

Cabinet

Agenda

Date: Tuesday, 7th January, 2014
Time: 2.00 pm
Venue: Committee Suite 1, 2 & 3, Westfields, Middlewich Road,
Sandbach CW11 1HZ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

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.

3. **Public Speaking Time/Open Session**

In accordance with Procedure Rules Nos.11 and 35 a period of 10 minutes is allocated for members of the public to address the meeting on any matter relevant to the work of the meeting. Individual members of the public may speak for up to 5 minutes but the Chairman or person presiding will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers. Members of the public are not required to give notice to use this facility. However, as a matter of courtesy, a period of 24 hours' notice is encouraged.

Members of the public wishing to ask a question at the meeting should provide at least three clear working days' notice in writing and should include the question with that notice. This will enable an informed answer to be given.

Contact: Paul Mountford, Democratic Services Officer
Tel: 01270 686472
E-Mail: paul.mountford@cheshireeast.gov.uk

4. **Questions to Cabinet Members**

A period of 20 minutes is allocated for questions to be put to Cabinet Members by members of the Council. Notice of questions need not be given in advance of the meeting. Questions must relate to the powers, duties or responsibilities of the Cabinet. Questions put to Cabinet Members must relate to their portfolio responsibilities.

The Leader will determine how Cabinet question time should be allocated where there are a number of Members wishing to ask questions. Where a question relates to a matter which appears on the agenda, the Leader may allow the question to be asked at the beginning of consideration of that item.

5. **Minutes of Previous Meeting** (Pages 1 - 8)

To approve the minutes of the meeting held on 10th December 2013.

6. **Cheshire East Council High Speed Rail 2 (HS2) Consultation Response (Forward Plan Ref. CE 13/14-66)** (Pages 9 - 38)

To consider a report seeking approval of the Council's HS2 Phase Two consultation response on the proposed route from Birmingham to Manchester, which passes through Cheshire East Borough.

7. **Alderley Park Development Prospectus** (Pages 39 - 76)

To consider a report which outlines the purpose and content of the Alderley Park Development Prospectus, and which seeks endorsement of the Prospectus by Cheshire East Council.

8. **Council Support for Cheshire Neighbours Credit Union** (Pages 77 - 86)

To consider the recommendations of the Finance Policy Development Group in relation to Council support for the Cheshire Neighbours Credit Union.

9. **Residual Waste Interim Procurement Solution 1st April 2014 - 31 March 2016 (Forward Plan Ref. CE 13/14-69)** (Pages 87 - 92)

To consider a report on a residual waste interim procurement solution for the period 2014-16.

10. **Framework for Domestic Repairs and Adaptations (Forward Plan Ref. CE 13/14-63)** (Pages 93 - 98)

To consider a report setting out how Cheshire East Council will secure value for money in the procurement of domestic repairs and adaptations on behalf of vulnerable residents.

THERE ARE NO PART 2 ITEMS

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Cabinet**
held on Tuesday, 10th December, 2013 at Committee Suite 1,2 & 3,
Westfields, Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor M Jones (Chairman)
Councillor D Brown (Vice-Chairman)

Councillors Rachel Bailey, J Clowes, J P Findlow, L Gilbert, B Moran,
P Raynes, D Stockton and D Topping

Members in Attendance

Councillors Rhoda Bailey, L Brown, S Corcoran, K Edwards, S Hogben,
W Livesley, P Mason, R Menlove, A Moran, B Murphy, D Newton, P Nurse,
A Thwaite, S Wilkinson

Officers in Attendance

Mike Suarez, Lorraine Butcher, Peter Bates, Suki Binjal, Caroline Simpson,
Heather Grimbaldeston and Paul Mountford

Apologies

Councillors S Gardiner and L Smetham

98 DECLARATIONS OF INTEREST

There were no declarations of interest.

99 PUBLIC SPEAKING TIME/OPEN SESSION

There were no members of the public wishing to speak.

100 QUESTIONS TO CABINET MEMBERS

Councillor A Moran referred to the number of Conservative members, including Cabinet support members, who had raised questions at the last Council meeting.

The Leader responded that his members found question time at Council meetings helpful. Responding to a question by Councillor L Brown, he stressed that all councillors were able to ask questions of Cabinet members.

Councillor S Corcoran asked about progress in discussions between the Council and Arighi Bianchi with regard to a proposed distribution centre at Lyme Green, Macclesfield.

The Leader advised that discussions were continuing.

Councillor K Edwards referred to a report produced last year by the Portfolio Holder for Finance setting out progress with the Council's three year financial strategy, and addressing any potential funding gap.

The Portfolio Holder for finance responded that he intended to produce a similar report this year. He added that next year's financial position would be manageable but that future years would be more challenging.

The Leader commented that he anticipated a balanced budget over the next three years.

Councillor Edwards asked if the Leader had good news for the many fundraisers who were raising funds in Macclesfield libraries.

The Leader responded that the Council was proud to support its partners and voluntary groups. He asked the Portfolio Holder for Finance to give a written response to Councillor Edwards' question.

Councillor W Livesley asked if the community interest agreement with Macclesfield Town Football Club had been signed.

The Leader responded that an agreement had not yet been signed although the Council continued to support the Club.

Councillor Livesley asked if local ward members could receive details of the empty properties in their wards.

The Leader responded that the Council wanted to encourage brownfield site development and that the Council was converting more empty properties than other Councils.

Councillor S Hogben asked for an update on the proposed Lifestyle Centre for Crewe.

The Leader responded that a decision would be taken in the next few days. The Portfolio Holder for Adult Care added that an announcement would hopefully be made before Christmas.

Councillor Hogben also referred to a former elderly persons' home within his ward and sought assurances that it would be put to good use in the near future.

The Leader undertook to look into the matter.

101 **MINUTES OF PREVIOUS MEETING**

RESOLVED

That the minutes of the meeting held on 12th November 2013 be approved as a correct record.

102 **CONGLETON LINK ROAD - APPROVAL TO PROCEED TO PUBLIC CONSULTATION (FORWARD PLAN REF. CE 13/14-14)**

Cabinet considered a report seeking approval to proceed with a public consultation exercise on the four shortlisted routes for the proposed Congleton Link Road.

The report provided a summary of the overall public consultation strategy.

RESOLVED

That

1. the shortlisted route options, shown at Appendix A to the report, be taken forward for public consultation;
2. the public consultation exercise be undertaken for a 6 week period, commencing in early January 2014, to include the following key events/tasks:
 - § Exhibition events at Congleton Town Hall
 - § Consultation leaflet and questionnaire to be distributed to all landowners/residents/businesses which lie within 500m of any of the four options being considered
 - § Advertisement feature within the Congleton Town Council's local newsletter January edition
 - § Congleton Link Road website update, including an electronic questionnaire on the website
 - § Press release prior to Public Consultation
 - § Meetings with all affected Parish Councils
 - § Meeting / drop in event with the Business Community
 - § Direct meetings with various affected landowners
3. a post-consultation report be produced to summarise the findings of the consultation; and

4. the indicative delivery programme be noted.

103 **NOTICE OF MOTION - REDUCING CARBON EMISSIONS**

Cabinet considered a response to a motion submitted to Council on 13th October 2013 and referred to Cabinet for consideration.

Councillor S Hogben had proposed, and Councillor S Corcoran had seconded, the following motion:

“That this Council build on its previous work in reducing its own carbon emissions. This Council will promote strenuous further efforts to cut not only its own carbon emissions but those of its many partners within the sub-region, including the private and business sectors.

The Council recognises that financial pressures face all sectors of the economy, but also recognises the vital importance for future generations of conserving resources of all kinds and cutting environmental pollution.

In view of the loss of Invest to Save funding, and in its role as a community leader, the Council commits to redouble its efforts to fund carbon reduction projects, and seek support in this work from all its partners.”

The Council was currently on track to achieve its carbon reduction target. Since instigating its Carbon Reduction Programme in 2010 the Council had reduced its emissions by 18%, or 5,705 tonnes CO₂. This significant achievement had resulted in a cost avoidance of £1.8 million which would otherwise have been spent on energy consumption. This in turn had enabled the Council to better support front line services.

The Council had signed up to the Nottingham Declaration on Climate Change in 2009. In 2012, the Nottingham Declaration had been succeeded by the Climate Local Agreement, developed by the LGA. Cabinet was asked to consider whether it wished the Council to become a signatory to the new initiative.

RESOLVED

That Cabinet

1. receives and acknowledges the motion referred by Council;
2. acknowledges the significant work that has been undertaken by the Council to date in reducing its own carbon emissions in order to support the corporate target of reducing carbon emissions by 25% by 2016;

3. in view of the fact that the carbon reduction target for energy management has been achieved 3 years early, agrees to increase the carbon reduction target for Council buildings to 35% in support of other areas of the Authority;
4. further promotes the reduction not only of its own carbon emissions but also of those of its many partners within the sub-region, including the private and business sectors; and
5. agrees to sign up to the Climate Local Agreement, which replaces the Nottingham Declaration on Climate Change to which the Council had previously been a signatory.

104 **NOTICE OF MOTION - AUDITOR'S VALUE FOR MONEY
CONCLUSION**

Cabinet considered a response to a motion submitted to Council on 17th October 2013 and referred to Cabinet for consideration.

Councillor S Corcoran had proposed, and Councillor P Nurse had seconded, the following motion:

“The Council welcomes the qualified value for money conclusion from the external auditors and:

- § Accepts that more ‘more needs to be done to ensure that tough decisions are taken when setting the budget rather than relying on services to deliver savings in year’.
- § Commits to setting a realistic budget for 2014/15 so that the major overspends seen in recent years do not recur and that unplanned remedial actions are not necessary:
- § Agrees to ensure that its decision making is – and is seen to be - transparent to the public.”

A copy of the auditor’s final Value for Money conclusion as outlined on page 23 of their 2012/13 Audit Findings Report was attached at Appendix 1 to the report. Members were asked to note that the wording of the auditor’s conclusion differed from that quoted in the motion submitted to Council. Specifically, the final conclusion confirmed that the Council’s arrangements for securing economy, efficiency and effectiveness in its use of resources were found to be satisfactory ‘in all significant respects’.

An action plan had already been put in place to address the auditor’s 2012/13 findings and conclusions, demonstrating the Council’s commitment to build on the progress achieved to date.

RESOLVED

That the motion be rejected on the basis that action is already in hand to address the substantive issues raised by Grant Thornton in their Audit

Findings Report, and that progress will be further enhanced by the action plan recently endorsed by the Audit and Governance Committee.

105 **PROPERTY-RELATED CONSULTANCY SERVICES (FORWARD PLAN REF. CE 13/14-57)**

Cabinet considered a report on the future commissioning of property-related consultancy services.

The Council, as part of its business planning for 2014/15, would be considering options for the future delivery of asset-related services, building on the achievement of the Corporate Landlord model and the formation of the Development Company.

Current arrangements for the delivery of the construction and development projects included the commissioning of external property-related consultancy services via the Council's own Framework Agreement. This Agreement would expire on 31st October 2014 and could not be extended within EU Procurement Rules. It was essential that a mechanism was in place to enable the Council to continue to deliver its property-related projects effectively.

An analysis of options had been undertaken as set out in Appendix 1 to the report, with the conclusion that a replacement Framework Agreement would be the preferred option. The option analysis process had identified that Stockport Metropolitan Borough Council had recently entered into a Strategic Property Partnership with Carillion and CBRE. Initial discussions had identified the potential for Cheshire East Council to utilise this Framework, either at Partnership or Supply-Chain level.

In considering this matter, the Leader expressed the intention of developing a Cheshire East First business policy aimed at involving locally-based companies wherever possible.

RESOLVED

That Cabinet

1. approves the establishment of a Framework Agreement through which to commission property-related consultancy services;
2. notes the recent establishment of Stockport Strategic Property Partnership and authorise officers to explore service delivery options and undertake due diligence in connection with the Council's potential utilisation of the Partnership;
3. delegates authority to the Director of Economic Growth & Prosperity, in consultation with the Portfolio Holder for Finance and Assets, to award contracts to providers meeting the requirements of the Framework;

4. delegates authority to the Director of Economic Growth & Prosperity, in consultation with the Portfolio Holder for Finance and Assets, to abort the procurement, should the need for the Framework no longer be required; and
5. delegates authority to the Director of Economic Growth & Prosperity, in consultation with the Portfolio Holder for Finance and Assets, to utilise the Stockport Strategic Property Partnership on the basis of recommendations from Assets, Finance, Procurement and Legal Services.

106 **REVIEW OF 2014-15 SCHOOLS FUNDING FORMULA**

Cabinet considered a report on proposed options for the schools funding formula for 2014-15.

Following a consultation exercise with all head teachers, governors and business managers in September 2013, the Council had worked closely with the Formula Working Group, a sub-group of the Schools Forum, to develop a formula which aimed to minimise turbulence for schools. The proposals had been discussed and approved by the Schools Forum on 3rd October 2013, and had to be approved by Cabinet before final submission to the Department for Education by 21st January 2014.

Details of the funding formula and its implications were set out in the report.

It was stressed that a new policy of clawback of surplus school balances would not affect any money raised by the schools themselves through fundraising.

RESOLVED

That for the 2014-15 Schools Funding Formula:

1. £1.5m of DSG be added to the funding for low level Special Educational Needs (SEN), delegated to schools through the Low Cost High Incidence (LCHI) formula factor and distributed according to pupil numbers identified by the new mandatory prior attainment indicators, the money to come from savings delivered in 2013/14 in the SEN placements budget;
2. the rural proofing strategy be broadened to include schools; and
3. all other existing formula factors be maintained at their current level, as agreed with the Schools Forum.

COUNCIL TAX BASE 2014/2015

Cabinet considered a report on the Council's tax base for Cheshire East which identified important changes to the calculation of the tax base for 2014/2015.

The calculation of the tax base contributed to the calculation of overall funding for Cheshire East Council in each financial year.

The Council was required to approve its tax base before 31st January 2014 so that the information could be provided to the Police and Crime Commissioner and Cheshire Fire Authority for their budget processes. Details for each parish area were set out in Appendix A to the report.

The Council Tax Support Scheme was not set to change for 2014/2015 other than to reflect the usual CPI inflationary increases. A predicted increase in claimant numbers was likely to result in a requirement for additional support; therefore an additional 1% allowance had been made available within the tax base to cover this increased demand.

The calculation of the tax base was a matter for full Council following a recommendation by Cabinet.

RESOLVED

That Cabinet, in accordance with the Local Authorities (Calculation of Tax Base) Regulations 1992, recommends to Council the amount to be calculated by Cheshire East Council as its Council Tax Base for the year 2014/2015 as 137,548.53 for the whole area.

Before closing the meeting, the Chairman referred to the recent death of Honorary Alderman Norman Edwards, a former Mayor of Macclesfield. The Council's flag was flying at half mast to mark this sad event as well as the death of Nelson Mandela.

The meeting commenced at 2.00 pm and concluded at 3.18 pm

M Jones (Chairman)

CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	7 th January 2014
Report of:	Corporate Manager of Strategic Infrastructure
Subject/Title:	Cheshire East Council High Speed Rail 2 (HS2) Consultation Response
Portfolio Holder:	Cllr David Brown, Strategic Communities

1.0 Report Summary

1.1 This report seeks approval of the Council's HS2 Phase Two consultation response on the proposed route from Birmingham to Manchester, which passes through the Borough. The consultation closes on the 31 January 2014.

1.2 The Council has taken a supportive stance on HS2 subject to the inclusion of a new Hub Station at Crewe and the highest standards of mitigation and compensation being applied. It also recognises the need for HS2 for these key reasons:

- Meet the future demand for strategic connectivity in the UK for business, freight and personal travel.
- Relief to the West Coast Main Line (WCML), which is the busiest rail corridor in Europe for both passengers and freight.
- HS2 would support sustainable development and travel patterns.

The Council supports the findings of the HS2 Growth Task Force that identifies the unique opportunity HS2 offers the UK as a driver of economic growth.

1.3 The Council agrees with the need to connect Manchester to London and serve Manchester Airport.

1.4 The Council believes Government can improve HS2 in four ways:

- A new station and track layout for Crewe to be delivered by Network Rail by 2020 to accommodate an HS2 stop. This investment would deliver over £1.5bn of transport benefits and £1bn GVA uplift for the South Cheshire economy including 20,000 additional jobs.
- HS2 deliver the full HS2 Hub Interchange Station at Crewe by connecting into the new station. The Hub would offer access to dedicated and classic compatible HS2 services, capturing the vast connectivity opportunity and boosting the Borough and the UK economy by up to £3bn GVA and 40,000 to 60,000 jobs.
- The section from Lichfield to Crewe be implemented to coincide with the delivery of Phase One delivering £2bn of additional transport benefits for the case for Phase One.

- The highest standard of compensation is offered to blighted homes through the Exceptional Hardship Scheme now and the eventual statutory provisions, including the consideration of a Property Bond Scheme. This should be supported by engineering solutions that maximise the mitigation against the impacts of HS2 on residents, businesses, farms and the local environment.

1.5 The draft consultation response is attached in Appendix 1.

1.6 This consultation response will be supplemented by a detailed report on the proposition for Crewe and an assessment into significant mitigation measures to address the impacts of the line of route. This work is still ongoing and will be submitted and made more widely available in January.

2.0 Recommendations

2.1 That Cabinet approve the proposed consultation response on HS2 as set out in Appendix 1.

2.2 That Cabinet authorise the Director of Economic Growth and Prosperity, in consultation with the Strategic Communities Portfolio Holder, to sign off the consultation material, supplementary reports and final submission.

3.0 Reason for recommendations

3.1 The recommendations above have been made in order to maximise the economic benefits of HS2 for Cheshire East, whilst at the same time ensuring that the negative impacts to residents, businesses, farms, local highway networks and the environment are minimised and mitigated against to the greatest potential extent.

3.2 Planned properly, HS2 would bring about significant economic growth in many areas across the UK and the Council are looking to ensure the solution for Cheshire East maximises the positive impact on the local economy. Economic growth would be realised through jobs directly related to HS2, either during construction or associated to its operation, and also as a result of better transport links to other major towns and cities across the UK.

3.3 At this stage of the project Cheshire East Council has the opportunity to increase its influence with Government on a key national infrastructure project that could have knock-on benefits of further infrastructure investment to support our growth plans.

4.0 Wards affected

4.1 All

5.0 Local Ward Members

5.1 All

6.0 Policy Implications

- 6.1 A major national project such as HS2 has national policy objectives. Addressing the development impacts of a project of this scale will cover all the Council policy areas within the scope of the emerging Local Plan and would form the policy framework for considering the proposal.
- 6.2 The Proposition for Crewe would also support the delivery of infrastructure improvements detailed in the Council's emerging Infrastructure Delivery Plan, and will also facilitate growth through strategic employment and residential developments included in the emerging Core Strategy.
- 6.3 The Council has also worked with the Cheshire and Warrington Local Transport Body (CWLTB) to develop a coordinated position across Cheshire and Warrington on the initial route presented by HS2.

7.0 Financial implications

- 7.1 The work required to complete the Council's HS2 Phase 2 consultation response and to support engagement with the DfT and HS2 Ltd will be funded from within existing service budgets.

8.0 Legal implications

- 8.1 None

9.0 Risk Management

- 9.1 It is considered that by submitting a robust consultation response to HS2 Ltd will increase the ability of the Council to maintain its influence as a key stakeholder and achieve the best possible final decisions for the Borough.

10.0 Background

- 10.1 The Secretary of State for Transport, the Rt Hon Patrick McLoughlin MP, announced the initial preferred line of route and station options in January 2013 and the first round of public consultation was launched in July and this will run until the end of January 2014. It is expected that the decision on the final preferred option for Phase 2 will be made toward the end of 2014. This report considers the Council's response to this consultation. Further background information on the HS2 proposals is attached in Appendix 2 for information.

HS2 Consultation Events

- 10.2 The HS2 Phase 2 consultation launched on 17th July 2013 and is running to 31st January 2014. As part of this consultation process HS2 Ltd are currently undertaking a number of local consultation events, these are being held at areas affected by the Phase 2 proposals between October and January.

- 10.3 A Member briefing session took place on 4th December 2013 at Westfields followed by a number of the HS2 local consultation events across the Borough:
- Tatton Park - Friday 6th December 12pm - 8pm
 - Tatton Park - Saturday 7th December 10am - 5pm
 - Crewe Alex - Friday 13th December 12pm - 8pm
 - Crewe Alex - Saturday 14th December 10am - 5pm
- 10.4 All the consultation material is available from the HS2 website (<http://hs2.org.uk/phase-two/route-consultation/document-library>), with the exception of the "Sound Booths". These are accessible at the local consultation events and are designed to give the public an impression of the noise that will be generated by passing HS2 trains from various locations along the route.
- 10.5 As part of the HS2 Phase 2 consultation all respondents (including the public and the Council) will be asked to answer nine questions, which can be seen in Appendix 3.
- 10.6 The relevant questions for the Council's consultations response fall into four categories, which are summarised as:
- The proposed route alignment and connection to the existing rail network.
 - The proposed new stations in Manchester.
 - Any requirement for additional stations on the route from the West Midlands.
 - How capacity released on the existing rail network could be used.
- 10.7 The HS2 project would have significant transport, economic, environmental and social impacts across the Borough. The Council has been and will continue to be engaged with the Government and HS2 Limited at both political and officer levels to influence the HS2 proposals.
- 10.8 Key successes to date have been to:
- The Initial Preferred Route is via Crewe, which, if confirmed, would enable access to high speed services to London at a reduced journey time of 55 minutes and boost jobs and economic activity in the Borough.
 - HS2 Ltd conducting detailed Parish Council liaison meetings.

Connection Between Crewe and Lichfield

- 10.9 The Council is also developing a case for the early completion of the section of HS2 from Lichfield to Crewe as part of the second Hybrid Bill. This would bring the benefits of HS2 further north sooner, reducing concerns over the macro economic impacts for the North West, including Cheshire and Warrington, from not having the same connectivity gains as the Midlands and South East from Phase 1 investment.

- 10.10 Given Crewe's unique connectivity to the entire North West, North Wales and the North Midlands, delivering the connection to Crewe to coincide with the planned opening of Phase One would spread the benefits over a wider area. In addition, it would free up the West Coast Main Line south of Crewe where significant capacity constraints exist.
- 10.11 An initial estimate of the benefits suggests that the early delivery of the connection to Crewe would add around £2bn of transport benefits to Phase One, of which £0.8bn will be derived in the North West. This represents more than a 50% increase on the benefits to the North West based on Phase One alone. Also, in appraisal terms there would also be a benefit from these early benefits being discounted less over time, and cost expenditure in the early years results in avoiding real cost inflation.
- 10.12 The benefits of early delivery would be maximised across the Borough, if the Government were to adopt the Council's proposition for Crewe. This would also lead to cost savings through synergies between the Council's proposition for Crewe and the HS2 works.

The Proposition for Crewe

- 10.13 The Council is working with the railway industry to develop a compelling case for a new station at Crewe. The proposition aims to address all the issues that arise at the existing station, from future rail passenger and freight growth and the delivery of HS2. A separate report is being prepared for the Secretary of State which will supplement our consultation response.
- 10.14 In the HS2 Command Paper the Secretary of State stated that Government is keen to explore how a connection at Crewe between the existing rail network and HS2 could effectively serve the wider Cheshire and Staffordshire areas. The Proposition for Crewe is the Council's initial response to this opportunity and would form the basis for future dialogue. The proposition can be summarised as:
- i. A new station and track layout for Crewe to be delivered by Network Rail by 2020, capable of accommodating an HS2 stop.
 - ii. A full HS2 Hub Interchange Station delivered by HS2 at Crewe, offering access to dedicated and classic compatible HS2 services, which would capture the vast connectivity opportunity.
 - iii. A station environment fit for the 21st Century which will provide a major gateway and improve the image of Crewe.
 - iv. A station capable of handling significant passenger growth with high quality road and local public transport connections and improved parking facilities. An investment package is being developed in the detailed report.

- v. Additional rail capacity for stopping and through services at Crewe Station, maximising the economic benefits the Station creates both locally and regionally.
 - vi. Maximise the economic impact of Crewe Station and HS2 on the strategic sites at Basford East and West, whilst also delivering new opportunities for brownfield land development, and a new site for the proposed Infrastructure Maintenance Depot.
 - a. The new Network Rail station would deliver up to £1bn in additional GVA and up to 20,000 additional jobs for the South Cheshire economy.
 - b. The Full Integrated Hub Station with the HS2 connection would increase this opportunity to up to £3bn in GVA and up to 60,000 new jobs across the local and wider economic area and destroy the argument that HS2 will only benefit a few areas of the UK.
 - vii. Remove the need for the major viaduct south of Crewe, reducing the severe and unacceptable environmental and community impacts.
 - viii. Investment into freight operations to support growth and specific new markets, such as the port, Liverpool Two, through the provision of a new facility.
- 10.15 Our proposition for Crewe requires the Government to change its initial proposal. It is our intention to present the case for the proposition directly to the Secretary of State ahead of the end of the HS2 Phase Two consultation period. Once finalised the preferred option will also be presented to both Members and made available to the public.
- 10.16 To highlight the case for the proposition for Crewe a high profile public campaign will take place at key locations and with key businesses in the Borough, including at Crewe Station. The main focus will be to promote our proposition for Crewe and to encourage local people and businesses to submit a consultation response in support of our proposition.

Line of HS2 Phase 2 Proposed Route

- 10.17 As the HS2 route passes directly through the Borough it will inevitably impact on residents, businesses, farms and the local environment. At the August meeting, Cabinet reaffirmed its commitment to HS2 and to securing maximum economic benefit for Cheshire East whilst minimising harm to our residents, land and property.
- 10.18 Meetings have already taken place with HS2, and will continue to do so. Wherever possible and prudent to do so, our aim should be to negotiate an increase in the amount of tunnelling, cuttings and false cuttings, for example, and reduce the severance of communities and farms by providing bridges and under bridges along the route. If such changes can be secured the Borough

would suffer reduced blight, maintain the maximum amount of productive farmland and reduce the loss of property and harm to residents.

- 10.19 Having said this there will still be a large number of residents, businesses and farms that need to be appropriately compensated. This compensation requires greater clarity as currently there is confusion over who would be eligible for compensation, what the extent of the compensation would be and when it becomes available. The Council believes the area covered by any compensation scheme needs to be extended to cover a wider corridor either side of the Phase Two proposals. The Council hopes that the outcome of the consultation process on Phase One will deliver these improvements and that these are then adopted on Phase Two.

Liaison with Local Ward Members and Parish Councils

- 10.20 In August Cabinet also reaffirmed its commitment to continue to work with the local community and HS2.
- 10.21 The Leader of the Council and officers have attended meetings in the affected Parish Council areas, which included Local Members, residents, farmers and businesses, to understand their concerns and views on HS2. These meetings have helped the Council to construct its consultation response and have been shared with HS2 Limited.
- 10.22 In addition, on the instigation of the Leader of the Council representatives from the HS2, route engineering and stakeholder engagement teams met with the affected Parish Councils on the 9th October 2013.
- 10.23 These meetings enabled a critical review of the local impacts and a discussion about how the proposals might be changed and additional mitigation provided. The meetings also helped the Parish Councils understand how best to present their views and to respond to this consultation.
- 10.24 Six key issues have emerged through this process on where the Council should focus its efforts to change the existing line of route:
- Impacts on farms.
 - The impact of the proposed “fly-over” junction south of Crewe.
 - The long viaduct proposed from Lostock Gralam to Pickmere.
 - The M6 crossing.
 - The delta junction in the M6 / M56 / A556 triangle and the link to Wigan.
 - The crossing of the Mid-Cheshire Rail Line south of Ashley.

Line of Route Assessment

Impact on Farms

- 10.25 The quality of our Borough both as a place to live and farm demands the highest standards of design, environmental protection and mitigation and compensation and this needs to be given greater recognition in the HS2 work going forward. To ensure that the severance impact on farmland is minimised

and that as much land as possible remains viable, localised crossing points would be required for livestock and farming equipment.

- 10.26 To ensure that the impact on farms is considered in detail, representatives of the local National Farmers Union and other local representative bodies should be engaged in the next stage of any design process.

Fly-Over Junction

- 10.27 South of Crewe a large 'fly-over' junction is proposed to facilitate the link from the HS2 mainline to the existing West Coast Mainline for 'classic compatible' high speed trains through Crewe and also to maintain the existing freight services.
- 10.28 The scale of this infrastructure solution is considered to be unacceptable and the Council is working hard to identify an alternative solution through its proposition for Crewe. The structures will have a severe detrimental impact on the local communities of Chorlton, Basford and Weston with significant realignment and loss of existing roads and the proposed railway being up to 25m above the existing ground levels, creating very significant noise and visual impacts and community severance.
- 10.29 The proposed junction will also result in the rebuilding of the new A500 dual carriageway to the north with a significant loss of development land at both of the Basford strategic investment sites.
- 10.30 To mitigate these impacts very significant bunds would be required to both sides of the rail corridor, including the West Coast Main Line, and the level of the railway lines would need to be dropped. The removal of the need for the freight connection and connections between the existing line and the HS2 line would equally reduce the severity of the impact.
- 10.31 One of the knock-on benefits of our proposition for Crewe would be the removal of the need for the 'fly-over' junction south of Crewe and the realignment of the A500. It would also increase the developable land at the Basford sites.

Long Viaduct

- 10.32 Over the last few months the Council has worked extremely hard to assess ways to protect the north of the Borough. The emerging view is that the section close the Cheshire West and Chester border near Tabley and Pickmere will have a significant impact on Smoker Brook. It appears that straightening the alignment by moving the route slightly east could also result in a lower vertical alignment, and therefore reduce the impact here and potentially enable a less intrusive solution for the crossing of the A556. This should be complemented by further additional mitigation measures.

M6 and Mid-Cheshire Rail Line Crossings

- 10.33 Where the HS2 plans cross both the M6 and the Mid-Cheshire Line south of Ashley that these should be under rather than over the existing motorway and

railway line. By lowering the alignment in these two locations it would have a significant benefit of increasing the lengths of cutting through this entire area.

Delta Junction and Wigan Link

- 10.34 In the north of the Borough, the height at which the route is proposed to cross over the Manchester Ship Canal on the Wigan Link means the line has to rise up quickly after it has passed under the M56. With the inclusion of the triangular delta junction to provide a spur into Manchester, this means the links on and off the HS2 north south route have a significant impact on the surrounding areas as well as affecting numerous farms.
- 10.35 To mitigate the impact of the delta junction the line should be lowered from north of the M6 crossing with the inclusion of cuttings and false cuttings and numerous farm crossings. This would be more easily achievable if the line passes under the M6. Cut and cover options should be considered wherever possible to completely hide the line, in particular around the Rostherne Mere section of the scheme near to the A556.
- 10.36 The Council has issues with crossing over the Manchester Ship Canal and its associated infrastructure. The impact of going under the Manchester Ship Canal should be considered by HS2 and further dialogue is planned with HS2 on this matter.

11.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

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Appendix 1

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Rt Hon Mr Patrick McLoughlin
Secretary of State for Transport
House of Commons
London
SW1A 0AA

15th January 2014

Dear Patrick,

Cheshire East Council HS2 Phase 2 Consultation Response

As the Leader of Cheshire East Council, I would like to enthusiastically welcome the Government's intention to progress with the proposed HS2 project, including the section from the West Midlands to Manchester.

The Council has taken a supportive stance on HS2 subject to the inclusion of a new Hub Station at Crewe and the highest standards of mitigation and compensation being applied. It also recognises the need for HS2 for these key reasons:

- Meet the future demand for strategic connectivity in the UK for business, freight and personal travel.
- Offer Relief to the West Coast Main Line (WCML), which is the busiest rail corridor in Europe for both passengers and freight.
- Support sustainable development and travel patterns.
- Link Manchester to London and Manchester Airport.

Attached to this letter is my Council's response to your specific questions in the HS2 Phase Two consultation. As you will see I have identified ways in which I believe the case for HS2 can be significantly improved. These include:

- A new station and track layout for Crewe to be delivered by Network Rail by 2020 to accommodate an HS2 stop. This investment would deliver over £1.5bn of transport benefits and £1bn GVA uplift for the South Cheshire economy including 20,000 additional jobs.
- HS2 deliver the full HS2 Hub Interchange Station at Crewe by connecting into the new station. The Hub would offer access to dedicated and classic compatible

HS2 services, capturing the vast connectivity opportunity and boosting the Borough and the UK economy by up to £3bn GVA and 40,000 to 60,000 jobs.

- The section from Lichfield to Crewe be implemented to coincide with the delivery of Phase One delivering £2bn of additional transport benefits for the case for Phase One.
- Plans for future train services with HS2 need to maintain and enhance the connectivity to our other key stations at Wilmslow, Macclesfield and Congleton.
- The highest standard of compensation is offered to blighted homes through the Exceptional Hardship Scheme now and the eventual statutory provisions, including the consideration of a Property Bond Scheme. This should be supported by engineering solutions that maximise the mitigation against the impacts of HS2 on residents, businesses, farms and the local environment.

The Council supports the findings of the HS2 Growth Task Force which identifies the unique opportunity HS2 provides for the UK as a driver for economic growth. The Borough is exceptionally well placed to deliver a boost to economic connectivity, enable high value development and regeneration and provide employment, skills and business opportunities directly linked to HS2 investment.

The proposed Infrastructure Maintenance Depot is an example of this and the Borough will be seeking to both support and build upon this opportunity. Also, our plan for a University Technical College (UTC) will offer the opportunity to train the future workforce, and the design and construction of our Crewe proposition supports the case for major Network Rail and HS2 engineering staff to be located at Crewe.

I hope that you will agree with the improvements we are proposing.

I look forward to a continued dialogue with you, your Department and HS2 Limited at both political and officer level, as the HS2 proposals are developed.

Yours sincerely,

Councillor Michael Jones,
Cheshire East Council Leader.

cc. HS2 Phase 2 Consultation, Department for Transport.

Cheshire East Council's HS2 Phase 2 Consultation Response

- i. *Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7 [of the consultation document]? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.*

As the HS2 route passes directly through the Borough it will inevitably impact on residents, businesses, farms and the local environment. At the August meeting, Cabinet reaffirmed its commitment to HS2 and to securing maximum economic benefit for Cheshire East whilst minimising harm to our residents, land and property.

Meetings have already taken place with HS2, and will continue to do so. Wherever possible and prudent to do so, our aim should be to negotiate an increase in the amount of tunnelling, cuttings and false cuttings, for example, and reduce the severance of communities and farms by providing bridges and under bridges along the route. If such changes can be secured the Borough would suffer reduced blight, maintain the maximum amount of productive farmland and reduce the loss of property and harm to residents.

In August Cheshire East Council's Cabinet reaffirmed its commitment to continue to work with the local community and HS2.

The Leader of the Council and officers have attended meetings in the affected Parish Council areas, which included Local Members, residents, farmers and businesses, to understand their concerns and views on HS2. These meetings have helped the Council to construct this consultation response and have previously been shared with HS2 Limited.

Six key issues have emerged through this process on where the Council should focus its efforts to change the existing line of route:

- Impacts on farms.
- The impact of the proposed "fly-over" junction south of Crewe.
- The long viaduct proposed from Lostock Gralam to Pickmere.
- The M6 crossing.
- The delta junction in the M6 / M56 / A556 triangle and the link Wigan.
- The crossing of the Mid-Cheshire Rail Line south of Ashley.

Line of Route Assessment

Compensation

Compensation to local businesses, residents and farms requires greater clarity as currently there is confusion over who would be eligible for compensation, what the extent of the compensation would be and when it becomes available. The Council believes the area covered by any compensation scheme needs to be extended to cover a wider corridor either side of the Phase Two proposals. The

Council hopes that the outcome of the consultation process on Phase One will deliver these improvements and that these are then adopted on Phase Two.

The Council also believes that the highest standard of compensation should be offered to blighted homes through the Exceptional Hardship Scheme now and the eventual statutory provisions, including the consideration of a Property Bond Scheme. This should be supported by engineering solutions that maximise the mitigation against the impacts of HS2 on residents, businesses, farms and the local environment.

Impact on Farms

The quality of our Borough both as a place to live and farm demands the highest standards of design, environmental protection and mitigation and compensation and this needs to be given greater recognition in the HS2 work going forward. To ensure that the severance impact on farmland is minimised and that as much land as possible remains viable localised crossing points would be required for livestock and farming equipment.

To ensure that the impact on farms is considered in detail, representatives of the local National Farmers Union and other local representative bodies, should be engaged in the next stage of any design process.

Fly-Over Junction

South of Crewe a large 'fly-over' junction is proposed to facilitate the link from the HS2 mainline to the existing West Coast Mainline for 'classic compatible' high speed trains through Crewe and also to maintain the existing freight services.

The scale of this infrastructure solution is considered to be unacceptable and the Council is working hard to identify an alternative solution through its proposition for Crewe. The structures will have a severe detrimental impact on the local communities of Chorlton, Basford and Weston with significant realignment and loss of existing roads and the proposed railway being up to 25m above the existing ground levels, creating very significant noise and visual impacts and community severance.

The proposed junction will also result in the rebuilding of the new A500 dual carriageway to the north with a significant loss of development land at both of the Basford strategic investment sites.

To mitigate these impacts very significant bunds would be required to both sides of the rail corridor, including the West Coast Main Line, and the level of the railway lines would need to be dropped. The removal of the need for the freight connection and connections between the existing line and the HS2 line would equally reduce the severity of the impact.

One of the knock-on benefits of our proposition for Crewe would be the removal of the need for the 'fly-over' junction south of Crewe and the realignment of the A500. It would also increase the developable land at the Basford sites.

Long Viaduct

Over the last few months the Council has worked extremely hard to assess ways to protect the north of the Borough. The emerging view is that the section close the Cheshire West and Chester border near Tabley and Pickmere will have a significant impact on Smoker Brook. It appears that straightening the alignment by moving the route slightly east could also result in a lower vertical alignment, and therefore reduce the impact here and potentially enable a less intrusive solution for the crossing of the A556. This should be complemented by further additional mitigation measures.

M6 and Mid-Cheshire Rail Line Crossings

Where the HS2 plan cross both the M6 and the Mid-Cheshire Line south of Ashley that these should be under rather than over the existing motorway and railway line. By lowering the alignment in these two locations it would have a significant benefit of increasing the lengths of cutting through this entire area, providing much better mitigation for the local communities and farms in this area.

Delta Junction and Wigan Link

In the north of the Borough, the height at which the route is proposed to cross over the Manchester Ship Canal on the Wigan Link means the line has to rise up quickly after it has passed under the M56. With the inclusion of the triangular delta junction to provide a spur into Manchester, this means the links on and off the HS2 north south route have a significant impact on the surrounding areas as well as affecting numerous farms.

To mitigate the impact of the delta junction the line should be lowered from north of the M6 crossing with the inclusion of cuttings and false cuttings and numerous farm crossings. This would be more easily achievable if the line passes under the M6. Cut and cover options should be considered wherever possible to completely hide the line, in particular around the Rostherne Mere section of the scheme near to the A556.

The Council has issues with crossing over the Manchester Ship Canal and its associated infrastructure. The impact of going under the Manchester Ship Canal should be considered by HS2 and further dialogue is planned with HS2 on this matter.

Wider Environmental Impacts

An initial desktop review on archaeology, heritage, nature conservation, landscape, noise and air quality identifying key issues along the line of route in Cheshire East has been undertaken and is attached in Annex A. This work should be referenced as part of any detailed design work.

Connection between Crewe and Lichfield

The Council is also developing a case for the early completion of the section of HS2 from Lichfield to Crewe as part of the second Hybrid Bill. This would bring

the benefits of HS2 further north sooner, reducing concerns over the macro economic impacts the North West, including Cheshire and Warrington, from not having the same connectivity gains as the Midlands and South East from Phase 1 investment.

Given Crewe's unique connectivity to the entire North West, North Wales and the North Midlands, delivering the connection to Crewe to coincide with the planned opening of Phase One would spread the benefits over a wider area. In addition, it would free up the West Coast Main Line south of Crewe where significant capacity constraints exist.

An initial estimate of the benefits suggests that the early delivery of the connection to Crewe would add around £2bn of transport benefits to Phase One, of which £0.8bn will be derived in the North West. This represents more than a 50% increase on the benefits to the North West based on Phase One alone. Also, in appraisal terms there would also be a benefit from these early benefits being discounted less over time, and cost expenditure in the early years results in avoiding real cost inflation.

The benefits of early delivery would be maximised across the Borough, if the Government were to adopt the Council's proposition for Crewe. This would also lead to cost savings through synergies between the Council's proposition for Crewe and the HS2 works (see the response to iii below).

This proposal is also considered in the supporting report.

- ii. Do you agree or disagree with the Government's proposals for:
- a. A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7) [of the consultation document]?
 - b. An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6) [of the consultation document]?

The Council agree with the proposed stations at Manchester Airport and Manchester Piccadilly, however believe an additional station should be provided in Crewe which will provide wider macro-economic benefits across the North West of England and Wales (see the response to iii below).

- iii. Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

The Council is working with the railway industry to develop a compelling case for a new station at Crewe. The proposition aims to address all the issues that arise at the existing station, from future rail passenger and freight growth and the delivery of HS2.

A separate detailed report has been prepared for the Secretary of State which supplements this consultation response. This report should be read in the context of our response to this question, a summary of which is set out below.

In the HS2 Command Paper the Secretary of State stated that Government is keen to explore how a connection at Crewe between the existing rail network and HS2 could effectively serve the wider Cheshire and Staffordshire areas. The proposition for Crewe is the Council's initial response to this opportunity and would form the basis for future dialogue:

- A new station and track layout for Crewe to be delivered by Network Rail by 2020, capable of accommodating an HS2 stop.
- A full HS2 Hub Interchange Station delivered by HS2 at Crewe, offering access to dedicated and classic compatible HS2 services, which would capture the vast connectivity opportunity.
- A station environment fit for the 21st Century which will provide a major gateway and improve the image of Crewe
- A station capable of handling significant passenger growth with high quality road and local public transport connections and improved parking facilities. An investment package is being developed in the detailed report.
- Additional rail capacity for stopping and through services at Crewe Station, maximising the economic benefits the Station creates both locally and regionally.
- Maximise the economic impact of Crewe Station and HS2 on the strategic sites at Basford East and West, whilst also delivering new opportunities for brownfield land development, and a new site for the proposed Infrastructure Maintenance Depot.
 - a. The new Network Rail station would deliver up to £1bn in additional GVA and up to 20,000 additional jobs for the South Cheshire economy.
 - b. The Full Integrated Hub Station with the HS2 connection would increase this opportunity to up to £3bn in GVA and up to 60,000 new jobs across the local and wider economic area and destroy the argument that HS2 will only benefit a few areas of the UK.
- Remove the need for the major viaduct south of Crewe, reducing the severe and unacceptable environmental and community impacts.
- Investment into freight operations to support growth and specific new markets, such as the port, Liverpool Two, through the provision of a new facility.

Our proposition for Crewe requires the Government to change its initial proposal for the HS2 Phase 2. It is our intention to present the case for the proposition directly to the Secretary of State ahead of the end of the HS2 Phase Two consultation period.

vii. Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9 [of the consultation document].

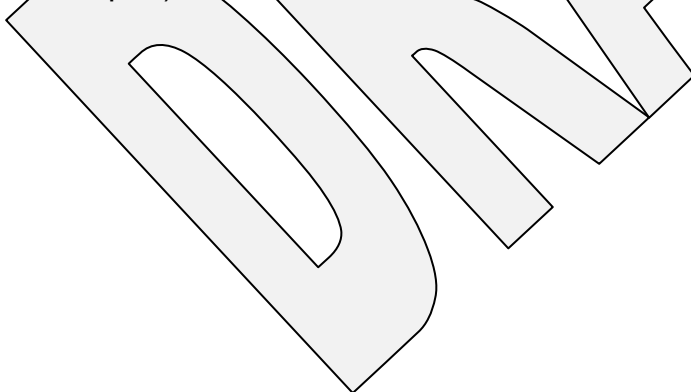
To be addressed in supporting report.

viii. Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10 [of the consultation document]?

The opening of HS2 Phases One and Two will add new capacity from London to the Midlands and the North and consequently release capacity on existing lines and create room for improving the passenger and freight services on these. The development of complementary rail services will ensure that the benefits of HS2 are maximised and that existing connectivity between key locations not served by HS2 is maintained or enhanced.

Crewe is located at a strategic point on the rail network, acting as a hub between regional and local services and the WC – 40% of trips at Crewe are interchange trips. With HS2, Crewe will become a key gateway to the high-speed network from a range of regional destinations. The enhancement of these services, including utilising spare capacity, will be fundamental to ensuring the overall benefits of HS2 are maximised, and that these benefits are spread geographically. This enhancement and integration of rail services will ensure the economic transformation that HS2 seeks to achieve is broad based, both sectorally and geographically.

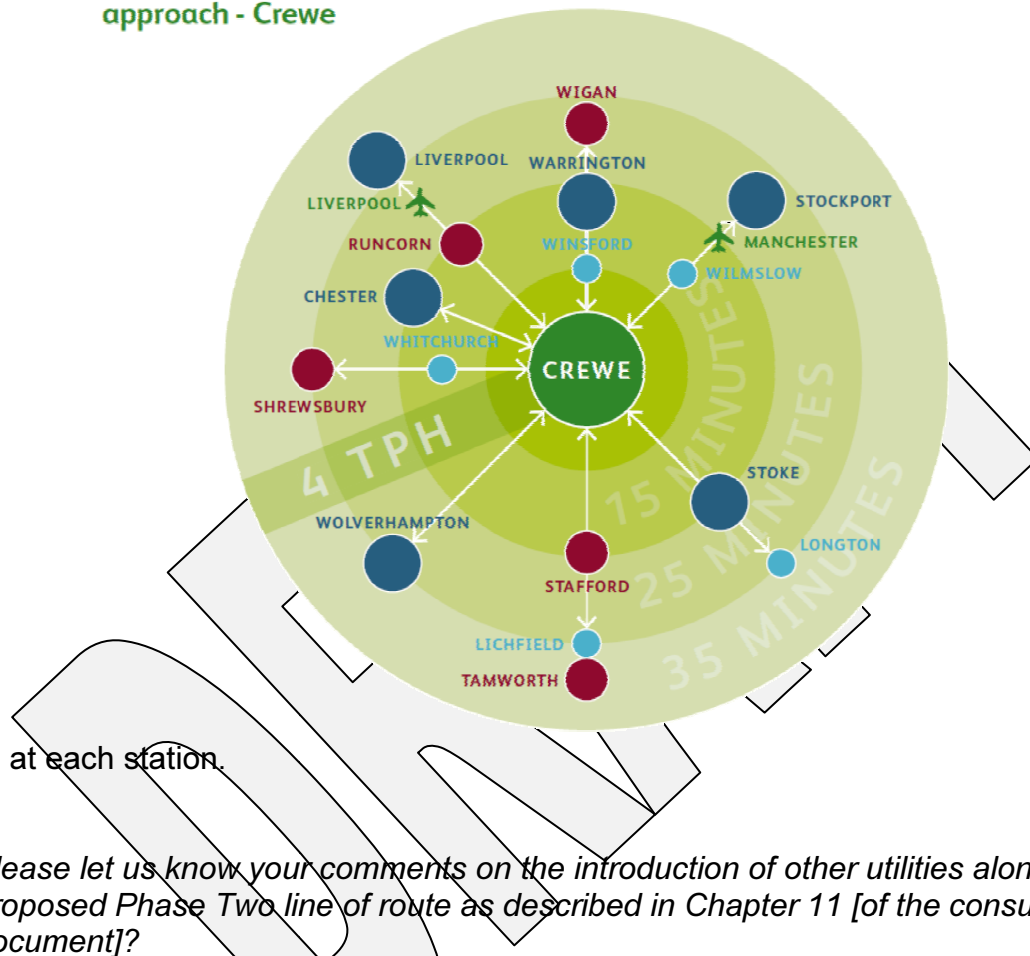
In this context, Cheshire East is fully supportive of the Hub and Spoke concept, advanced by Network Rail in their report 'Better Connections: Options for the integration of High Speed 2'. The aspiration of the approach is that where appropriate, long distance services would be provided by HS2, with services on the existing network set up in a feeder pattern to provide frequent and reliable connectivity between surrounding areas and the HS2 station (hub). Crewe was the template for this concept, as depicted in the Figure below (from the Network Rail Report).



The current timetabling proposals show that Crewe will lose its West Coast Main Line service to Scotland and destinations north of Preston, whilst Wilmslow will lose all its current services to London on the West Coast Main Line. Macclesfield and Congleton are expected to gain additional services towards Manchester and Birmingham.

The Council will be seeking to ensure that future timetabling with HS2 maintains and enhances the connectivity to our key stations at Crewe, Wilmslow, Macclesfield and Congleton, with today's service levels maintained as a minimum

Example of 'Hub and Spoke' approach - Crewe



- ix. Please let us know your comments on the introduction of other utilities along the proposed Phase Two line of route as described in Chapter 11 [of the consultation document]?

Where appropriate the Council would be supportive of the consideration of introducing other utilities along the proposed Phase Two route. The Council would be support the development of options for utilities where it will support economic growth and reduce the environmental impact.

Annex A

Initial Archaeology, Heritage, Nature Conservation and Landscape Assessment

These comments cover Archaeology, Built Heritage, Nature Conservation and Landscape and are an initial response to the consultation route. They are made from a desk based assessment of recorded assets and should be treated as an initial draft response. They do not cover the impact of ancillary works such as road realignments, compounds and service areas.

Archaeology

The route will affect a large number of **non-designated Heritage Assets**. These cannot be quantified at this time, but should be defined during a more detailed assessment process, at which time a mitigation strategy can be developed. Many of these features are quite minor but larger sites do appear to be present, for example at Blakenhall there is an extensive area of possible settlement earthworks (CHER 4358). Such a site may require open-area excavation as part of a mitigation strategy.

There does not appear to be any direct, physical effect on **designated Heritage Assets** such as Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields (for listed buildings see Built Heritage). There may, however, be issues of 'setting' and three examples in this category have been identified: Tatton Park (Grade II* Park), Hough Hall moated site, Bucklow Hill (SM 13478), and Minshull Vernon moated site (SM 13440). The potential effect on the Minshull Vernon moat is acknowledged in Paragraph 6.83 of the Cultural Heritage section of the Sustainability Summary and, doubtless, English Heritage will offer an authoritative opinion on the effect on the setting of all of these sites.

Built Heritage

In order to consider the potential impact on built heritage the route has been divided into a number of sections and those properties close to the line considered for potential impact.

South Borough Boundary to Crewe:

- Basford Bridge Cottage Grade II (in poor condition with pp for restoration) – significant impact.

North of Crewe to Borough Boundary:

- Minshull Vernon Moated Site SAM – possible impact on setting
- Newfield Hall Grade II – limited impact
- Park House – possible impact

Borough Boundary at Lostock Gralam to M6:

- Holford Hall and bridge (moated site) Grade II* and II – limited impact

- The Smoker Inn, Plumley Grade II – limited impact
- The Smithy, Plumley – limited impact
- Cobb Lodge, Pickmere – limited impact
- Brooke Cottage – limited impact
- Hollow Wood Farmhouse II – significant impact

M6 to A50:

- Winterbottom Farmhouse Grade II – Significant impact on setting
- Mere College Grade II – limited impact
- Legh Cottage Grade II – limited impact

The Route Triangle to Borough Boundary and A556:

- Broad Oak Farm Grade II – limited impact
- Ovenback Cottage Grade II – possible impact
- Holly Bank Grade II – limited impact
- Stamford Farmhouse Grade II – no impact
- The Chapel house, Arthill – possible impact
- Boothbank Farmhouse Grade II – limited impact
- Millington Hall Grade II – possible impact
- Denfield Cottage Grade II – limited impact
- Montabello Castle LL – no impact

A556 to Thorns Green:

- Mere Covert Cottage Grade II – limited impact
- Outbuilding at Ryecroft farmhouse Grade II – limited impact
- Tatton Park Historic Park/Garden II* – potential to impact upon setting of NE tip of parkland
- Birkin Bridge & North Lodge II, Tatton Park – potential to impact upon setting of NE tip of parkland
- Sycamore Cottage Grade II – possible impact on setting
- Church of St Elizabeth Grade II – possible impact on setting
- South Lodge Grade II – limited impact
- Hough Green Farmhouse Grade II – impact on setting
- Lower House farm Grade II – possible impact on setting
- Primrose Hill Farm Grade II – no impact
- Ashley Hall Farm, Kitchen Garden Wall and Barns Grade II - no impact
- Tanyard Farm and barns Grade II – no impact

Nature Conservation

The route will potentially impact on the ecology of Cheshire East in a number of ways – impact on designated sites, impact on protected species and impact on important habitats. The route has been divided into sections to consider these impacts.

South Borough Boundary at Winehill to Borough Boundary at Walley's Green:

No designated sites exist within 500m of the route. Potential impact on particularly Great Crested Newts, Grass Snakes, Badger, Lesser Silver Diving Beetle, Bats. Impact on hedgerows, ponds and possibly grassland.

Borough Boundary at Plumley to M6:

- Winnington and Peas Wood ASNW and grade A SBI - Significant impact
- Leonards and Smoker Wood ASNW and grade A SBI - Significant impact
- Arley Brook and Bongs Wood ASNW and grade A SBI – within 200m. minor impact

Potential impact on particularly Great Crested Newts, Badger, Bats, possibly Otter. Impact on hedgerows, ponds and possibly grassland.

The impact on Ancient Semi Natural Woodland (ASNW) adjacent to the Peover Eye and Smoker Brooks is very significant, consideration should be given to move the route several hundred metres to the east in order to reduce the impact. Substantial mitigation will be required.

M6 to Agden Bridge/North Borough Boundary:

- Belt Wood grade C SBI – within 200m minor impact
- Dobb Lane grade C SBI – within 200m minor impact

Potential impact on particularly Great Crested Newts, Badger, Bats, possibly Otter. Impact on hedgerows, ponds and possibly grassland.

Hoo Green to Thorn Green (Rostherne Mere Corridor):

This is an area where there is potentially significant impact on nationally and locally designated sites. Rostherne Mere is a RAMSAR site, Site of Special Scientific Interest and a National Nature Reserve, the route is within 100m of the northern edge of this site. Within the corridor south of the M56 there are 12 locally designated sites (of which 3 are ASNW) which are either directly impacted or close to the route:

- Risley Pitts Covert grade C SBI
- Greys Gorse grade B SBI
- Yarwood Heath Covert grade C SBI
- Hancocks Bank North ASNW and grade A SBI
- Rycroft Covert grade C SBI
- Hancocks Bank South ASNW grade A SBI (direct impact)
- Birkenheath Covert grade C SBI
- Wood near Arden House ASNW grade A SBI
- Erlams Meadow grade B SBI
- Acclesfield Wood grade C SBI
- Brickhill Wood ASNW grade A SBI (direct impact)
- Millwood Castle Mill grade B SBI

Potential impact on particularly Great Crested Newts, Badger, Bats, possibly Otter. Impact on hedgerows, ponds and possibly grassland. The Bollin Valley is an important river and wildlife corridor.

(Please note saved policies within existing local plans refer to Sites of Biological Importance SBIs, the current draft local plan contains a policy which refers to these areas as Local Wildlife Sites).

Landscape

The route is shown without mitigation and a supporting landscape and visual impact assessment (LVIA), but in the relatively flat landscape of the Cheshire Plain it is likely to have a significant landscape and visual impact. A quick overview assessment is provided below, but more work is required at this stage to make a preliminary assessment of potential impact.

From Southern Borough Boundary to Crewe:

From just north of the boundary to Gonsley Farm the route is in cutting. North of Gonsley Farm to just north of the A500 bridge the route is on embankment and involves a double height viaduct crossover, rebuild of the A500 bridge and substantial mounding and reworking of minor road structure to provide a single road crossing over the line. In this flat agricultural landscape there is likely to be a severe impact on both landscape character and visual quality for surrounding receptors.

Crewe north to Borough Boundary:

As the line rises to grade northward from the tunnel there is the potential for impact on an adjacent housing area, this will require careful mitigation. Northwards to the boundary the route is mainly at grade running through an agricultural landscape and adjacent to the West Coast Main Line. Impact is likely to be minor and could be mitigated by reinforcing the existing landscape of hedgerows, trees and small copses.

Borough Boundary at Lostock Gralam to M6:

The route is on embankment to cross a railway line, A556, Peover Eye and Smoker Brook and associated woodlands. Impact on landscape character and local visual impact is likely to be very significant. Further north the route is on embankment to cross over the M6, it could be very visible in this agricultural landscape and have significant impact on landscape character.

Hoo Green and Wigan Spur:

The junction cross over at Hoo Green could have significant impact on landscape character and local visual impact. The Wigan spur passes under the M56 and will have low impact here, but further north where the line leaves the Borough it crosses over the A56 and Bridgewater Canal. There is the potential for significant impact on landscape character and local visual impact.

M6 to A556 Manchester Spur:

The route here runs through a corridor that includes pylons and the proposed new route for the A556 – there is the potential for significant cumulative impact. Much is in cutting which will help with mitigation.

A556 to Thorns Green:

The route is close to the M56 (north of route) and cuts through two locally designated landscapes – Rostherne/Tatton ASCV and Bollin Valley ASCV. For some of this route the line is in cutting, but adjacent to Ashley it is on embankment. There is the potential for significant impact on landscape character and significant visual impact. *(Please note saved policies within existing plans refer to Areas of Special County Value ASCVs, the current draft local plan contains a policy which refers to these areas as Locally Designated Landscapes)*

Potentially, substantial mitigation could be achieved by placing more of the route in cutting and substantially reducing the length on embankment and viaduct. A corridor approach to the reinforcement/extension of landscape features such as hedgerows trees and copses could also be very valuable. It is suggested that prior to making a formal response more work to assess the visual/landscape character impact and possible mitigation is undertaken at: Gonsley Green Farm to A500; Lostock Gralam area; either side of M6 crossing; north of M56 on Wigan Spur; Corridor from A556 to Thorns Green (particularly adjacent to Ashley).

HS2 Route Noise and Air Quality Comments

These comments relate to the environmental protection considerations of the proposed HS2 route through Cheshire East Borough Council. These are primarily concerned with noise impacts from the train movements and noise and air quality impacts relating to road traffic near stations.

Noise impacts

In general adverse noise impacts could be expected at most sensitive receptors near the route. Many of these are in rural areas with the worst affected receptors being those near sections of the route that are not in cutting. It is recommended that where it is not feasible to consider a cutting that other noise mitigation measures are put in place to reduce the impacts to acceptable levels. The following table considers the route from south to north through Cheshire East from a noise impacts perspective and recommends where alterations could address these impacts. The absence of the consideration of an area should not preclude that we consider that further mitigation would be required at sensitive receptors when we are consulted on detailed and objective noise assessments.

Section	Cheshire East Sensitive Receptors	Subjective Assessment	Recommendations
South of Crewe	Chorlton, Hough, Weston, Shavington, Basford, South Crewe	HS2 line at grade, embankment and viaduct would increase noise impacts to these areas and other sensitive receptors	Design route in cutting, redesign of junction re-assess need for viaduct.
Basford Depot / Station	Weston, Shavington, Basford, South Crewe	Cumulative noise impacts from service depot and related traffic	Further mitigation required
North Crewe	North Crewe, Coppenhall Moss	HS2 Line emerges from tunnel and cutting close to residential areas	Extend tunnel and sections in cutting to the north
Crewe to CWAC Boundary	Rural villages / properties	HS2 predominantly at grade	Cutting / mitigation required
East of Middlewich	East Middlewich	HS2 line at grade or embankment 1km to the west of Middlewich extents	Mitigation required
River Dane Viaduct	North Middlewich	Viaduct increases likelihood of noise propagation to north Middlewich properties	Mitigation required
Smoker Brook / Peover Eye Viaducts	Plumley, Pickmere and rural properties	Viaducts and embankments increase likelihood of noise propagation to sensitive receptors	Mitigation required
Jodrell Bank Viaduct	Pickmere and rural properties	Viaduct increases likelihood of noise propagation to sensitive receptors	Mitigation required
Area near M6 crossing	Mere and rural properties	HS2 route over M6 and embankments. Cumulative impacts from M6 and proposed A556 re-alignment	Re-route under M6, use of cutting.
South of M56	High Legh, Bucklow Hill, rural properties	HS2 line at grade and in embankment increases noise impacts, plus cumulative impacts from M56 and proposed A556 re-alignment	Cutting / Mitigation required
East section towards Manchester South of Ashley	Ashley, rural properties	Section adjacent to Ashley in embankment as passes over existing rail line	Cutting / re-route under railway
Wigan spur south junction	Rural properties	HS2 line in embankment at A56 / Bridgewater Canal increasing noise impacts.	Mitigation required

Air Quality

The Basford Depot / Station has the potential to have adverse air quality impacts in the area. There is currently an Air Quality Management Area (AQMA) on Nantwich Road in Crewe. Mitigation and design would need to consider these impacts and emissions. A holistic consideration of all Crewe rail requirements could have the potential to improve road traffic related emissions.

Similarly a Manchester Airport HS2 station proposal would need to consider mitigation of air quality impacts and emissions in the area.

Other considerations relating to the proposed route are vibration from construction and operation activities.

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Appendix 2

HS2 Background

The Government has made HS2 one of its priority national infrastructure projects, which will aim to deliver key economic and transport objectives. The Government's key policy drivers behind its plan to deliver HS2 are:

- Transforms travel in Britain.
- Keeps Britain competitive.
- Changes the country's economic geography.
- Ensures the investment delivers a sound macro business case.
- Achieve huge increases in rail capacity.
- Slashes journey times between cities.
- Significantly reduces the demand for internal UK flights.
- Promotes long-term and sustainable economic growth.
- Helps to bridge the north south divide.

The HS2 key specification is:

- New High Speed Trains and new Classic Compatible Trains, the later being capable of running on the existing rail network.
- Maximum speeds of 225miles/hour, enabling a maximum line capacity of 18 trains per hour.
- To operate at maximum speed the track should be on a curve of no greater than 1m in 7200m. The total train length would be 2 units 400m, which can be split, and carry around 1100 passengers.
- Stations would have platforms around 500m long with an approximate 1km to 1.5km widening on each approach and associated roads, parking (up to 4000 spaces) and other access arrangements.

The Government is planning to develop the HS2 network in two phases.

Phase 1 would see the construction of a line from London Euston to the West Midlands with a link back onto the West Coast Main Line (WCML) in the Lichfield area. The line would have a spur off into the centre of Birmingham and a link to HS1 and the Channel Tunnel via the North London Line.

New stations are proposed for Birmingham City Centre, Birmingham International Airport, Old Oak Common (for interchange with Cross Rail, Great Western Line and Heathrow Express) and changes at Euston Station.

Classic Compatible High Speed Trains would operate from Lichfield back onto the WCML to serve destinations in the North West, including within Cheshire East. The target first year of operation is 2026.

Phase 2 would see the completion of proposed HS2 "Y" network. A branch would be taken from the Phase 1 line north of Birmingham to serve the East Midlands, South Yorkshire and Leeds with a link back onto the East Coast Main Line from this point.

The second branch of the “Y” would see the continuation of the Phase 1 line from the Lichfield area to somewhere either north or south of Preston where it would link back onto the WCML. This would include a spur line to serve a station in the centre of Manchester and at the Airport. It is proposed that the Classic Compatible Train services would continue to operate in the North West once this Phase 2 is operating, including through Crewe.

Three broad lines of route were considered; ones through the east of the Borough with no station, ones following the M6 corridor and ones following the West Coast Mainline. The West Coast Mainline option has been preferred as it was believed to provide the best balance between economic, environmental and community impacts. The target first year of operation is 2032/33, six to seven years after Phase 1.

For both Phases of the project, the HS2 team has identified potential depot and maintenance site locations to support HS2 operations. These have been strategically placed along the route and would support growth and job opportunities in the areas identified. An Infrastructure Maintenance Depot is proposed at Crewe as part of HS2’s initial preference.

Appendix 3

HS2 Consultation Questions

- i. Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7 [of the consultation document]? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.
- ii. Do you agree or disagree with the Government's proposals for:
 - a. A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7) [of the consultation document]?
 - b. An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6) [of the consultation document]?
- iii. Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?
- iv. Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in Chapter 8? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.
- v. Do you agree or disagree with the Government's proposals for:
 - a. A Leeds station at Leeds New Lane as described in Chapter 8 (sections 8.8.1 – 8.8.5) [of the consultation document]?
 - b. A South Yorkshire station to be located at Sheffield Meadowhall as described in Chapter 8 (sections 8.5.1 – 8.5.8) [of the consultation document]?
 - c. An East Midlands station to be located at Toton as described in Chapter 8 (sections 8.3.1 – 8.3.6) [of the consultation document]?
- vi. Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?
- vii. Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9 [of the consultation document].
- viii. Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10 [of the consultation document]?
- ix. Please let us know your comments on the introduction of other utilities along the proposed Phase Two line of route as described in Chapter 11 [of the consultation document]?

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CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	7 th January 2014
Report of:	Director of Economic Growth and Prosperity
Subject/Title:	Alderley Park Development Prospectus
Portfolio Holder:	Cllr Don Stockton, Housing, Planning, Economic Development and Regeneration

1.0 Report Summary

- 1.1 This report seeks to outline the purpose and content of the Development Prospectus, attached as Appendix 1, and seeks endorsement of the Prospectus by Cheshire East Council.
- 1.2 The Development Prospectus has been produced to outline the intended 'direction of travel' in terms of future policy for the Alderley Park Site. That future policy is within the emerging Core Strategy which has recently been out to consultation. It is intended to provide guidance for potential investors, given that the site is being marketed before the Council's emerging policy for the site can be confirmed, via the adoption of the Core Strategy.
- 1.3 The report outlines how the contents of the Development Prospectus are entirely aligned with emerging planning policy for the site.

2.0 Recommendations

- 2.1 Cabinet is requested to receive and endorse the Alderley Park Development Prospectus as attached at Appendix 1 to assist with the marketing of the site.

3.0 Reasons for Recommendations

- 3.1 Following AstraZeneca's announcement of their intention to withdraw their Research and Development (R&D) business from Alderley Park by 2016, the Alderley Park Task Force was established to try and ensure a successful and sustainable future for the site.
- 3.2 The Task Force identified that a Development Prospectus would be a useful vehicle to articulate the emerging vision for the future of the site.
- 3.3 The Prospectus is seen as an important high level document setting out the Council's aspirations for the site and the direction of travel of the emerging Development Plan policy, in a form which is readily digestible

by potential investors. It is seen as a document which should assist in securing a sustainable future for the site by assisting Government, potential funders, prospective investors and other major stakeholders to understand the Council's intended direction of travel regarding the development of the site, post the withdrawal of AstraZeneca's R&D activity.

4.0 Wards Affected

- 4.1 The site is located part within Chelford Ward, part within Prestbury Ward. However, ensuring a sustainable future for this site has potential implications for a wider area.

5.0 Local Ward Members

- 5.1 Councillor George Walton (Chelford), and Councillor Paul Findlow (Prestbury).

6.0 Policy Implications

- 6.1 The Prospectus takes full account of the emerging Council policy for this site as set out in the Pre-Submission Draft of the Core Strategy and is fully aligned with that draft policy.
- 6.2 That policy, and the contents of the Prospectus, are considered to be aligned to the Government's stated intention that the UK becomes a global hub for life sciences, capable of attracting and nurturing world-leading talent.
- 6.3 This proposal also accords with, and is complementary to the following:

*Ambition for All: Sustainable Communities Strategy 2010-2025: Priority 2
Create conditions for business growth*

- Harness emerging growth opportunities;
- Create a climate attractive to business investment.

Cheshire East Corporate Plan 2011-2013

Objective 2: Grow and develop a sustainable Cheshire East:

- Foster economic growth and regeneration through providing the right environment for businesses to grow.

Cheshire East Economic Development Strategy

- Ensure that Cheshire East maintains and enhances its role as a 'knowledge economy';

- Facilitate economic growth through progressing schemes that will create jobs and improve the attractiveness of the area as a place to invest, live and visit;
- Macclesfield and its hinterland sustain their current position as one of the most successful parts of the regional economy.

7.0 Financial Implications

- 7.1 There are no direct financial implications for the Council in endorsing this document.

8.0 Legal Implications

- 8.1 There are no immediate legal implications arising from Cabinet approving the recommendation as set out in paragraph 2 of the report.

9.0 Risk Management

- 9.1 Failure to publish the Development Prospectus would miss an important opportunity to articulate the Council's ambitions in a manner that is coherent to potential investors, funders and other key stakeholders. This could reduce confidence in the Council's intention to support development on this site, in line with emerging policy, to the potential detriment of the economic wellbeing of the Borough.

- 9.2 Risks to the successful realisation of the vision for the site include:

- Site purchaser does not support Task Force vision;
- Low demand for life science activity on the site;
- Subsequent planning permissions for development being refused.

10.0 Background and Options

- 10.1 Following AstraZeneca's announcement of the planned withdrawal of their R&D operations from Alderley Park by 2016, a task force was established to consider how best to secure sustainable high value employment and investment on this major employment site. The Alderley Park Task Force, chaired jointly by the Vice President of AstraZeneca and the Government's Life Sciences Business Advisor, comprises representatives of key stakeholder groups including Cheshire East Council (represented by Councillor Michael Jones, Leader), Cheshire and Warrington LEP, Manchester City Council and the University of Manchester.

- 10.2 The Task Force aims to secure a sustainable future of the site which:

- Ensures that full advantage is taken of the opportunities the facilities on site offer;
- Retains highly skilled professional employment in the region;

- Supports existing supply chains and related businesses to minimise negative impacts from the scaling back of operations by AstraZeneca; and
 - Ensures that future development on the site is of an appropriate high quality, encouraging investment and employment opportunities in a manner which maximise benefits for the North West region as a whole.
- 10.3 The existing use of the site for pharmaceutical research and development falls within the wider sector of the life science industry. This is a high-tech, innovative and highly diverse industry, spanning pharmaceuticals, biotechnology, analytics, diagnostics, contract research, contract manufacturing, medical devices and healthcare plus specialist support and supplier companies.
- 10.4 Having regard to the existing world class facilities on site and the ongoing evolution of the life sciences/biomedical sector, the emerging vision for the future of the site is for it to become a life science park, transforming from a single occupier to a cluster of life science businesses which complement and support existing and planned science facilities across the wider region. There continues to be a high level of market interest from companies wishing to locate to the BioHub already established on site. BioHub gives small companies in the life science sector access to the world class facilities on the site, whilst remaining entirely independent. All stakeholders agree that a successful future of BioHub will be paramount for the overall sustainability of the site and in delivering the future vision.
- 10.5 In order that a clear statement of intent for the site may be provided in a readily digestible format, the Task Force agreed that a Development Prospectus be produced.
- 10.6 The aims of the Development Prospectus are to:
- Summarise the unique opportunities the site offers;
 - Set out a clear vision for the site;
 - Demonstrate to bidders the commitment of major stakeholders to the vision;
 - Map out the intended planning process for the adoption of the relevant policy in the Core Strategy and more detailed guidance in the form of a Supplementary Planning Document;
 - Set out some high level principles indicating how the site's development might be realised in spatial terms.
- 10.7 The Development Prospectus is needed to indicate the 'direction of travel'. The existing planning policy position (set out in the Macclesfield Borough Local Plan of 2004) is out of date and relies on the assumption that AstraZeneca would continue to occupy the site. Allied with this, the emerging policy position in the Pre Submission Core Strategy is unlikely to be confirmed until late 2014.

- 10.8 The Development Prospectus reiterates the vision for the site, as set out in draft policy CS29 (Alderley Park Opportunity Site) of the emerging Core Strategy of the Local Plan. That draft policy is attached as Appendix 2.
- 10.9 The draft policy supports the development of a life science cluster at Alderley Park but, acknowledges that the demand may not exist to support a life science centre of a scale comparable with the existing quantum of development on site. As such, the policy supports other uses where they are either demonstrated to be 'necessary' for the delivery of life science activities, or where they are 'complementary' to that core use. In addition, the policy requires that those uses accord with a Planning Brief/Site Masterplan, which it is intended to produce and adopt as Supplementary Planning Document (SPD) to support the policy.
- 10.10 The Prospectus in no way seeks to predetermine or undermine the Local Plan process. Comments received in relation to policy CS29 as a result of the recent consultation on the Pre-Submission Core Strategy, will be considered in the normal way and the policy may be refined as a result.
- 10.11 The draft policy is not explicit regarding the quantum of different uses on site. It is envisaged that the SPD will define this more clearly. The Core Strategy policy and the associated SPD will together set out a clear and detailed picture of what development will be acceptable on this site in terms of siting, quantum, land use and design.
- 10.12 The Task Force has commissioned a study to assess the likely demand for life science floorspace on this site. As set out in the Prospectus, that study indicates an anticipated demand for in the order of 65,000 sq metres net lettable area in the period to 2030.
- 10.13 The Prospectus steers away from identifying any specific quantum of development space to be identified for other land uses. Instead it makes it clear that establishing a life science cluster is the priority and with regard to other uses, it makes it clear they will only be allowed if meeting the tests set out in emerging development plan policy.
- 10.14 The potential opportunities are broad at this stage. 'Necessary' land uses are envisaged to be limited high value uses (such as residential development), where it can be demonstrated that they can raise essential finance to enable life science businesses. 'Complementary' land uses could include such uses as:
- Company Headquarters, or other business space;
 - General industry & storage and distribution where the business involved in supplying, producing or storing goods relate to life sciences and the scale, nature and location of the operation does not detract from the prestigious character of the site;
 - Leisure;

- Small scale ancillary retail / food and drink uses, limited to a size which would be viable serving only the needs of the other occupiers on site;
- Residential and non-residential institutions where the use is related to healthcare or learning institutions.


It is envisaged that a more definitive list be included in the Supplementary Planning Document.

- 10.15 It is important to note that, in addition to seeking to control land use within the site, in view of the its location within the Green Belt, the draft policy also seeks to ensure the area of developed land is not increased and protects the visual amenity of the Green Belt. It also sets out that development must respect the site's many heritage and landscape assets. The Prospectus makes these expectations clear.
- 10.16 The Development Prospectus has been considered by all members of the Task Force, and it is hoped will be fully endorsed by them all.
- 10.17 Cabinet are therefore asked to support and endorse the Prospectus attached.

11.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

Name: Jez Goodman
Designation: Major Projects and Regeneration Manager
Tel No: 01270 685906
Email: jez.goodman@cheshireeast.gov.uk

An aerial photograph of the Alderley Park Science for Life campus. The image shows a large, modern, multi-story building complex with a mix of grey and tan facades and glass windows. The building is situated next to a large, green, open field. A road with a red-paved shoulder runs along the edge of the field. In the background, there are other industrial or commercial buildings and more greenery.

Appendix 1

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Alderley Park

Science for Life

Development Prospectus - December 2013 (DRAFT 16)

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2. Vision

3. The Opportunity

4. Planning

5. Character Areas

Appendix 1 - Policy CS29

Appendix 2 - Future Planning Process



Councillor Michael Jones
(Leader, Cheshire East Council) –

“Current developments at Alderley Park represent a once in a lifetime opportunity to secure a dynamic future for this world class facility. Cheshire East Council is fully supportive of the fantastic work already going on at the BioHub, and see the future of the BioHub as essential to the strength of life sciences in the UK as a whole. The quality of facilities on site makes Alderley Park a site of global importance, and a flagship resource at the centre of a growing research and development cluster in Cheshire East.”

Sir Richard Leese
(Leader, Manchester City Council) –

“The unique facilities and setting of Alderley Park make it central to a flourishing life sciences ecosystem in the North West region. Already home to cutting edge research and development, the region boasts a thriving life sciences pipeline from world class academic research, to ground breaking pharmaceuticals, R&D and manufacturing. With Alderley Park at its heart, the North West regional offer will continue to grow and rival long established clusters elsewhere.”

Christine Gaskell
(Chair, Cheshire and Warrington LEP) –

“The Cheshire and Warrington sub-region is the most productive economy in the north of England. Alongside clusters in creative industries, automotive engineering, and financial services, our strength in pharmaceuticals and advanced science continues to make us a region of national and international importance. With existing facilities at Daresbury and Thornton, Alderley Park is among some of the fastest growing science parks in the country, and is at the heart of a region which prides itself on its capacity to support and grow activity in high-growth sectors.”

Chris Brinsmead
(Government Life Science Advisor) –

“Alderley Park is a site with an exciting and bright future. With outstanding facilities and skills, the early and rapid growth of the existing incubator facilities, demonstrate that we have a vibrant life science community in the North West. Alderley Park is set to become an important location in the cluster of science activity in the North, which is of critical importance nationally.”

Clive Morris
(Vice President, AstraZeneca) –

Alderley Park has a rich heritage of being at the forefront of important advancements in medical treatments. Since its opening more than 40 years ago, scientists have been working at the cutting edge of pharmaceuticals, developing ground breaking treatments in the fields of cancer, cardiovascular and gastrointestinal research. With the combination of excellent facilities, a growing bioscience community at the BioHub, and a significant retained AstraZeneca workforce, Alderley Park is primed for its future redevelopment.

Dr John Stagemen OBE
(Chairman, BioNow) –

The legacy of discoveries and developments at Alderley Park are at the pinnacle of 50 years of success in life sciences and pharmaceuticals, not only in the North West but also across the UK. Drugs that have been invented at the Park have made and continue to make a major impact on the quality of life of millions of patients around the world. It is now our responsibility to use this legacy to create a flexible and supportive environment for open innovation, in which new companies can deliver the biomedical products and services of the future.

1. Introduction

Alderley Park is currently AstraZeneca's largest research and development site, and their global lead centre for cancer research. The site comprises 162 ha (400 acres), including almost 300,000sqm (GEA) of floorspace and supports around 3,000 jobs. It forms a core component of the economies of Cheshire and Warrington and the southern half of the Manchester City Region, and is one of the most significant commercial research and development (R&D) assets in the UK.

In March 2013, AstraZeneca announced its intention to relocate its R&D activity from Alderley Park by 2016, with on site jobs being reduced to around 700 non R&D support roles. The effects of the relocation are expected to be significant with an estimated negative economic impact on the local area of around £245 million per annum.

In response to this announcement, a task force was established to mitigate the effects of the closure on Cheshire East and the wider North West economies, and to secure a sustainable economic future for the site, maximising the opportunities presented for both the local area and wider sub-region.

The Alderley Park Task Force, jointly chaired by Chris Brinsmead, Life Sciences Business Adviser to Government, and Clive Morris, AstraZeneca Vice President, comprises representatives of key local stakeholder groups, namely:

- > Cheshire East Council;
- > Cheshire and Warrington Local Enterprise Partnership;
- > Manchester City Council;
- > BioNow;
- > University of Manchester;
- > David Rutley, MP for Macclesfield.

Purpose

As part of the wider ongoing work of the Task Force, this document has been produced with the following aims:

- > To summarise the unique opportunities this site offers, both locationally and in terms of its distinct position within the Science Ecosystem;
- > To set out the vision for the site as agreed by Cheshire East Council and key organisations within the North West represented on the Alderley Park Task Force;
- > To give confidence to potential new owners, developers and investors by illustrating the commitment of major stakeholders to the stated vision;
- > To map out the intended process for ensuring the emerging Cheshire East Local Plan supports the delivery of the vision;
- > To set out high level principles as to how the vision might be realised in spatial terms.

2. Vision

The Task Force is working to pursue a package of measures which together will ensure:

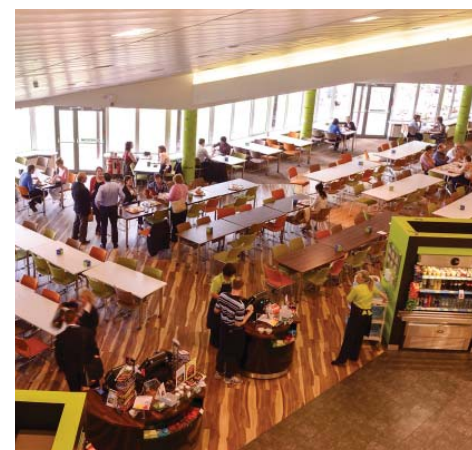
- > Full advantage is taken of the once in a generation opportunity to harness the site's unique, highly valuable and specialist R&D facilities, in order to build upon the reputation of the North West as a location of national and international excellence for advanced scientific analysis and research;
- > Highly skilled professional employment is retained on the site in the life science sector, supporting and making the most of the existing pool of local talent and maximising the economic benefits for the region;
- > Existing supply chains and related businesses are supported by ensuring the site's redevelopment minimises negative impacts from the scaling back of operations by AstraZeneca and maximises opportunities for growth and inward investment across the region as a whole;

- > The future development of the site is of exceptional quality, exploiting the site's special characteristics, reflecting the parkland setting and taking full advantage of its heritage and natural assets, whilst ensuring it is appropriate given its Green Belt location.

The Task Force's vision for Alderley Park is to see these objectives delivered through the site's transformation from a single occupier site to a cluster of life science businesses with a particular focus on human health science, R&D, technologies and processes, which complement and support the existing science facilities across the North West. The primary aim is to ensure the site's future development and use maintains its role as a major location for knowledge-based economic activity and enterprise in the Cheshire and wider North West economy and to maximise investment and employment opportunities for the benefit of the region as a whole.

“To secure a vibrant and prosperous future for Alderley Park through its transformation to an independent, self sustaining, world-class hub for life sciences, acting as an anchor for the sector in the North West.”





3. The Opportunity

The UK Life Science Sector

The life science industry is defined by the application of biology. It is high-tech and highly diverse, spanning pharmaceuticals, medical biotechnology, industrial biotechnology and medical technology and diagnostics.

The UK has one of the strongest and most competitive life science industries globally. This industry sits within one of the most established global life science clusters.

The size and shape of the global life science sector is changing, driven by supply and demand side pressures, lifestyle choices, longevity, and a rise in chronic conditions. Consolidation has been extensive across the sector, with numerous mergers and acquisitions. At the same time, many of the largest firms are reshaping their business models by outsourcing and collaborative working, creating new business opportunities for smaller companies. In the UK, this dynamic sector is overall growing faster than the economy as a whole. Indeed significant growth is projected across the life sciences, internationally as well as nationally.

In response to this changing context, the Government's strategy for the UK life science sector seeks to capitalise on its strengths, knowledge and skills base to make the UK the location of choice for pioneering life sciences R&D and manufacturing investment, so that life sciences will continue to be vibrant in the UK and a key contributor to sustained economic growth.

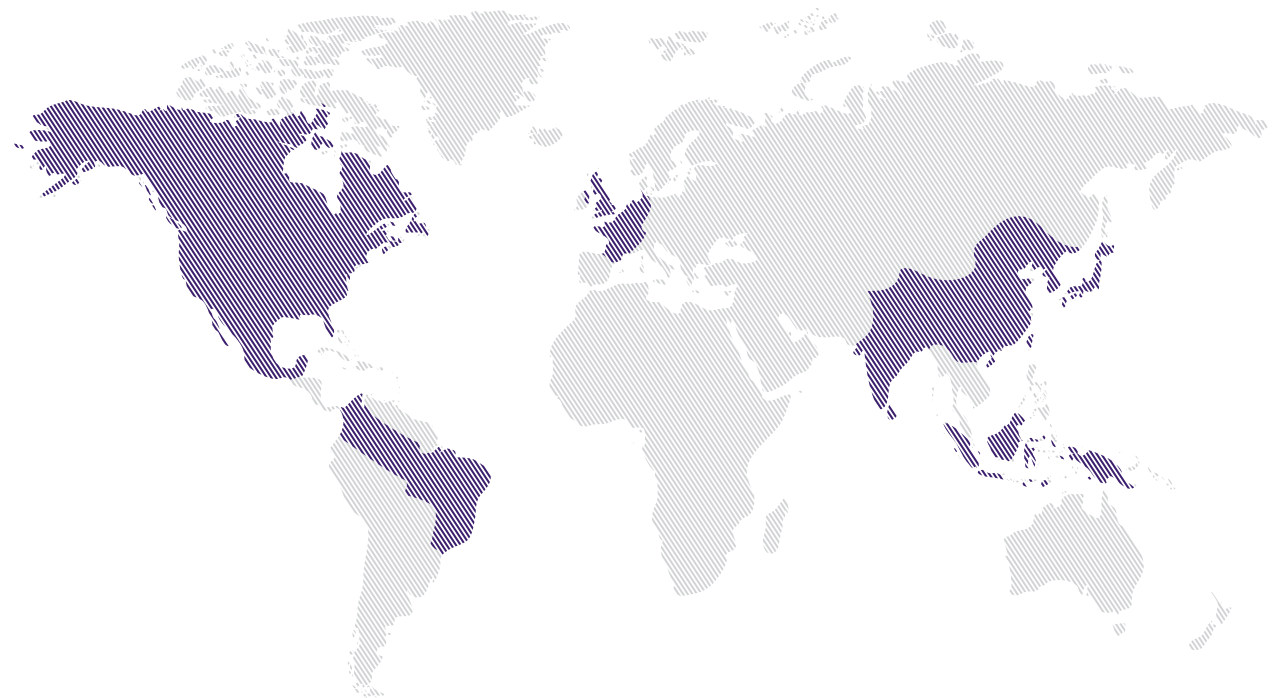


Figure 1. Global Life Science Clusters

Source: Jones Lang LaSalle, Life Science cluster report. Global. 2012

UK Life Science Sector

4,500

Number of companies comprising the UK life science sector

166,000

Number of people employed in the UK life science sector

£50 billion

Total national turnover of UK life science sector

Forecast growth for combined global pharma/biotech/life sciences/healthcare equipment and supplies 2011- 2016

36.4%

Pharmaceuticals

400 companies
70,000 employees
£30 billion turnover



Medical Technology

3100 companies
71,000 employees
£16 billion turnover



Medical Biotechnology

980 companies
26,000 employees
£3.7 billion turnover



Industrial Biotechnology

80 companies
1,600 employees
£438 million turnover

North West Life Science Ecosystem

The UK's life science sector is concentrated in three main areas: the North West, the South East (Cambridge/London/Oxford), and around Edinburgh/Glasgow/Dundee in Scotland. Alderley Park sits within the North West cluster.

Activities across the north of England represent around 22% of the UK life science sector in terms of numbers of companies, employment and turnover. At the heart of this, the cluster of activity within the North West region alone is home to 13% of the UK sector.

With more than 400 life science companies, employing just under 20,000 people, the North West region generates circa £6.6bn in turnover per annum. It has demonstrated significant and sustained growth, with company numbers increasing by 86% over the period 2002 to 2012, and employment increasing by 10% per annum.

The North West has excellent access to a large pool of expertise and specialist skills, including a large number of graduates and highly skilled scientists; as well as having strong engineering and manufacturing capabilities. Allied to this, the area offers access to nationally and internationally significant academic and clinical/practitioner

expertise through local universities and an Academic Health Science Centre, with large and sophisticated NHS Foundation Trusts in the region's urban centres. Specifically, the area has a strong bioscience heritage.

Indeed, the North West is recognised as the UK's exemplar region for clinical trials, hosting 73 hospitals including Europe's largest cancer centre at The Christie, and the largest clinical campus in Europe at Central Manchester. In addition, the region hosts the UK BioBank - the largest repository in the world for over 500,000 human samples, generating a unique database for research into major diseases. This access has resulted in the area benefiting from a unique database for research into major diseases and a unique combination of university and health led development of early stage businesses, intrinsically linked to medium and large scale commercial operation. The growing cluster in the region has also benefited from strategic and sustained public sector investment over the years, to create a rich infrastructure of interlinked science parks and facilities.

This unique and multi-faceted regional offer has resulted in international companies choosing to inwardly invest in the North West region in preference to other locations, using

the strong local market and skill base to build a European presence. Recent examples include the expansion of ICON Development Solutions at Manchester Science Park, investment by Medimmune at Speke, the construction of the new Waters Corporation mass spectrometry HQ at Wilmslow, and the recent £120m investment announced by AstraZeneca for their manufacturing facility at Macclesfield.

Alderley Park offers a unique opportunity to further widen the offer of facilities available to businesses, complementing existing and planned life science centres and supporting the growth and promotion of the sector across the wider region.

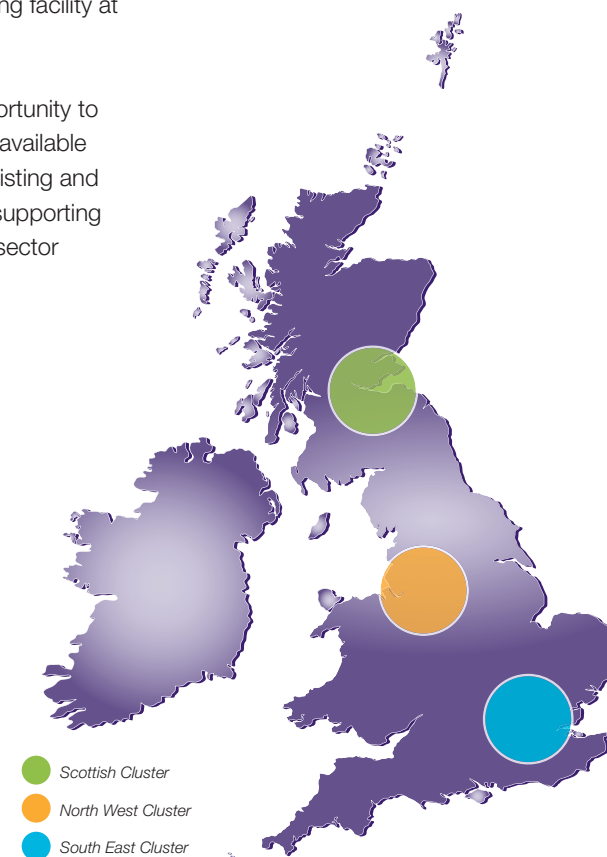


Figure 2. UK Life Science Clusters

Hubs of Industry & Life Science Business

Manchester

The Corridor

Qiagen
Epistem
Intercytex
Ai2
Conformetrix
Intertek
Euprotec
Phagenesis
Icon Development
Solutions

Greater Manchester

Procter and Gamble
Shimadzu
Resipharm
Gen-Probe
F2G
Life Technologies
Thermo Scientific

Cheshire & Warrington

AstraZeneca
Redx
Advanced Medical Solutions
LGC

Waters Corporation
Cypotex
Teva
Byotrol Plc

Liverpool & The Wirral

Evgen
Medimmune
Eden Biodesign
Baxter Healthcare
Unilever
Biofortuna

Eli-Lilly
Novartis
Mast Group
Bristol Myers Squibb
Redx

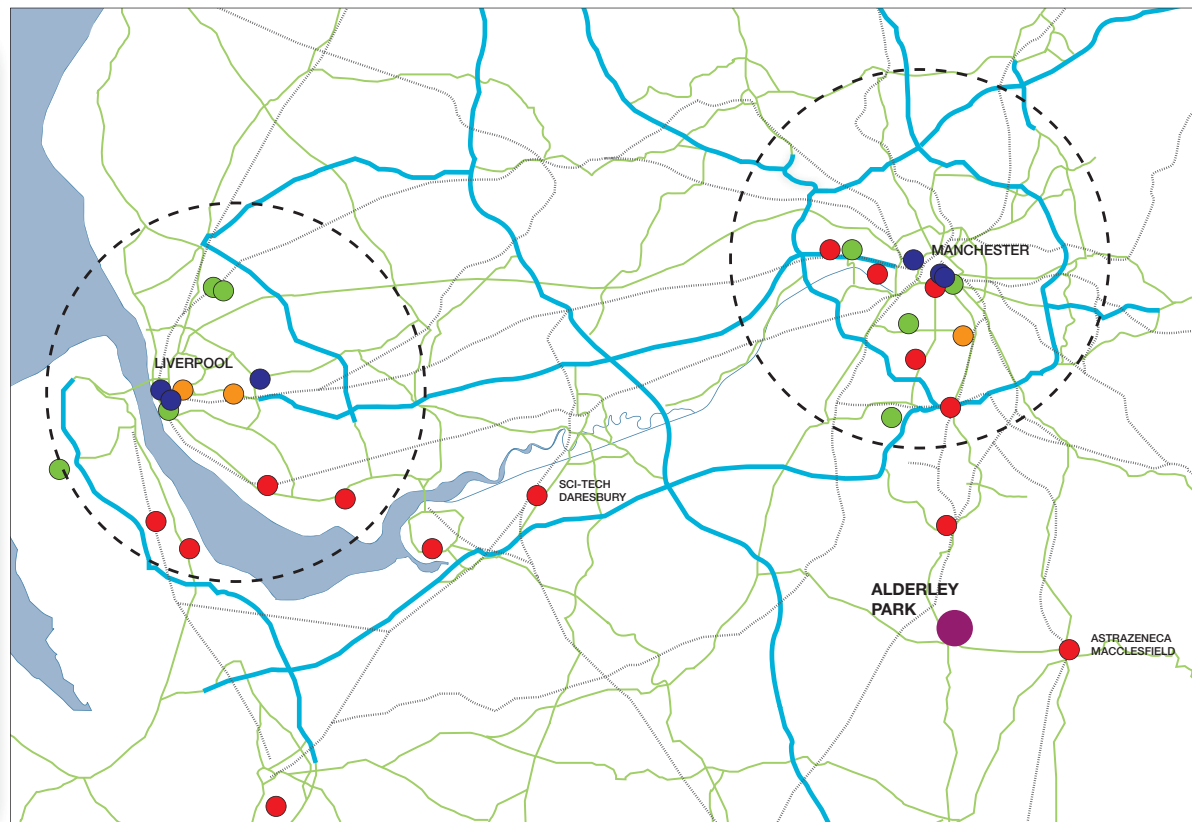


Figure 3. North West Life Science Ecosystem

Universities, Teaching & Research Hospitals & Health Charity centres

Manchester

Manchester Academic Health Science Centre
University of Manchester
Manchester Metropolitan University
University of Salford
Corridor Manchester
Central Manchester Teaching Hospitals
NHS Foundation Trust
The Christie NHS Foundation Trust
University Hospital of South Manchester
NHS Foundation Trust
Salford Royal NHS Foundation Trust
Manchester Mental Health and Social Care Trust
Cancer Research UK Manchester Institute
NIHR / Wellcome Trust Central Manchester Clinical Research Facility

Universities, Teaching & Research Hospitals & Health Charity centres

Liverpool

University of Liverpool
Liverpool School of Tropical Medicine
Liverpool John Moores University
The Royal Liverpool and Broadgreen University Hospitals NHS Trust
Alder Hey Children's NHS Foundation Trust
The Walton Centre NHS Foundation Trust
Roy Castle Lung Cancer Foundation
Linda McCartney Centre
Cancer Research UK Liverpool Centre
MRC Centre for Drug Safety Science
Liverpool Health Partners
Medicines for Children Research Network



“An opportunity of truly international significance.”



Figure 3. Attractive Campus Setting



A Unique Site

Alderley Park is a major asset of international quality and reputation. Its scale and quality, and the uniqueness of its physical infrastructure make it an exceptional proposition. It is one of few facilities in the UK with a comprehensive offering to support drug discovery and development.

The site offers circa 79,600 sq metres of world-class bioscience facilities. Specifically, this comprises:

- > 22,300 sq metres of specialist lab/write-up facilities;
- > 7,400 sq metres of specialist technical facilities;
- > 34,000 sq metres of generalist lab/write-up facilities;
- > 15,000 sq metres of flexible office space;
- > 900 sq metres of support service facilities.

As AstraZeneca's global lead centre for cancer research, during the last decade Alderley Park has benefitted from hundreds of millions of pounds worth of capital investment. This includes £330 million invested in new facilities since 1997 and in excess of £250 million in the on-going improvement of older assets and infrastructure, providing facilities including state of the art laboratories, an on-site energy plant, restaurants and cafes, and a high quality conference centre.

All these facilities are set within a stunning campus environment incorporating parkland, woodland and lakes. This attractive environment is a key feature of the site providing a spectacular setting for any future activity. Its location, and close linkages to sophisticated labour, business, and knowledge markets in Manchester and Liverpool, mean it is in foremost position to exploit the development potential of the life science sector in the North West.



Figure 4. Flight connections from Manchester Airport to global life science clusters



An Envable Location

Alderley Park is in an enviable location. Just 12 miles from Manchester City Centre within the south Manchester/Cheshire 'stockbroker belt', the local area is known for its excellent schools, high quality housing and the beautiful Cheshire countryside which make the area so attractive as a base.

The area is also well connected. As well as benefiting from good access to the national motorway and rail networks, Manchester International Airport, the UK's busiest airport outside London, is only 15 minutes away, with direct flights to more destinations than any other UK airport. Significant future investment in infrastructure is also planned in the locality which will further improve connectivity in the region.



- > 12 miles to Manchester City Centre
- > 50 minutes to Liverpool
- > 10 miles to junctions 18 and 19 M6



- > 2 hours to London
- > 4 hours to Edinburgh
- > Potential connections via HS2



- > 1 hour 25 min Paris
- > 2 hours 22 min Stockholm
- > 13 hrs 35 min San Francisco

A Next Generation 'Science for Life' Park

AstraZeneca has already begun to establish a cluster of life science companies on the Alderley Park site at the BioHub incubator. BioHub is a collaborative R&D centre where start-up and growing businesses can benefit from tailored support.

BioHub offers:

- > Access to state of the art, world class scientific facilities which would normally be an expensive investment;
- > Opportunities to occupy high quality office and lab space on a flexible basis;
- > On site business support from experts in growing and financing life science businesses;
- > An established, internationally recognised research and development business address;
- > Immediate access to an established thriving and collaborative life science community.

BioHub is already occupied by a number of high growth companies and there is a significant level of interest from others wishing to locate here.

An assessment of the future market demand for human health sciences, technologies, R&D and processes has recently been undertaken. The draft findings of that assessment indicate that with appropriate focus, differentiation and integration within the wider cluster across the North West, over the next fifteen years or so, Alderley Park could evolve into a very successful complementary science facility of national significance, with the potential to accommodate more than 4,000 highly skilled workers.

Four specific potential sources of demand are identified:

- > Foreign Direct Investment and new in-movers to the North West;
- > New start-up businesses generated by former AstraZeneca employees;
- > Small and medium sized firms based in the North West seeking expansion space;
- > National or international research projects or centres of excellence.

By targeting the site at these sources of demand, the site could act as a major platform for growing the life science cluster in the region.

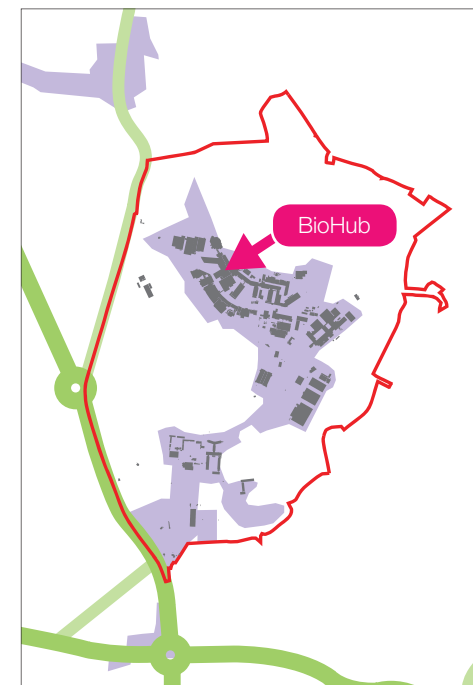


Figure 5. BioHub Location



at Alderley Park



4. Planning

Background

Planning applications have to be decided in line with the Cheshire East Council's (CEC) Development Plan – unless there are good reasons not to do so. It is therefore important that stakeholders understand the adopted Development Plan requirements and the LPA's intention with regard to the emerging Development Plan. The National Planning Policy Framework (NPPF) is also an important material consideration when identifying potential suitable development opportunities, which requires LPA's to apply a presumption in favour of sustainable development.

Current Development Plan

Cheshire East Council (CEC), as the local planning authority, is in the process of producing its Local Plan. It is anticipated that this will be adopted at the end of 2014. In the meantime, the Development Plan for the Alderley Park site remains in the saved policies of the Macclesfield Borough Local Plan, which dates back to 2004. This Local Plan clearly predates the recent announcement of AstraZeneca, and envisages their continued use of the site for pharmaceutical research and associated activities, allowing these uses within defined areas on the site, subject to criteria designed to protect the openness and amenity of the Green Belt.

Emerging Development Plan

The emerging Cheshire East Local Plan will comprise two Development Plan Documents: the Core Strategy and the Site Allocations Plan. Area Action Plans and Supplementary Planning Documents will be prepared to provide guidance on the implementation of key policies within these two Development Plan Documents.

The Core Strategy will set out the vision and strategy for the spatial development of Cheshire East until 2030, including the vision for a number of strategic sites, of which Alderley Park is one. The site specific policy for Alderley Park (CS29), as currently set out in the emerging Core Strategy, is appended to this Development Prospectus (Appendix 1). It sets out the intent of CEC with regard to any future development on this site.

Whilst this policy may be subject to refinement prior to the adoption of the Core Strategy, its wording is intended to ensure that the emerging Local Plan aligns with the vision for Alderley Park as set out by the Task Force.

It is the intention of CEC that detailed guidance is drafted to expand upon this policy and provide clear guidelines for potential future investors. As set out in Appendix 2, it is envisaged that such guidance will be in the form of a site Masterplan or Planning Brief adopted by CEC as a Supplementary Planning Document (SPD), as soon as practicable and if possible, concurrent with the adoption of the Core Strategy.

The Core Strategy policy and associated SPD will together set out a clear and detailed framework of what development will be acceptable on this site in terms of siting, quantum, land use and design.



Figure 6. Planning Documents





Figure 7. Previously Developed Land

Siting

Draft Policy CS29 makes it clear that in terms of location, development will be expected to be limited to the areas of the defined Previously Developed Land (PDL) on the site, unless:

- > Very special circumstances are demonstrated to justify use of other areas in their place;
- > There would be no loss of environmental quality or visual amenity;
- > There would be no greater impact on the openness of the Green Belt.

For clarity the Council has defined the PDL as illustrated in Figure 7. However, it should be recognised that any new development within the PDL must still preserve the openness of the Green Belt and some parts of the PDL may need to be retained as open spaces.

Quantum

In terms of the quantum of development, as set out in the emerging policy and having regard to the site's Green Belt designation, the intention is that there is no greater impact on openness. However, it is considered that there is likely to be substantial scope for redevelopment within the PDL without loss of openness by the demolition of redundant buildings on site.

It is intended that the quantum of existing development on site is defined and set down in the anticipated SPD, to enable assessments of impacts on openness to be readily and consistently applied.

Land Use

In terms of acceptable land uses, the policy sets out the Council's intention to pursue the development of the site as a strategically important science facility for supporting high value businesses engaged in life sciences.

As the Task Force's vision is for the science park to have a particular focus on human health sciences, technologies, R&D and processes, Cheshire East Council commissioned a future market assessment of demand for these uses.

The draft modelled demand data, reinforced by stakeholder evidence, reveals that occupancy levels for these uses are likely to build over time at Alderley Park. It concludes that the delivery model for the site going forwards will have to be pragmatic and opportunistic, but at the same time sustained and committed to the long term.

Although projections are of course to be treated with caution, the assessment estimates that there could be demand for in the region of

67,000 sq m of net lettable area to 2030 for these uses. Actual demand will be dependent on a number of variables, however this assessment suggests it may be unrealistic to expect the entire site to be taken up for these uses during the period of the emerging local plan. This aligns with the draft policy which builds in a degree of flexibility over future land uses.

Given the scale of Alderley Park and the significant costs associated with bringing forward the science park, it is also recognised that it may be necessary to release parts of the site for higher value land uses such as housing, to ensure the science facility is financially viable in the long term.

Draft policy CS29 therefore sets out that other uses will be allowed where:

- > It can be demonstrated they are either necessary for the delivery of, or complementary to, life science activities;
- > They accord with the proposed SPD.

Necessary land uses are envisaged as being limited high value uses such as residential where they are demonstrated as raising essential finance to realise the vision.

Complementary land uses will be defined in the proposed SPD. It is however envisaged such opportunities could include:

- > HQ's, R&D and B1 business uses;
- > B2 or B8 industrial and storage uses related to life sciences where the scale, nature and location of the operation does not detract from the prestigious character of the site;
- > Leisure;
- > Small scale A1- A5 retail/food and drink uses limited to a size which would be viable serving only the needs of the other occupiers on site;
- > C2 or D1 residential and non-residential institutions where the use is related to healthcare or learning institutions.

The quantum of any necessary or complementary land uses cannot however be defined until a more detailed assessment has been carried out as part of the SPD process.

Design

Any new buildings on this site must respect the heritage, landscape and nature conservation assets, which set the site apart as an attractive environment of distinctive character. It is envisaged that the SPD will set out design criteria for redevelopment on the site, to guide the layout of the site, connectivity, scale parameters and build quality and landscaping aspirations. Some of the key planning considerations of the site are shown in Figure 8.

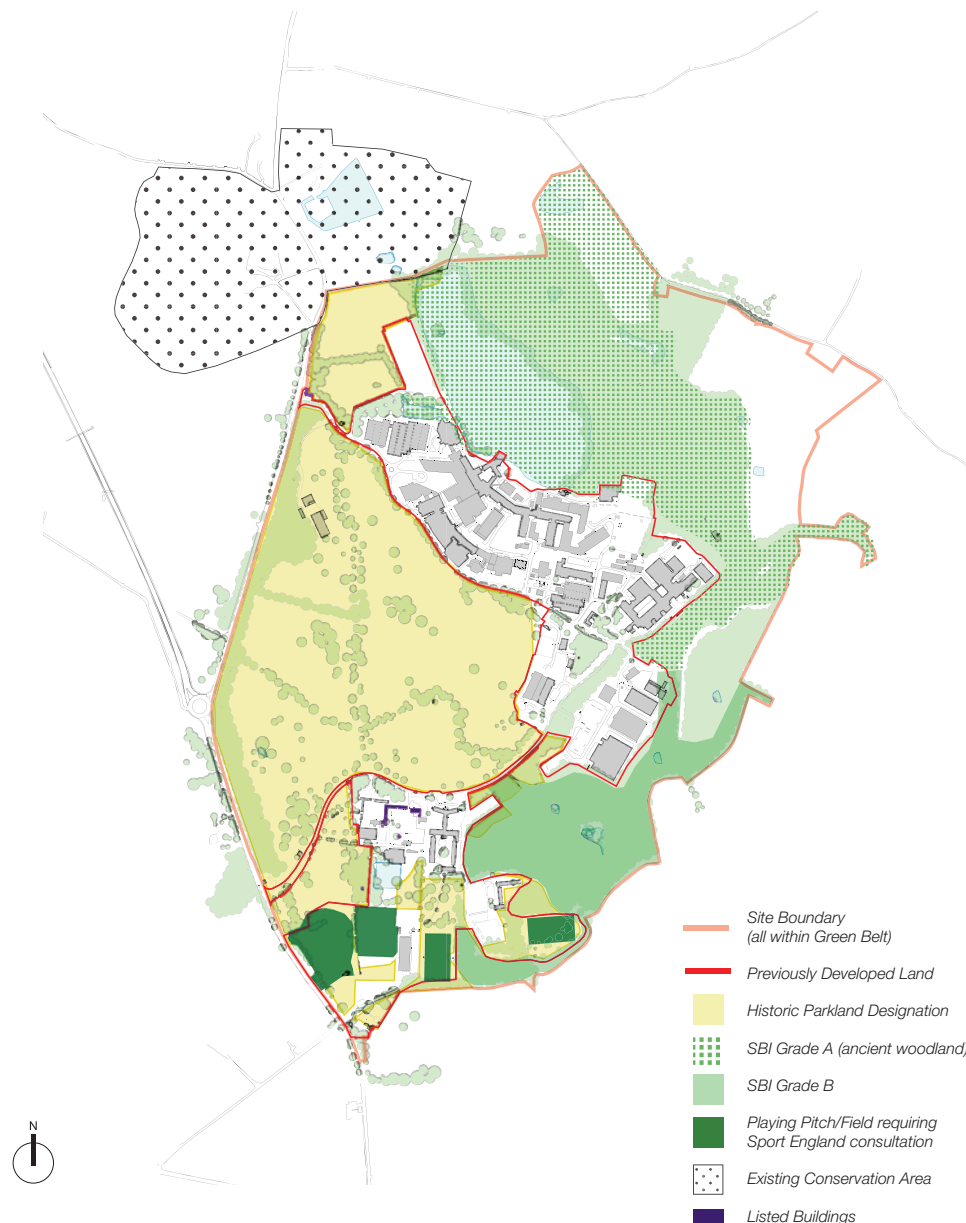


Figure 8. Key Planning Considerations

5. Character Areas

The existing 162 ha (400 acre) site is the largest research and development site of its kind in the UK. The site can be defined into four main character areas, that reflect differences in usage, building typology, scale, location and context.

Mereside: The primary centre for R&D activity, including Radnor Mere.

Parklands: Primarily offices with some R&D support functions.

South Campus: A mixture of offices, conference facilities and centre for sports activities set around the historic Alderley House listed structures.

Woodland and Farm: Open rolling farmland and dense wooded areas outside the previously developed land.

Three of the character areas have been identified as having potential for development: Mereside; Parklands; and South Campus.



Figure 9. Character Areas - Aerial

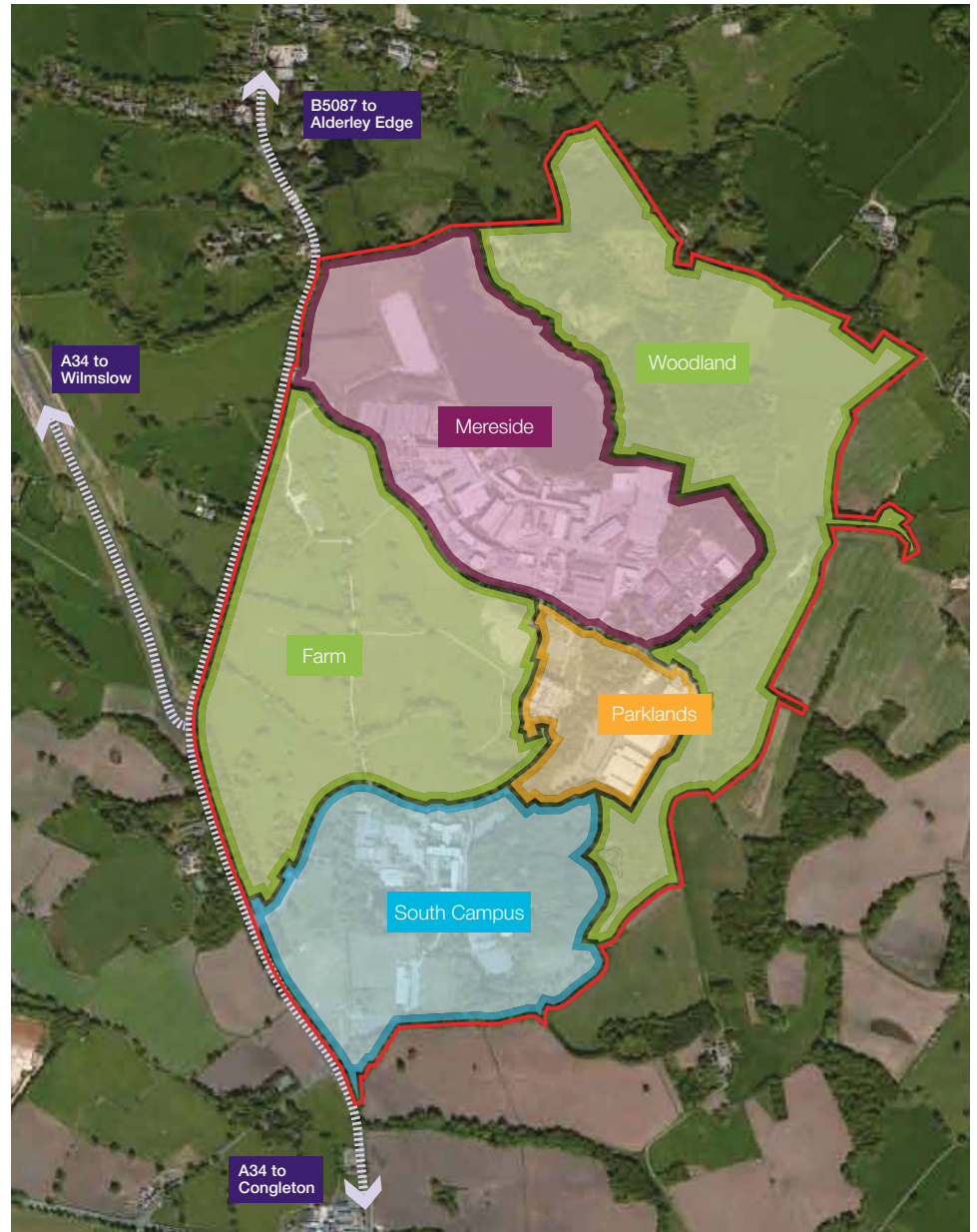


Figure 10. Character Areas

Future development opportunities should be focused on areas within the Previously Developed Land boundary. Broad parcels of land have been identified in each character area and are likely to form the basis of any future site strategy. These areas are as follows:

Mereside:

- > Mereside West (MW)
- > Mereside Central (MC)
- > Mereside East (ME)

Parklands:

- > Parklands West (PW)
- > Parklands East (PE)

South Campus:

- > South Campus Central (SCC)
- > South Campus South (SCS)
- > South Campus East (SCE)

Site	Area (acres)	Area (ha)
Mereside	49.30	19.95
Parklands	15.30	6.20
South Campus	40.90	16.55

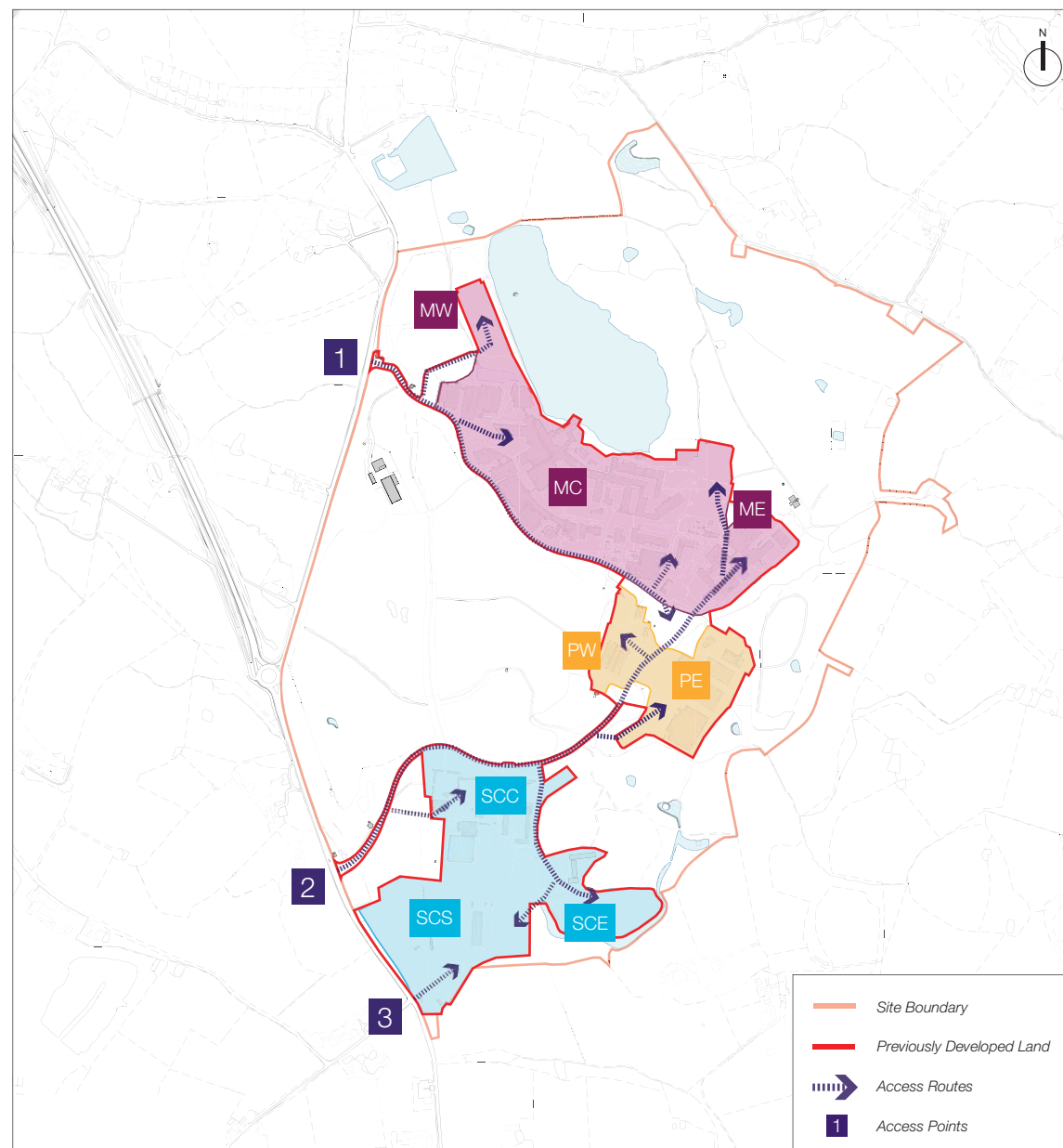


Figure 11. Development Opportunity Areas

Mereside

Mereside Today

Alongside Radnor Mere sit state-of-the-art chemistry and biological facilities, the energy centre and the recently created BioHub, along with modern offices, a high-tech conference centre, restaurant and parking for 2028 cars.

In these buildings there is a primary focus on the discovery, development and commercialisation of prescription medicines for gastrointestinal, cardiovascular, neuroscience, respiratory and inflammation, oncology and infectious diseases.

1. Radnor Mere
2. Multi-storey Car Park
3. Access
4. Farm & Parkland
5. Main Entrance Plaza
6. High Value R&D Facilities
7. Energy Centre
8. Primary Sub-station
9. Woodland
10. Conference Centre



Figure 12. Mereside Assets

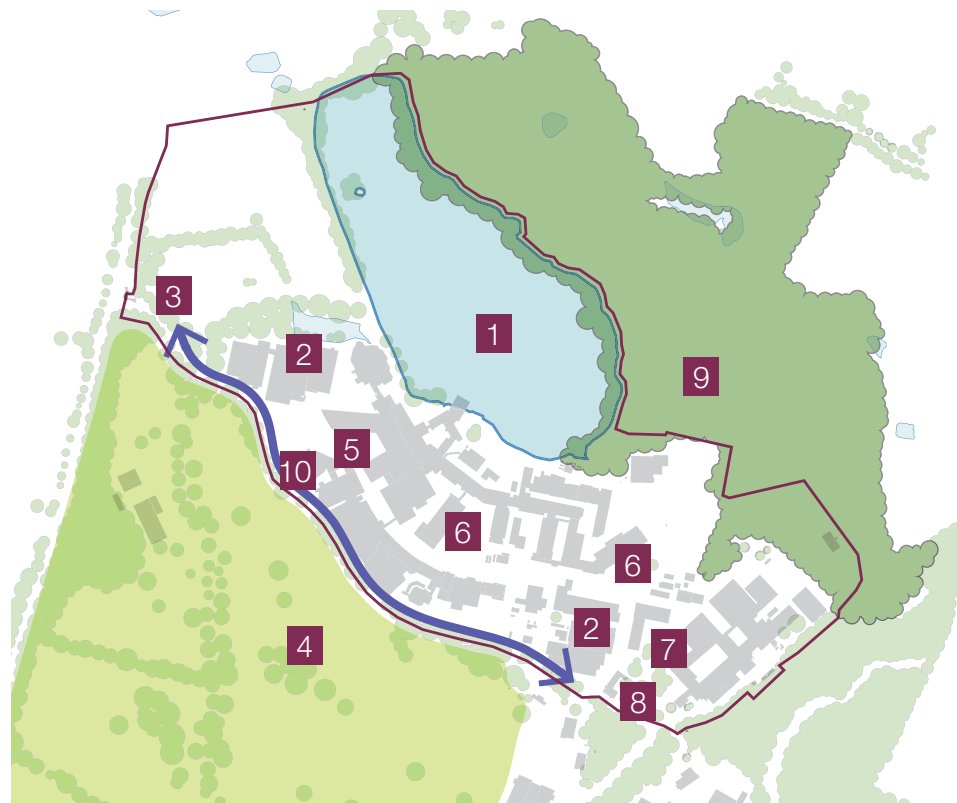


Figure 13. Mereside Opportunities



Precedent



Precedent

Future Opportunities

Given the quality of facilities, the degree of recent investment, and the expanding BioHub at Mereside, this area is the logical focus for the development of a focused, differentiated life science business cluster.

It is envisaged that Mereside will remain the focal point for the development of a future world-class business community with the primary objective of stimulating, nurturing and expanding life science activities with a particular focus on human health sciences, technologies, R&D and processes, incorporating the AstraZeneca resource. It is hoped over time this will provide employment for around 4,000 employees, deliver economic growth and a sustainable future for life science businesses across the region. A number of key principles have been identified for future development of the area, which are as follows:

i. Retention of the Best Facilities

Future development would naturally be centred around the existing prime assets and BioHub. It is anticipated that over time older facilities will be demolished creating new development plots and opportunities for new facilities.

ii. Harnessing the Natural Assets

Mereside benefits from its proximity to Radnor Mere and the historic parkland. These assets should be protected, utilised and enhanced to ensure the environment of the life sciences cluster is fitting for a world class facility. By reducing the density of existing development and extending areas of the existing natural woodland, there are opportunities to create new vistas, reconnecting the farm and parklands with Radnor Mere.

iii. Development Opportunities

In the first instance, it is envisaged that underutilised areas in Mereside would be reserved for future expansion and development of life science businesses. However, if a clear case is demonstrated that development for other uses meets the criteria set out in emerging policy CS29 and would not prejudice the establishment and growth of the science park, there may be opportunities for other uses in Mereside West or Mereside East.

Parklands

Parklands Today

Parklands, sited centrally within the built up area of the site, contains both the Parklands office building, constructed in 2003 at a cost of £34 million, and a number of significantly scaled ancillary buildings and car parking.

The Parklands office building, constructed over 5 floors, currently houses more than 800 workstations in a high quality open plan environment. The ground floor provides a large open atrium with a cafe, high quality meeting and conference facilities as well as informal collaboration spaces.

- 1. Farm & Parkland
- 2. Parklands Office Building
- 3. Multi-storey and Primary Sub-station
- 4. Connectivity with Mereside Site
- 5. Ancillary Buildings and Car Parking
- 6. Existing Footpath Routes
- 7. Woodland
- 8. Access

Figure 14. Parklands Assets

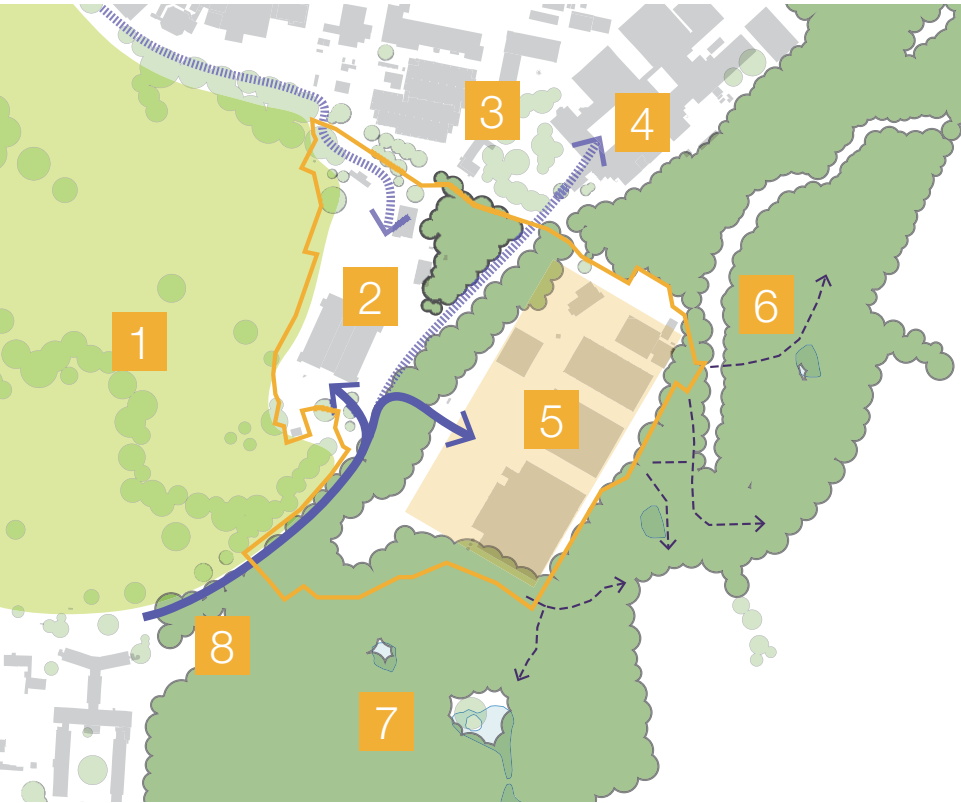


Figure 15. Parklands Opportunities



Precedent



Precedent

Future Opportunities

The site's central spine road subdivides Parklands into two distinct parcels of land shown in Figure 15 as Parklands West (PW) and Parklands East (PE). It is envisaged that the award winning Parklands office building, overlooking the historic parkland in PW, would be retained, potentially with some adjacent new development. The buildings in Parklands East are less likely to be utilised by future occupiers and it is envisaged that this area will prove an attractive redevelopment opportunity.

i. Retention of the Best Facilities

The high quality Parklands office building is considered suitable for reuse either for life science business or, potentially, for other suitable uses in accordance with emerging policy CS29. The configuration of this building means that it could be suitable for a single large occupier, for example as a company HQ, or alternatively it could be split between a number of users, potentially sharing common areas and facilities. The Parklands East site buildings could be demolished to create a sizable new development plot.

ii. Harnessing the Natural Assets

The woodland extends through and around Parklands creating a natural screen between the through road and Parklands East.

This establishes two parcels with distinct and separate characters. Parklands East is also surrounded on three sides by woodland, where the opportunity exists to connect to the existing footpath network. Within and around the whole of the Parklands area there are a number of other key landscape assets, including historic parkland to the west, ancient woodland to the north and two designated Sites of Biological Importance to the east. These assets should all be protected, managed and enhanced in any future proposals for the site.

iii. Development Opportunities

Alongside the retained Parklands office building there may be opportunities for new high quality buildings in Parklands West, optimising the views over historic parkland, subject to compliance with planning policy.

The Parklands East plot, which can be accessed from the north and south, offers opportunities for a range of complementary or necessary land uses where they comply with planning requirements. The screened nature of this area of the site creates a potential self contained development parcel, creating the opportunity for a stand alone development.

South Campus

South Campus Today

South Campus is located around the site of the historic Alderley Hall. It contains an abundance of listed buildings, historic parkland and landscape features. The largest building in this area is Alderley House. The first phase of Alderley House was built in the 1960s and there have been a series of upgrades and additions to the facility up to 2005. The buildings currently house more than 900 staff from various office-based enabling functions.

Adjacent to Alderley House sit two courtyards which still give hints of life at Alderley Park in days gone by. The upper courtyard contains a mix of heritage buildings including an historic dovecote, and a range of former farm buildings now used as offices.

The Watergarden Restaurant is in close proximity, with seating for 250 people.

At the southern end of South Campus there is a full-sized sports hall with a fully equipped gymnasium. Extensive external sports pitches include:

- > Three floodlit outdoor tennis courts;
- > Two full-size football pitches;
- > Two cricket pitches with pavilions;
- > Dedicated parking to accommodate all sporting functions.

Figure 16. South Campus Assets

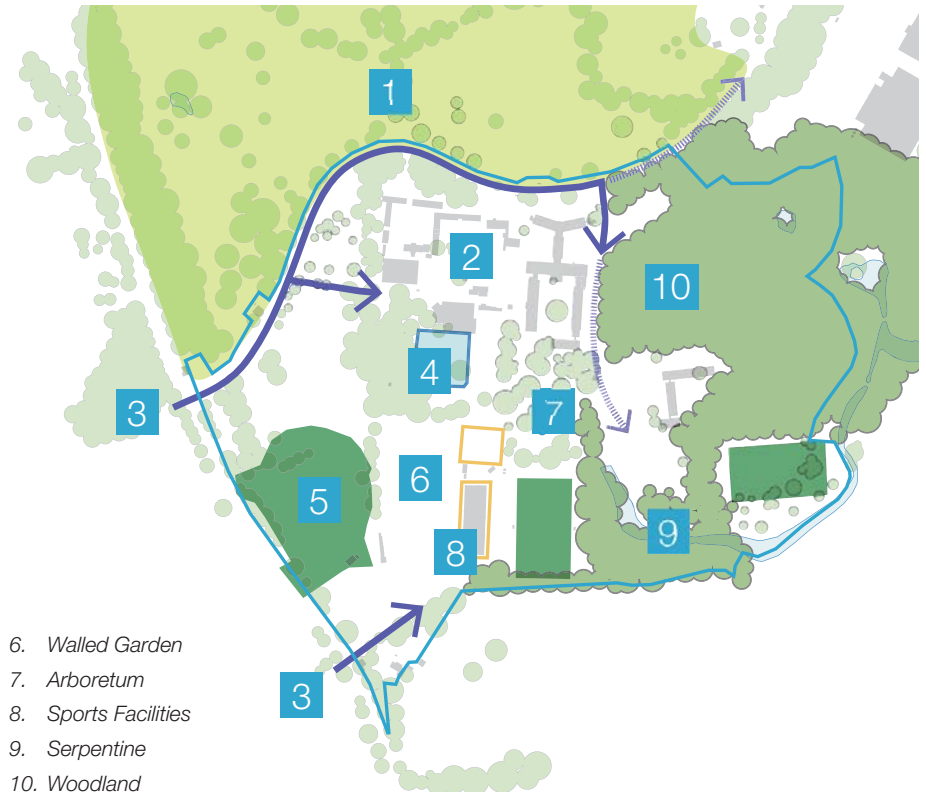
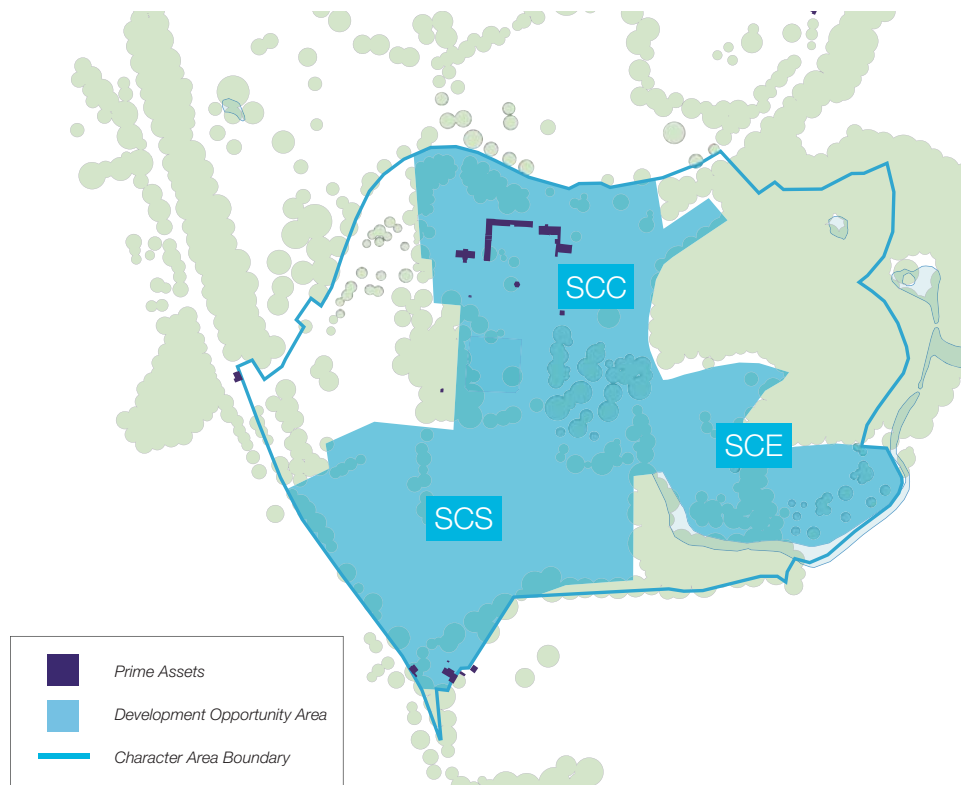


Figure 17. South Campus Opportunities



Precedent



Precedent

Future Opportunities

It is envisaged that the many heritage assets of the South Campus will be retained and reutilised with opportunities taken to demolish and redevelop some of the other buildings to better complement the setting of these heritage features.

i. Harnessing the Assets

Future development must take advantage of the existing heritage assets in this area, particularly the concentration in South Campus Central (SCC). Listed structures must be retained and new uses found which will ensure their sustainable future. Any future development should be designed to ensure the setting of these assets is preserved or enhanced with any reuse proposals or infill development being of the very highest quality.

South Campus also has an abundance of landscape features and natural assets as well as outdoor sports facilities. Many of these are particularly important to the character and visual amenity of the site and should ideally be retained and incorporated into future proposals.

ii. Development Opportunities

Separated from the main R&D facilities further north, with a concentration of attractive heritage assets and with the potential for vehicular access to be separated from the northern areas of the site, South Campus offers a truly distinctive, high quality build opportunity. If higher value land uses are determined to be necessary to deliver the development of the life science cluster, South Campus offers an attractive opportunity for development of such uses, subject to satisfying planning policy requirements.

There are also a number of sports pitches in this area, some of which, for example in South Campus East (SCE), might offer potential new build opportunities, subject to it being demonstrated that they are not required to meet playing space/open space standards and meet the requirements set out in emerging policy CS29.

Appendix 1 - Policy CS29

Site CS 29: Alderley Park Opportunity Site

Alderley Park is an existing employment site located to the south east of Nether Alderley, occupied by the worldwide pharmaceutical company AstraZeneca. Whilst the site currently provides 2,900 jobs,⁽ⁱ⁾ the majority of which are highly skilled research and development posts, AstraZeneca has announced plans to scale down its facility at Alderley Park. There is therefore a need to reconsider the future of this strategic employment site.

As a previously-developed site within the Green Belt, it is not proposed to alter the existing Green Belt boundary at Alderley Park.

Site CS 29

Alderley Park Opportunity Site

The Council will support the redevelopment of the Alderley Park site subject to all of the following criteria being met:

1. Uses should be for Science for Life activities⁽ⁱⁱ⁾. Other uses will be supported where it has been demonstrated that they are either:
 - > Necessary for the delivery of Science for Life activities;⁽ⁱⁱⁱ⁾ or
 - > Complementary to Science for Life activities
 and are in accordance with the Site Masterplan / Planning Brief.^(iv)
2. Development is restricted to the Previously Developed Land (PDL)^(v) on the site unless:
 - > Very special circumstances are demonstrated to justify use of other land on this site outside the PDL; and
 - > The equivalent amount of PDL on the site is restored to greenfield status, to an equivalent or better quality than that other land.
3. Development would not have a greater impact on the openness and visual amenity of the Green Belt and the purposes of including land within it than existing development;
4. Development is of a quality which respects the heritage and landscape assets on this site and accords with the principles set out in the Site Masterplan / Planning Brief.

i. AstraZeneca (www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites), September 2013

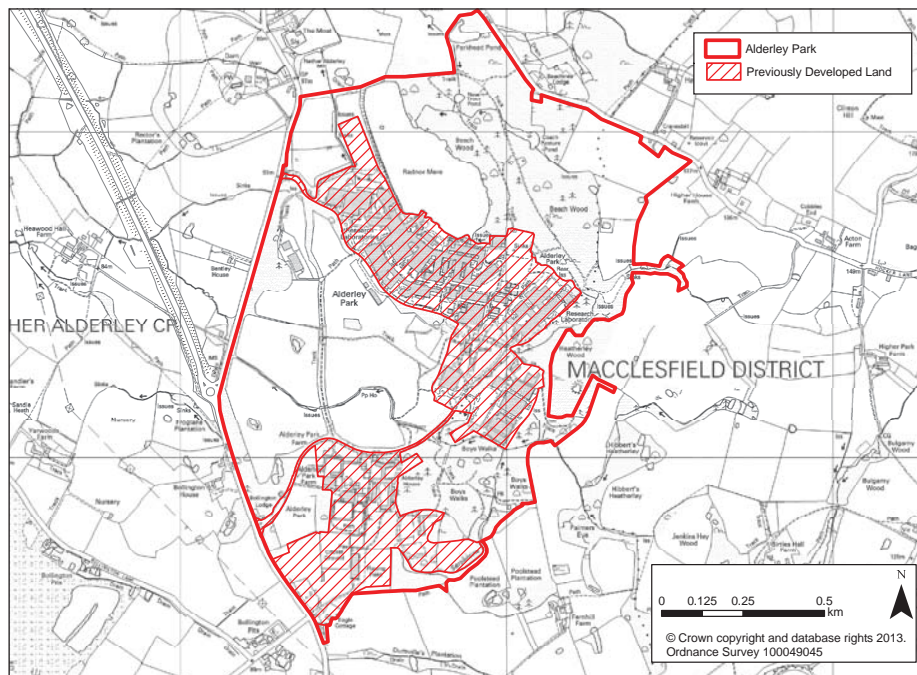
ii. The life sciences industry is defined by the application of Biology, covering medical devices, medical diagnostics and pharmaceuticals, through to synthetic and industrial biotechnology. (Strategy for UK Life Sciences, March 2012, Department for Business Innovation and Skills).

iii. In the context of this policy this is envisaged as comprising limited high value uses which would release funds used to subsidise the development of Science for Life activities

iv. It is intended that a Masterplan, Planning Brief or similar document be developed and adopted as an Supplementary Planning Document or similar, to provide guidance on the development and design principles for this site, and to define the heritage and landscape assets.

v. The PDL has been defined by the Council as shown on the plan accompanying this policy

Figure 18. Alderley Park Opportunity Site



Justification

Although this site is designated as an existing employment site, the National Planning Policy Framework states that 'policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose'. Following the announcement by AstraZeneca of their plans to reduce the scale of their facility on this site to around 700 jobs by 2016, Cheshire East Council has sought to work alongside the company to maximise the potential of this site as a specialist employment facility. The Council and AstraZeneca have a shared aspiration that the site should evolve to become a 'Science for Life' Park, increasing the overall numbers of jobs through the transition from a single occupier to a 'cluster' of life science businesses.

However, it is recognised that, in order to enable the delivery of this vision, it may be necessary to allow a wider range of uses on some areas of the site, without satisfying the requirements of Policy EG3. In order to maximise the sites employment capability, alternative uses must be restricted to those which have been demonstrated as either necessary to deliver the desired Science for Life Park or to provide services or facilities associated with the Park.

It is intended that a Masterplan or similar document be developed and adopted as an Supplementary Planning Document or similar to provide guidance on the development and design principles for this site.

For the avoidance of doubt this site remains within the Green Belt.

Appendix 2 - Future Planning Process



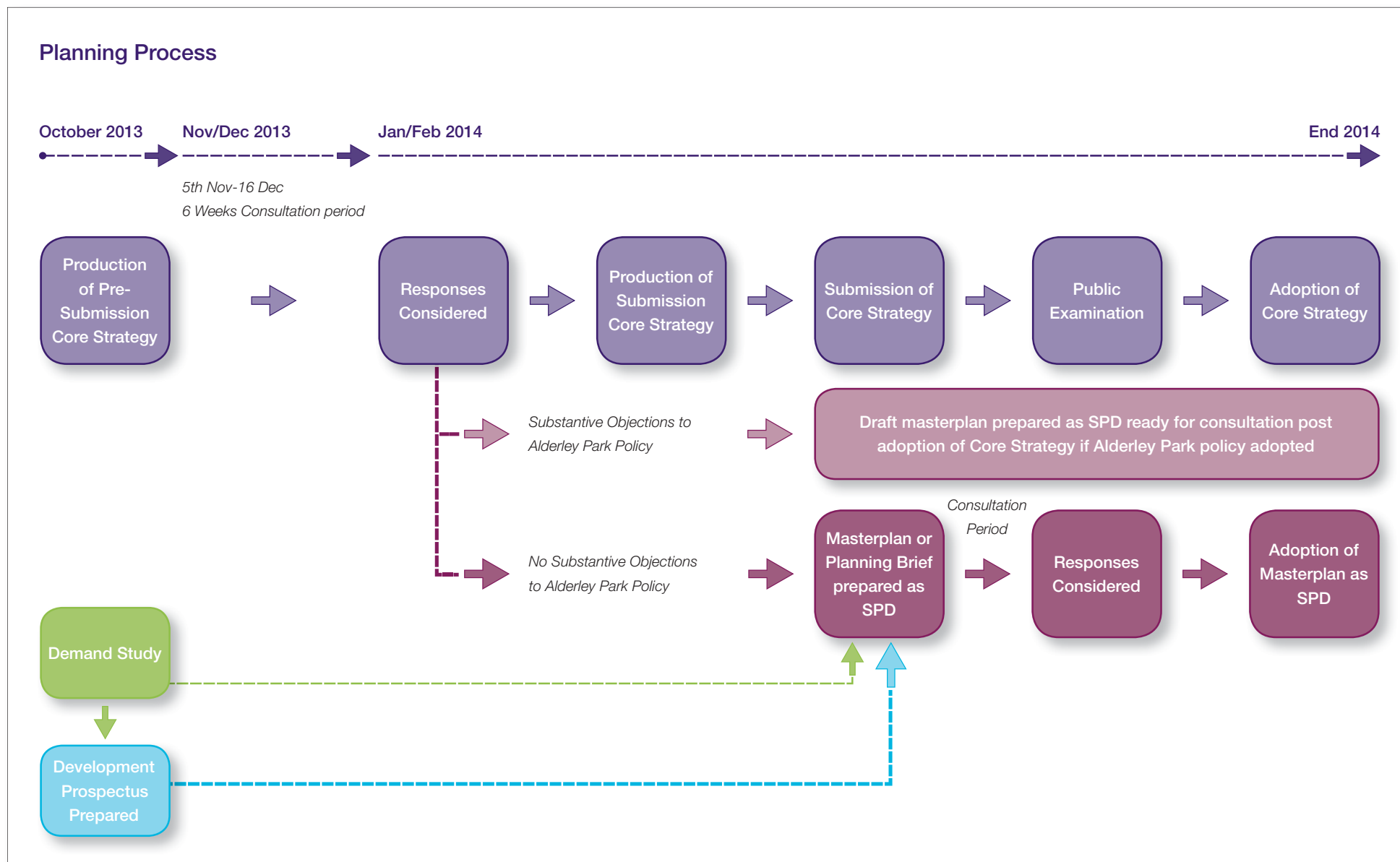


Figure 19. Future Planning Process





Site CS 29: Alderley Park Opportunity Site

15.376 Alderley Park is an existing employment site located to the south east of Nether Alderley, occupied by the worldwide pharmaceutical company AstraZeneca. Whilst the site currently provides 2,900 jobs, ⁽⁸¹⁾ the majority of which are highly skilled research and development posts, AstraZeneca has announced plans to scale down its facility at Alderley Park. There is therefore a need to reconsider the future of this strategic employment site.

15.377 As a previously-developed site within the Green Belt, it is not proposed to alter the existing Green Belt boundary at Alderley Park.

Site CS 29

Alderley Park Opportunity Site

The Council will support the redevelopment of the Alderley Park site subject to all of the following criteria being met:

1. Uses should be for Science for Life activities ⁽⁸²⁾. Other uses will be supported where it has been demonstrated that they are either:
 - i. necessary for the delivery of Science for Life activities; ⁽⁸³⁾ or
 - ii. complementary to Science for Life activities
 and are in accordance with the Site Masterplan / Planning Brief. ⁽⁸⁴⁾
2. Development is restricted to the Previously Developed Land (PDL) ⁽⁸⁵⁾ on the site unless:
 - i. very special circumstances are demonstrated to justify use of other land on this site outside the PDL; and
 - ii. the equivalent amount of PDL on the site is restored to greenfield status, to an equivalent or better quality than that other land.
3. Development would not have a greater impact on the openness and visual amenity of the Green Belt and the purposes of including land within it than existing development;
4. Development is of a quality which respects the heritage and landscape assets on this site and accords with the principles set out in the Site Masterplan / Planning Brief.

81 AstraZeneca (www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites), September 2013

82 The life sciences industry is defined by the application of Biology, covering medical devices, medical diagnostics and pharmaceuticals, through to synthetic and industrial biotechnology. (Strategy for UK Life Sciences, March 2012, Department for Business Innovation and Skills).

83 In the context of this policy this is envisaged as comprising limited high value uses which would release funds used to subsidise the development of Science for Life activities

84 It is intended that a Masterplan, Planning Brief or similar document be developed and adopted as an Supplementary Planning Document or similar, to provide guidance on the development and design principles for this site, and to define the heritage and landscape assets.

85 The PDL has been defined by the Council as shown on the plan accompanying this policy

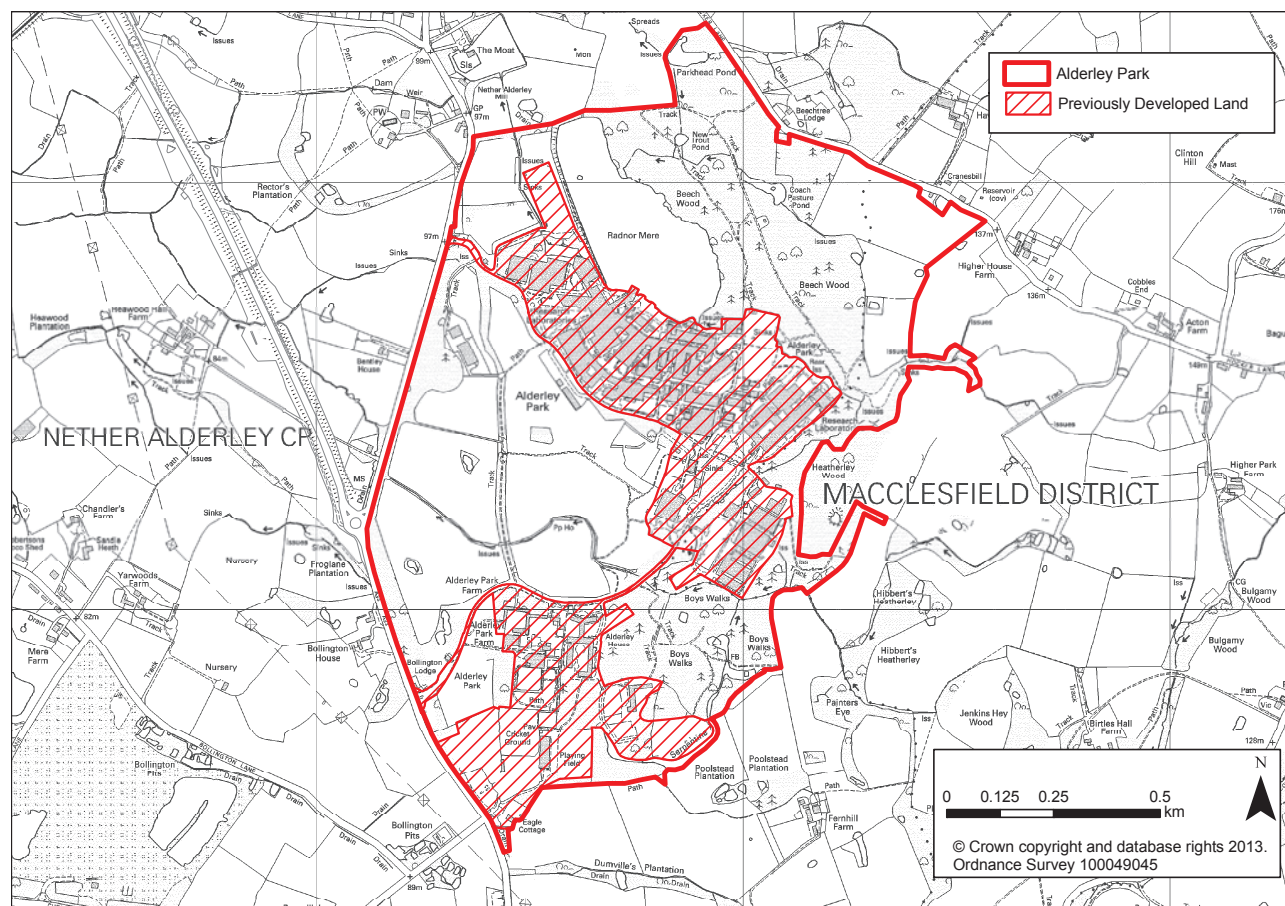


Figure 15.50 Alderley Park Opportunity Site

Justification

15.378 Although this site is designated as an existing employment site, the National Planning Policy Framework states that ‘policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose’. Following the announcement by AstraZeneca of their plans to reduce the scale of their facility on this site to around 700 jobs by 2016, Cheshire East Council has sought to work alongside the company to maximise the potential of this site as a specialist employment facility. The Council and AstraZeneca have a shared aspiration that the site should evolve to become as a ‘Science for Life’ Park, increasing the overall numbers of jobs through the transition from a single occupier to a ‘cluster’ of life science businesses.

15.379 However, it is recognised that, in order to enable the delivery of this vision, it may be necessary to allow a wider range of uses on some areas of the site, without satisfying the requirements of Policy EG3. In order to maximise the sites employment capability, alternative uses must be restricted to those which have been demonstrated as either necessary to deliver the desired Science for Life Park or to provide services or facilities associated with the Park.

15.380 It is intended that a Masterplan or similar document be developed and adopted as an Supplementary Planning Document or similar to provide guidance on the development and design principles for this site.

15.381 For the avoidance of doubt this site remains within the Green Belt.

CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting: 7th January 2014
Report of: Finance Policy Development Group
Subject/Title: Council Support for Cheshire Neighbours Credit Union
Portfolio Holder: Cllr Peter Raynes, Finance

1.0 Report Summary

- 1.1 This report presents the recommendations of the Finance Policy Development Group (the Group) in relation to Council support for Cheshire Neighbours Credit Union (CNCU) to be presented to Cabinet for consideration.
- 1.2 The recommendations below are those of the Finance Policy Development Group and as such have not been fully considered in terms of legal, financial, risk management and policy implications. Further work is needed to consider whether the actions recommended are viable, and Cabinet is there by asked in the first instance to formally respond to the recommendations at a subsequent meeting.
- 1.3 The report contains an overview of the Group's work on developing its recommendations as well as a brief summary of the current climate within the credit union industry. The report also contains details about the Group's recommendations.

2.0 Recommendations

- 2.1 That Cabinet note the Finance PDG's Report.
- 2.2 That Cabinet endorse the PDG's recommended aims and objectives for the Credit Union as set out in section 11 of the report.
- 2.3 That Cabinet consider the following recommendations and approve the suggested approach to implementation in paragraph 13.1 of the report:
 - 2.3.1 That CNCU be given access to the libraries in Nantwich, Middlewich, Alsager, Sandbach and Macclesfield for at least two hours per week to increase visibility and to improve public access to its services. This would include, where possible, access to private meeting rooms for interviews and confidential discussions with members.
 - 2.3.2 That library staff in the libraries listed above be enabled to handle enquiries and general information requests about CNCU by receiving a training brief from CNCU.
 - 2.3.3 That consideration be given to providing CNCU with access to suitable Council owned office premises in Crewe, free of charge if possible. Ideally

the office would allow public to access services from the street as well as storage space and access to private meeting rooms for interviews and confidential meetings.

- 2.3.4 That the payroll deduction scheme offered by CNCU be promoted to Cheshire East employees via the CEntranet and Staff Notice Boards.
- 2.3.5 That recruitment of volunteers from within the Council with marketing, finance or IT skills to help CNCU be carried out via CEntranet, Staff Notice Boards and the Council Website.
- 2.3.6 That Cheshire East Councillors be encouraged to support credit unions by promoting them within their communities and sharing expertise through volunteering.
- 2.3.7 That the Council encourage partners such as Citizens Advice Bureau, Registered Social Landlords and Community Groups to support and promote CNCU within their memberships.
- 2.3.8 That links to CNCU's website be included on the Council's website.
- 2.3.9 That a scheme to provide Cheshire East Care Leavers with membership to CNCU be initiated including funding for membership fees.

3.0 Reasons for Recommendation

- 3.1 A variety of initiatives have been implemented by the Council recently to discourage residents from turning to payday lenders for high interest short term loans that can lead to significant fees that people are unable to afford causing them considerable financial difficulty. The Group's aim in making these recommendations is to create a viable and ethical alternative to pay day lenders for residents across Cheshire East that provides quality services and is financially sustainable.
- 3.2 More detail on the reasons for recommendations is contained within the report below.

4.0 Wards Affected

- 4.1 All Wards

5.0 Local Ward Members

- 5.1 All Ward Members

6.0 Policy Implications

- 6.1 Not known at this stage.

7.0 Financial Implications

7.1 Not known at this stage.

8.0 Legal Implications

8.1 Not known at this stage.

9.0 Risk Management

9.1 There are no identifiable risks.

10.0 Background

- 10.1 Credit Unions are not for profit savings organisations or co-operatives whose members pool their savings to provide each other with credit at a low interest rate. Credit Unions also provide many other services such as financial advice, help with making sure bills are paid and saving for events such as Christmas. Credit Unions are able to offer small to medium loans that many high street banks may not be willing to provide at rates that massively undercut the interest rates charged by pay day lenders.
- 10.2 However due to the low interest rates paid by borrowers, many Credit Unions struggle to cover the costs of administering the loans and other services meaning they often rely on financial support from Government or Local Councils to subsidise their activities. This is unsustainable in the long term and with viable alternatives to pay day lenders being sought there is a desire nationally to make changes to the credit union industry.
- 10.3 The Department for Work and Pensions (DWP) has provided £38 million for the Credit Union Expansion Project to aid in modernising and expanding credit unions in a way that makes them financially sustainable. This project will be carried out by Association of British Credit Unions Ltd (ABCUL) which was awarded the contract following a procurement exercise. The Government will also be helping credit unions to increase revenues by increasing the cap on interests charged by credit unions from 2% per month to 3%.
- 10.4 At a local level CNCU is looking to become financially sustainable by making significant changes to its operations and increasing its membership across Cheshire. To do this it is seeking support from the Council and the Group has been asked to consider and make recommendations to Cabinet on what support it thinks the Council should provide.
- 10.5 At its September meeting the Group met with John Weir, Chairman of the Board of CNCU and Sharon Angus-Crawshaw who is Nantwich LAP Manager as well as a president of ABCUL. Mr Weir gave an overview of CNCU's current status, future challenges and areas where it required support. At the subsequent meeting in October Mr Weir presented a more detailed list of proposals requesting support from the Council in various aspects of CNCUs activities which the Group considered in detail on 5 November and developed suggestions for support to be offered. On 2

December the Group met with Mr Weir once more to discuss its suggestions for support and CNCU's specific requirements to form the Group's recommendations.

11.0 Aim and Outcomes of Support

11.1 During its deliberations over CNCU's proposals for support the Group developed an idea of what position the credit union was likely to hold in the financial services market and concluded that it would:

- Occupy the low end of the market, targeting people who cannot obtain a loan or savings account with a high street bank.
- Target people on benefits who need help with budgeting and making sure their bills are paid.
- Provide ethical financial advice and help people to avoid debt, as well as provide low cost loans where they were needed.
- Provide access to people who want to save money for philanthropic reasons where it will be used to help others.

11.2 Having developed this idea of where the credit union will be in the financial services market and considered its requirements for doing so the Group has established the following aim for the Council:

"To assist CNCU in becoming financially sustainable in the long term creating a viable and ethical alternative to high street banks and pay day lenders for residents and workers in Cheshire East."

11.3 To help achieve this aim the Group has developed the following outcomes which, if realised, should help CNCU to become financially sustainable in the long term.

- Reduce CNCU's running costs
- Increase CNCU's revenue from services and loans
- Improve CNCU's service provision
- Increase CNCU's membership throughout Cheshire East

12.0 Support to be provided

12.1 To assist CNCU in becoming financially sustainable the Group has made the recommendations set out in section 2 of this report. This section explains those recommendations in more detail.

- *That CNCU be given access to the libraries in Nantwich, Middlewich, Alsager, Sandbach and Macclesfield for at least two hours per week to improve its members' access to services. This would include, where possible, access to private meeting rooms for interviews and confidential discussions with members.*
- *That library staff in those libraries be enabled to handle enquiries and general information requests about CNCU by receiving a training brief from CNCU.*

- 12.2 The Group suggests that to help increase CNCUs membership it needs to be able to access residents in more locations throughout the Borough. One way of increasing this access is to provide space for CNCU employees and volunteers to be available to the public in various libraries around the Borough. As well as providing local access to its members CNCU would also benefit from increased visibility in the community by being more conspicuous to the libraries' other visitors who may be interested in joining the credit union.
- 12.3 Services the public would need access to include: completing membership applications, pre-paid card applications, setting up savings products and general information and financial advice. There would be no cash exchange or handling in libraries.
- 12.4 To carry out these activities in libraries CNCU would require space in each library for two to three hours per week on a specific day and time which would be advertised to members and the public so they know when a CNCU employee/volunteer is available in their area.
- 12.5 CNCU has laptops that their staff could use however access to a computer in the libraries would be useful. Access to a room where private and confidential information could be discussed with customers would be valuable however this would be in addition to a desk in the open area of the library to ensure CNCU was visible. To maintain visibility and access to services, CNCU can offer a short training brief to library staff to enable them to signpost customer to CNCU effectively.
- 12.6 The Library Service is developing Cheshire East's libraries to become community hubs providing a place for a range of community partners to engage with customers in the community; by providing a space for CNCU the libraries would be fulfilling this role.
- 12.7 The Group believes that CNCU should not be over stretching its ability to offer quality services to members by trying to access all libraries in the Borough. Therefore it is suggested that the libraries in Nantwich, Macclesfield, Middlewich, Alsager and Sandbach be targeted as the most effective locations for increasing membership. However the Group suggests that should CNCU be successful in increasing its membership through the libraries above then consideration should be given to extending to the other libraries in the Borough.
- *That CNCU be offered access to a suitable office premises within Council accommodation in Crewe free of charge. Ideally the office would allow public to access services from the street as well as storage space and access to private meeting rooms for interviews and confidential meetings.*
- 12.8 One of the main obstacles for credit unions in becoming financially sustainable is high running costs compared to revenue generated from its products. To enable CNCU to become financially sustainable the Council can provide low cost or free accommodation for back office activities.

- 12.9 CNCU currently occupies a head office located at Breeden House on Edleston Road in Crewe which is supported by a second office in Wyvern House, Winsford which is provided by Cheshire West and Chester Council free of charge.
- 12.10 CNCU is considering reducing their back office operations to a single location, preferably in Crewe to minimise disruption to staff and Board Members. Rent at Breeden House is currently £11,500 per annum however CNCU has reported that this may be increasing to £20,000 in the near future due to landlord's demands. This is a significant proportion of CNCU's fixed costs.
- 12.11 Given that CNCU is converting to a cashless system it will no longer require the front office high street access that Breeden House currently provides. It would however require similar access for the public as in the libraries as discussed above. An ideal location for CNCU's operations would provide accommodation for six people, with access for members of the public including disabled access, access to private rooms for confidential discussions and space for storage of files and records.
- 12.12 The Group has been informed by Officers that accommodation may be available in the municipal buildings in Crewe. Currently there are several options being considered for the available space however facilities at the municipal buildings may be suitable for CNCU with a reception area and interview rooms available for public access.
- 12.13 More detailed information about CNCU's requirements and the facilities available needs to be considered before a decision on whether the space at the Municipal Buildings is suitable. The Group also notes that CNCU is currently under contract with its landlord until 2015 although negotiations are taking place to change this.
- *That recruitment of specialist volunteers with marketing, finance or IT skills to help CNCU be carried out via CEntranet, Staff Notice Boards and the Council Website.*
 - *That the payroll deduction scheme offered by CNCU be promoted to Cheshire East employees via the CEntranet and Staff Notice Boards.*
- 12.14 CNCU currently employs four part time staff in its offices in Crewe and Winsford with an apprentice in each office and 25 volunteers providing services across Cheshire East. CNCU is finding that volunteers are becoming more difficult to recruit particularly younger generations. CNCU requires more volunteers with skills that are relevant and of a sufficient standard to provide quality services to members.
- 12.15 During discussions with the Group, CNCU had originally proposed that the Council provide temporary secondment of relevant employees to provide expertise to help CNCU develop its operations and services. The Group has ruled this out as CNCU would be unable to fund any secondments at this time and the Council cannot afford to allow staff to be diverted from services that are already under pressure in the current budgetary climate.
- 12.16 Instead the Group is suggesting that the Council encourages its employees to consider giving up some of their free time to become a CNCU volunteer. CNCU requires general volunteers with basic IT skills to carry out general administration but

also requires some specialist volunteers with specific skills such as marketing, financial management and advanced IT skills to carry out specific pieces of work.

- 12.17 Some Cheshire East employees are already members of CNCU through their payroll deduction scheme and may be willing to volunteer having not considered doing so previously. A campaign to encourage employees to volunteer for CNCU could be carried out via CEntranet and the social message board. The Chief Executive could also be requested to raise the issue in his weekly Team Talk news letter which is emailed to all staff every week.
- 12.18 The Group suggests that a recruitment campaign amongst the Council's employees may only be a sort term solution to volunteer recruitment and may not be effective over the long term. To have stable recruitment of volunteers over the long term the Group suggests that CNCU develop its own engagement strategy for long term recruitment. One example suggested by the Group was targeting local rotary clubs for volunteers as many of them have members who are retired with excellent skills and experience that would be of great value to the credit union.
- 12.19 As well as promoting the recruitment of volunteers, the CEntranet and social message boards could also be used to promote CNCU's payroll deduction scheme to increase its membership within Cheshire East employees. Pay roll deduction is a straight forward way for members of the credit union to have funds transferred directly into their savings accounts.
- *That Cheshire East Councillors be encouraged to support credit unions by promoting them within their communities and sharing expertise through volunteering.*
 - *That the Council encourages partners such as CAB, RSLs and Community Groups to support and promote CNCU with their memberships.*
- 12.20 As well as asking employees to volunteer their time and skills to support CNCU the Group believes that the Council should encourage Councillors to use their visibility and contacts in their local communities to promote credit unions as an alternative to pay day lenders and high street banks, and offer their valuable skills and experience as volunteers where possible.
- 12.21 The Group notes that Cabinet has already shown support for CNCU at a recent Council meeting by signing up as members of the credit union and encouraging other members to do the same.
- 12.22 Councillors are also in a position, as board members and governors of other local community organisations, schools and registered social landlords (RSLs) to encourage them to work closely with CNCU to recruit new members and share resources to improve the lives of local people.
- 12.23 One significant opportunity for CNCU to work with other organisations is for RSLs to encourage their tenants to use CNCUs Jam Jar Accounts. Through Jam Jar accounts CNCU can ring fence part of the members' savings/income to ensure that rent and

other bills are paid on time and in full, leaving them free to access the remainder of their money each month.

12.24 Jam Jar accounts ensure that RSLs receive rent from their tenants and earn CNCU £5 each month in charges for administering the accounts. The Group is aware that some RSLs in the Borough have already made agreements with CNCU to pay the £5 per month service charge on behalf of their tenants as an investment in ensuring their rent is paid.

12.25 The Group is keen to see all RSLs in the Borough sign up to this initiative, particularly as more and more social housing tenants will be moving onto the Government's Universal Credit benefit scheme where they will be responsible for managing their own benefits instead of having their rent paid directly to their landlords as has been the case in the past.

- *That links to CNCU's website be included on the Council's website.*

12.26 The Group believes that the Council should assist CNCU with promotion of its products and services to local people by including links to the CNCU's website on its own web pages.

12.27 Nationally credit unions will struggle to compete with payday lenders that have significant resources to invest in large national marketing campaigns. The Council should do what it can to promote credit unions as a viable, cheap and ethical alternative to payday lenders to help residents avoid huge debts and interest payments associated with payday lenders.

12.28 As well as being able to offer their members small to medium sized loans at very affordable rates, credit unions support members by providing financial and budgeting advice to help people spend wisely, save and avoid needing payday loans or incurring overdraft fees with high street banks.

- *That a scheme to provide Cheshire East Care Leavers with membership to CNCU be initiated including funding for membership fees.*

12.29 As well as supporting CNCU in increasing its membership among adults the Group believes that more should be done to encourage young people to consider using credit unions and increase the number of people contributing to Junior Savers accounts for their children.

12.30 By targeting young people CNCU could benefit from establishing them as life time savers ensuring the long term stability of its overall membership. Offering financial advice and services to young people may also help to foster a culture of financial responsibility and saving across the Borough, helping hundreds of people to stay out of financial difficulty.

12.31 The task of targeting young people in schools and colleges across the borough is a difficult one that the Group has been unable to consider in detail during its work. Instead the Group has considered how it can target a smaller group of young people that would benefit from financial advice and support, namely Care Leavers.

- 12.32 As their corporate parent the Council is in prime position to assist Care Leavers by setting them up with a CNCU membership that will allow them to access financial advice and services that will be invaluable in helping them to become independent when they leave care.
- 12.33 According to Officers this is an initiative which would be welcomed by the Cared for Children service with funds being available to cover each Care Leavers £5 membership fee to join CNCU.
- 12.34 Despite not considering the concept in detail during its work, the Group suggests that targeting young people in schools should be considered further. This may be carried out by establishing a pilot scheme in a single school/college that could then be expanded if successful in encouraging young people to become members or parents to set up junior savers for their children.

13.0 Conclusion and Next Steps

- 13.1 The Group believes that each of the recommendations above should contribute towards achieving the outcomes required to help make CNCU financially sustainable. However the Group is aware that further work is required to put in place viable and effective support. Therefore it is suggesting that in considering the Group's recommendations Cabinet and Officers engage with John Weir of CNCU to establish precise requirements and feasibility of the options available to implement the recommendations.
- 13.2 The Group notes that there are several other credit unions located in the Borough operating on a much smaller scale than CNCU however experiencing similar challenges in the current climate. Whilst these credit unions may have relatively small scope and impact the Council may wish to consider supporting them in similar ways that it is requested to support a larger credit union in CNCU.

14.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

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CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	7 th January 2013
Report of:	Kevin Melling, Head of Environmental Protection and Enhancement
Subject/Title:	Residual Waste Interim Procurement Solution 1 st April 2014 – 31 March 2016
Portfolio Holder:	Cllr David Topping, Environment

1.0 Report Summary

- 1.1 Cabinet took a decision in principle in June 2013 to progress with the long term procurement of waste disposal arrangements whilst at the same time procuring interim disposal arrangements to ensure service continuity prior to the long-term arrangements being implemented.
- 1.2 These arrangements will be managed in the future by the Council's wholly owned Environmental Services company (Ansa Environmental Services Ltd) and will run from the expiry date of the current arrangements in March 2014 until the long-term solution commences in April 2016.
- 1.3 The interim arrangements have been developed to maintain the current high standards of service achieved by the Council's waste collection service and enjoyed by the residents of Cheshire East.
- 1.4 By way of background, a number of the existing arrangements have already been extended with a new arrangement established with Staffordshire County Council that will deliver a "step-change" in the Council's disposal methods, resulting in around 43% of the Council's residual waste being diverted away from landfill sites.
- 1.5 The interim arrangement will also allow for the transfer of waste from Cheshire to the Staffordshire facility, whilst at the same time receiving and disposing of the balance of the residual waste stream.

- 1.6 An OJEU compliant procurement is now under way to achieve this. The interim residual waste solution will involve:
- (a) the provision of a transfer station facility in the north of the borough to allow transport of waste to the Hanford Energy from Waste (EfW) facility in Stoke on Trent,
 - (b) the provision of a haulage contract to enable the transport of waste as described above,
 - (c) The provision of a deposition/disposal point in the south of the borough for kerbside black bin waste.

2.0 Recommendation

- 2.1 It is recommended that Cabinet give delegated authority to the Portfolio Holder for environment and the Executive Director of Strategic Commissioning to award the contract to the successful tenderer following submission of tenders on the 13th Jan 2014.

3.0 Reasons for Recommendation

- 3.1 It is necessary to appoint a contractor in January 2014 to allow them sufficient mobilisation time to take on the responsibilities of the contract from the 1st April 2014.
- 3.2 The interim haulage and transfer station solution will allow the Council to divert 43% of its kerbside black bin waste from landfill disposal to waste to energy. This is in line with the Council's sustainable community strategy and objectives to reduce dependency on landfill disposal.
- 3.3 The diversion to energy from waste will also provide savings to the Council over its existing landfill disposal option, as detailed in paragraph 7. Energy from waste is acknowledged as a better environmental option for disposal in the internationally recognised waste hierarchy and hence, although is a more expensive process in itself, it is not subject to landfill tax, therefore producing an overall saving.
- 3.4 The provision of a transfer station under this procurement also facilitates the collaborative agreement with Staffordshire County Council to utilise their Hanford EfW facility, aiding cooperation and mutual benefits for the two authorities.

4.0 Wards Affected

- 4.1 All wards

5.0 Local Ward Members

- 5.1 All members

6.0 Policy Implications

- 6.1 The procurement is in line with the draft waste strategy and section 5 'ensure a sustainable future' of the Council's Sustainable Community Strategy. The strategy objectives will also ensure the delivery of Outcome 4 of the Council's 3 year plan: Cheshire East is a green and sustainable place.

7.0 Financial Implications

- 7.1 The base budget for Landfill Contracts in 2014/15 (including a growth allowance for tonnage increases) stands at £8.646m. The proposed interim contracts as referred to above for the deposit of kerbside waste in the south, north waste transfer and haulage (kerbside) are forecast to cost £6.438m (based on latest market rates), in addition, the diversion to energy from waste 30kt (Treatment contract) is forecast to cost £2.232 giving a total cost of Landfill/Treatment of £8.67m an increase of £24k overall (as reflected currently in the business planning for 2014/15).
- 7.2 As reported above the cost of diverting circa 30kt of kerbside waste to energy from waste is currently £234k pa less than landfill costs. As a consequence of any excess north waste from either kerbside, HWRC diversion, Street Cleansing being also sent for disposal rather than treatment, the overall forecast is therefore mitigating the impact of the 30kt treatment savings.

8.0 Legal Implications

- 8.1 The Council has an existing contract for management of waste that expires on the 31st March 2014. Earlier advice from consultants identified a variety of options that could be pursued within the available time frame including: collaboration; short-term extension and interim procurement. As the project has progressed further consideration of the procurement procedures available under the Public Contracts Regulations 2006 combined with recent legal advice has confirmed to the Council that it is possible to run a procurement exercise for an interim contract within time available.
- 8.2 In line with the new advice, an OJEU procurement has been commenced for the award of an interim contract for two years with the possibility of extending for up to two years. Tenders are due to be returned and evaluated in mid-January 2014 with an award made soon after so as to give the successful tenderer the time to mobilise in preparation for the interim contract.

- 8.3 The Council is both a waste collection authority and a waste disposal authority for the purposes of the Environmental Protection Act 1990 and the speedy award of the interim contract will ensure that the Council is able to comply with its obligations under that Act.
- 8.4 The award of the interim contract may trigger a TUPE transfer of workers engaged in providing the existing contract to the successful tenderer. Both the existing contract and the interim contract contain provisions enabling the Council to police compliance by the outgoing contractor and the incoming contractor with their obligations under TUPE.
- 8.5 The Council has power to award the interim contract under a number of statutes including the general power of competence under the Localism Act 2011, the well-being powers under the Local Government Act 2000, s 111 Local government Act 1972 and s 1 Local Government (Contracts) Act 1997.

9.0 Risk Management

- 9.1 That the Council fails to have a disposal route for residual waste after 1st April 2014 as the current contract can not be extended. This interim procurement is designed to mitigate the risk, maintain the Council's ability to carry out its statutory functions in regards to municipal waste, and give the Council two years to undertake a longer-term procurement for its waste and recycling needs.
- 9.2 That infrastructure required to enable waste to be transported to the Hanford EfW plant will not be available for the 1st April 2014. The Council is working with the existing contractor to provide interim arrangements until June 2014 should they be required.

10.0 Background and Options

- 10.1 As a unitary authority Cheshire East Council has both waste collection and waste disposal responsibilities as defined in the Environmental Protection Act 1990 and associated regulations. In meeting its obligations the Authority has in place a number of contracts and arrangements for the collection, recycling, treatment and disposal of household waste. The key contract for disposal of residual waste expires in March 2014 and cannot be extended.
- 10.2 As a result Cabinet, at its 24th June 2013 meeting resolved that;
 - a. The most appropriate interim residual waste disposal solution to be a 2 year award (subject to on-going appraisal) of 30,000tonnes of its required capacity to 'energy from waste' by entering into an agreement with Staffordshire County Council, with the remaining capacity to be treated through landfill by

awarding a 1 year rolling, contract to FCC Environment Ltd at its current Maw Green facility on the edge of Crewe;

- 10.3 Following further legal advice the Council has opted for procurement for the continuation of the disposal and transfer station element of this 2 year interim solution currently managed by FCC plus the associated haulage contract. It is this interim procurement that the Cabinet is requested to give delegated authority to the portfolio holder and Executive Director of Strategic Commissioning to permit award to the winning contractor in January 2014.

11.0 Access to Information

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CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	7 th January 2014
Report of:	Director of Economic Growth & Prosperity
Subject/Title:	Framework for Domestic Repairs and Adaptations
Portfolio Holder:	Councillor Don Stockton, Housing, Planning Economic Development and Regeneration

1.0 Report Summary

- 1.1 This report sets out how Cheshire East Council will secure value for money in the procurement of domestic repairs and adaptations on behalf of vulnerable residents, providing opportunities for small and medium enterprises to do business with the Council.
- 1.2 Cheshire East Council is committed to helping people to stay in their own homes and remain as active and independent as possible. To support this, a number of services are provided so that vulnerable people can benefit from opportunities that give them the choice to remain in their own homes, and protect their health through well maintained homes. Support for older, vulnerable and disabled people to repair or adapt their home is part of a suite of developments across housing, social care, health and public health to increase good outcomes to achieve Outcome 5 in the Council's 3 year plan: "Local People Live Well and for Longer".
- 1.3 Adaptations are provided in the discharge of the Council's statutory duty to meet the needs of disabled people. Adaptations are designed to enable disabled people to live independently in the home of their choice, reducing or delaying the need for formal care.
- 1.4 Home repairs are provided through a discretionary power to provide financial support in the form of grants and loans to older and vulnerable low income home owners. Housing is a key determinant of health, with the condition and suitability of a person's home being closely linked to their health, their care, and their ability to participate in social networks. Poor housing conditions have a causal link to chronic health conditions including heart disease, stroke, respiratory conditions, mental health and arthritis and rheumatism. It is estimated that poor housing conditions in Cheshire East cost the NHS £4.3million per annum. The Council shares the Government's view that it is primarily the responsibility of home owners to maintain their own property, but we recognise that some owners do not have the necessary knowledge, capability or financial resources to repair or adapt their homes. The Council therefore has an important role to play in providing assistance for vulnerable people.

- 1.4 In order to comply with public sector procurement regulations and with the Council's Finance and Contract Procedure Rules, these services must be procured in a fair and transparent manner whilst ensuring best value. This is also critical to achieve economies of scale and to consistently manage the quality of the works carried out in the homes of vulnerable and/or disabled people.
- 1.5 Since November 2011 the Strategic Housing Service, when requiring domestic repairs or adaptations, have undertaken mini-tender exercises for each individual case by requesting a minimum of three quotes from contractors.
- 1.6 To replace the current procurement arrangement, a full procurement exercise will be undertaken to establish a Framework Agreement with a number of suppliers grouped into eight Lots covering:
 - Roofs;
 - Windows and doors;
 - Electrics;
 - Gas and Heating;
 - General Plumbing including bathrooms;
 - Minor Building Works, including brickwork, plastering, joinery and kitchens;
 - Ramps; and
 - Major Building Works and Multi-Trade Refurbishments.
- 1.7 This Framework will be the final part of a suite of contracts and Frameworks for home repairs and adaptations; details of other contractual arrangements are set out below.
 - 1.7.1 At its meeting on 17th September 2013 Cabinet delegated the power to award a Framework Agreement for Level Access Showers to the Director of Economic Growth and Prosperity, and as a result the Council has entered into a Framework Agreement with Cheshire Peaks & Plains Housing Trust Limited;
 - 1.7.2 At its meeting on 12th November 2013 Cabinet authorised officers to carry out a procurement exercise to secure a contractor to deliver a Handyperson and Minor Adaptations service;
 - 1.7.3 A Framework for the supply and provision of ceiling track hoists for the safe moving and handling of disabled people, and the servicing and maintenance of hoists and lifting equipment is being advertised on the Chest between 18th November 2013 and 6th January 2014; and
 - 1.7.4 A contract was put in place with Stannah Lift Services Limited on 1st November 2010 for stair lifts, vertical lifts and step lifts, and is currently under review.

- 1.8 The Framework value will be between £1.6million and £2million over the period of the Framework, which is two years and an option to extend for up to a further two years. The Framework will enable the Council to call-off contracts as required by conducting mini-competitions between suppliers included on each Lot and does not provide a guarantee of the volume or value of work that Contractors will be awarded.
- 1.9 This report seeks authorisation to advertise, award and implement a Framework for Domestic Repairs and Adaptations for older, vulnerable and / or disabled persons.

2.0 Recommendations

- 2.1 To authorise officers to conduct a procurement exercise to tender for a Framework for Domestic Repairs and Adaptations. This tender will secure a Framework for works for two years, with the option to extend the Framework for up to a further two years subject to satisfactory performance.
- 2.2 To delegate authority to the Director of Economic Growth and Prosperity in consultation with the Portfolio Holder for Housing, Planning, Economic Development and Regeneration to award contracts to contractors meeting the requirements of the Framework following a legally compliant procurement exercise and subsequently enter into Framework Agreements with the successful bidders.

3.0 Reasons for Recommendations

- 3.1 There is a need to achieve best value for the services that the Council directly commissions and provides, and to reduce net operating cost wherever possible, whilst at the same time maintaining the best possible service for its residents in line with the Council's agreed three year plan.
- 3.2 There are no existing contracts in place to meet the need for domestic repairs and adaptations for older, vulnerable and disabled people. There is a well developed market to be able to deliver domestic repairs and adaptations, and this Framework will develop further opportunities for companies including small and medium enterprises (SMEs).
- 3.3 A framework agreement means that a contract is awarded following a mini competition between contractors within each designated Lot, the contractors having been selected on the basis of the quality and pricing established in the original tender process. This process results in a better controlled and consistent process by which Domestic Repairs and Adaptations are commissioned, contributing to the overall aim of the Council to ensure quality and value in public services.

4.0 Wards Affected

- 4.1 All wards.

5.0 Local Ward Members

- 5.1 All local ward members.

6.0 Policy Implications

- 6.1 The provision of Domestic Repairs and Adaptations for older, vulnerable and disabled people has a close fit with Outcome 5 of the Council's three year plan: People will live well and for longer; specifically by facilitating people to live independent, healthier and more fulfilled lives, and providing services that support prevention, early intervention and physical and mental well being.
- 6.2 Key performance indicators set out within the specifications will ensure that domestic repairs and adaptations are delivered in a timely manner within stringent timescales, ensuring that any opportunities to substitute paid care with adaptations are maximised.

7.0 Financial Implications

- 7.1 The value of the Framework (£400,000-£500,000 per annum, for up to four years) can be met within the annual Disabled Facilities Grant capital allocation received from the Department of Communities and Local Government, and the existing approved capital programme for Private Sector Assistance.
- 7.2 In 2013/14, the Disabled Facilities Grant allocation was £704,717, however it should be noted that the future allocation of capital grant is not guaranteed beyond 2015/16. The statutory duty placed on local authorities to award Disabled Facilities Grants determines that should the Government not allocate capital grant to the Council in the future, funding will need to be provided from the Council's own resources or through prudential borrowing.
- 7.3 Spending against the approved capital programme for Private Sector Assistance is profiled to end in 2014/15. Continuation of the Private Sector Assistance programme would be subject to approval of a business case and identification of further funding.
- 7.4 A Framework will enable the Council to call-off contracts as required, and does not provide a guarantee of the volume or value of work that the Contractor will be awarded. In the event that funding for Domestic Repairs and Adaptations ceases, the Council has no contractual obligations beyond any orders that have been called-off.

8.0 Legal Implications

- 8.1 The Chronically Sick and Disabled Persons Act 1970 places a duty on local authorities to arrange practical assistance in the home, and any works of adaptation or the provision of additional facilities designed to secure greater safety, comfort or convenience. Authorities may discharge their duties by the direct provision of equipment or adaptations, or by providing a grant to cover or contribute to the costs of such a provision.

- 8.2 The Housing Grants, Construction and Regeneration Act 1996 places a statutory duty on local authorities to provide grant aid to disabled persons in the form of Disabled Facilities Grants.
- 8.3 The aggregate value over the lifetime of the contract is below the current threshold for works (£4,348,350) as contained in the Public Contracts Regulations 2006 ("the Regulations") so the full regime of the Regulations does not apply.
- 8.4 The Regulations allow local authorities to enter onto Framework Agreements with a number of contractors, following a competitive tendering process, and to thereafter select from those contractors particular services or works, as and when required for a maximum period of four years. The Council can choose to call off contracts under the Framework Agreement by appointing a contractor directly (direct award) based on the pricing and/or other information established in the original tender process or if the price cannot be directly determined or in order to ensure best value, it can hold a mini-competition between the contractors appointed to the framework in order to award a call off contract.
- 8.5 In order to evidence value for money the Strategic Housing service intends to conduct mini-competitions to ensure that the Council continues to receive best value. Legal Services will ensure that the Framework contains provisions such that it can be terminated in the event that either the services or works cannot be provided on terms which remain acceptable to the Council or after the initial 2 year term. The Framework Agreement will not contain a guarantee of a certain volume of required services or works to the appointed contractors.
- 8.6 The Housing Service will need to engage with Legal Services to ensure that the Council's duties under the Public Services Social Value Act, as it applies to framework agreements, are fulfilled. The Act requires the Council to:
- consider how what is proposed to be procured might improve the social economic and environmental well-being of the relevant area;
 - how in conducting a procurement process it may act with a view to securing that improvement; and
 - whether to undertake any community consultation on their proposals.

9.0 Risk Management

- 9.1 Failure to procure works in accordance with the Public Contracts Regulations 2006 and the Council's Finance and Contract Procedure Rules would leave the Council open to challenge and in breach of regulations, with a subsequent reputational impact.
- 9.2 The contract will be advertised on the North West Chest, and all companies expressing an interest in the contract will be invited to tender. The tenders will be evaluated using criteria to establish the most economically advantageous tender.

10.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

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