwing Close.

2.2



<https://www.orion-bausysteme.de/sites/default/files/downloads/2021-02/BETA%20XXL%20aus%20ORION%20Katalog%202021%20OP.pdf>

Alternatively, there is the Tulip traverse cycle rack.

<https://www.velopa.com/products/bicycle-parking/bicycle-racks-and-stands/tulip-traverse-bicycle-rack/>

I would be grateful if you discussed the above concerns and recommendations within the local authority. I am looking forward to your reply.

Regards

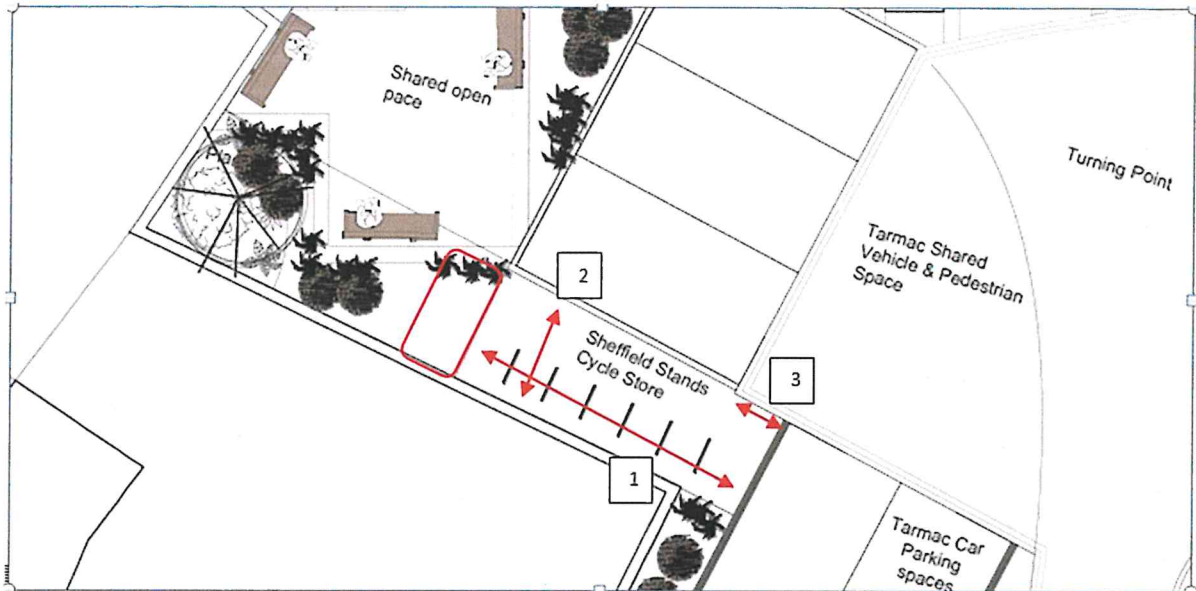
Dear Cllr Browne,

Thank you very much for Nikki Bishop's acknowledgement of my mail regarding cycle parking at Redwing Close.

I would be grateful if you clarified another case.

Planning reference 19/0349C, Condition 18 for cycle parking now relates to Drawing 1005 – 214D.

As part of the earlier application 15/3379C, the area marked in red, drawing 1005-111D, was allocated to cycling.



It is disappointing that the cycle parking area has been reduced. I would be grateful if clarified measurements for all three dimensions.

No1: the width

As per the "Cycle parking guide for new residential developments" at [Design guide supplementary planning document \(cheshireeast.gov.uk\)](#) 6 stands would require a width of 6.20metres.

No2: the depth

The 'footprint' (no2) requires 2 metres for the bike to be parked along the stand and 1.10m to be manoeuvred in and out, resulting in 3.10m, see diagram 5 of the guide. If this distance cannot be achieved the stands have to be arranged at 45 degree or so, see diagram 3. The centre-line-of-rack to the wall must not be smaller than 75cm.

No3: access to the cycle parking area

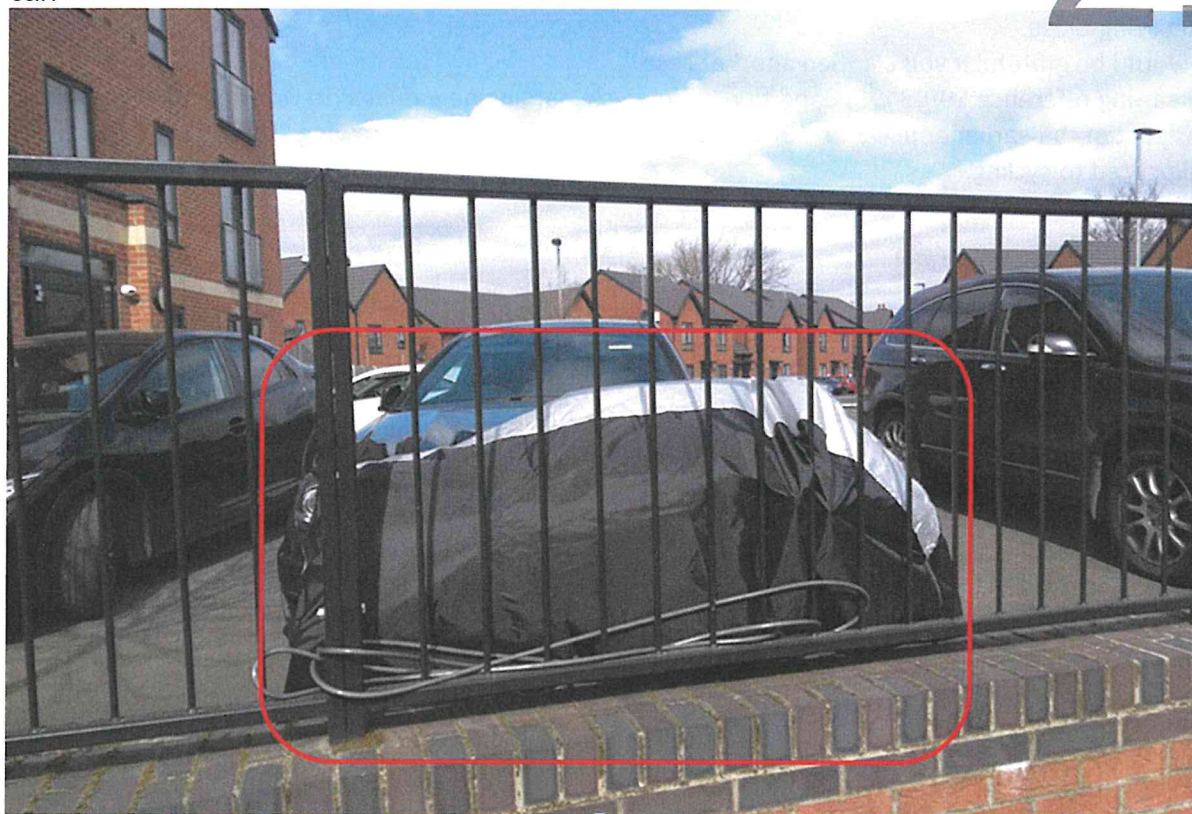
This should be a minimum of 1.10minimum

All these dimensions are important to achieve good cycle parking. So far good residential cycle parking has not been achieved in Sandbach for various reasons, incorrect dimensions being one of them. I would like to use this email to highlight some cases in Sandbach. The situation is likely to be similarly unsatisfying in other places just that it has never been highlighted. I wrote to you already about Redwing Close.

The Hollies (18/4318C) development next to 9 Middlewich Road, currently under construction, for 23 apartments should have provided that number of cycle parking spaces. However, only 3 will be provided in theory, in reality only 2, and those with 'wheel bender' racks that only hold the front wheel. The guide notes that type of rack under '*Ineffective cycle parking*'.

The Elworth Wire Mill development (14/5254C) should have provided 30 spaces with double tier parking, or preferably Sheffield racks, but it only provided two dark sheds, again with many 'wheel bender' racks. Residents seem to even prefer to park outside where a thief can

see the bike. However, at least residents can lock it to the fence and block it in with their own car.



The 14 flats at Brookhouse Road (20/4673C) proposed 16 spaces, which is good, but via double tier parking. The guide states: *'Two-tier stands are generally not acceptable because cyclists often find them difficult to use, especially the top level.'* I'd like to add that the bottom level is awkward to use too. We've got those racks at work. In this particular development I'm not confident the ceiling height is sufficient. I'd like to see ground level parking. The application has been rejected for now but I assume it will return, and with the same arrangement.

I would be grateful if you clarified the dimensions for 9 Middlewich Road and I'm looking forward to your reply.

Regards