

SANDBACH TOWN COUNCIL

Planning Committee

Supplementary Planning Application List to be considered at the meeting to be held on Monday, 20 July at 7.00pm on Zoom (Zoom code on main agenda)

1. OBSERVATIONS ON PLANNING APPLICATIONS

Submitted WE 17.07.20 response to Cheshire East by 05.08.20

20/2942C 23 Osbourne Close, Sandbach, CW11 3ZE

Two storey side and single storey rear extension.

20/2957C 57 Princess Drive, Sandbach, CW11 1BP

Single storey rear and side extension.

20/2681C 4 Congleton Road, Sandbach, CW11 1HN

Proposed alterations to ground floor unit to form A3 use class restaurant, alterations to first floor accommodation to form 2 x C3 dwellings to include new external staircase and windows/doors and alterations to frontage at ground floor level including new signage and repositioning of door.

2. STC CAR PARKING STRATEGY

[Current document available at: <https://sandbach.gov.uk/wp-content/uploads/2019/10/STC-Car-Park-Strategy-Report-FINAL.pdf>]

Lead: Planning Chair

Action: To begin the review and decide on the next steps following the resolution made by Council on 16th July 2020.

3. CORRESPONDENCE

3.1 Cheshire East Council

Notice of Public Enquiry on Monday 10th August at 10am for 19/2539C – Land South of Old Mill Road.

3.2 Cheshire East Council

Notice of Public Enquiry on Monday 10th August at 10am for 19/3784C – Land South of Old Mill Road.

3.3 Lance Thackray

Correspondence dated 5th May 2020 and deferred to the Committee by Full Council concerning Local Transport Plan / Cycling Strategy.

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Ref No: 19/2539C
Miss A L Banks,
Clerk to Sandbach Town Council
SANDBACH LITERARY INSTITUTE
HIGHTOWN
SANDBACH
CW11 1AE

Development Management
PO Box 606
Municipal Buildings
Earle Street
Crewe
CW1 9HP

Please ask for: Daniel Evans
Direct dial: 01270 686751
E-Mail: daniel.evans@cheshireeast.gov.uk

Dear Sir/Madam

Date: 16-Jul-2020

Application No: **19/2539C**
Proposal: **Hybrid Planning Application for development comprising: (1) Full application for erection of a discount foodstore (Class A1), petrol filling station (sui generis) and ancillary sales kiosk (class A1), drive-through restaurant (Class A3/A5), drive-through coffee shop (class A1/A3), offices (class A2/B1) and 2 no. retail 'pod' units (class A1/A3/ A5), along with creation of associated access roads, parking spaces and landscaping. (2) Outline application, including access for erection of a care home (class C2), up to 85 new dwellings (class C3), conversion of existing building to 2 dwellings (class C3) and refurbishment of two existing dwellings, along with creation of associated access roads, public open space and landscaping. (Resubmission of planning application ref. 18/4892C).**
Location: **Land South Of, OLD MILL ROAD, SANDBACH**

NOTICE OF PUBLIC INQUIRY TO BE HELD AS A VIRTUAL EVENT AND INQUIRY ARRANGEMENTS

Town and Country Planning Act 1990

Appellant: Muller Property Group
Planning Inspectorate Appeal Reference: APP/R0660/W/20/3247881
Planning Application Ref: 19/2539C

I am writing to notify you about a Public Inquiry to be held as a virtual event, opening on Monday, 10 August 2020 at 10.00am

The reason for the Inquiry is the Appeal by Muller Property Group relating to the details of the above hybrid planning application to Cheshire East Borough Council.

An Inspector Mark Dakeyne has been appointed by the Secretary of State to decide the appeal. The Inspector will hold an Inquiry opening on the date shown above to decide the appeal.

The Inquiry will be held as a virtual event run by the Inspector in the normal way, but with the parties invited to join via Microsoft Teams or telephone.

Documents relating to the appeal can be viewed on the Cheshire East Council website:
https://www.cheshireeast.gov.uk/planning/view_a_planning_application/view_a_planning_application.aspx

Anyone wishing to attend the Inquiry must make their interest known to the Planning Inspectorate Case Officer, Helen Skinner as soon as possible prior to the Inquiry, either by email or telephone after reading the Inquiry Attendance Information set out below. When contacting the Case Officer, it would be helpful if you could confirm whether you want to take an active part in the proceedings or anticipate attending just as an observer.

The decision on the Appeal will be published on the website:

<https://acp.planninginspectorate.gov.uk/>

Please contact us if you require any further information.

Inquiry Attendance Information

Before deciding whether to take an active part in the Inquiry, you need to think carefully about the points you wish to make. All written submissions from application and appeal stage will be taken into account by the Inspector and re-stating the same points won't add any additional weight to them.

If you feel that taking part in the Inquiry is right for you in whatever capacity, you can participate in a number of ways:

To take part using video, participants will need to have access to Microsoft Teams (via an app or web browser). This link gives further information on how to use this.
<https://support.office.com/en-us/teams>. Alternatively you can take part by telephone.

If you wish to just observe the event, you should make that clear in your response to the Case Officer.

If you wish to take an active part in the proceedings, please make clear in your response whether you wish only to appear at the Inquiry and make a statement, or whether you would also wish to ask questions on particular topics.

If you want to take an active part but feel unable to for any reason, and/or the points you want to make are not covered in the evidence of others, consider whether someone else could raise them on your behalf

Registered participants in whatever capacity will receive individual joining instructions, providing details of any requirements, guidance and support, whether joining by Teams or telephone.

Planning Inspectorate Reference:
APP/R0660/W/20/3247881

Case Officer contact at the Planning Inspectorate:

Helen Skinner. Tel: 0303 444 5531. Email:helen.skinner@planninginspectorate.gov.uk

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Yours faithfully

Daniel Evans

**Principal Planning Officer
Development Management**

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Ref No: 19/3784C
Miss A L Banks,
Clerk to Sandbach Town Council
SANDBACH LITERARY INSTITUTE
HIGHTOWN
SANDBACH
CW11 1AE

Development Management
PO Box 606
Municipal Buildings
Earle Street
Crewe
CW1 9HP

Please ask for: **Daniel Evans**
Direct dial: **01270 686751**
E-Mail: **daniel.evans@cheshireeast.gov.uk**

Dear Sir/Madam

Date: 16-Jul-2020

Application No: **19/3784C**
Proposal: **Full planning application for erection of a care home (class C2), 85 new dwellings (class C3) and creation of associated access roads, public open space and landscaping.**
Location: **Land South Of, OLD MILL ROAD, SANDBACH**

NOTICE OF PUBLIC INQUIRY TO BE HELD AS A VIRTUAL EVENT AND INQUIRY ARRANGEMENTS
Town and Country Planning Act 1990

Appellant: Muller Property Group
Planning Inspectorate Appeal Reference: APP/R0660/W/20/3249485
Planning Application Ref: 19/3784C

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Planning Inspectorate Reference:
APP/R0660/W/20/3249485

Case Officer contact at the Planning Inspectorate:
Helen Skinner. Tel: 0303 444 5531. Email: helen.skinner@planninginspectorate.gov.uk

Yours faithfully

Daniel Evans

**Principal Planning Officer
Development Management**

Subject: RE: Local Transport Plan / Cycling Strategy

Dear Ann

Can I ask that this be considered for the next council meeting.

There has been a debate on social media with regard to whether the cycle lane on the High Street between the traffic lights and the market square is one way or two way for cycles. I understand that one of the town councillors upbraided a cyclist for travelling uphill in the cycle lane. This, I believe, is misguided, indeed unsafe, and also a misinterpretation of the regulations. Whilst I cannot expect the signs to be changed (because designers can only design within current design parameters, using only signs included in the Traffic Signs Manual), and neither can I expect the council to countermand even advisory signage, there may be something that can be done. At the very least, ask councilors to desist from preventing people from cycling up the hill in the cycle lane, or take advice as to how this could be made to work two way. I am concerned that people are not using their bicycles to go into town because of this.

There are two reasons why this is important:

1. The High Street is the only viable route into and out of the town centre. Making this feel unsafe will discourage cycling in to town.
2. It is local and government aspiration to promote active transport (walking and cycling) and the perception that it is not permissible to use the cycle lane to cycle both ways serves to discourage people from using their bicycles as a primary mode of transport, which is at odds with this aspiration.

I think it is sensible, and safer to use the cycle way to go up the hill instead of sharing the left hand lane with cars, vans and lorries. In terms of regulations, this is supported by the Traffic Signs Manual Chapter 3 Pt 11.6 "Advisory Contraflow Cycle Lanes" Diagram 960.2 (attached) is the same as the sign on our High Street. It requires cars and advises cycles to go with the flow of the traffic going uphill, and advises cycles to go down the hill against the flow of traffic. Please note, this sign is advisory, because it allows cars to encroach into the cycle lane to park.

It is unsafe to cycle in to town up the High Street in the same lane as motorized traffic because it car and van drivers become impatient and sometimes attempt to overtake cyclists travelling at 6-7mph, or at the very least, tailgate. It is much safer to cycle uphill using the cycle lane. Cycling uphill in the cycleway unblocks the road for vehicular traffic. The sightlines are good, so there is usually enough time to take avoiding action should there be a cyclist heading towards you. The risk of an accident is much lower. Going back to the sign, it is legal for cars to encroach into the cycle lane to access parking spaces: the same principle applies to cyclists. The sign is advisory, not mandatory. If cyclists are prevented from riding uphill, then cars should be prevented from encroaching on the cycle lane to reach parking spaces. Clearly this is ridiculous

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As an overall comment, the reason we should be looking to remove obstacles is to encourage those people who are on the verge of using their bicycle as a primary mode of transport, but are discouraged from doing so because they don't feel safe.

Kind Regards

Lance Thackray