

SANDBACH TOWN COUNCIL

Planning & Consultation Committee

This meeting will be clerked by Mike Wellings. Please ensure that all apologies are made directly to the clerk of the meeting no later than 6pm on the day of the meeting.

Agenda for the meeting to be held on Tuesday 31 August 2021 at 7.00pm in the Ballroom, Sandbach Town Hall.

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

The Chairman of the meeting will adjourn the meeting to allow questions from members of the public. After the questions, the Chairman will reconvene the Planning Committee Meeting.

3. TO APPROVE THE MINUTES OF THE PLANNING AND CONSULTATION COMMITTEE MEETING HELD ON MONDAY 19 APRIL 2021 AND MONDAY 9 AUGUST 2021.

4. OBSERVATIONS ON PLANNING APPLICATIONS

Deferred from the last meeting of the Committee

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

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

Submitted WE 13.08.21 response to Cheshire East by 30.08.21

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

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

21/4223C 67 Congleton Road, Sandbach, CW11 1HP

Proposed external render coat, replacement windows and doors to whole dwelling house, two storey front and side extensions, single storey rear extension and associated alterations.

21/3988C 3 Wordsworth Close, Sandbach, CW11 3GG

Ground floor side extension.

21/3639C 29 Moston Road, Sandbach, CW11 3GL

Proposed extension of a single garage on side elevation of the dwelling.

21/4231C Crown Bank Dental, 1 Crown Bank, Sandbach, CW11 1FW

Dormer roof extension & internal alterations.

Submitted WE 20.08.21 response to Cheshire East by 15.09.21

21/4347C 641 Crewe Road, Sandbach, CW11 3RZ

Proposed detached garage with first floor home office above.

21/4396C 1 Flat Lane, Sandbach, CW11 4BD

Demolition of existing carport and garage, construction of replacement detached garage.

Submitted WE 27.08.21 response to Cheshire East by 17.09.21

At time of posting, further applications were not available.

A supplementary list will be issued on the day of the meeting and an updated agenda posted on to Sandbach Town Council's website.

5. CONSULTATIONS

5.1 Cheshire East Bus Service Improvement Plan

Information for the consultation is attached. Closing date for comments is 17th September 2021.

6. CORRESPONDENCE

6.1 Cheshire East Council

Email received 6th August regarding Cheshire East Local Plan
This item was deferred from the last meeting of the Committee.

6.2 Cycling UK

Email received 23rd August concerning Access Control from Abbey Road to Paddock Road.

7. DATE/TIME AND PLACE OF NEXT MEETING

The next Planning Committee meeting will take place on Tuesday, 21 September 2021 at 7pm in The Ballroom, Sandbach Town Hall.

Please note that this meeting will be recorded and the audio recording made available to the public within 5 working days of the meeting.

SANDBACH TOWN COUNCIL

Minutes of the Meeting of the Planning & Consultation Committee held at
7.00pm on Monday, 19 April 2021.
The meeting was held remotely via Zoom.

PRESENT Councillors R Hovey(Chair)
 S Broad
 P Eaton
 M Muldoon
 M Lea
 Clerk A Banks

1. APOLOGIES FOR ABSENCE

Councillors: K Flavell, G Merry

Absent without apologies

Councillors: S Crane,
 D Jack

2. DECLARATIONS OF INTEREST

Cllr Muldoon declared a non-pecuniary interest in 21/1838C, 21/1953C,
21/1781C

Cllr Lea declared a non-pecuniary interest in 21/2097C

No members of the public were present so no public speaking was required.

**3. TO APPROVE THE MINUTES OF THE PLANNING AND CONSULTATION
COMMITTEE MEETING HELD ON MONDAY 29 MARCH 2021.**

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

4. OBSERVATIONS ON PLANNING APPLICATIONS

21/1838C 108 Marriott Road, Sandbach CW11 3LS

Proposed granny annex/garage out building.

Resolved: No objection

21/1878C 1 Hungerford Place, Sandbach CW11 4PP

First floor extension to side elevation.

Resolved: No objection

21/1856C Brick House Farm, Congleton Road CW11 4SR

Advertisement consent for 1no. non illuminated hoarding.

Resolved: Objection. The application did not disclose what would be displayed on the proposed advertising hoarding, the committee would request that the hoarding be temporary in nature and removed once the Capricorn development had been constructed. The committee was also keen to know the views of Highways as to whether the size and location of the hoarding would be a distraction to drivers on the M6 motorway.

21/1953C 5 Mill Hill Drive, Sandbach CW11 4PW

Proposed First Floor Extension above existing garage.

Resolved: No objection

21/1892C 22 Elgan Crescent, Sandbach CW11 1LD

Single storey rear and side wrap around extension and internal alterations.

Resolved: No objection

21/1687C 1 Blackacres Close, Sandbach CW11 1YE

Non-material amendment to application 20/3017C

No Opinion: The decision to refuse by CEC had been determined prior to the committee meeting.

21/1762T Open Space, Woodside Drive

Tree Works

Resolved: No objection

21/1595C 2 The Barns, Brock Hollow CW11 3WA

Addition of decking to outside area.

Resolved: No objection

21/1782D Wheelock Corn Mills, Crewe Road CW11 3RS

Discharge of Condition No. 3 on approved application no. 17/5828C

Extension of Pet Superstore.

Resolved: No objection

21/1781C 3 Eaton Close

Single storey to front and rear.

Resolved: No objection, but the committee request that the Planning Officer takes full account of the comments submitted by neighbours and that the applicant is requested to provide reassurances that the narrow close will not be obstructed by construction vehicles as some of the neighbouring properties contain vulnerable residents.

21/2093C 4, Grange Way, Sandbach, CW11 1ES

Proposed room in the roof space of existing utility and garage. Proposed sun lounge with pitched roof to replace existing sun Lounge.

Resolved: No objection

21/2097C 94, Abbey Road, Sandbach, CW11 3HB

Demolish a garage and later link building and build a single storey rear extension with a flat roof.

Resolved: No objection

21/2019C 16, Tatton Drive, Sandbach, CHESHIRE, CW11 1DZ

Retrospective application for a hobby room/home office to rear/side of dwelling

Resolved: No objection, but the committee notes that the development obstructs access to the garage for the property and is forward of the established building line for Tatton Drive.

Licensing

Pavement Licence – Raffaele Restaurant

Resolved: No objection

5. CONSULTATIONS

There are none at the time of posting.

6. CORRESPONDENCE

Email dated 8 April re: CEC Planning Consultation 17/4838C

Resolved: The Clerk and Chair to draft a response to CEC ensuring that the statutory Consultees were fully aware of the destructive implications for Filter Bed Wood if the second access to Capricorn from Old Mill Road which would require a very wide embankment was to be approved.

7. PLANNING APPLICATION RESPONSES – DELEGATION

Resolved: That during the transition period from remote to in-person meetings, the Clerk in consultation with the Committee Chair would be given delegated authority to review and respond to non-contentious applications, ensuring responses would accord to Council policy and the adopted Neighbourhood Development Plan. Submitted planning application references would be circulated to committee members weekly together with draft responses.

8. DATE/TIME AND PLACE OF NEXT MEETING

The next Planning Committee meeting will take place on Monday, 10 May 2021 at 7pm via Zoom if permitted by legislation. The Room number will be circulated prior to the meeting.

Meeting closed at 8.10pm

Cllr R Hovey

RGH

4. OBSERVATIONS ON PLANNING APPLICATIONS

Submitted WE 23.07.21 response to Cheshire East by 11.08.21

21/3916C 72 Manor Road, Sandbach, CW11 2NB

Single storey rear/side and front extension & garage conversion.

Resolved: No objection. The committee request that the planning officer considers the impact on the street scene caused by the building coming forward of the building line. The Committee also question whether the building will fit in with surrounding properties.

21/3829C 4 Sunnymill Drive, Sandbach, CW11 4NB

Construction of home office/storage building on footprint of burnt down garage.

This application was not considered due to the Committee becoming inquirate as a result of declared interests.

Submitted WE 30.07.21 response to Cheshire East by 25.08.21

21/3956C 9 Old Middlewich Road, Sandbach, CW11 1DP

Change of use from an existing residential flat (C3) to a chiropractic clinic (E(e)). The building that has been converted into 3 residential flats and my application is for the ground floor flat to be used as a chiropractic clinic. This flat has separate front door access to the other flats above. The 2nd and 3rd floor flats have a separate access at the rear of the building.

Resolved: The Committee have not objection to the change of use but note that:

- There is no parking outlined in the plan. Where will staff and patients park?
- There is no mention of signage for the business. The Committee note that the site sits within the Conservation area.

21/4066C 18 Mill Hill Lane, Sandbach, CW11 4PN

Single storey rear extension

Resolved: No objection.

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.

Resolved: No objection. The Committee wish to draw to the Planning Officer's attention the lack of parking provision given the loss of a garage and the congestion of space on the development. Parking for this property should not be on the road.

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

Single storey rear an side extension.

Resolved: No objection.

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.

Resolved: No objection as the building is within the existing curtilage of the site and the building fits in with the rest of the site. There also appears to be sufficient parking. The Committee welcomes this extension of care provision in Sandbach.

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.

Resolved: No objection.

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.

Resolved: No objection.

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

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

This item was deferred to the next meeting of the Planning and Consultation Committee.

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.

Resolved: Members **OBJECT** to this planning application for the following reasons:

- Members hold serious concerns, from a safety standpoint, about access directly onto the bypass. The drawing appear to show a reactive field access onto the A534 on what is a particularly dangerous section, with a blind bend.
- The single track access through the gate is too narrow for access, and also is a dangerous access route onto the A534
- The site and surrounding area is extremely prone to flooding during bad weather.

Members strongly recommend that this application be considered by a Planning Committee at Cheshire East Council.

5. CONSULTATIONS

There are none.

6. CORRESPONDENCE

6.1 Cheshire East Council

Email received 6th August regarding Cheshire East Local Plan
This item was deferred to the next meeting of the Planning and Consultation Committee.

6.2 Cycling UK

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

Resolved: That the Clerk of the meeting conveys the Committees support for the correspondence to the relevant Councillors at Cheshire East Council.

6.3 Cycling UK

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

Resolved: That the Clerk of the meeting conveys the Committees support for the correspondence to the relevant Councillors at Cheshire East Council.

7. DATE/TIME AND PLACE OF NEXT MEETING

The next Planning Committee meeting will take place on Tuesday, 31 August 2021 at 7pm in The Ballroom, Sandbach Town Hall.

Meeting closed 8.32pm

Cllr G Merry

MW

Dear Town/Parish Clerk,

In response to the National Bus Strategy for England (NBSfE) "Bus Back Better", Cheshire East Council is developing a boroughwide Bus Service Improvement Plan (BSIP).

The relevant Department for Transport (DfT) guidance states the need to consider current bus service provision, in particular the level of satisfaction with the local bus network, any issues with services or infrastructure, and to identify any opportunities to improve connectivity and stabilise the bus network as we recover from the pandemic.

The Highways and Transportation Committee received a report on 19th July 2021 outlining the requirement to develop a BSIP (please find attached), which provides further information on the National Bus Strategy and Cheshire East's emerging response.

The Council is interested to receive any input and evidence from Town and Parish Councils on matters that are within scope for the BSIP, key points for consideration are included within the attached letter.

Whilst this is a challenging time for bus operators, the production of these plans is being closely linked to future funding arrangements for buses, so we feel it is vital that the needs of Cheshire East are captured fully on our Improvement Plan.

Should you have any further comments or suggestions, please feel free to contact the team working on our Improvement Plan to discuss further; they can be contacted by email at BSIP@cheshireeast.gov.uk.

The tight timescales for preparation of the BSIP have been set nationally. With this in mind, it would be appreciated if you could provide any response you may have as soon as possible. Information received by **17th September 2021** will be considered for inclusion in our submission to the Department for Transport, which is due in October 2021.

Yours sincerely,

Cheshire East BSIP Team

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Highways and Transport Committee

Date of Meeting:	19 th July 2021
Report Title:	National Bus Strategy - Enhanced Partnerships and Bus Service Improvement Plans
Report of:	Andrew Ross, Director of Highways & Infrastructure
Report Reference No:	To be confirmed by Democratic Services
Ward(s) Affected:	All wards in Cheshire East

1. Executive Summary

- 1.1. The local bus network in Cheshire East is facing a number of critical challenges arising from a persistent and structural decline in patronage; compounded by more recent loss of ridership during the COVID-19 pandemic. Recovery of patronage could be prolonged as passengers consider using bus services again. These pressures are set in a context where Government's Covid funding support to local bus is unlikely to be sustained indefinitely whilst the Council has budget limits on its support to existing bus services. These circumstances are not unique to Cheshire East and are key influences in the recent publication of a new National Bus Strategy, "*Bus Back Better*" published on 15 March 2021.
- 1.2. The new National Bus Strategy sets out opportunities to address the challenges facing local bus networks alongside a set of obligations for local transport authorities to establish Enhanced Partnerships and produce Bus Service Improvement Plans (BSIP). The success of the Council's response to the national strategy will directly assist in delivering the following strategic aims and objectives in the Council's Corporate Plan 2021-25.
 - 1.2.1. **OPEN** - undertaking consultation and engagement with the bus industry, key stakeholders and the public will ensure that the Council's response to preparing a BSIP and developing an Enhanced Partnership with bus operators meets the Government's stated requirements and maximises the prospect on securing

funding for bus networks in Cheshire East. Active and open engagement with the bus sector is a pre-requisite for developing successful partnership working arrangements.

- 1.2.2. FAIR** – the approach to partnership working and evidence-sharing with the commercial bus operators is expected the help the Council address some of the gaps and inconsistencies in the provision of local bus services across the Borough.
- 1.2.3. GREEN** - through our responses to the National Bus Strategy the aim would be to develop proposals that improve the local bus network and ensure it plays a stronger role in meeting the transport needs of local communities, encouraging greater reliance on local bus as a viable alternative, and more sustainable mode of transport across the Borough. Achieving these outcomes will contribute to the Councils stated aims for reducing carbon impacts and improving local air quality.
- 1.3.** The purpose of this report is to ensure the Council meets its obligations as set out in the National Bus Strategy and in so doing seeks Committee endorsement of the Enhanced Partnership approach and approval of the development of the BSIP. Committee is also invited to confirm whether a Member Advisory Panel be established to support the development and delivery of these plans in line with the Department for Transport's programme.
- 1.4.** Work had already commenced on preparing a Cheshire East Bus Strategy prior to the release of the National Strategy. This work provides strong evidence to inform, support and underpin the development of the Enhanced Partnership Plan and BSIP.
- 1.5.** The national strategy sets an expectation for all Local Transport Authorities (LTAs) to commit to establishing Enhanced Partnerships under the provisions of the Bus Services Act 2017. A partnership should spread across the LTA's whole area and all bus operators must co-operate with the LTA throughout the process.
- 1.6.** The aim of an Enhanced Partnership is to improve the coverage, quality and reliability of local bus services with virtually all aspects of service quality deemed in scope, except single fares which remain a commercial consideration. A partnership could cover bus timetables and multi-operator ticketing and, if it wishes to do so, take over the role of registering bus services from the Traffic Commissioners. The aim is to seek the agreement of bus operators on all aspects, but they do have a right to object during a statutory consultation exercise.
- 1.7.** Securing an effective and successful Enhanced Partnership in the borough would very likely influence future funding opportunities for bus and local transport improvements. Engagement with bus operators is

essential, followed by more formal discussions as an Enhanced Partnership Plan and the BSIP are formulated.

- 1.8. The Council published a notice of intent to proceed with the development of an Enhanced Partnership on 30 June 2021, in accordance with the national guidelines. Further guidance on the nature of Enhanced Partnerships is awaited from the UK Department of Transport.
- 1.9. Local authorities are also required in the National Strategy to publish a BSIP by 31 October 2021. This document must set out the local bus outcomes for the borough and thereafter it will be developed alongside the emerging Enhanced Partnership agreement and scheme. This work needs to commence immediately and would involve extensive partnership working with key stakeholders across the borough, in particular bus service providers and users, as well as any Member Advisory Panel.
- 1.10. The outcomes the plans would seek to deliver would relate to achieving local transport and bus networks for residents and businesses that are safer, support thriving urban and rural economies and contribute to the goal of being carbon neutral by 2025. More directly, an Enhanced Partnership and BSIP will enable improvements to be made to the speed and efficiency of public transport and encourage more residents to make fewer car journeys, thus contributing to Council and community carbon reduction.
- 1.11. The BSIP and Enhanced Partnership will be developed alongside Local Transport Delivery Plans for each of our towns, to ensure clarity and consistency whilst supporting a wider range of regeneration initiatives, town centre vitality and the visitor economy.
- 1.12. Funding of £100,000 has been made available to each LTA by the Government to support the development of BSIP. The availability of this funding was set out in a letter from Baroness Vere to all LTA Chief Executives on 15 March 2021. The Council has been granted full access to this funding.

2. Recommendations

- 2.1. The Highways and Transport Committee is recommended to:
 - 2.1.1. Endorse the commitment to an Enhanced Partnership for local buses and publication of the relevant notifications.
 - 2.1.2. Approve the development of a Bus Service Improvement Plan, in consultation with bus operators, passenger groups and other stakeholders from across the borough.
 - 2.1.3. Confirm the establishment of a Member Advisory Panel to guide the development of the Bus Service Improvement Plan and the Enhanced Partnership.

- 2.1.4. Note that the initial Bus Service Improvement Plan will be reported to this Committee in September in order to meet the Department for Transport's programme.

3. Reasons for Recommendations

- 3.1. An Enhanced Partnership will enable the development of a Cheshire East Bus Strategy in the form of a Bus Service Improvement Plan. This will guide future investment and ensure that future bus operations are in accordance with the expectations of the Department for Transport.
- 3.2. This recommendation has been put forward because having an Enhanced Partnership is a prerequisite of any future funding. Without an Enhanced Partnership in place, Cheshire East and bus operators will lose access to funding streams including future COVID-19 recovery funds, Bus Service Operator Grant (BSOG) and opportunities that arise as a direct result of the new National Bus Strategy and the Comprehensive Spending Review.

4. Other Options Considered

- 4.1. The National Bus Strategy outlines three options for local authorities including bus franchising, establishing an enhanced partnership with bus operators and, by default, a do-nothing option.
- 4.2. The National Bus Strategy outlines that support will be provided for Local Transport Authorities (LTA) wishing to access franchising powers. However, Franchising powers are only available automatically to Mayoral Combined Authorities (MCA). Without an elected Mayor in place, the council's current status creates a challenge for the local implementation of bus franchising. Franchising at this time is not considered to be a realistic option for Cheshire East. The financial and operational implications of a move to bus franchising have not been assessed at this time.
- 4.3. An alternative option is to do nothing, setting aside the opportunity to develop an Enhanced Partnership. This would likely lead to the loss of a number of existing revenue support mechanisms for local buses, including Bus Service Operator Grant (BSOG) and Covid Bus Service Support Grant. Therefore this option would not see bus operations continuing their current level of service and further passenger decline would be anticipated. This option would also close the door on any future funding prospects, including COVID-19 recovery funds and those made available as part of the national strategy. Therefore this option has been discounted

5. Background

- 5.1. At present the bus industry within Cheshire East is facing a number of important challenges, including a decline in patronage, budget constraints affecting the council's ability to support bus services and more recently reduced ridership as a result of the COVID-19 pandemic.

- 5.2.** In recent years bus patronage across the borough has declined progressively and consistently. In 2016/17, there were approximately 4.5 bus passenger journeys per resident with bus patronage declining by 22% since 2009/10. These statistics place Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head and amongst the lowest number of trips per head of resident population in England.
- 5.3.** Before the COVID-19 outbreak, Cheshire East bus network was facing significant challenges regarding utilisation and the financial viability of a lot of the services in terms of commercial sustainability. During the early stages of the pandemic, the industry demonstrated some resilience as services were able to adapt and maintain at least some level of service relevant to patronage levels before Government help was provided.
- 5.4.** However, as a result of reduced utilisation, the profitability of running bus services has been a significant challenge and serious questions have been raised whether the resilience is there for operators to withstand falling profitability associated with a crisis alike to COVID-19.
- 5.5.** As bus service patronage continues to fall year on year and services become less financially viable, there is a risk that services across Cheshire East will be deregistered which could have lasting impacts on communities.
- 5.6.** Over the last 6 months, the Council has been developing an evidence base to inform, support and underpin the development of a draft bus strategy. This evidence base compiles a range of quantitative and qualitative data as well as policies and strategies from various documents, policy levels, stakeholders and sources. It aims to summarise the current situation and provide a holistic overview of the wider political, economic, environmental, social and operational context of bus transport in Cheshire East. This evidence base will be used to build a Bus Service Improvement Plan (BSIP), in accordance with the National Strategy, to evaluate and strengthen the local bus network.
- 5.7.** The Council has also recently received funding from DfT, as part of the Rural Mobility Fund (RMF), to trial a Demand Responsive Transport (DRT) service within rural Cheshire East. This service will be continually monitored, and data collection will be used to evaluate the viability of maintaining or expanding this service to cover a wider area of the borough. The potential for DRT in Cheshire East will be considered further during the development of a BSIP; during which, bus operator and stakeholder consultation and collaboration will be sought.
- 5.8.** On the 15th March 2021 the UK Government released a National Bus Strategy for England. This strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through

ambitious and far-reaching reform of how services are planned and delivered.

- 5.9. As part of the National Bus Strategy, the UK Government outlines that support will be provided for any Local Transport Authority (LTA) who wishes to access franchising powers and has the capability and intention to use them at pace to deliver improvements for passengers.
- 5.10. Franchising powers are only available automatically to Mayoral Combined Authorities (MCAs). Notwithstanding this, franchising powers can be granted to other LTAs through secondary legislation.
- 5.11. At present, Cheshire East is a unitary authority and is therefore responsible for all local government functions within the area. A requirement for devolution and franchising, is the introduction of a mayor, elected directly by local people in areas covered by combined authorities. Without an elected Mayor in place, the Council's current status creates a challenge for the local implementation of bus franchising.
- 5.12. However, franchising is not the only route to better and more locally accountable bus services determined within the national bus strategy. An Enhanced Partnership (EP) can also be employed, as a statutory arrangement under the 2017 Bus Services Act, to allow the LTA to take over the role of registering bus services from the Traffic Commissioners.
- 5.13. The main difference between Enhanced Partnership and franchising is that operators within an Enhanced Partnership have greater role, working with LTAs to develop and deliver improvements and contributing to how bus services should be improved. Compared to franchising, Enhanced Partnerships also offer more flexibility.
- 5.14. Once an Enhanced Partnership has been established, all LTAs are expected to produce and publish a local Bus Service Improvement Plan (BSIP), detailing how the LTA propose to use their powers to improve services.
- 5.15. The timescales Government has set for the development of Bus Improvement Plans (October 2021) and Enhanced Partnerships (April 2022) are very challenging. However, DfT officials indicate that there is believed to be a unique opportunity to strengthen cooperative working between commercial bus companies and local authorities as the country recovers from the pandemic. As the industry has received large scale financial support throughout the pandemic there is a need and a will to jointly plan what the future of local bus travel looks like.

6. Consultation and Engagement

- 6.1. The first task will involve early engagement with Bus Operators, passenger groups and other key stakeholders such as town and parish councils. These discussions will outline the parameters of the partnership, consideration of policies and what Cheshire East would like a future bus

network to look like. There will also be a focus on any key issues and considerations to fine tune the approach and outline the requirements and expectations of an enhanced partnership.

- 6.2. To establish an enhanced partnership, a Notice of Intent is required detailing approval by the LTA to proceed with the development of an Enhanced Partnership. The Committee is recommended to endorse this Notice of Intent at its meeting on 19th July.

7. Implications

This section details how the recommendations will impact on the council in a variety of different ways.

7.1. Legal

- 7.1.1. In developing and implementing an Enhanced Partnership Plan and BSIP the Council must have regard to the transport needs of all of the residents in the borough, which may include disabled persons, persons who are elderly or have mobility problems and mothers with young children . Development of plans will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.
- 7.1.2. Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.
- 7.1.3. Before implementing the Enhanced Partnership plan the Council should consult with local bus operators, various organisations including the chief of police for the area to seek their views on the planned proposals.
- 7.1.4. The Secretary of State may issue secondary legislation and additional guidance in relation to the Enhanced Partnership plans and schemes, the Council must have regard to the guidance.

7.2. Finance

- 7.2.1. £100,000 has been made available from the Government for each LTA to support with the development of Bus Service Improvement Plans, Cheshire East has been granted access to this funding in full and will use it to produce a BSIP in advance of the end of October 2021 deadline.
- 7.2.2. The Enhanced Partnership Plan and BSIP will be implemented using funding provided by the long term funding commitments of

the National Bus Strategy and the COVID-19 Bus Services Support Grant (CBSSG). This will be covered in a future report.

7.3. Policy

- 7.3.1.** Cheshire East corporate documents and strategies stress the importance of an enhanced public transport and bus network for attaining key strategic objectives such as improving local transport, reducing air pollution, achieving carbon neutrality, enabling housing and employment growth, improving quality of place and protecting the environment. They support improvements to local bus transport both in terms of infrastructure and service provision and call for the development of a bus strategy. Developing a Bus Service Improvement Plan an Enhanced Partnership will help to achieve these goals.
- 7.3.2.** At a National level, establishing an Enhanced Partnership will ensure that the council fulfils its duty as the Local Transport Authority in accordance with the responsibilities outlined within the National Bus Strategy.
- 7.3.3.** On a regional and subnational level, the Cheshire & Warrington LEP acknowledges the importance of buses for public transport in its transport strategy and LEP Bus Strategy. The LEP bus strategy should be aligned with the BSIP where possible to ensure any duplication of work is avoided. The South-Eastern Manchester Multimodal Strategy (SEMMS) and Greater Manchester's Transport Delivery Plan also acknowledge the importance of public transport and call for the coordination of cross boundary services, particularly following a commitment to bus franchising within Greater Manchester.

7.4. Equality

- 7.4.1.** An Equality Impact Assessment has been commenced and will develop further as the Enhanced Partnership evolves. This will build upon the EIA developed for the Cheshire Bus Strategy. Further Equality Impact Assessments will be undertaken for specific bus schemes and investment programmes as they come forward.

7.5. Human Resources

- 7.5.1.** There are no direct implications for Human Resources.

7.6. Risk Management

- 7.6.1.** A Project Board has been established chaired by the Director of Infrastructure and Highways to ensure appropriate project

governance and strategic direction. A project risk register has been developed and maintained, detailing mitigation measures.

- 7.6.2. Separate consultative meetings were held with Bus Industry contacts. The frequency of these meetings was determined following initial early discussions and are used to understand any external risks associated with each bus operator.

7.7. Rural Communities

- 7.7.1. The Corporate Plan outlines targets to reduce areas of the borough not served by public transport. The Council has already demonstrated a commitment to this through its successful bid for DfT funding as part of the Rural Mobility Fund, a Demand Responsive Transport (DRT) service is proposed as a result of this funding. Depending on the success of this service, DRT will be considered as an option for connecting rural communities and will be discussed with bus operators and reflected in the future Bus Service Improvement Plan.
- 7.7.2. The Corporate Plan also identifies the desire for thriving and active rural communities by 2025. Delivering improved accessibility to services and employment opportunities by improved bus connectivity supports this target. Any issues and opportunities for rural communities will be identified throughout the process of developing an Enhanced Partnership and Bus Service Improvement Plan.

7.8. Children and Young People/Cared for Children

- 7.8.1. The Corporate Plan outlines that some of the biggest pressures are in children's services, particularly placements for looked after children and services for children with special educational needs, including home to school transport.
- 7.8.2. The development of Bus Service Improvement Plans will seek opportunities to increase the scope for home-to-school travel to be accommodated on conventional bus networks, thereby reducing the need for bespoke transport provision.

7.9. Public Health

- 7.9.1. By enhancing bus provision in Cheshire East, with well-planned reform, this provides an affordable transport choice for young people that enables greater connectivity to additional learning and job/training opportunities.
- 7.9.2. Cheshire East is a prosperous place, but there are pockets of deprivation in communities related to income, health and life chances. Improved bus services will enable a greater proportion of residents to access important services such as health care

facilities. This will therefore help to address the Corporate Plan target to reduce health inequalities across the borough.

- 7.9.3.** There is also a desire to support communities by reducing loneliness. Improved bus connectivity will enable residents of all backgrounds to move around the borough more freely and engage with activities to improve mental and physical health.
- 7.9.4.** The Enhanced Partnership will also consider the impact of transport on issues affecting public health, most notably Air Quality and the contribution of Public Transport to health and wellbeing.

7.10. Climate Change

- 7.10.1.** Cheshire East have committed to be carbon neutral by 2025 and to influence carbon reduction across the borough. The Corporate Plan outlines a desire to improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys. Developing an Enhanced Bus Partnership with operators will help to strengthen the existing bus provision, delivering consistent and efficient services that can better compete with the private car.

**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 Kathryn,

I support the current unrestricted access to the short path from 43 Abbey Road to Paddock Road. However, would you be able to find out about any proposed access control?

Also, can you please clarify if this access is available to cyclists, too? I am unable to find the relevant documents on the planning portal.



Regarding access control please see item 92 of the minutes of Cabinet, 9th of March 2021

"Councillor S Akers Smith asked if the Council would review its policy regarding paths on housing estates with a view to removing barriers to accessibility to allow both cycling and walking, and providing appropriate signage to support all travel modes.

The Deputy Leader [Cllr Craig Browne] responded that the Council's preference would be against the use of access controls unless there was a persistent and significant problem of antisocial moped or motorcycle usage or regular incursions leading to fly-tipping. Where a level of access control was required, the provision of bollards would be considered that still allowed all types of cycle and mobility scooter to gain access. He would advise against unnecessary advisory signing as it led to additional maintenance costs and had a very limited legal basis and it problematic to enforce effectively."

If bollards are used then please note the advice provided in Cycling Infrastructure Design, LTN 1/20, "8.3.6 Bollards and barriers should contrast with the background and may be fitted with retroreflective material to ensure they can easily be seen in all conditions." Furthermore, if required, I suggest using the red and white 'barber pole' for better visibility.

Bollards are often unnecessary and dangerous to cyclists. Please see an example at the minor estate road Grassland Way. Not visible on this picture but against low evening sun they are very difficult to spot.



In contrast, the access from the main road, Middlewich Road, manages without bollards.



South East Cheshire Cycling Action Group are also currently updating the cycle map and it would be good if it can be clarified if the link at 43 Abbey Road can be included.

Regards

Matthias Bunte

Cycling UK, Sandbach

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