

Cabinet

Agenda

Date: Tuesday, 7th May, 2013
Time: 10.00 am
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.

Please contact Paul Mountford on 01270 686472
E-Mail: paul.mountford@cheshireeast.gov.uk with any apologies or requests for further information or to give notice of a question to be asked by a member of the public

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 2nd April 2013.

6. **Key Decision 54 - A6 to Manchester Airport Relief Road - Outcome of First Phase Consultation and Emerging Preferred Scheme** (Pages 9 - 46)

To consider a report on the outcomes of the first phase of the consultation on the A6 to Manchester Airport Relief Road which took place between October 2012 and January 2013 on junction options.

7. **Vision and Strategy for Economic Growth: East Cheshire - Engine of the North** (Pages 47 - 62)

To consider a report seeking approval for the East Cheshire- Engine of the North: Our Vision and Strategy for Economic Growth.

8. **Connecting Cheshire Project Update** (Pages 63 - 70)

To consider a report detailing the progress on the development and delivery of the Cheshire, Warrington & Halton Local Broadband Plan.

9. **Property Asset Transfer: Transfer of the Former Water Street School, Bollington** (Pages 71 - 80)

To consider a report seeking approval to the property asset transfer of the land and buildings known as the Former Water Street School, Bollington to the Bollington Initiative Trust.

10. **Development Company**

To consider a report recommending that Council set up a Development Company, wholly owned and controlled by the Council, to drive forward the development of the Council's land assets, for housing and economic growth.
(Report to follow)

THERE ARE NO PART 2 ITEMS

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Cabinet**
held on Tuesday, 2nd April, 2013 in the Council Chamber, Municipal
Buildings, Earle Street, Crewe CW1 2BJ

PRESENT

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

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

Members in Attendance

Councillors Rhoda Bailey, L Brown, I Faseyi, D Flude, S Gardiner, P Groves,
S Hogben, L Jeuda, S Jones, A Kolker, B Livesley, P Mason, A Moran,
B Murphy, D Newton, P Nurse, L Smetham and A Thwaite

Officers in Attendance

Kim Ryley, Paul Bradshaw, Lorraine Butcher, Rachel Musson, Vivienne
Quayle, Mike Rowan, Caroline Simpson, Barbara Dale, Paul Mountford

168 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

169 **PUBLIC SPEAKING TIME/OPEN SESSION**

Fiona Bratherton spoke against recent cuts to the bus services in Cheshire East. She believed that the Council may have contravened the provisions of the Transport Acts of 1965 and 1985 in the way cuts to bus services had been implemented. She also felt that the public consultation had not been the deciding factor in determining which services would be cut, and believed that the way the consultation had been carried out may itself have been unlawful. Furthermore, she claimed that the public had not been made fully aware of which bus services were to be cut and she cited examples of public notices which she claimed gave inaccurate and misleading information on changes to bus services in the Crewe and Nantwich area. Ms Bratherton went on to say that the response she had received from the Council so far had been disappointing. Finally, she made the point that inadequate public transport was a significant barrier to jobless people seeking work. She offered to forward full details of her concerns in writing to the Environment Portfolio Holder.

Councillor D Topping, the Environment Portfolio Holder, undertook to consider the matter and submit a written reply.

170 **QUESTIONS TO CABINET MEMBERS**

There were no questions to Cabinet Members.

171 **MINUTES OF PREVIOUS MEETING**

RESOLVED

That the minutes of the meeting held on 4th March 2013 be approved as a correct record.

172 **KEY DECISION 39 - SHARED SERVICES SEPARATE LEGAL ENTITY**

Members considered a report on the options for future delivery of ICT, HR and Finance services currently delivered through a shared service with Cheshire West and Chester Council.

The report proposed that a Teckal compliant separate legal entity (SLE) be established as a continuation of the drive to bring cultural change, service improvement and future commercialisation to the three service areas ICT, HR, finance. It set out the drivers for change, the opportunities for future commercialisation, the risks of each potential future option and made a recommendation, on the balance of the possible options. The recommended option had been scrutinised in detail by the Shared Services Joint Committee over an extended period, and had been subject to external advice from PWC, a number of key commercial experts and analysis of a full range of alternative solutions.

RESOLVED

That

- (1) Cabinet approves the setting up of a Teckal compliant Separate Legal Entity for the services currently delivered through the ICT and HR/finance shared services, the company to be owned and controlled by Cheshire East, Cheshire West and, depending on timing, a further local authority partner;
- (2) Cabinet approves on-going work by officers and Joint Committee members which is actively seeking an additional partner to deliver the current services ICT/Finance/HR;
- (3) the Separate Legal Entity be developed on a phased basis:
Phase 1: Change programme
Phase 2: Commercialisation
- (4) finance be approved for the establishment of the Separate Legal Entity as detailed in Section 7 of the report, that is, one-off set-up costs of £198k for Cheshire East and up to an additional on-going running cost

for the half year of 2013/14 of £125k, the costs being contained within the budget for 2013/14. This is to be a phased approach with the appointment to each position (except the lead officer) clearly agreed by the Joint Committee subject to progress against the programme plan. Once the lead officer is appointed the additional costs will be reviewed and further staffing appointments will be subject to further discussion and analysis of progress; and

- (5) the decisions relating to the detailed setting up of the Separate Legal Entity be delegated to the Section 151 officers of each authority in consultation with the Chairman and Vice-Chairman of the Joint Committee and the Resources Portfolio Holder, and Cabinet receive a further report on the agreed governance arrangements.

173 **KEY DECISION 38 - DETERMINATION OF ADMISSION
ARRANGEMENTS FOR LOCAL AUTHORITY SCHOOLS**

Members considered a report on the proposed admission arrangements and proposed co-ordination admission scheme for 2014.

No changes were proposed to the admission arrangements and coordinated admissions scheme for 2014, other than changes to the published admission numbers for some primary schools, as listed in the appendices.

Members were advised that the proposed expansion of Mobberley School had been delayed for the time being, and this had been discussed with the Head Teacher.

RESOLVED

That Cabinet approves

- the proposed admission arrangements (for community and voluntary controlled schools (Appendix 1 to the report);
- the proposed coordinated admission scheme (Appendix 2);
- the proposed changes to some school's published admission numbers (Appendix 3);
- the proposed Relevant Area; and
- Notification of the determined arrangements to all consultees within 14 days of determination.

174

KEY DECISION 50 - ADULT SOCIAL CARE FEES

Members considered a report on terms and conditions of contract for residential and nursing care and on the independent assessment of Social Care Fees paid by Cheshire East Council.

Cheshire East Council (CEC) currently spent over £37 million a year with the residential and nursing care market for older people. Like many other authorities, the Council was facing a significant financial and demographic challenge which would impact on the future demand for residential and nursing care and consequently the ability to fund it.

Whilst demand management was helping to avoid future high cost interventions, there would inevitably be a residual need for accommodation-based care. It was therefore essential that the council obtained maximum value for money whilst ensuring that the quality of care was maintained and care markets were sustainable. To achieve this, the Council's terms and conditions of contract for residential and nursing care had been re-written and an independent assessment of the social care fees paid by the Council had been commissioned to assess if these were 'fair'. Further details were set out in the report.

RESOLVED

That

- (1) the new terms and conditions of contract for Residential and Nursing Care be approved for implementation from 1st April 2013;
- (2) the conclusions of the independent assessment of social care fees conducted by Red Quadrant Consultants be accepted;
- (3) the Council retain fee levels for care services at current levels in 2013/14; and
- (4) the Council be prepared to listen to individual requests from providers for increases where these have been assessed as justified following an open book exercise.

175

PUBLIC HEALTH TRANSITION - TRANSFER OF ASSETS AND LIABILITIES

Members considered a report on the transfer of assets and liabilities to be transferred from the Primary Care Trust as a result of the Health and Social Care Act 2012.

Under the Health and Social Care Act 2012, the transfer of public health assets and liabilities to local authorities was mandatory. The most significant elements were the staff and the service contracts. A Staff Transfer Scheme had been put into effect by the Secretary of State.

Existing contracts had been rolled forward for twelve months to ensure Service continuity. Re-commissioning would commence during 2013-2014.

RESOLVED

That

- (1) Cabinet notes and acknowledges receipt of the assets and liabilities transferred to the Local Authority from the Primary Care Trust as a result of the Health and Social Care Act 2012; and
- (2) Cabinet notes and acknowledges the rolling over and/or extension of inherited contracts for a one year period pending their re-commissioning in the new financial year.

176 **INTEGRATED CARE - PROGRESSING THE 'CONNECTING OF CARE' BETWEEN HEALTH PARTNERS AND THE LOCAL AUTHORITY**

Members considered a report on the steps being taken locally to 'connect care' within Cheshire East across the health and social care landscape, and to progress efforts to commission, assess and deliver care together where it made sense for individuals.

Over the next 20 years the percentage of the population over 85 years old in England was forecast to double. Consequently, there would be many more people with complex health and care needs. Alongside the severe financial constraints facing the economy, including pending reforms for the future funding of adult social care, there was a growing consensus that health and social care systems needed to deliver improved value, through simultaneously improving outcomes and cost-effectiveness.

In the Eastern Cheshire Partnership Board, progress had been made in formally establishing an Integrated Care Programme Board. The Memorandum of Understanding for the Integrated Care Programme was attached at Appendix 1 to the report.

Within the South and Vale Royal Partnership Board there was a similar dialogue underway examining what steps needed to be taken to drive forward integration and what form it should take. Further details were set out in the report.

RESOLVED

That

- (1) the progress in securing ongoing commitment to integrated care by partner organisations be noted and endorsed; and
- (2) the signing of the Memorandum of Understanding for the Integrated Care Programme with Eastern Cheshire Partnership Board be supported.

177 **GOVERNMENT'S REGIONAL GROWTH FUND**

Members considered a report on two bids to the Government's Regional Growth Fund.

The current 4th round of RGF closed on 20th March, and bids would be appraised by an expert panel, chaired by Lord Heseltine, which would advise Ministers on which bids it believed gave the best value for money to the taxpayer.

Cheshire East Council had submitted two bids:

- 'Cheshire East – Driving the Engine of the North' - an employment sites/premises development programme seeking funding of £7.38m from RGF to support enabling works for commercial development that could be brought forward in the next two years, reflecting already strong demand from existing, growing local businesses. The bid identified eight key sites, five of which were in Council ownership, with three being privately owned. Two reserve sites were also identified. If secured, the funding would facilitate the delivery of 4,777 jobs and the safeguarding of a further 555.
- 'Crewe Deep Geothermal energy centre' - a proposed Joint Venture project seeking £6.4m towards a new centre that would provide renewable heat, and potentially power, for local use to include new housing developments.

RESOLVED

That Cabinet

(1) approves the submission of two Council-led bids to the Government's Regional Growth Fund, in support of:

- Cheshire East – Driving the Engine of the North; (£7.38m RGF bid)
- Crewe Deep Geothermal energy centre (£6.4m RGF bid)

(2) agrees to actively support these bids after submission, through Cabinet Members and local MPs, to increase awareness of the bids and their potential to deliver new jobs quickly, representing an excellent return on Government investment.

178 **NOTICE OF MOTION: THE LIVING WAGE**

Cabinet considered the following Motion, proposed by Councillors L Jeuda and G Boston, which had been submitted to Council on 13th December 2012 and referred to Cabinet for consideration:

“Cheshire East Council welcomes and supports the adoption of the Living Wage by the Mayor of London and thirty five councils across the country and will adopt the policy for its own employees. Cheshire East Council will also ensure that companies and organisations commissioned to carry out work on its behalf pay the Living Wage of £7.45 an hour to their employees”.

Councillor Jeuda, as mover of the Motion at Council, attended the meeting and spoke in support of the Motion.

Given the major cost and other implications of such a change, it was recommended that a detailed paper on issues and options be prepared for Cabinet’s consideration.

RESOLVED

That the matter be referred to the Head of Paid Service to examine how the living wage might be introduced, as part of wider planned workforce changes over the next 2 to 3 years, in consultation with the Performance Portfolio-holder, and to report back to Cabinet in due course.

179 OLDER PEOPLE AND DEMENTIA TASK AND FINISH GROUP REPORT

Members received a report of the Older People and Dementia Task and Finish Group.

The Task and Finish Review had been commissioned by the former Health and Adult Social Care Scrutiny Committee on 1st July 2010. The aim of the review had been to consider whether the Council, the NHS and the Voluntary Sector responses to dementia were adequate to meet the challenge of the aging population in Cheshire East. The findings and recommendations of the Task and Finish Group were contained within the final report.

The Health and Wellbeing Scrutiny Committee on 7th March 2013 had endorsed the Task and Finish Group’s report and recommendations.

Councillor S Jones, as Chairman of the Task and Finish Group, attended the meeting and spoke on the matter.

It was proposed that the Health and Adult Care Services Portfolio Holder refer the report to the Health and Adult Social Care Policy Development Group for consideration. Members noted that some of the figures in the Task and Finish Group’s report needed to be updated and asked that this be done when the matter came back to Cabinet.

RESOLVED

That

- (1) the report be received and the Health and Adult Care Services Portfolio Holder undertake to report back to a future meeting of Cabinet with a formal response to each recommendation; and
- (2) the Health and Adult Care Services Portfolio Holder refer the report and applicable recommendations to the Health and Adult Social Care Policy Development Group for consideration.

The meeting commenced at 2.00 pm and concluded at 3.10 pm

M Jones (Chairman)

CHESHIRE EAST COUNCIL

CABINET

Date of Meeting:	7 May 2013
Report of:	Director of Economic Growth and Prosperity
Subject/Title:	A6 to Manchester Airport Relief Road – Outcome of First Phase Consultation and Emerging Preferred Scheme
Portfolio Holder	Councillor Jamie Macrae Portfolio Holder for Prosperity and Economic Regeneration

1.0 Report Summary

- 1.1 This report highlights the outcomes of the first phase of the consultation on the A6 to Manchester Airport Relief Road which took place between October 2012 and January 2013 on junction options.
- 1.2 The results of the consultation are being used to inform the development of an emerging preferred option for the scheme which will then be subject to a second phase of consultation later this year.

2.0 Decision Requested

- Note the high level of public support for the scheme. Of those expressing a preference, over 80% were in favour.
- Approve the following options as the Council's preferred junction options

Location	Recommended Junction Option
Location 1. Styal Road, Wythenshawe	Option 1 Traffic lights controlled cross roads over airport spur rail lines
Location 2, A34 / Stanley Road, Stanley Green	Option 1 Upgraded roundabout with traffic lights.
Location 3, Woodford Road, Bramhall	Option 2 Scheme passes under Woodford Road with new traffic lights controlled junctions introduced.
Location 4, Chester Road Link, Poynton	Option 1 Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled gyratory junction. This option best caters for a future Poynton Relief Road.

Location	Recommended Junction Option
Location 5, Woodford Road, Poynton	Option 1: Scheme passes under a new bridge for Woodford Road.
Location 6, Macclesfield Road, Hazel Grove	Option 1: Traffic lights controlled cross roads.

3. Authorise the Head of Environmental Protection and Enhancement to approve minor modifications to the preferred junction options above including those specific measures outlined for each junction in Section 10.

3.0 Reasons for Recommendations

- 3.1 The Council's approval of the preferred junction options will allow Stockport MBC to further develop the scheme and take it forward to the next stage of consultation as part of the planning application process.
- 3.2 The Council's approval of the preferred option at Location 4 will safeguard the Council's proposals for the future Poynton Relief Road.

4.0 Wards Affected

- 4.1 Disley, Poynton East and Pott Shrigley, Poynton West and Adlington, Wilmslow Dean Row, Handforth, Wilmslow Lacey Green, Wilmslow West and Chorley, Wilmslow East.

5.0 Local Ward Members

- 5.1 Local Ward Members in and near the affected areas include:
 - Disley – Cllr Harold Davenport
 - Poynton East and Pott Shrigley – Cllr Jos Saunders and Cllr Howard Murray
 - Poynton West and Adlington – Cllr Roger West and Cllr Philip Hoyland
 - Wilmslow Dean Row – Cllr Paul Whiteley
 - Handforth – Cllr Barry Burkhill and Cllr Denis Mahon
 - Wilmslow Lacey Green – Cllr Don Stockton
 - Wilmslow West and Chorley – Cllr Wesley Fitzgerald and Cllr Gary Barton
 - Wilmslow East – Cllr Rod Menlove.

6.0 Policy Implications

- 6.1 The following policy implications are noted.
 - The proposed SEMMMS A6 to Manchester Airport Relief Road will provide an alternative highway link between the A6, A523 and A34, (all designated regional routes in the Regional Spatial Strategy) and Manchester Airport and the M56.

- Improved access to the only airport international gateway outside London, is a key national priority under DfT guidance Delivering a Sustainable Transport System (DaSTS). Supporting airport growth, and access to it, is an agreed regional and sub regional priority, and consistent with the Manchester Independent Economic Review (MIER) as a means of supporting economic growth.
- The existing local road network passes through residential communities, local and district centres suffer from congestion and severance as traffic uses a variety of unsuitable roads to make this orbital journey.

7.0 Financial Implications

- 7.1 There are no financial implications at this stage. Details of funding arrangements will be presented in future reports and will be subject to the appropriate approval.

8.0 Legal Implications

- 8.1 There are no legal implications. This paper is concerned with developing a preferred route that will then be taken through the necessary statutory processes.

9.0 Risk Management

- 9.1 The selection of Option 1 at Location 4 is considered to be the best solution in terms of reducing risk associated with the future delivery of Poynton Relief Road.
- 9.2 Adoption of the recommendation given for Location 1 will minimise the effects of objections at this location.

10.0 Background and Options

10.1 Background

- 10.1.1 The A6 to Manchester Airport Relief Road scheme is a 10km two lane dual carriageway that links the A6 near Hazel Grove with Manchester Airport utilising the existing A555. The scheme also includes a parallel walking and cycling route and associated mitigation and complimentary measures package.
- 10.1.2 The scheme has been identified as a priority for delivery in the National Infrastructure Plan 2011 and is being developed by a project team led by Stockport Council on behalf of the three local authorities, Cheshire East, Manchester City and Stockport, through which the proposed route runs.

10.2 Consultation Process

- 10.2.1 The first phase of the consultation process ran from 22nd October 2012 to 25th January 2013. The consultation process included the delivery of two leaflets, a general awareness raising leaflet and the second a more detailed scheme options and questionnaire to approximately 85,000 properties, 17 days of exhibitions, a dedicated website, phone line, use of social media, specific interest group forums, Local Liaison Forums for

people adjacent to the scheme and letters, meetings and presentations to key stakeholder groups.

- 10.2.2 The consultation and ways to become involved were advertised using a variety of media including newspaper adverts, radio and bus advertising, road signs across the area and information on the three local authority websites.
- 10.2.3 The consultation documents gave people information about the scheme and asked their views about overall support for the scheme and specific junction options at six locations along the scheme. A general comments box was also provided for people to comment on any aspect of the scheme.
- 10.2.4 People also used email, the dedicated phone line, the interactive map and social media to raise issues, queries or comment on the scheme. Wherever possible those queries were answered within 10 – 15 working days.

10.3 Consultation Report.

- 10.3.1 A detailed report on the consultation process and its results has been compiled and has been published on the semmms.info website.

10.4 Consultation Results

- 10.4.1 The following sections consider the key outcomes of the first phase consultation process based on the analysis of 9,031 responses and comments received via other consultation methods including emails, the exhibitions, Local Liaison Forums and other stakeholder events
- 10.4.2 As part of the consultation process there was an opportunity to raise any other concerns or queries regarding the scheme. Whilst these comments were fairly general, a number highlighted specific or detailed issues and these are being considered by the relevant specialists as part of the development of the emerging preferred scheme.

10.5 Overall opinion of the scheme

- 10.5.1 People were asked their overall opinion of the scheme and were offered five options ranging from strongly in favour to definitely not in favour. The results were:

Overall opinion of the scheme	No. & % of All Respondents	
	No.	%
Strongly in favour	4,506	49.9%
In favour	1,707	18.9%
No feeling either way	370	4.1%
Not in favour	280	3.1%
Definitely not in favour	849	9.4%
Don't know	72	0.8%
No response	1,246	13.8%
All respondents	9,031	100%

10.6 Junction options

10.6.1 The consultation questionnaire identified six locations at which junction options were offered and respondents were asked to state their preference. Opportunities for additional comments on the junction design were available on the questionnaire, at exhibitions, on the interactive map, via email and at the Local Liaison Forums. The following sections give a brief description of the junction design and the outcome of the consultation exercise along with the recommendation of the Director of Economic Growth and Prosperity. More detail of the junction arrangements and a synopsis of comments received at the Local Liaison Forums and from other sources is given in **Appendix A**.

10.6.2 A number of general comments were made about the junction options proposed and these will be addressed as part of the comments that are being collated in the synopsis of responses. Amongst the comments received the following were made by a number of people;

- Roundabouts were preferred to traffic lights.
- Grade separated junctions were requested.
- Continuous facilities for cyclists were requested.
- Some of the junctions fall within Cheshire East Council's boundary; others fall outside the Borough boundary but have a direct effect on land or roads within Cheshire East Council's boundary. A comment on this is included in the comments and recommendations for each option.

10.7 Junction options, Location 1- Styal Road, Wythenshawe.

10.7.1 General

1. This junction just falls outside Cheshire East, however, the choice of option affects the alignment of the mainline through Cheshire East. In particular, it affects the owners of Beech Farm, Hollin Lane, Styal who have objected to Option 1.

2. Option 1 is a Traffic light controlled cross roads over airport spur rail lines; Option 2 is also a traffic lights controlled cross roads but to the north of the airport spur rail line.
3. The consultation responses received with relation to the preferred junction option for Location 1 –Styal Road, Wythenshawe can be summarised as the following:

Location 1 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	52% (4,720)	20%(1,774)	4% (350)	17% (1,544)
Option Two	7% (643)			

4. There is a clear preference for option 1, with 52% of respondents indicating that they are in favour of this junction option compared to just 7% of respondents who stated that they are in favour of option 2.

10.7.2 Recommendation

1. Because of the overwhelming level of support for Option 1 and in spite of the objection received from one landowner, it is recommended that Option 1 be incorporated into the emerging preferred scheme layout plans.
2. Further traffic modelling work to be carried out to ensure the requisite the traffic capacity is provided via minor alterations to the layout.
3. Incorporate refinements in the design to reduce the level of the dual carriageway deeper into the ground by approximately 1.5m on the eastern approach near to the Styal Rail Line to mitigate the visual impacts of the road.
4. Consider additional bunding and /or noise fencing.
5. Officers to work closely with the Project Team throughout the planning and detailed design processes to address the issues raised in the objection.

10.8 Junction Option: Location 2, A34 / Stanley Road, Stanley Green

10.8.1 General

1. This junction falls outside Cheshire East Council and has no direct effect on Cheshire East's network. However, through the Local Plan process, CEC are assessing proposals for development along the A34 corridor and the extra capacity provided by a junction improvement at this location would help support this.
2. Option 1 is an upgraded roundabout with traffic lights.
3. Option 2 is a new cross roads with traffic lights.
4. The consultation responses received with relation to the preferred junction option for Location 2, A34/Stanley Road, Stanley Green can be summarised as the following:

Location 2 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	49% (4,372)	13%(1,208)	3% (295)	17% (1,502)
Option Two	18% (1,654)			

- There is a clear preference for option 1, with 49% of respondents stating that they are in favour of this junction option compared to 18% of respondents who stated they prefer option 2.

10.8.2 Recommendation

- Incorporate option 1 into the emerging preferred scheme layout plans.

10.9 Junction Option: Location 3, Woodford Road, Bramhall

10.9.1 General

- This junction falls outside Cheshire East and has no direct effect on Cheshire East's network.
- In Option 1, the scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced. The scheme passes under Woodford Road which is on two bridges.
- In Option 2, the Scheme passes under Woodford Road which is on a bridge. Slip roads enable traffic to get on and off the bypass to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.
- The consultation responses received with relation to the preferred junction option for Location 3 –Woodford Road, Bramhall can be summarised as the following:

Location 3 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	16% (1,448)	15%(1,374)	4% (333)	17% (1,551)
Option Two	48% (4,325)			

- There is a clear preference for option 2, with 48% of respondents indicating that they are in favour of this junction option compared to 16% of respondents who favour option 1.

10.9.2 Recommendation

- Incorporate option 2 into the emerging preferred scheme layout plans.
- That the location of the attenuation and treatment ponds are relocated to the south of the relief road which provides the further room for mitigation including landscaping for residents to the north of the relief road.
- That additional environmental screening bunds and acoustic fencing are included to further mitigate the effects of noise and air quality impacts. This is also in liaison with Queensgate Primary School LLF.

10.10 Junction Option: Location 4, Chester Road Link, Poynton

10.10.1 General

1. This junction falls outside Cheshire East, however, the choice of option has a significant effect on Cheshire East Council's plans to promote Poynton Relief Road .
2. In Option 1, the scheme connects to Chester Road via a new short link road. The scheme has a large traffic light controlled gyratory junction.
3. Option 2: Scheme connects to Chester Road via a new short link road. The scheme has a traffic lights controlled cross roads junction.
4. A refined version of Option 1 has been further developed and is shown in **Appendix B**. This appendix includes an indicative arrangement showing how Poynton Relief Road might connect to the SEMMMS scheme. **Appendix C** is a summary comparing the two options.
5. The consultation responses received with relation to the preferred option for Location 4 – Chester Road Link, Poynton can be summarised as the following:

Location 4 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	29% (2,659)	17%(1,560)	4% (376)	18% (1,636)
Option Two	31% (2,800)			

6. At this location there is no clear preference for either of the junction options, with 29% of respondents indicating that they are in favour of junction option 1 compared to 31% of respondents who stated that they are in favour of option 2.
7. Cheshire East Council does not have a breakdown of consultation responses specific to Cheshire East Council. However, it should be noted that there are other overriding reasons for the choice of option which are related to that option which best suits Poynton Relief Road.

10.10.2 Recommendation

1. Incorporate a junction arrangement based on the refined version of Option 1 detailed in Appendix B into the emerging preferred scheme layout plans.
2. That further detailed analysis is undertaken to determine the optimum proposal at this location including further traffic modelling work to ensure the requisite traffic capacity is provided via slight alterations to the layout. This will also ensure that the Poynton Bypass can be accommodated in the future.
3. That additional environmental screening bunds and acoustic fencing are developed further at this location to further mitigate the effects of noise and air quality impacts.

10.11 Junction Option: Location 5, Woodford Road, Poynton

10.11.1 General

1. This junction falls on the boundary of Cheshire East and Stockport. Option 1 provides a road over the relief road with no junction whilst Option 2 provides an at-grade staggered junction.
 - In Option 1, the Scheme passes under a new bridge for Woodford Road.
 - In Option 2: Woodford Road connects to the scheme via two traffic lights controlled, staggered T-junctions.
2. The consultation responses received with relation to the preferred option for Location 5 – Woodford Road, Poynton can be summarised as the following:

Location 5 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	54% (4,915)	15%(1,314)	4% (340)	18% (1,593)
Option Two	10% (869)			

3. There is a clear preference for option 1, with 54% of the respondents indicating that they are in favour of this junction option compared to just 10% of respondents who stated that they preferred option 2.

10.11.2 Recommendation

1. There is a strong preference for Option 1 and as the most directly affected areas are within Cheshire East, it appears that these comments are representative of Cheshire East Residents. It is therefore recommended to incorporate option 1 into the emerging preferred scheme layout plans.
2. Additional environmental screening bunds and acoustic fencing have been developed at this location and should be incorporated.

10.12 Junction Option: Location 6, Macclesfield Road, Hazel Grove

10.12.1 General

1. This junction falls just to the north of the Cheshire East/Stockport boundary. Option 2 includes a link road which is largely within Cheshire East.
2. Option 1 is a traffic light controlled cross roads.
3. Option 2 provides a link road connection between Macclesfield Road and the scheme.
4. The consultation responses received with relation to the preferred option for Location 6 –Macclesfield Road, Hazel Grove can be summarised as the following:

Location 6 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	40% (3,624)	14%(1,304)	4% (365)	16% (1,561)
Option Two	25% (2,277)			

- There is a clear preference for option 1, with 40% (3,624) of respondents stating that they are in favour of this junction option compared to 25% (2,277) of respondents who stated that they prefer option 2.

10.12.2 Recommendation

- There is a clear preference for Option 1 and additionally Option1 has a lesser impact on Cheshire East in that the whole junction is within Stockport's MBC boundaries.
- This preference for Option 1 is also generally expressed by the Local Area Forums within Cheshire East.
- It is therefore recommended to incorporate option 1 into the emerging preferred scheme layout.
- Stockport MBC are considering the re-alignment of the relief road further south to maximise the distance between the relief road and the residential properties on Darley Road and Ashbourne Road. The junction configuration remains the same, however, the existing culvert may require to be widened at Norbury Brook. Any modification to the alignment of the relief road should be reviewed by officers to ensure that there is no material change as far as Cheshire East Council's interests are concerned.
- Note the following statements made by the project team.
 - The relief road is also now deeper and is approximately 1.0m lower in the ground at Old Mill Lane and towards Macclesfield Road. The relief road ties in to Macclesfield Road as previously in terms of road level.
 - Additional environmental screening bunds and acoustic fencing have been developed at this location.
 - The alterations above require no further land on the site of the ancient woodland.

10.13 Other Issues Identified During the Consultation Process.

- Details of other issues identified in the consultation process are included in **Appendix D**.

10.14 Emerging Preferred Scheme

- The consultation responses demonstrate there is still considerable support for the scheme with 69% strongly in favour/in favour of the

scheme with 13% not in favour/definitely not in favour and 18% with no feeling either way; don't know or no response.

2. The consultation responses also provide a clear indication of the public's preferred options at junction locations 1,2,3,5 and 6. At location 4 there was no clear preference for either option.
3. The consultation questionnaire results indicate the following preferences:
 - Location 1 –Option 1
 - Location 2 –Option 1
 - Location 3 –Option 2
 - Location 5 –Option 1
 - Location 6 –Option 1
4. After considering the consultation responses the project team has started to develop a preferred scheme incorporating the above preferred junction options. Further work is being undertaken to identify the potential alternatives at location 4.
5. Officers are considering the comments received at the exhibitions, the Local Liaison Forums and from the questionnaires to understand individual concerns and consider whether and how these can be addressed as part of the scheme development.
6. Once these investigations and considerations have been completed a preferred scheme will be developed which can be recommended to become the preferred scheme for the second phase of the consultation process.

11.0 Access to Information

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

Name:	Andrew Ross
Designation:	Strategic Highways Manager
Tel No:	01270 686353
Email:	Andrew.Ross@cheshireeast.gov.uk

This page is intentionally left blank

APPENDIX A JUNCTION OPTIONS

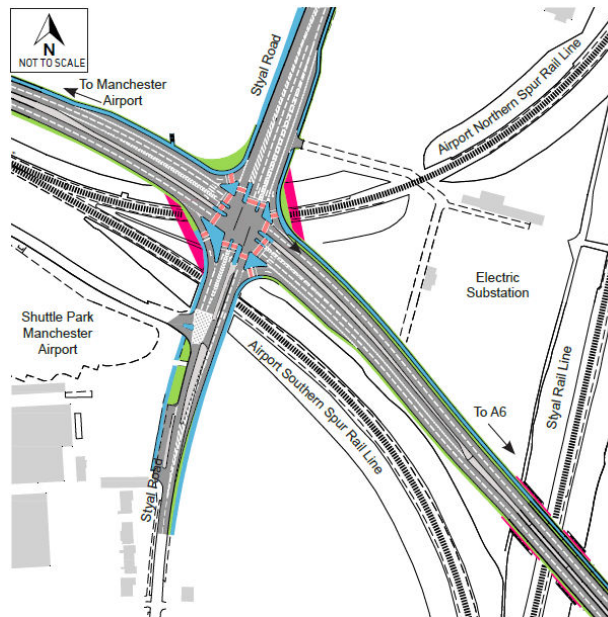
A1.0 Location 1- Styal Road, Wythenshawe

A1.1 General

- 1 This junction just falls outside Cheshire East, however, the choice of option affects the alignment of the mainline through Cheshire East. In particular, it affects the owners of Beech Farm, Hollin Lane, Styal who have objected to Option 1.

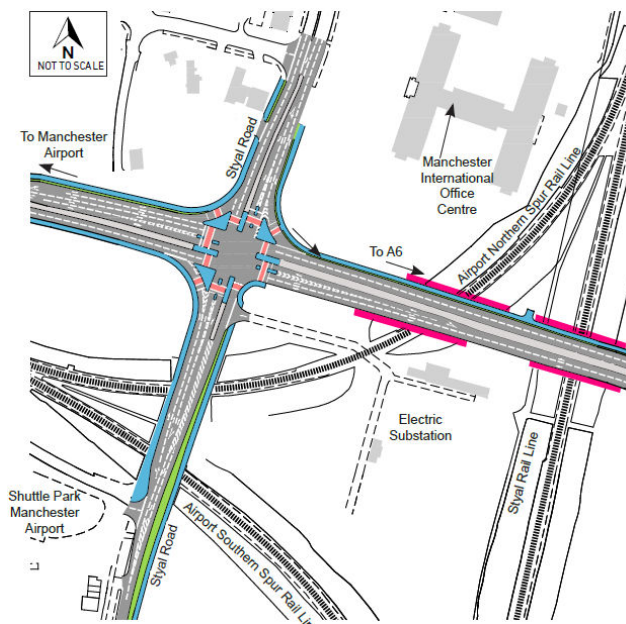
A1.2 Description of options

- 1 Option 1: Traffic lights controlled cross roads over airport spur rail lines.



The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is widened to accommodate the wider road.

- 2 Option 2: Traffic lights controlled cross roads to the north of the airport spur rail line.



The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is utilised although an additional bridge over the airport spur rail line would be required.

A1.3 Consultation responses:

- 1 The consultation responses received with relation to the preferred junction option for Location 1 –Styal Road, Wythenshawe can be summarised as the following:

Location 1 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	52% (4,720)	20%(1,774)	4% (350)	17% (1,544)
Option Two	7% (643)			

- 2 There is a clear preference for option 1, with 52% of respondents indicating that they are in favour of this junction option compared to just 7% of respondents who stated that they are in favour of option 2.

A1.4 Local Liaison Forum comments:

- 1 LLF 12. Moss Nook - Styal Road
 - like to see bunding extended as far as possible, particularly to the west of the rail line;
 - This option minimises the disruption to Styal Road residents and as a result was the preferred junction arrangement;
 - This option is future-proofed, giving the potential for widening in future if required; and
 - Trees should be planted on the bund tops and slopes as fencing was not considered to be sufficient, or acceptable, for screening.

A1.5 Junction specific comments

- 1 General Comments
 - A number of comments have been made about the junction - some specific to particular junction options, others about the location in general.
 - More general comments included:
 - A preference for a grade separated junctions;
 - A suggestion that there is no need/ should not be a junction at the location;
 - The junction should be a roundabout;
 - There should be no traffic signals at the junction;
 - The junction should be easy for cyclists to navigate;
 - Concern about the visual impact of the bridges over the rail line;

- An embankment should be provided to mitigate the noise and visual impact of the scheme on properties on Hollin Lane
 - The scheme should be further in cutting to reduce visual and noise impact;
 - Suggestions for amendments to Ringway Road;
 - An embankment should be provided on the south side of the Airport South Spur rail line to provide a noise and visual barrier to the scheme;
 - Footpaths at Location 1 must be maintained;
 - Concern about the impact of the junction on local habitats and vegetation species.
- 2 Comments specifically relating to Option 1 included:
- Concern that the positioning of this junction above the two spurs of the railway line into the airport would in the result of a serious accident involving a HGV which may fall onto the rail line;
 - Concern about loss of rare vegetation as a result of this junction option.
- 3 Comments specifically relating to Option 2 included:
- Safety concerns about introducing a traffic signal controlled junction with Styal Road, a junction with on and off slip roads considered to be a safer option.
- 4 Comments received from Robert and Tina Hankinson
- Detailed letter including approximately 16 separate points of objection relating to severance, use of land before and after construction, environmental impact and public rights of way.

A2.0 Junction Option: Location 2, A34 / Stanley Road, Stanley Green

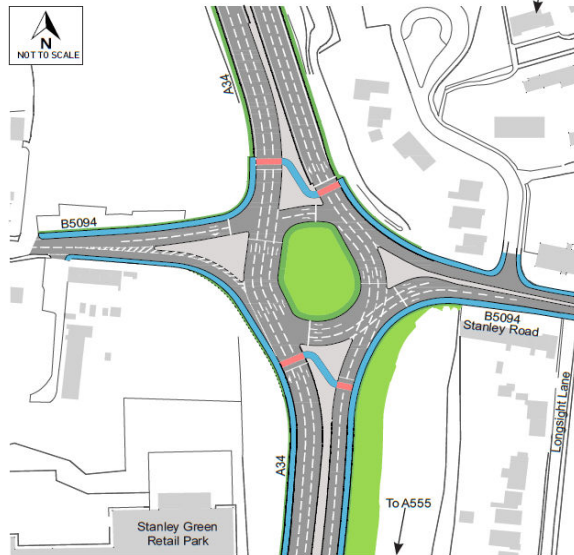
A2.1 General

- 1 This junction falls outside Cheshire East Council and has no direct effect on Cheshire East's network. Through the Local Plan process, CEC are assessing proposals for development along the A34 corridor and the extra capacity provided by a junction improvement at this location would help support this.

A2.2 Description of options

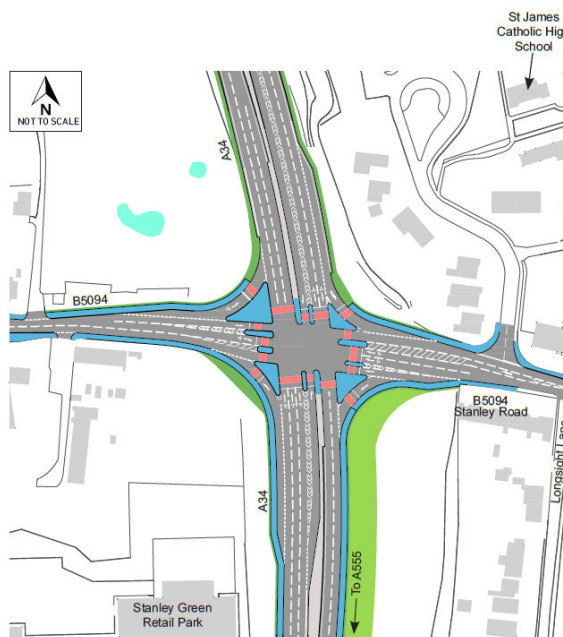
1 Option 1: Upgraded roundabout with traffic lights.

A



four-arm roundabout joins the A34 and Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using the controlled crossings. This option has two crossing points for pedestrian and cyclists making it a simpler crossing movement.

2 Option 2: New cross roads with traffic lights.



The A34 has a four-arm junction with Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using controlled crossings. This option has more crossing stages for pedestrian and cyclists, making it more complex to cross.

A2.3 Consultation responses:

- 1 The consultation responses received with relation to the preferred junction option for Location 2, A34/Stanley Road, Stanley Green can be summarised as the following:

Location 2 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	49% (4,372)	13%(1,208)	3% (295)	17% (1,502)
Option Two	18% (1,654)			

- 2 There is a clear preference for option 1, with 49% of respondents stating that they are in favour of this junction option compared to 18% of respondents who stated they prefer option 2.

A2.4 Local Liaison Forum comments

- 1 None received

A2.5 Junction specific comments

- 1 Most comments made were about Location 2 in general, rather than being specific to a particular junction option. Some of the more general comments about Location 2 included:
 - There is no need to upgrade this junction;
 - A flyover should be introduced at this junction;
 - Consideration must be given to access/ egress of St James School, for vehicles and pedestrians;
 - Access to the Stanley Green area for pedestrians, cyclists and vehicles should be improved;
 - The cycle route along the scheme should be extended along the A34;
 - Concern about traffic increases on surrounding roads including Gillbent Road;
 - Priority should be given to A34 traffic at the signals and the signals at Location 2 should be linked to those at the A34/ A555 junction;
 - Concern about the impact of the proposals on Henbury Avenue in terms of access, noise and air quality;
 - Suggestions for improvements to junctions in the area surrounding Location 2 including Earl Road/ Stanley Road to accommodate additional traffic;
 - Improve pedestrian and cycle access to the surrounding area;
 - Consider introducing a bridge for pedestrians rather than signalised crossings;

- Concern about loss of existing landscaping and vegetation in the vicinity of Henbury Avenue.
 - Comments specifically relating to Option 1 included:
 - There is a need for cycle and pedestrian crossings providing north/south access.
- 2 Comments specifically relating to Option 2 included:
- Consider introducing a pedestrian/ cycle bridge for a safer crossing.

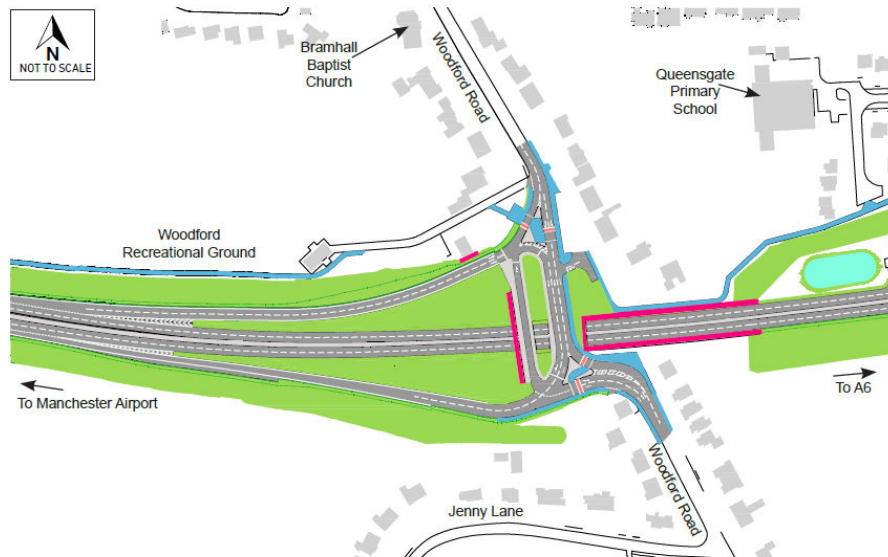
A3.0 Junction Option: Location 3, Woodford Road, Bramhall

A3.1 General

- 1 This junction falls outside Cheshire East and has no direct effect on Cheshire East's network.

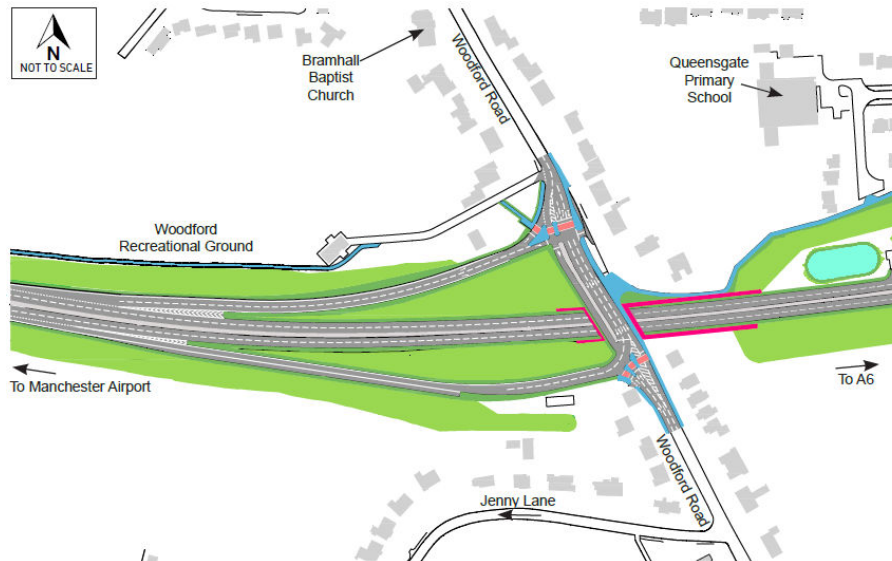
A3.2 Description of options

- 1 Option 1: Scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced.
- 2 The scheme passes under Woodford Road which is on two bridges. On Woodford Road, traffic heading south will use one bridge. Traffic heading north on Woodford Road, towards Bramhall, would use the other bridge. Slip roads enable traffic to get on and off the scheme to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.



- 3 Option 2: Scheme passes under Woodford Road with new traffic lights controlled junctions introduced.

- 4 The scheme passes under Woodford Road which is on a bridge. Slip roads enable traffic to get on and off the bypass to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.



A3.3 Consultation responses:

- 1 The consultation responses received with relation to the preferred junction option for Location 3 –Woodford Road, Bramhall can be summarised as the following:

Location 3 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	16% (1,448)	15%(1,374)	4% (333)	17% (1,551)
Option Two	48% (4,325)			

- 2 There is a clear preference for option 2, with 48% of respondents indicating that they are in favour of this junction option compared to 16% of respondents who favour option 1.

A3.4 Local Liaison Forum comments:

- 1 LLF 7. Poynton - Woodford Rd / Chester Road Area and LLF 8. Bramhall – Woodford Road
- Similar views were expressed by those in LLF groups 7 and 8 on the Location 3 junction options. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF7 and LLF8 mainly due to the fact that it required less land for this junction.
- 2 Location 3 - Junction Option 1: The Scheme passes under a realigned Woodford Road with a new traffic lights controlled junction.

- Impact of the road in terms of noise and visual intrusion would be reduced if the road was at a lower level and Woodford Road Bridge not raised above ground level;
 - Noise bunding should be extended as far as possible and be as high as possible to minimize impact on residents. However, safety and security issues with access to rear gardens have to be carefully thought out;
 - Reduce the size of this junction if possible;
 - Remove traffic signals and retain roundabout junction;
 - Restrict access for HGVs on local roads; and
 - Move the junction to the east to reduce its impact on residents.
- 3 Location 3 - Junction Option 2: The Scheme passes under a realigned Woodford Road with new traffic lights controlled junctions introduced.
- Traffic lights will increase noise and air pollution for those living close to the route; The road should go under the rail line; and
 - Trees should be planted on the bund tops and slopes.

A3.5 Junction specific comments

- 1 Comments made about this junction included those specific to the different junction options and more general comments about the location. The more general comments included:
- There is no need for a junction at this location;
 - The junction should be grade separated;
 - The junction should be a roundabout;
 - There should be no traffic signals at the junction;
 - The existing roundabout arrangement should be retained;
 - Eastbound access at the junction should be provided;
 - Consider improvements to pedestrian access at the junction, for example by introducing traffic signals at the residential access point;
 - The junction layouts should be simplified and reduced in size;
 - Consider the safe access/ egress to the Woodford Recreation Ground;
 - Treatment Ponds located to the east of the junction on the north side of the road should be moved to the south side of the road;
 - Measures should be introduced to minimise the noise, visual and air quality impact on surrounding properties;
 - The pedestrian/ cycle route should be located away from residential properties.

2 Comments specific to Option 1 included:

- This option is more problematic for HGVs, particularly on the approach from Woodford towards Bramhall;
- Preference for a pedestrian bridge rather than an at grade crossing point.

3 Comments specific to Option 2 included:

- Considered to be the best option for HGVs but amendments should be made to the pedestrian crossings to provide suitable widths for HGVs;
- Access to the residential access service road should be moved north.

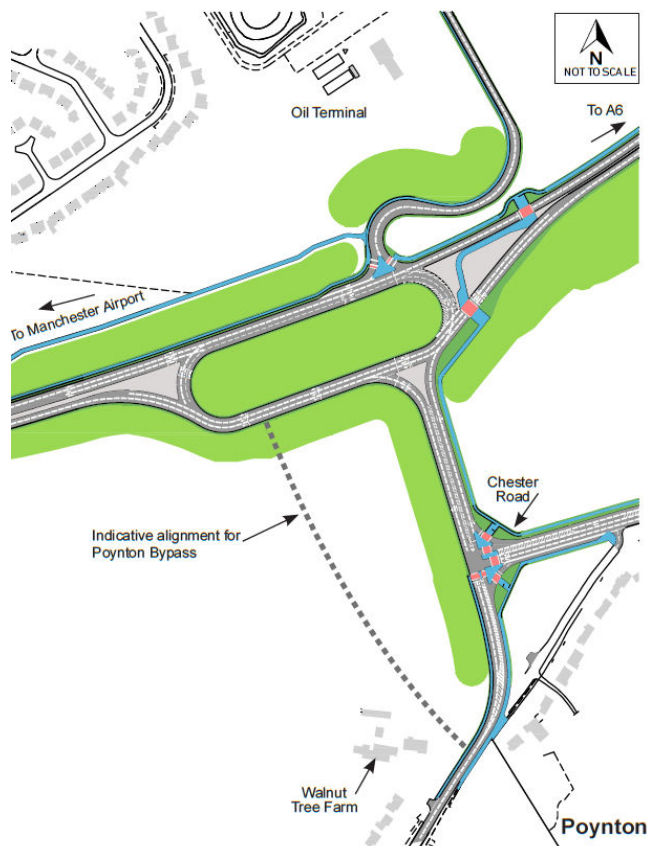
A4.0 Junction Option: Location 4, Chester Road Link, Poynton

A4.1 General

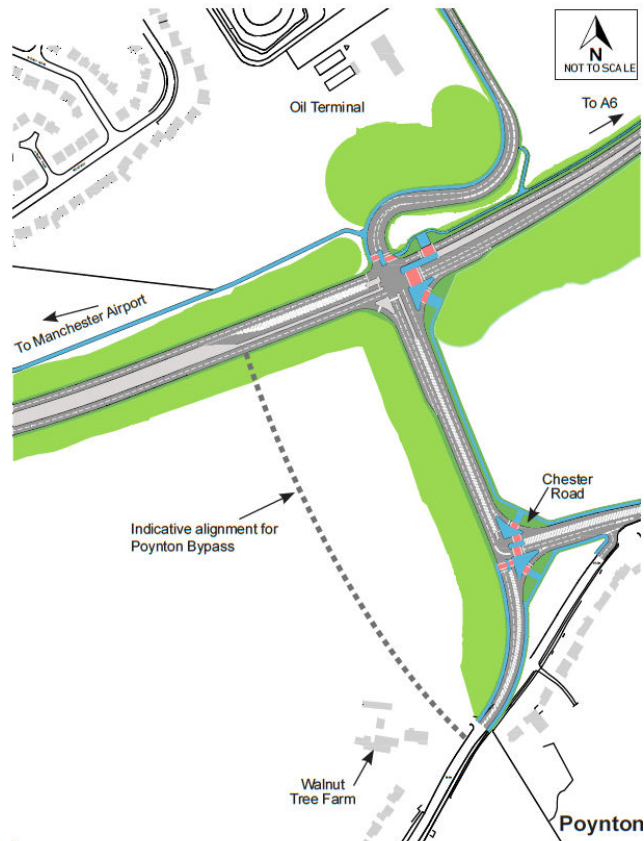
- 1 This junction falls outside Cheshire East, however, the choice of option has a significant effect on Cheshire East Council's plans to promote Poynton Relief Road – shown on the plans below as “Indicative Alignment of Poynton Bypass”

A4.2 Description of options

- 1 Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic light controlled gyratory junction.



- 2 Option 2: Scheme connects to Chester Road via a new short link road. The scheme has a traffic lights controlled cross roads junction.



- 3 A refined version of Option 1 has been further developed and is shown in Appendix 1. Appendix 2 is a summary comparing the two options.

A4.3 Consultation Responses:

- 1 The consultation responses received with relation to the preferred option for Location 4 – Chester Road Link, Poynton can be summarised as the following:

Location 4 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	29% (2,659)	17%(1,560)	4% (376)	18% (1,636)
Option Two	31% (2,800)			

- 2 At this location there is no clear preference for either of the junction options, with 29% of respondents indicating that they are in favour of junction option 1 compared to 31% of respondents who stated that they are in favour of option 2.

- 3 Cheshire East Council does not have a breakdown of consultation responses specific to Cheshire East Council. However, it should be noted that there are other overriding reasons for the choice of option which are related to that option which best suits Poynton Relief Road.

A4.4 Local Liaison Forum comments:

- 1 LLF 5. Poynton - Mill Hill Farm Area Location 4 – Chester Road Link, Poynton
 - The view was expressed that this option would cause traffic to back up to Woodford Road; and
 - A comment was made that the Scheme should be located nearer to the Oil Terminal.
- 2 LLF 6. Poynton - Glastonbury Drive Area
 - In terms of Location 4 – Chester Road Link, Poynton, it was noted that the preference for option 1 was stated, only if the Poynton bypass is included. The view was expressed that option 1 would provide an easier connection for the Poynton bypass.
- 3 LLF 9. Bramhall - Albany Road
 - The preferred junction arrangement expressed by residents at the LLF was option 2.
- 4 Location 4 - Junction Option 1: Scheme connects to Chester Road via a new short link road. The Scheme has a large traffic lights controlled roundabout junction.
 - The SUDS ponds should be relocated to the south of the proposed Scheme if possible and associated drainage would drain away from the residential area;
 - The Scheme should be located as far away from the school as possible;
 - The existing public right of way should be separate from the road;
 - Residents would prefer to have a bridge rather than pedestrian crossings at the junction;
 - The cycle route should be moved away from the residential properties; and
 - Traffic signals would mean vehicles stopping and starting which would result in increased noise.
 - Pollution and congestion in this area.
- 5 Location 4 - Junction Option 2: Scheme connects to Chester Road via a new short link road. The Scheme has a traffic lights controlled cross roads junction.
 - The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route; and

- Traffic lights will increase noise and air pollution for those living close to the route.

A4.5 Junction specific comments

- The majority of comments made about this location were general rather than specific to particular junction options, and included:
- There is no need for a junction at this location;
- There should be no traffic signals at the junction;
- Only access to the Oil Terminal is required rather than access to Chester Road;
- The junction at Chester Road should be a roundabout rather than a signal controlled T-junction;
- The junction should be grade separated;
- Concerns about traffic increases on Chester Road as a result of the introduction of the junction;
- Measures need to be taken to control traffic on Chester Road/ Woodford Road;
- The Chester Road Link should follow the indicative alignment of the Poynton Bypass;
- The junction should be moved to the east to be closer to the Oil Terminal;
- Ensure pedestrian access remains along the existing Chester Road;
- Concerns about increases in noise levels on Chester Road as a result of the junction;
- The existing Chester Road/ Woodford Road junction needs to be upgraded to accommodate additional traffic and improve road safety;
- The junction should be deeper in cutting;
- Questions as to what will happen to the triangular piece of land at the Chester Road link junction.

A5.0 Junction Option: Location 5, Woodford Road, Poynton

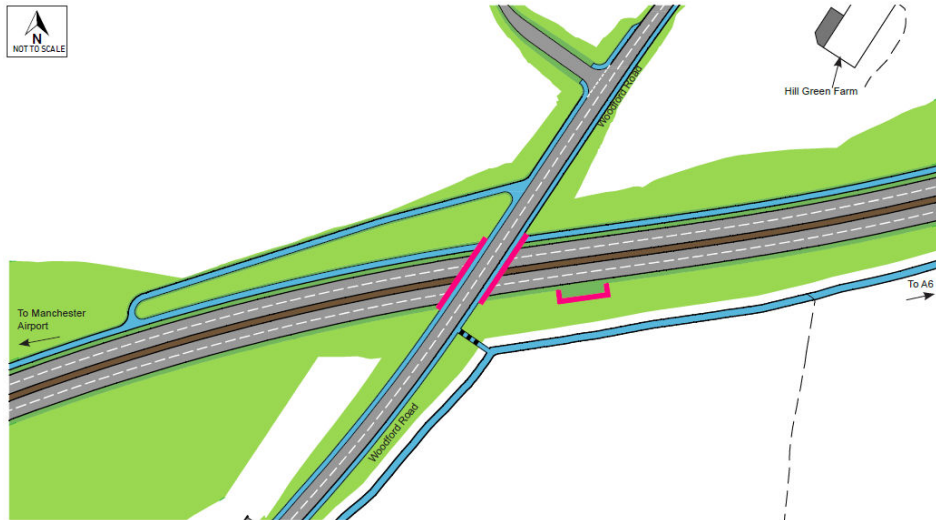
A5.1 General

- 1 This junction falls on the boundary of Cheshire East and Stockport. Option 1 provides a road over the relief road with no junction whilst Option 2 provides and at grade staggered junction.

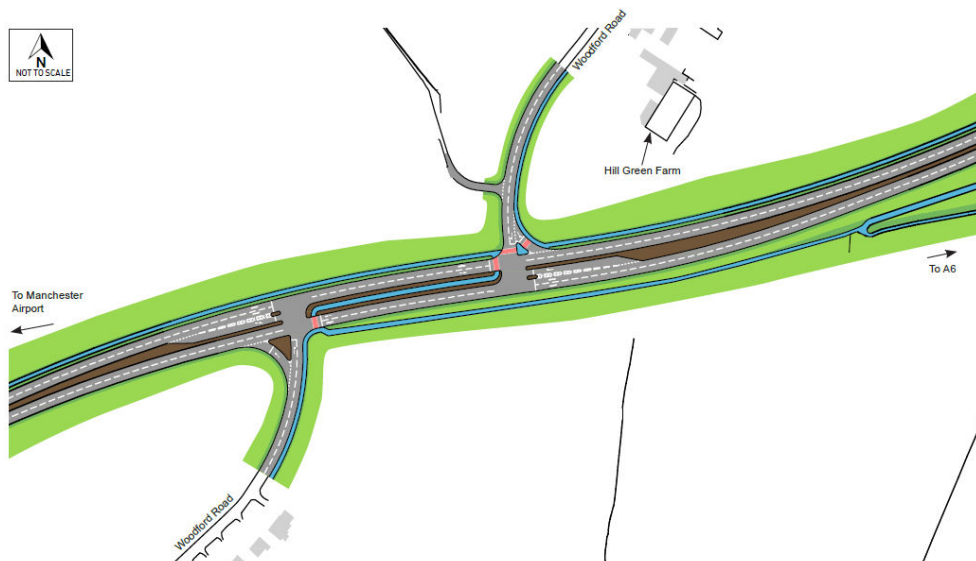
A5.2 Description of options

- 1 Option 1: Scheme passes under a new bridge for Woodford Road.

- 2 The scheme passes under Woodford Road which is on a bridge. Traffic cannot join the scheme at this junction but northbound traffic would be able to join the scheme using the junction at Chester Road. Southbound traffic would be able to join the scheme at the Macclesfield Road junction.



- 3 Option 2: Woodford Road connects to the scheme via two traffic lights controlled, staggered T-junctions.
- 4 The scheme has two staggered T- junctions with Woodford Road. A junction to head north on Woodford Road, with a second to head south on Woodford Road from the scheme, both of which are controlled by traffic lights. Traffic heading north and south on Woodford Road would have to join the scheme in order to progress along Woodford Road. Pedestrians and cyclists would be able to cross the scheme using controlled crossings at each junction.



A5.3 Consultation Responses:

- 1 The consultation responses received with relation to the preferred option for Location 5 – Woodford Road, Poynton can be summarised as the following:

Location 5 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	54% (4,915)	15%(1,314)	4% (340)	18% (1,593)
Option Two	10% (869)			

- 2 There is a clear preference for option 1, with 54% of the respondents indicating that they are in favour of this junction option compared to just 10% of respondents who stated that they preferred option 2.

A5.4 Local Liaison Forum comments:

- 1 LLF 5. Poynton - Mill Hill Farm Area
- 2 Location 5 - Junction Option 1: The Scheme passes under a new bridge for Woodford Road
 - The view that the road should be in a deeper cutting;
 - The request for a footpath from Doghill Farm to the bridge over Woodford Road;
 - Provision of noise and visual mitigation should be maximised; and
 - The Scheme should be moved as far as possible from properties on Woodford Road.
- Location 5 - Junction Option 2: Woodford Road connects to the Scheme via two staggered traffic light controlled T-junctions
 - Road safety concerns when accessing the road from Mill Hill Hollow Road; and
 - Concern that the junction will increase accidents, create crime issues by improving access to the area and worsen congestion.

A5.5 Junction specific comments

- 1 Comments were made about Location 5 both specific to the junction options and more generally about the location. The more general comments included:
 - There is no need for a junction at this location;
 - The junction should be grade separated;
 - The junction should be a roundabout;
 - There should be no traffic signals at the junction;

- Woodford Road is a country lane and therefore not suitable for carrying additional traffic as a result of a junction being introduced;
- Questions as to how local flooding issues can be addressed;
- Suggestions of changes to the alignment of the scheme at the location.

2 Comments specific to Option 1 included:

- The scheme at this option should be deeper in cutting;
- A footpath is required from Dog Hill Farm to the new overpass at Woodford Road;
- The footpath should be extended to include the existing railway bridge.

3 Comments specific to Option 2 included:

- The option appears to be dangerous;
- The junction will interrupt traffic flow on Woodford Road;
- The junction will put pedestrians and cyclists in danger as there is no provision for these road users on Woodford Road.

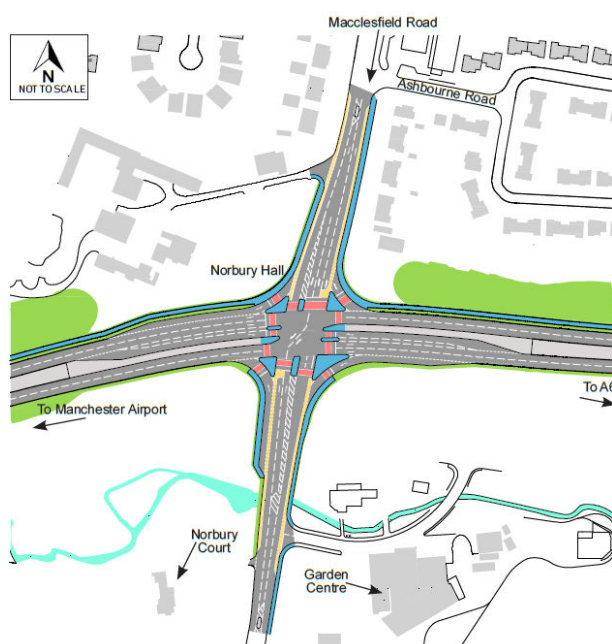
A6.0 Junction Option: Location 6, Macclesfield Road, Hazel Grove

A6.1 General

- 1 This junction falls just to the north of the Cheshire East/Stockport boundary. Option 2 includes a link road which is largely within Cheshire East.

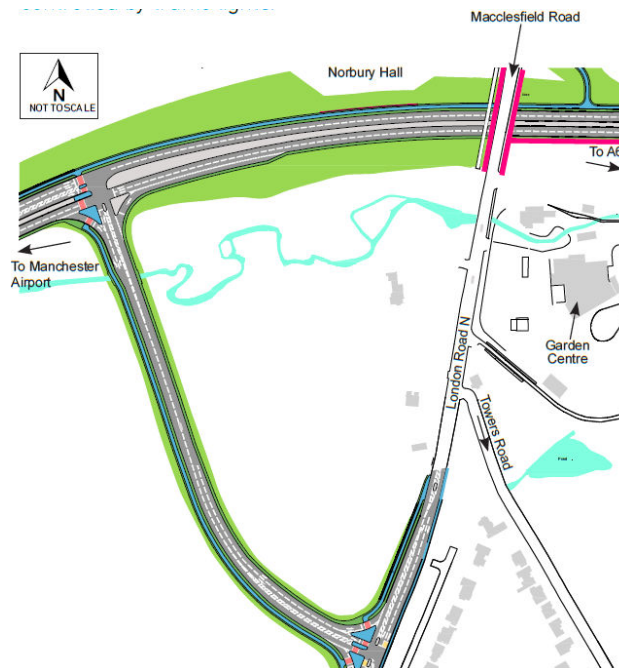
A6.2 Description of options

- 1 Option 1: Traffic lights controlled cross roads.



The scheme has a junction with Macclesfield Road, controlled by traffic lights. The scheme would be more visible for local residents but would provide less disruption due to shorter construction time.

- 2 Option 2: Link road connection between Macclesfield Road and the scheme.



The scheme passes under Macclesfield Road which is on a bridge. A new link road, would have a shared cycleway/ footpath, will connect the scheme to London Road South. The new link road would have junctions on either side controlled by traffic lights.

A6.3 Consultation responses:

- 1 The consultation responses received with relation to the preferred option for Location 6 –Macclesfield Road, Hazel Grove can be summarised as the following:

Location 6 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	40% (3,624)	14%(1,304)	4% (365)	16% (1,561)
Option Two	25% (2,277)			

- 2 There is a clear preference for option 1, with 40% (3,624) of respondents stating that they are in favour of this junction option compared to 25% (2,277) of respondents who stated that they prefer option 2.

A6.4 Local Liaison Forum comments:

- 1 LLF 2. Hazel Grove - Mill Lane Area
 - Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF2.
- 2 Location 6 - Junction Option 1: Traffic lights controlled cross roads
 - Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;

- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along with route;
- The road should be in cutting and the height of the road reduced as much as possible adjacent to residential properties;
- The option would cause increased air pollution, with concern that the prevailing wind would spread pollution to properties to the north;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road;
- Concerns about the impact of the junction on the Fiveways area and bus terminus; and
- Extensions to the bunding area were requested.

3 Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- Concerns were expressed about the impact of this larger junction on the surrounding area;
- There was a general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- The depth of the cutting should be increased;
- A request was made for the road to be moved to be equidistant between the boundaries of house on Darley Road and Norbury Brook;
- Suggestions were made that the junction with London Road North should be a roundabout as opposed to a T-junction;
- It was suggested that the hedgerow at the end of Sheldon Road needs to be reinforced and enlarged with a greater number of shrubs and trees; and
- Requests were made for the extent of bunding provided to be increased as much as possible to minimise the noise and visual impact of the Scheme.

4 LLF 3. Hazel Grove - Norbury Hall Area

- Throughout the course of discussions, it was evident that option 1 was the preferred junction arrangement for those in LLF3.

5 Location 6 - Junction Option 1: Traffic lights controlled cross roads

- The junction is too large and therefore will have a greater visual, noise and pollution impact on all adjacent properties;
- Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;

- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along with route;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road; and
- Extensions to the bunding area are needed.

6 Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- It was suggested by several attendees that the junction could be moved further west (towards Manchester Airport) in order to increase its distance from surrounding houses;
- There was a general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- It was suggested that the hedgerow at the end of Sheldon Road needs to be reinforced and enlarged with a greater number of shrubs and trees; and
- Requests were made for the extent of bunding provided to be increased as much as possible to minimise the noise and visual impact of the Scheme.

7 LLF 4. Hazel Grove - London Road South Area

8 Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Preference for option 1 at this location; and
- Concerns were raised about rat running on Anglesey Road and South Park Road during construction.

9 Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- A comment was made as to why the junction with London Road North is not opposite the Towers Road junction;
- Concerns were raised about the impact this option would have on the area in terms of landscape, ecology, noise and light pollution;
- The view was held that this option would create congestion in the area and would affect Hazel Grove and Poynton;
- There were concerns that the disruption caused by this junction would affect business in Poynton;
- Requests were made for additional bunding along the option, particularly at the London Road North junction and from 54 to 84 London Road North;
- Attendees were opposed to this option as the spur to London Road North would split an area of green space; and
- It was suggested there is a need to provide a connection from Barlow Fold Farm to Macclesfield Road.

10 LLF 5. Poynton - Mill Hill Farm Area

11 Location 6 – Macclesfield Road, Hazel Grove

- A request was made for the hedging planting along Sheldon Road, adjacent to the Scheme, to be extended. This would be applicable to both options 1 and 2.

12 LLF 6. Poynton - Glastonbury Drive Area:

13 Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Preference for this option was expressed due to reduced land take and reduced impact on local properties;
- Visual and noise impact should be minimised;
- Landscaping and fencing required to mitigate noise and visual impact; and
- Bunding and landscaping the south side of the Scheme should be introduced.

14 Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- Although most attendees supported option 1, support for option 2 was expressed due to it being in cutting and the simplified junctions;
- Concern about congestion in Poynton as a result of this option;
- Comment that this option will have a greater environmental impact, including in terms of noise;
- Concerns that farm land is being split up and making it unusable;
- Concern that the land will get in-filled with development; and
- Comment that this option will affect more residential properties.

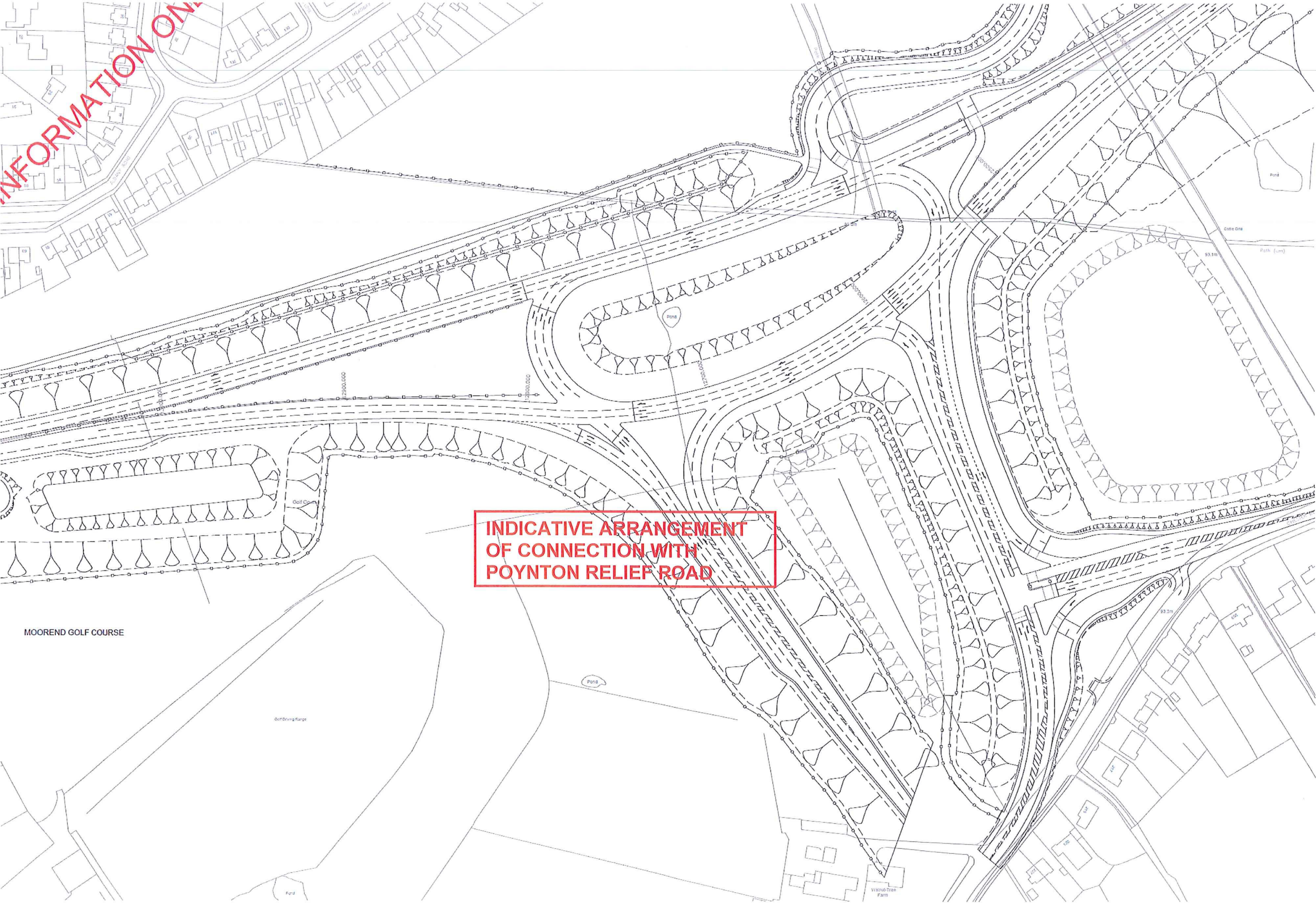
A6.5 Junction specific comments

1 Comments were made about Location 6 both specific to the junction options and more generally about the location. The more general comments included:

- There is no need for a junction at this location;
- The junction should be grade separated;
- The junction should be a roundabout;
- There should be no traffic signals at the junction;
- Access and egress to the garden centre off London Road North should be provided;
- Consideration must be given to safe access to surrounding residential areas such as those off Anglesley Drive and Towers Road;

- 2 Suggestions of changes to the alignment of the scheme at the location;
 - Measures need to be taken to minimise the visual and noise impact of the scheme in the area, including planting trees and vegetation;
 - Concern about additional traffic on Dean Lane;
 - Consider upgrades to surrounding PRoW providing links to Poynton to Bridleways;
 - Concerns about road safety at both junction options;
 - Concern about the impact of the scheme on Norbury Hall;
 - Concerns about noise and air pollution;
 - Concerns about flooding in the area;
 - Concerns about traffic increase and congestion on London Road North;
 - Greater mitigation is needed to minimise the impact of the scheme on Sheldon Road;
 - The scheme should be deeper in cutting;
 - Consider introducing a dumbbell junction arrangement.
- 3 Comments specific to Option 1 included:
 - Traffic lights would need to be linked to those at the Fiveways junction;
 - The junction is complicated and difficult for pedestrians to cross;
 - The junction is located too close to the Fiveways junction;
 - The junction is too large for the area;
 - The junction could make access to Norbury Hall dangerous.
- 4 Comments specific to Option 2 included:
 - The junction will make the use of the Towers Road junction more difficult and potentially dangerous;
 - Introduce a roundabout rather than a signalised T-junction at the London Road North junction;
 - The link road from the scheme to London Road North should be moved to the north and west;
 - The scheme is in cutting close to Norbury Brook which could present flooding issues.

APPENDIX B – LOCATION 4 CHESTER ROAD LINK, POYNTON – ALTERNATIVE ARRANGEMENT SHOWING INDICATIVE ARRANGEMENT OF CONNECTION TO POYNTON RELIEF ROAD



This page is intentionally left blank

APPENDIX C - LOCATION 4 CHESTER ROAD LINK, POYNTON - COMPARISON OF OPTIONS

The table below compares the options for Location 4 that are compliant with a future Poynton Relief Road. These options are a development of those presented for public consultation in October 2012

Factor	Option 1 - Roundabout	Option 2 - Crossroads
Description	Connects to Chester Road via a new short link road. The scheme has a large traffic light controlled roundabout junction.	Connects to Chester Road via a new short link road. The scheme has a traffic light controlled cross roads junction.
Option – Development Reference	Option 10 (Mar 2013) Gyratory	Option 8B (March 2013) T plus Cross Road
Drawing No	1007/2D/TR1/A6-MA/GA/108/A	1007/2D/TR1/A6-MA/GA/107/A
Landtake	Requires more land than Option 2 but similar land requirements to Option 2 when Poynton Bypass is linked.	Requires less land than Option 1 but similar to Option 1 when Poynton Bypass is linked.
Construction Disruption	Reduced disruption in construction when Poynton Bypass is constructed.	Increased disruption in construction when Poynton Bypass is constructed.
Overall Public view	29% in favour.	31% in favour.
Public view of those who thought Poynton Bypass should be included	154 in favour	56 in favour
Environment	Has a higher environmental impact due to its size.	Has a lower environmental impact due to its size.
Traffic – without Poynton Bypass	<p>The design has been developed in order to operate within capacity for the levels of traffic predicted by the SEMMMS strategic modelling.</p> <p>Traffic from the Oil Terminal will impact on the W-E and W-S movements only.</p>	<p>The design has been developed in order to operate within capacity for the levels of traffic predicted by the SEMMMS strategic modelling.</p> <p>Traffic from the Oil Terminal will create delay for all movements as it requires its own stage.</p>
Traffic with Poynton Bypass	<p>Amendments required to the roundabout junction. Additional arm to serve Poynton Bypass and possible more direct link to Poynton Bypass from the SEMMMS eastbound approach to prevent having to travel most of the way around the junction to access Poynton Bypass.</p> <p>Better solution for traffic management by combining all movements within a single junction.</p>	<p>New junction required to the west of the proposed Chester Road/SEMMMS junction.</p> <p>Concern regarding the operation of the two junctions together. The space between the two junctions could possibly result in queuing of right turning traffic from SEMMMS to Chester Road through the junction to the west.</p>
Risk of objection at PI	Higher because it may be difficult to justify the larger junction is necessary for the scheme and slightly less favoured by the public (as shown above).	Lower because land requirements are minimised and slightly more favoured by the public (as shown above).

This page is intentionally left blank

APPENDIX D – ISSUES RAISED IN CONSULTATION PROCESS

D1.0 General issues identified during the consultation process.

D1.1 As part of the consultation exercise, respondents had the opportunity to provide any additional comments concerning their views on the A6 to Manchester Airport Relief Road. Open comments on the proposed Scheme were provided by 3,971 (45%) of those returning response forms, with three quarters (of those giving a preference) being in favour of the Scheme, and 21% opposed.

- 1 These comments have been reviewed collectively with those provided by direct letters and emails, totalling 4,228 respondents, to gain a holistic view of all feedback to the consultation. The level of feedback has been reported in terms of absolute numbers of people making a given comment and the percentage they represent of all responding to the consultation (i.e. 9,031).
- 2 The key types of issues identified were:

Key Issues	No. & % of All Respondents	
	No.	%
'Go ahead as long overdue'	1,156	13%
Design specific issues	1,141	13%
Will reduce traffic / improve traffic flow	751	8%
Negative economic impact	411	7%
Environment related	499	6%
Cycle/walking related	422	5%
Link A6 to M60	441	5%
Will increase traffic	269	3%
Road safety related	203	2%
Noise related	177	2%
Further information needed	161	2%
Quality of life related	153	2%
Unnecessary	146	2%
Public transport related	132	1%
Disruption during construction	130	1%
Post implementation development	82	1%
Positive economic impact	80	1%
<i>Anti-detailed demographics</i>	634	7%

D2.0 Specific issues identified during the consultation.

D2.1 A number of specific issues were raised by a number of people during the consultation. These included:

- Impact of increased traffic on the A6 in High Lane and Disley;

- Concern regarding the impact on ancient woodland at Norbury Hollow;
- Impact of noise on residents adjacent to the route;
- Concern regarding drainage along the scheme and in adjacent areas,
- Concern regarding air quality;
- Queries regarding disturbance and nuisance during the construction process;
- Queries regarding compensation for local residents and businesses;
- Concern regarding potential impacts on Queensgate Primary School;
- Potential impacts on the Peak Park;
- Concern regarding the accuracy of information contained in the business case and the quality of the traffic modelling;
- The need to complete the SEMMMS Relief Road by building the Poynton bypass and A6 to M60 part of the route;
- Impact on greenbelt and the potential development of the greenbelt;
- The need to focus on public transport and pedestrian/cycling improvements.
- The need to go under the West Coast Main Railway line.
- These concerns will be addressed in a number of ways including dialogue with the stakeholders who raised these issues, development and publication of the final Environmental Assessment, Health Impact Assessment, Traffic Assessment and Construction Code of Practice and the on-going delivery of all elements of the SEMMM Strategy.

D3.0 Landowner Liaison

D3.1.1 Officers contacted all the known landowners affected by the scheme and invited them to a preview of the exhibition. Discussions have commenced with individual owners over how the schemes impacts can be minimised and the identification of the land required.

CHESHIRE EAST COUNCIL

CABINET

Date of Meeting:	7 th May 2013
Report of:	Director of Economic Growth & Prosperity
Subject/Title:	Vision and Strategy for Economic Growth: East Cheshire - Engine of the North.
Portfolio Holder:	Cllr Jamie Macrae Portfolio Holder for Prosperity & Economic Regeneration

1.0 Report Summary

- 1.1 In October last year the Council set out the framework of a new Three Year Council Plan, to provide a clear strategic direction for the authority. One of the underpinning principles in this Plan to underpin budget decisions is:
“We will invest in infrastructure to promote local economic growth and access to job opportunities.
- 1.2 The Council’s Three Year Plan expands this further, giving a committed to growth and to making Cheshire East a more prosperous place. Our ambitious plan will put in place the new infrastructure to do this, creating up to 27,000 new homes to deal with the shortage for both existing and new residents, and at least 20,000 jobs by 2030. This will be supported over the next three years through:
- major investment in our existing and new road networks
 - seeking entering into a Joint Venture with AstraZeneca, one of our many international corporations based in East Cheshire, to develop a new Life Science Incubator Park at Alderley Park
 - setting up a new Development Company to drive forward our programme of major infrastructure improvements efficiently, effectively, and quickly.
- 1.3 To assist with these and other initiatives that will drive economic growth, the Council has reshaped its extensive Capital Programme to make a bigger investment of £134 million over the next 3 years in supporting economic growth.
- 1.4 In order to articulate these ambitions for economic growth in a more tangible and accessible manner, the Council has developed a Vision and Strategy for Economic Growth: ***East Cheshire - Engine of the North.***
- 1.5 This is a high level document that builds upon other key strategies and policy, including the Council’s existing Economic Development Strategy, the emerging Cheshire East Local Plan and the Cheshire & Warrington Local Enterprise Partnership’s Business Plan (2013-15). It will serve as a key to be

used in discussions with Government to secure funding for infrastructure projects, amply demonstrating the credentials of our economy, with a clear proposition that investing in Cheshire East reaps greater rewards than elsewhere. It is also framed to convey a similar message to the private sector; this is a rewarding place to invest, and commercial investment will be emphatically supported and driven by the Council.

1.6 ***East Cheshire - Engine of the North*** sets out:

- a Vision for Growth
- a Strategy for Change
- an Investment Plan

1.7 This document is needed to pull together all aspects of our economic growth activity into one 'vision' for economic growth which succinctly captures the scale of our ambition, the potential impact on the national and regional economy and most importantly the benefits at a local level.

1.8 It provides intelligence on our current economic position, the scale of our ambition and the economic outcomes we are aiming for, and our priorities – spatially and sectorally.

1.9 It identifies the role of the Council in delivering the economic growth-explaining how the Local Plan; place-based initiatives; commissioning; investment in infrastructure; business rates; access to finance etc all will be put in place to enable conditions for growth.

2.0 Decision Requested

2.1 Cabinet is requested to:

- i) approve ***East Cheshire- Engine of the North: Our Vision and Strategy for Economic Growth***.
- ii) agree to pro-actively promote the Vision and Strategy to key influencers, locally, nationally and internationally, and to both the public and private sector.

3.0 Reasons for Recommendations

3.1 The Council has set out the framework of a new Three Year Council Plan, to provide a clear strategic direction for the authority. ***East Cheshire - Engine of the North: Our Vision and Strategy for Economic Growth*** is an important high level document that articulates how the strategic direction will be delivered.

4.0 Wards Affected

4.1 All wards

5.0 Local Ward Members

5.1 All members

6.0 Policy Implications including - Carbon reduction - Health

6.1 One of the Council's key priorities is: *A growing and resilient local economy*.

6.2 It is also prioritised in the Council's Three Year Plan:

- Outcome 2 (*Cheshire East has a strong and resilient economy*),
- Priority 1 (*Local Economic Development*), and
- Change Project 1.1 – Investing in new and existing road infrastructure
- Change Project 1.2 – Investment in high speed broadband network for Cheshire East
- Change Project 1.3 - Investment to support business growth and delivery of Macclesfield and Crewe regeneration and the Sustainable Towns programme.

7.0 Financial Implications

7.1 There are no immediate financial implications, other than those that have already been agreed in the Council's Three Year Plan and Budget Report 2013-16.

8.0 Legal Implications

8.1 The Council is not under any statutory obligation to develop or publish a vision and strategy of this nature. Nonetheless, the Council has a general power of competence under Section 1 of the Localism Act 2011 which empowers it to take this action, and the reasoning for doing so is set out in the report summary above.

9.0 Risk Management

9.1 The key risk is that, if the Council were not to develop and publish this Vision and Strategy for Economic Growth, it would fail to articulate the Council's policy position and ambitions in a manner that is coherent to key stakeholders outside the Council, who control influence over public and private sector investment.

10.0 Access to Information

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

Name: Jez Goodman

Designation: Economic Development & Regeneration Manager

Tel No: 01270 685906

Email: jez.goodman@cheshireeast.gov.uk

This page is intentionally left blank

East Cheshire Engine of the North

**The Timing is Right.
Join us on the Journey.**

DRAFT



Foreword

Taking East Cheshire to the Next Stage

In 2030 the economy of Cheshire East will have changed significantly, we will have:

- Repeated the success of past years with *high growth* and *high value growth* in key economic sectors;
- Continued growth of the number of HQ operations and employees operating locally;
- Attracted, started and grown new high value enterprises;
- Maintained our important destination role for higher value occupational profiles
- Developed new global relationships in the US, China and German markets in particular;
- Increased aggregate demand without undermining our special qualities of place;
- Built our reputation as a preferred location for inward investment;
- Increased investment in our town centres;
- Strengthened our position as the No1 location for Life Science businesses in the north through major new investment in a Bio Science Park at Alderley Park; and
- Delivered the greatest level of Superfast Broadband coverage in the Region.

We are building upon solid foundations. We delivered over 20,000 jobs between 1998 and 2008. Even in the depths of the more recent UK and global recession, we have continued to create jobs, outperforming the UK average. We have a fantastic mix of higher value economic sectors and businesses from some very local start-up companies to some of the true global giants of the life science and automotive sectors. We have a strong and loyal existing business base with the potential to invest and grow indigenously.

We have an occupational requirement of 25,000 Corporate Manager posts being created by our businesses over the next 13 years.

Our population is set to expand by some 40,000 over this period. Our hierarchy of settlements and cultural and visitor offer, all of which sit within a high quality rural hinterland, sets us apart from other locations.

We are a connected area, with stations on the West Coast Mainline, future High Speed 2, and M6 motorway junctions, and passenger and freight airports on our doorstep including Manchester International, Liverpool John Lennon, East Midlands, and Birmingham.

High value and high quality growth generates a high investment return. These are the ingredients of our vision.

We want to take Cheshire East to the next stage and our Vision, Strategy and Investment Plan for Growth sets out how we are working with businesses, investors and developers to make optimal use of our assets and the competitive advantages we enjoy.

Priority Focus: High Value & High Growth

Our focus is to prioritise high value growth gains. Our attention to detail is as much about how we grow as the scale of growth.

Like many Councils we have in the past sought to spread ourselves too thinly by having perhaps too many priorities. Particularly, in today's world of Local Government Reform, we can no longer cover all bases so we must carefully think about our priorities and where we can intervene to make the maximum possible impact.

This is not just about our capacity as an organisation to drive a growth agenda, but a realisation of the very real threat of a 'productivity compromise' in our economy if we do not stimulate the type of economic activity that we have traditionally been renowned for; that is high value AND high growth.

This Vision, Strategy and Investment Plan for Growth illustrates that Cheshire East has a significant number of pipeline projects that are to be supported wherever possible but a number of which that would not fall into this category of 'high value growth'. Our vision is not one where we look forward in 15 years to being a 'watered down' economy and investment location, and so the policy choices we face now, and the priorities we need to determine, require us to focus our attention on those key projects that deliver high value and high growth.

We are about stimulating demand as a pre-requisite of investment and we strongly believe that this is worth fighting for...

Our Target Audience

We are seeking investors, existing and new, to engage with us to realise their investment returns. The investment we are targeting will involve both the private sector and the public sector.

Our engagement with the private sector will be much different to what has gone before. This document explains how this is to be done. From a refreshed focus on driving new investment and business support, to a more proactive relationship with the development and investment community, taking Cheshire East to the next level requires first and foremost a greater flow of private capital. We will work with our Local Enterprise Partnership to deliver this.

For the public sector, our proposition to Government, again through the Local Enterprise Partnership, will seek to lever out more public funding where it exists by demonstrating that the best return for government is by investing in success, as demonstrated by Cheshire East's economic track record. For our own part, we are willing to use our covenant strength and planning and policy powers to make it easier to invest in Cheshire East, and to enable investment returns.

Through the Local Enterprise Partnership, the council is also seeking to take the lead in establishing a Revolving Investment Fund for Cheshire & Warrington, that will see public funds work much harder in order to stimulate greater private sector investment.

Delivering the Vision, Strategy and investment Plan for Growth

We have an ambitious programme and a desire to create a platform for new investment and accelerated development.

Accordingly, I have proposed a new way of working for our economic development team that creates a new venture that is specifically tasked with implementing the priorities identified in this document.

This is a new way of working for the Council and complements our recent innovations in the way we procure and partner with services and construction activity.

Economic growth is the Council's top priority.

Current Position, Strategic Context and Growth Potential

The aspiration for growth across Cheshire East is driven by its strategic location and unrivalled quality of life assets

Cheshire East has a unique position on the national road and rail infrastructure as being viewed as a gateway to both the north and the Midlands and south. The M6 corridor serves and connects the eastern areas including Crewe, Middlewich, Congleton and Sandbach. The West Coast Mainline connects Crewe, Macclesfield and Wilmslow to London, Manchester, the north of England and Scotland.

The rail and road network connects Cheshire East to Manchester International, Liverpool John Lennon, Birmingham and East Midlands Airports.

Major announcements of secured investment to upgrade and enhance this infrastructure ensure that connectivity will continue to be a driver of growth within the Cheshire East area, which include:

- **Funding secured to deliver the £27million Crewe Green Link Road** including from the Department for Transport and private sector investment, unlocking private sector investment and employment delivery at Basford East and West;
- **The new £120m M6 to M56 Dual Carriageway**, easing congestion on the A556 and improving access to south Manchester, and Manchester International Airport;
- Regional Growth Funding secured to deliver the **2.2km Middlewich Eastern Bypass**, opening up employment development opportunity at Midpoint 18;
- Over **£6million** secured from Government to improve facilities at Crewe Railway Station and the adjoining former Royal Mail site acquired by the Council in 2011;
- The announced **proposed routing of the High Speed 2 network through Crewe**, reducing travel times to London to just 58 minutes with 8 services an hour, with the Council continuing to lobby for a HS2 station at Crewe with associated potential for greater economic impact;
- Successful delivery of A34 Alderley Edge Bypass; and

- Successful Regional Growth Fund bids in Rounds 1, 2 and 3 for Bentley, and **£2million** secured from the Governments 'Advanced Manufacturing Supply Chain Initiative' to part fund the car manufacturers 'Niche Luxury Vehicle Cluster Supplier Capacity Building Programme'.

Beyond its connectivity, the economic vitality of the Cheshire East economy is in part attributable to its physical geography, including a **unique settlement hierarchy within a high quality rural hinterland.**

The principal towns of Crewe and Macclesfield are the main urban centres within Cheshire East, with associated employment, retail, education and access to services for large catchment areas.

Beyond these principal towns, Cheshire East is further characterised by its smaller distinctive market towns, each with their own history, character and key service sector functions. These smaller service centres include Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach, and Wilmslow, set within a largely rural context. These support significant national and international employers such as Barclays, AMEC NNC, Siemens, Waters Corporation and AstraZeneca.

There is an **undeniably strong housing** offer across the authority with a range of properties right up to some of the most prestigious within the North West. Supply is growing, with over 3,000 homes consented or under construction across Cheshire East to be delivered in the next five years.

The housing market is in no small part underpinned by education provision within Cheshire East, with recent key investment in key facilities totalling just under £150m. This includes £70m investment by Manchester Metropolitan University in their Crewe Campus, and £74m invested in the new South Cheshire College Campus. Reaseheath College also opened a new £7.2m food and drink manufacturing centre in 2011.

Cheshire East has a **strong rural and visitor economy**, with key assets including Jodrell Bank, Tatton Park, Crewe Hall, the Cheshire Peak District, and the canal networks. The visitor economy alone is worth over £600m annually (circa 10% of the total GVA across Cheshire East), representing a tangible economic asset.

A remarkable net occupational requirement from Cheshire East's businesses of over 25,000 Corporate Managers, approximately 15,000 of which are anticipated retirements, over the next fifteen years has been identified. As a result there will be significant demand for new housing in quality residential areas.

'People' and 'place' go hand-in-hand and in Cheshire East, with the unique strengths of physical environment and economic performance, there is a clear opportunity to deliver a step-change in attracting new investment.

The aspiration for growth across Cheshire East is ambitious, and rightly so.

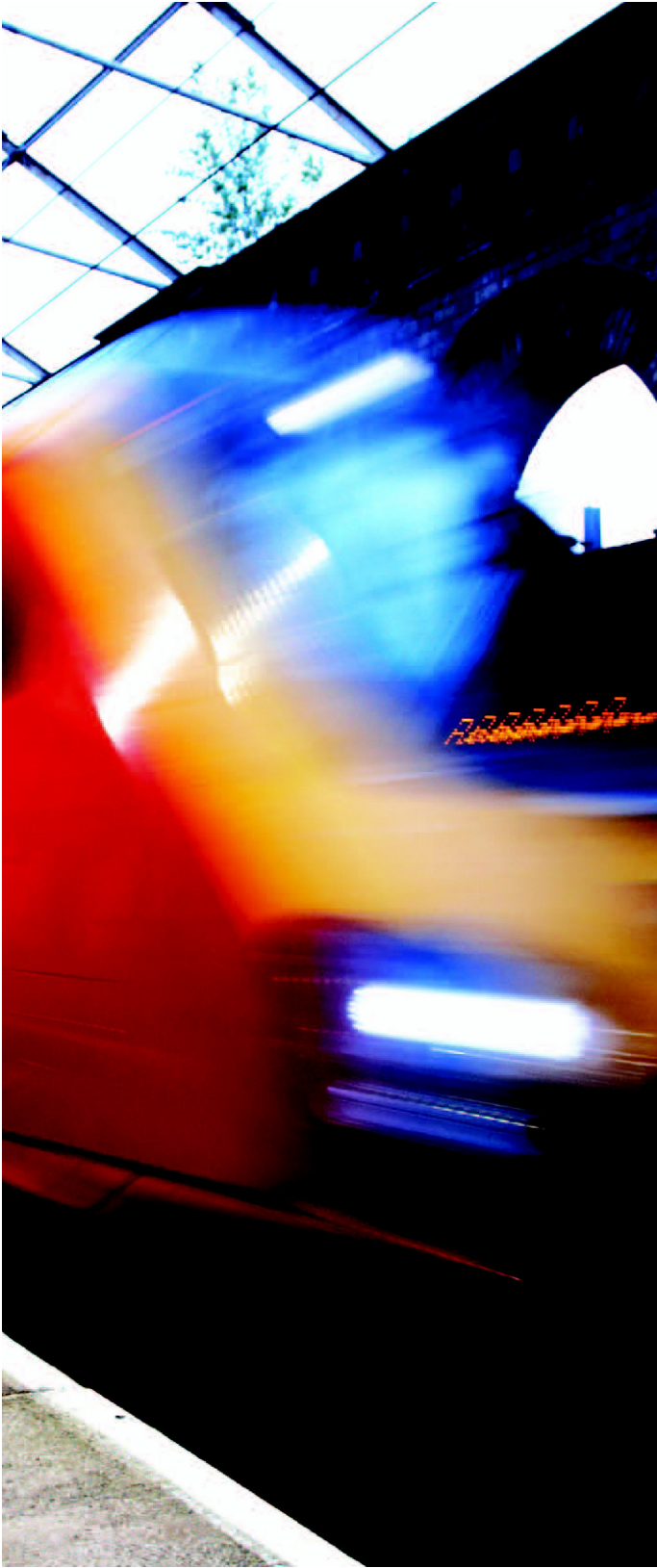
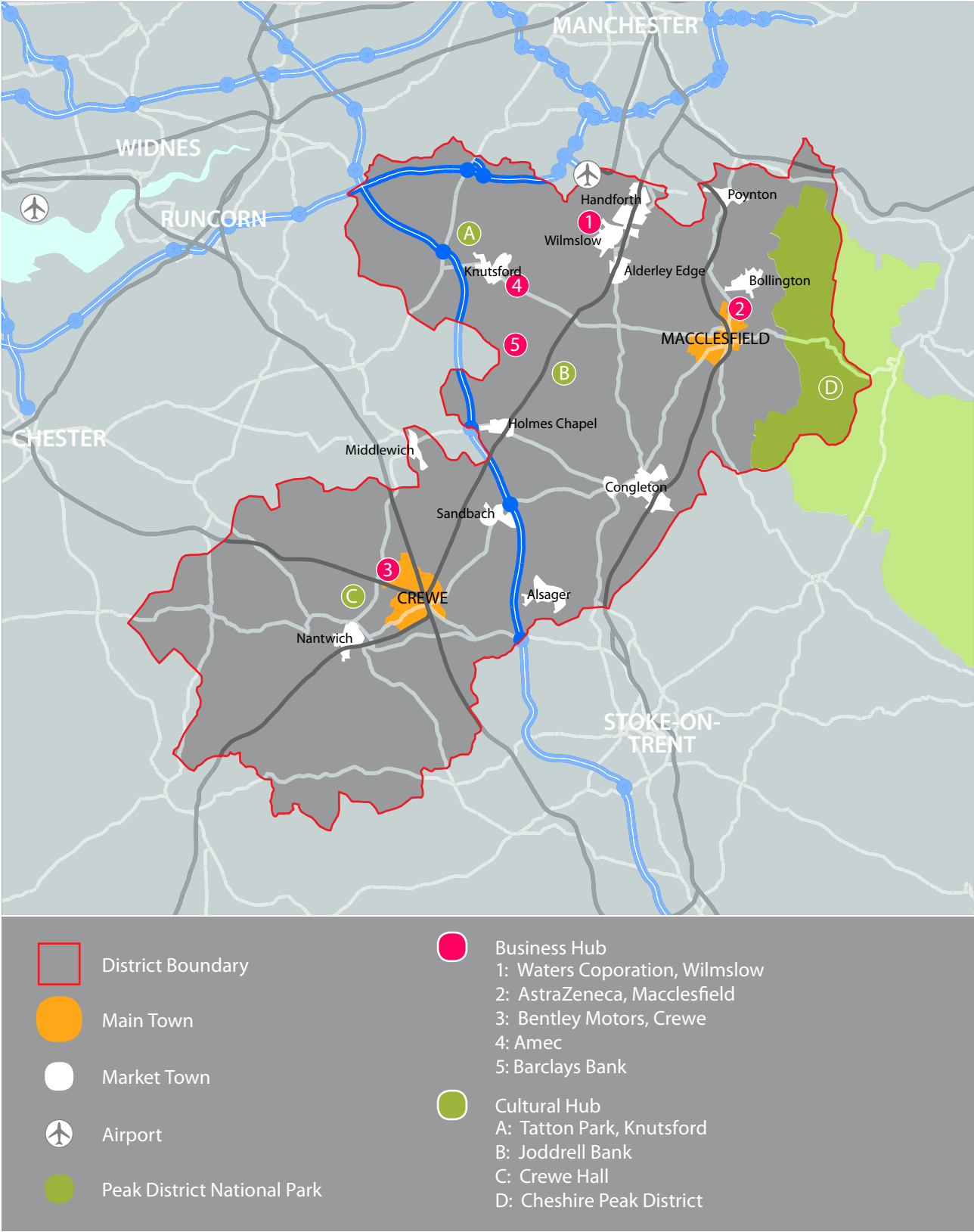
The aspiration for growth across Cheshire East is based on strong economic foundations, evidenced over the last 15 years.

Over this period the economic success of Cheshire East has been truly remarkable:

- **Over 20,000 jobs delivered between 1998 and 2008**, the majority of these making a high value contribution (GVA) to the local economy – outstripping the regional and national averages over this period;
- Responding to the economic downturn far quicker than adjoining areas, still-outperforming regional and national average periods of recovery;
- **Key sector strengths and locational advantage** in automotive manufacturing, scientific research and development, life sciences, energy, remediation industries, paper production, food production, and activities of head offices – with the latter having 1.5 times more people than the national average;
- The presence of AstraZeneca as Cheshire East's largest private sector employer has been a major driver for the region as a whole. Whilst disinvestment in some R&D functions present a risk, plans are emerging to ensure the Alderley Park site is developed for a more diverse mix of life science businesses. Recent investment enquiries and expansion of businesses such as Waters Corporation gives us confidence in this strategy.

- At its Booths Hall Business Park, Bruntwood has a strong recent track record in attracting new occupiers including Mastercard, Medline and Sir Robert McAlpine. With strong ambitions for growth, it is well placed to attract major new investment at this prestigious office location.
- A high level of enterprises involved in computer programming, architectural and engineering activities and professional and scientific activities – all emergent sectors but already employment significant numbers, which is promising for future growth;
- **Take-up of over 1.1million sq ft of industrial and distribution floorspace**, a growth of 45% compared to a national contraction of 25%, including Expert Logistics taking up 360,000sqft in Crewe, one of the top 12 largest deals in England in 2011;
- **Major investment announcements** including the Waters Corporation purchase of the former Ciba-Geigy Life Sciences site at Wilmslow for a new mass spectrometry headquarters including 212,620sqft of development and a £60million investment in world class customer demonstration laboratories, R&D facilities and expanded manufacturing capacity;
- Jodrell Bank is the HQ for the new SKA (Square Kilometre Array) - a £1.3bn project to build the worlds biggest radio telescope.
- Other **inward investment commitments secured** including US machine tool manufacturer Climax Portable Machine Tools into Macclesfield, Chinese-owned Imperial Bathrooms into Middlewich, and the opening of the first Northern Dealership for McLaren in Kunutsford;
- **Growth of high value indigenous businesses** including Bentley Motors recording sales rise of 37% in 2011, Oliver Valves, Pets at Home, Music Magpie and McCann Erickson; and
- **Attraction of new retailers** including WH Smith (Knutsford); Laura Ashley and Morrisons (Wilmslow); Waitrose (Knutsford); Costa Coffee and Frankie & Benny's (Crewe), and the opening of the first Northern dealership for McLaren in Knutsford in 2011.
- Part of the Cheshire & Warrington Local Enterprise Partnership (LEP), already giving access to over £13m Growing Places Fund and expected to be the conduit for future public funds - UK and European. This will stimulate investment and growth, alongside other funding sources which include the Evergreen and North West Funds.

Over 20,000 jobs delivered between 1998 and 2008		1.5 times more people employed in 'Head Office Activities' than the national average	
A visitor economy worth over £600m annually		Anticipated population growth of 40,000 to 2026	Unemployment rate of just 2.4%
HS2 Connection: Crewe to London direct in 90 minutes		Direct connectivity to M6 Corridor	Home to over 18,000 businesses, including 21 of Insider's 'Top 200' companies
Named in Top 10 of best local authority areas to locate a business		Sector strengths in life sciences, automotives, engineering, R&D, and paper products	



The best place to invest and do business

By 2030, Cheshire East economy will have...

1. Repeated the successes of past years – high growth and high *value* growth in its key economic sectors – outperforming national averages and through raising aggregate demand, making Cheshire East a destination of choice for additional investment;
2. Continued growth of the number of HQ operations and employees operating locally. The Council and partners will have pro actively targeted this sector;
3. Attracted, started and grown new high value enterprise, with spin-outs from well established sectors – advanced engineering, life sciences and creative media especially – thereby embedding further key growth businesses;
4. Maintained its important destination role for the higher value occupational profiles;
5. Developed new global relationships in the US, China and German markets in particular; and
6. Increased aggregate demand without undermining the special qualities of place that make Cheshire East so attractive, distinctive and unique.
7. Cheshire East will have built upon its reputation as a preferred location for inward investment, with a much stronger presence of corporate HQ operations within the borough,
8. We will have increased investment in our town centres, offering themselves as attractive locations for retail and leisure operators.
9. Strengthened our position as the No 1 location for life science businesses in the north, through major new investment in a BioScience Park at Alderley Park
10. The greatest coverage of Superfast Broadband in the region, with 96% of our borough covered, and thousands of businesses benefiting from increased commercial competitiveness globally.



The Strategy for Change

The Strategy for Growth is structured around three key elements. Under each key element, priority areas have been identified. These priority areas will shape public sector activity in East Cheshire over the coming years.

The three key elements of the Strategy for Growth are:

1. Productive and Competitive Businesses – a focus on key assets, established and emerging sectors, and image and identity.
2. New Investment and Business Development – a focus on capacity, the package and the proposition.
3. Creating the Conditions for Sustainable Growth – a focus on sustainable development, connectivity, housing and neighbourhoods, town centres and the rural and visitor offer.

Each of these elements and priority areas within each, are considered in the following paragraphs.

1. Productive and Competitive Businesses

Assets for High Value Growth

Cheshire East is able to offer a range and quality of sites and premises to capture investment opportunities. A clear priority emerging through the Strategy is for the Council, in particular, to target those locations and sites that are conducive to high value – high growth businesses and sectors.

It is essential that a more fine grained understanding of the locational attractors of investment within Cheshire East is undertaken. 'Sites' are one such category of investment location, and the Vision, Strategy and Investment Plan for Growth has identified those that should be considered priorities for delivery over the next 15 years, including:

- Alderley Park : AstraZeneca's announcement (March 2012) that it intends to significantly reduce its R&D operations at this site represent an opportunity as well as a challenge, particularly given the potential for growth in the NW life sciences sector.
- Basford East / West: High quality employment offer including office and distribution floorspace as part of mixed-use developments including potential rail freight connection on the western site.
- Wardle: Enhancement of existing employment area, and expansion of current provision to intensify and grow quality employment opportunities in a rural setting.
- Midpoint 18: Phases 2 and 3 of Midpoint 18 Business Park including high specification distribution opportunities within Phase 2 and small SME units up to 600,000sqft, high specification office, distribution and manufacturing space, and extension of Middlewich Bypass in Phase 3.
- Junction 16 / Radway Green: Expansion of existing Radway Green Business Park including new investment into existing buildings and the construction of new purpose-built, industrial and light industrial units.
- HS2 Crewe Station 'Hub': Potential for strategic station hub at Crewe on the HS2 line including wider mixed use development opportunity to include commercial floorspace, retail provision, and residential development with potential to deliver up to 17,500 jobs and 5,000 new homes.
- Jodrell Bank: Maximising the benefits from the £1.3bn SKA project, headquartered here, but supported by investment from 20 countries.

Cheshire East's economy is skewed towards a relatively small number of key sectors including locational advantage in automotive manufacturing, life sciences, energy, remediation industries, paper production, food production and activities of head offices.

Support programmes, sector leadership, property matching, skills development and inward investment services are required to help develop Cheshire East companies and allow them to capture new business opportunities.

Supporting Emerging Sectors and Enterprise

Successful local economies typically demonstrate high company start-ups, survival rates and a high rate of churn. Consistent with the above, the Cheshire East economy has generally performed well. Of particular note has been the growth in high value enterprises, with spin-outs from well established sectors – automotive and life sciences especially – thereby embedding further key growth businesses locally. The continuation of this trend is a critical strand of the Vision, Strategy and Investment Plan for Growth.

Cheshire East's Identity and Brand

The economy of Cheshire East is arguably one of the North West's best kept secrets. There is substance in the argument that perhaps Cheshire East (and Cheshire more generally) has been portrayed more for its lifestyle qualities than its economic contribution and performance.

This is a perception that is changing, as a result of the Local Enterprise Partnership and programmes such as All Change for Crewe and Make it Macclesfield, in which the business community play a central role in informing and driving change. But more should be done to promote Cheshire East's sectors, businesses and assets to a national and international investment audience.

This Vision, Strategy and Investment Plan for Growth represents a first step along the way to a more considered approach that promotes the positive aspects of the Cheshire East economy. As described throughout this document, there are a number of building blocks to develop a bespoke Cheshire East brand, alongside the undoubted lifestyle qualities the area already enjoys.

2. New Investment and Business Development

The Proposition... Success Factors

Cheshire East's economic assets and opportunities, detailed throughout this document, need to be turned into a proposition to market. Success will be determined by:

- Having the right mix of high value economic assets to make shortlists of investors and occupiers;
- A competitive cost base, and good quality land and property options;
- A proactive approach to attracting companies, but also retaining and growing them; and
- Personal relationships forged through evolving and maturing partnerships.

The Cheshire East proposition will not be a 'fixed viewpoint', but should be proactive to market opportunities. A good current example of this is the emergence of the idea of 'North Sourcing', which is likely to result in the repositioning of national law firms and subsequent attraction of the north on the basis of operational costs and available talent pool. A clearly articulated 'Cheshire East Proposition' could and should target this type of investment potential.

Investment Delivery Team

Cheshire East will develop a new investment model which will:

- Stimulate investment levels in existing businesses;
- Create additional jobs and businesses and increasing confidence throughout the economy;
- Raise profile of Cheshire East globally, particularly in the US, China and Germany markets; and
- Provide additional funding to the Council through the new Business Rates generated locally.

Investment from indigenous business generates some 75% of new investment/jobs. The role of investor development i.e. maintaining and growing the existing business base within Cheshire East, is therefore a critical area of focus.

The following component parts are necessary:

- 'Back-office' – researches companies and trends; maintaining economic, labour market and property data; builds profiles for particular targets.
- Relationship managers – builds and maintains key local business relationships in liaison with UKTI; networks with decision makers and agents; carries initial leads through to development phase.
- Agency and transactions – leads on appraisals; pulls together incentive packages; negotiates with investors; has high level relationships with public and private decision makers.

Inward Investment... Getting Better

Cheshire East has as much, if not more, to gain than other Cheshire and Warrington partners, from a more concerted push on new inward investment, given the themes that have emerged through this Vision, Strategy and Investment Plan for Growth.

Develop the Package

Incentives are a significant factor in attracting investment and in 'sealing the deal'. Yet Cheshire East (like Cheshire) has traditionally not had the financial support from other public funds or the promotional bias that other brands in the region have benefited from.

The high value - high growth pitch of Cheshire East should form the central thrust of any promotional activity. The following typology reflects what inward investors look for:

- **Priority 1 Actions:** a coherent, compelling proposition for new investment, based principally on cost, skills and connectivity.

- **Priority 2 Actions:** direct financial support; reduction on rates; contribution to capital, plant and machinery.
- **Priority 3 Actions:** a commitment to work closely in assisting the company's relocation including support for staff and HR requirements and sector networking and business advice and access to third party financial support and capital venture funds.

This, particularly where it is supported by local Ambassadors (eg Leader's office, MPs, Major Business Corporate Managers), offers Cheshire East the best incentive package to take to the market

3. Creating the Conditions for Sustainable Growth

Integrated Sustainable Development

This is essential for Cheshire East given what has been said before regarding the capacity for growth. The challenge of high-value growth economic growth needs to be couched in terms of the environmental challenges and impacts on those qualities of place that make Cheshire East the attractive investment location that it undoubtedly is.

Improved Connectivity and Collaboration

Cheshire East is already implementing a Superfast Broadband programme to increase the competitive edge of businesses and maximise the opportunities arising from superfast broadband connections. Given the settlement hierarchy within Cheshire East, and the spin-out enterprises being formed, this is very much a priority project for the Vision, Strategy and Investment Plan for Growth.

Key projects identified include:

- SEMMMS / A555
- A51 / A500 Strategic Corridor
- A534 Sandbach – Congleton

- A536 Congleton – Macclesfield
- HS2 Crewe Station ‘Hub’
- A556 investment (M6 -M56)
- Superfast Broadband
- Poynton Relief Road (A523)
- Congleton Relief Road (A34)

Quality Of Place Considerations

This theme envelops the settlement hierarchy and the contribution that the rural economy makes to Cheshire East.

The latter directly contributes one-tenth of the output that Cheshire East generates but perhaps more important is the less tangible and indirect benefits that Cheshire East’s attractive rural hinterland, its parks and gardens and its food festivals, contribute to attracting high value businesses and workers to relocate to Cheshire East.

With its stunning countryside Cheshire East has its share of picturesque villages, market towns with quality independent shops, charming country inns and mouth watering gastro pubs and restaurants, while having easy access to the metropolitan delights of Manchester or the wilds of the Peak District. When it comes to days out, visitors can take their pick from some of England’s most popular stately homes and gardens, ranging from mansions full of art treasures and historic deer parks to horticultural and historical marvels.

There are a number of existing projects and initiatives underway to deliver new investment into the towns of Cheshire East, which are particularly important if there is a direct link to the stimulation of high value growth opportunities. The challenge and opportunity within Cheshire East is to create high quality places which appeal to the different needs of existing and new households and occupational classes.



The Investment Plan

The Cheshire East Project Pipeline

The development of this Investment Plan has included the consideration of the whole pipeline of projects, covering physical development (commercial, residential and infrastructure) and non-physical projects, currently identified across Cheshire East.

This included the identification of over 230 projects currently known to the public sector, recognising that this does not fully capture currently unknown private sector investment plans.

These projects have the potential to deliver the following outputs, alongside other non-physical outputs:

- Total dwellings (to 2030) – 16,670, as part of our provision for up to 27,000 new homes in this period.
- Total jobs (to 2030) – 34,186.

The figures above reflect the pipeline of total residential and commercial projects as defined by the Council and other delivery agencies within Cheshire East. It is a point in time analysis and will be kept under review.

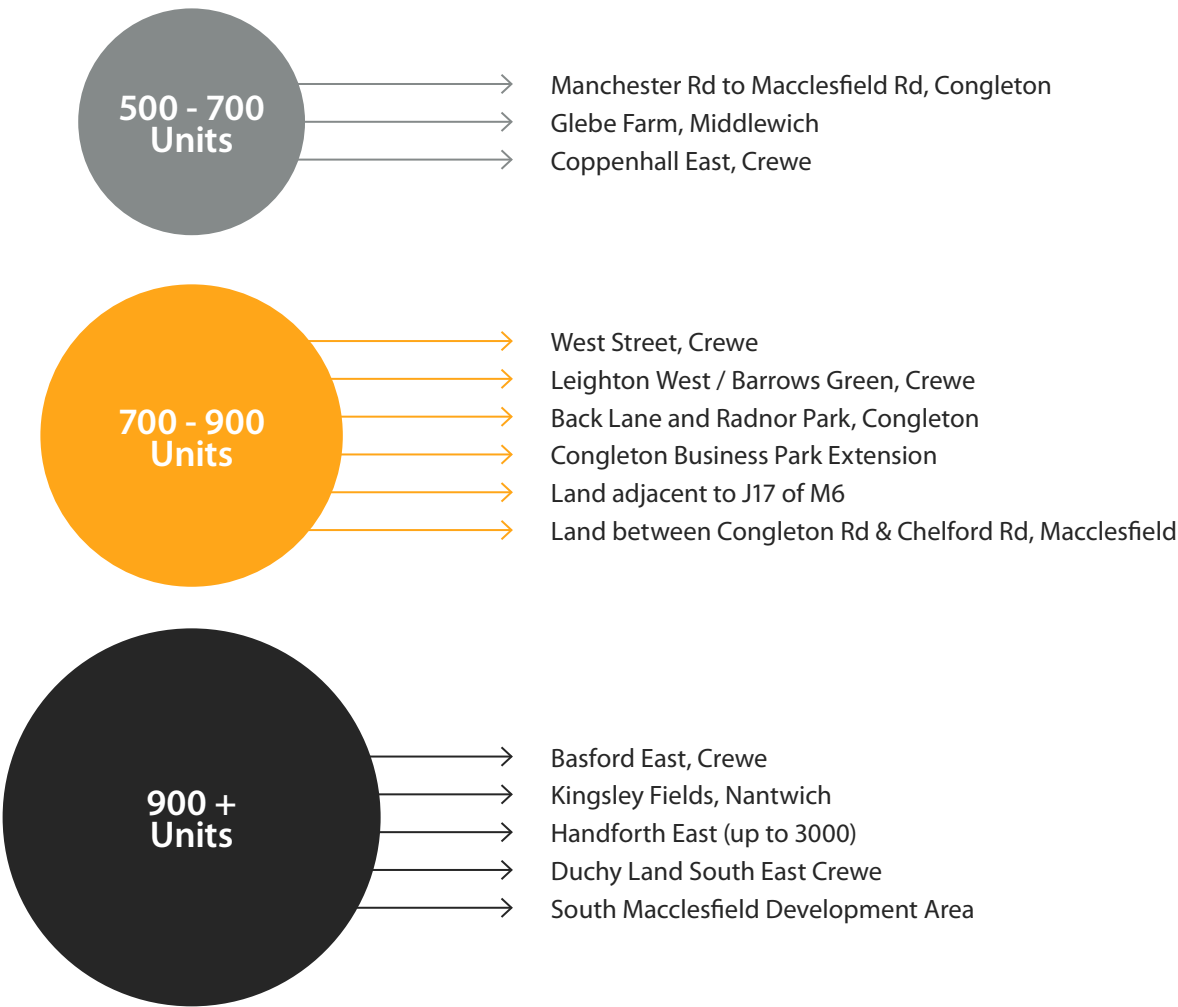
The Vision, Strategy and Implementation Plan points to a set of priorities around high-quality and high-value growth and within this total pipeline there will be key projects that will need particular focus to ensure their effective delivery and maximum impact in investment terms.

Priority 1: Productive and Competitive Business	Priority 2: Inward Investment and Business Development	Priority 3: Creating the Conditions for Sustainable Growth
Alderley Park	Superfast and Ultrafast Broadband	Knowledge Transfer Partnerships
Basford East (including Basford Innovation Centre)	A51 / A500 Strategic Corridor	Investor Development & Aftercare Programme
Basford West, Crewe	A534 Sandbach - Congleton	Investment Delivery Team
Cheshire Green Employment Park, Wardle	A536 Congleton - Macclesfield	Propositional Marketing Strategy
Junction 16 / Radway Green	Sustainable Urban Extensions including Handforth East	Workforce Development Action Plan
Capricorn Employment Site, Sandbach	Major Housing Delivery Sites	Cheshire East Visitor Economy Strategy
University Technical College, Crewe	SEMMMS	
Deep GeoThermal energy project	Crewe Town Centre	
HS2 Including Crewe Rail Gateway	Macclesfield Town Centre / SMDA	
Advanced Engineering Technology Hub	A556 Investment	
Radnor Park, Congleton	Poynton Relief Road	
Booths Park, Knutsford	Congleton Relief Road	
	Tatton Vision Programme of Investment	
	Jodrell Bank	

Housing Delivery

In addition to physical and non-physical projects with commercial / direct economic outputs, the pipeline includes some key housing development, identified in the Council’s Strategy Document. Housing delivery will be critical to deliver both the scale and quantum of dwellings required to meet aspirations. These are identified within this Investment Plan on the basis of their alignment with the Vision, in terms of scale and potential to deliver the right type of housing growth required to deliver the quality premium set out in this document. The list included is not exhaustive and does not prejudice the planning process.

This includes recognition that connections and synergy with drivers outside of the area including, for example, Airport City in Greater Manchester is critical, both for the continued growth and prosperity of Cheshire East, but also ultimately for the success of those individual projects and initiatives.



A Dedicated Resource

The Vision, Strategy and Investment Plan makes a case for a dedicated new investment and business development team to be established, which could be aligned for the proposed new Development Company but ultimately remain accountable to the Leader of the Council.

This would be a major commitment on behalf of the Council but provides the dedicated resource to realise the aspiration set out in this document.

It could involve a redeployment of existing staff but the introduction of specialist new skills will be particularly important.

Shared resourcing with the Local Enterprise Partnership may also offer support for the venture.

In establishing a delivery team, consideration should be given to the need to consider the following ‘thematic’ areas:

- Investment – refers to the skills highlighted in previous sections of this document.
- Development – refers to a team of development specialists who are tasked with the project management of key high-quality high-value projects and a responsive single point of access for private sector projects. Ethos of this team could be to accelerate development.
- Financial – refers to a team of specialists that understand finance and funding, as well as the contribution that assets make to delivering regeneration. This is the team that will help to ‘unlock’ development. This team also takes the lead on developing any local asset backed vehicles, TIF/ ADZ schemes, and in establishing any property/ venture funded vehicles.

For further information please contact:

Caroline Simpson
Director of Economic Growth & Prosperity
Cheshire East Council

01270 686640
caroline.simpson@cheshireeast.gov.uk

Jez Goodman
*Economic Development &
Regeneration Manager*
Cheshire East Council

01270 685906
jez.goodman@cheshireeast.gov.uk

CHESHIRE EAST COUNCIL

CABINET

Date of Meeting:	7 May 2013
Report of:	Director of Economic Growth and Prosperity Head of Technical Strategy and Planning
Subject/Title:	Connecting Cheshire Project Update
Portfolio Holder:	Councillor David Brown, Deputy Leader and Cabinet Member for Sustainable Communities. Councillor Jamie Macrae, Cabinet Member for Prosperity and Economic Regeneration

1.0 Report Summary

- 1.1 This report provides a progress update on the development and delivery of the Cheshire, Warrington & Halton Local Broadband Plan.
- 1.2 The Connecting Cheshire Partnership has been progressed to the delivery phase for the provision of superfast broadband services in areas of market failure, largely our outlying rural areas. The project is being developed in partnership with the Councils of Cheshire West and Chester, Warrington and Halton, with the support of the Cheshire and Warrington Local Enterprise Partnership.
- 1.3 The project has completed a procurement process to appoint a strategic telecommunications investment partner via a framework process provided by Broadband Delivery UK (BDUK), the government's broadband delivery authority. The successful bidder is British Telecom PLC (BT).
- 1.4 The strategic telecommunications investment partner will provide over £9.0m to deliver and gap fund the rollout of fibre broadband to rural areas of Cheshire, Warrington and Halton. The majority of premises are expected to receive speeds of 24Mbps or above. This will also include an infill programme to offer a minimum of 2Mbs broadband speed to those premises not covered by the fibre solution.
- 1.5 Combined with the existing and planned commercial deployment, the project is expected to deliver total coverage of over 96% of premises able to take-up a fibre broadband service by the summer 2015 compared, with around 78% coverage at present.
- 1.6 To complement the deployment of superfast broadband services an integrated demand stimulation campaign will be led by the project to encourage take-up of fibre broadband. Our growing network of Digital Champions in the community will be engaged to raise awareness about the opportunities high speed digital services bring, and to act a network of peers

through which project team can promptly give and receive key messages with local communities.

- 1.7 In July 2013 a partner will be procured to deliver a tailored programme of business support for eligible Small and Medium sized Enterprises (SMEs) to ensure they can make best use of high speed digital services, which in turn is expected to help those businesses grow and become more prosperous. A minimum of 12 hours will be spent with 830 businesses over a two year period, which is expected to create 478 new jobs and enable 415 businesses to improve their performance (GVA). Further information will be provided on the business support programme in due course.

2.0 Decision Requested

- 2.1 To receive and endorse the appointment of BT as the project's strategic telecommunications investment partner.

3.0 Reasons for Recommendations

- 3.1 To progress 17th September 2012 Cabinet decisions:

That Cheshire East Council enters into a partnership arrangement with Cheshire West and Chester Council, Warrington Borough Council and Halton Borough Council for the delivery of the Connecting Cheshire Superfast Broadband Project.

Cheshire East Council leading the partnership and fulfilling the role as the Accountable Body and principal delivery agent of the Connecting Cheshire Partnership.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 All

6.0 Policy Implications

- 6.1 The case for investment into Superfast Broadband for Cheshire East has been established in the following key policy documents:
- Cheshire East Three Year Plan 2013 - 16
 - Cheshire East Sustainable Community Strategy: Ambition for All (2010)
 - Cheshire East Economic Development Strategy (2011)
 - Cheshire East ICT Strategy 2013 -16
 - Cheshire Crewe Vision All change for Crewe (2011)
 - Cheshire and Warrington Local Enterprise Partnership Business Plan (2012).

7.0 Financial Implications

- 7.1 The Connecting Cheshire Partnership has secured £4.0m funding from Broadband Delivery UK (BDUK) for infrastructure investment to which the local authorities have committed £3.36m match funding through, broken down as follows:

Council	Amount
Cheshire East Council	£1,176,620
Cheshire West & Chester Council	£1,497,380
Halton Borough Council	£187,110
Warrington Borough Council	£535,208

- 7.2 The Council approved the investment of £1.2m profiled over three years to provide for 90% superfast broadband coverage across the Borough, with an ambition to achieve greater coverage by leveraging European Grant Funding.
- 7.3 To extend the rollout of Superfast Broadband, the Partnership has been successful in an application to the European Regional Development Fund (ERDF) for £15m to support investment in faster broadband infrastructure, prioritised towards adoption by SMEs. This is made up of £13.6m towards infrastructure investment, £0.8m towards business support and £0.6m towards programme management.
- 7.4 A business support programme will also be separately procured to provide direct assistance to SMEs to enable them to identify and exploit the benefits of faster broadband. The support programme will run in parallel to the deployment project, thus stimulating and securing additional economic growth for the sub-region. We anticipate in the region of 8,000 additional businesses will have access to a fibre broadband service as a result of the project and 830 businesses will gain a minimum of 12 hours support.
- 7.5 The total value of the Connecting Cheshire project is expected £31.42m. Grants and contributions will be received by the Council and paid to BT in accordance with the policies determined under Finance Procedure Rules and in line with various funding body terms and conditions. The Council as the Accountable Body will be responsible for managing finance and funding on behalf of the partnership and for fulfilling all obligations committed to under the various funding stream of the project. In particular those relating to BDUK and ERDF monies and any future funding that may become available.
- 7.6 Additional localised funding may be available via DEFRA's Rural Community Broadband Fund, subject to further funding rounds becoming available, to assist communities outside the scope of our fibre deployment. A £430K application is currently being progressed within in the Burleydam area following a previous application round.

8.0 Legal Implications

- 8.1 Section 2 of the Local Government Act 2000 gives Local Authorities power to take steps which they consider are likely to promote the economic, social or environmental well being of their area - or its inhabitants. However, no action can be taken which would contravene any specific statutory prohibition, restriction or limitation. Regard must also be had to the Community Strategy. The actions proposed in this report fall within this power.
- 8.2 The Connecting Cheshire Partnership has received significant legal assistance in order to arrive at a mutually beneficial contractual arrangement with the project partners and BT, taking into account the grant funding criteria set by BDUK and particularly ERDF regarding challenging timescales to complete the project by spring 2015.

9.0 Risk Management

- 9.1 The time constraints associated with ERDF and BDUK grant being used to partly fund the project has resulted in BT proposing an accelerated engineering programme, which means the Council is required to accept a higher degree of risk than usual for similar engineering project of this scale. This risk is being mitigated through regular and robust project governance, and a contractual obligation which allows the authority to re-scope the deliverables should the build not be running to schedule.
- 9.2 However even with these controls and contract mechanics in place there is a risk some work which has been started will need to be completed beyond the funding deadline(s). Broadband Delivery UK (BDUK) has committed to contribute 50% of the costs associated with finishing any outstanding work in progress, with their contribution capped at £1.3m. If the work in progress was to be as high as £2.6m (c10% of the infrastructure build costs) the financial exposure to the authority would be a maximum of £468K, with our partner authorities making up the difference (£832K).
- 9.3 It should further be noted that despite the inclusion of rigorous project monitoring protocols, there remains an element of risk in respect of the full value of the ERDF grant funding, should the project fail an external audit. If there is a failure to comply with the terms and conditions of the ERDF grant funding there will be a requirement to repay monies already received and paid to the supplier (BT). CEC as the grant recipient will be required to repay in full any monies clawed back by ERDF. The Council has limited its exposure to this risk through a partnership / collaboration agreement with the other local authorities and through the contract in place with BT.
- 9.4 There exists a risk that a grant provider may reduce the amount of money available to the project Provisions in the contract should it not be delivering the required outputs to schedule. If such an event were to occur the delivery programme would be re-scoped to accommodate this reduction within the output requirements of the grant provider, such that there would no additional call on the partners.

- 9.5 To ensure the project is making the best use of public funding the project has worked to an in-depth evaluation strategy and has sought value for money assessments independently and from BDUK.
- 9.6 Within their tender response, BT has provided indicative information setting out those areas that may be at risk of not being included in our current funded programme of upgrading to fibre broadband due to economic viability. The communities in these areas will be supported by Connecting Cheshire explore other funding sources including the DEFRA Rural Community Broadband Fund to ensure they receive the best service possible. See 10.5 for more details.
- 9.7 A detailed monitoring and evaluation framework has been developed to support the delivery of the project. Appropriate and robust financial accounting and reporting systems are in place which will assist with early identification of any financial variances from the planned expenditure and funding.
- 9.8 An annual report will be presented to the Cabinet Member for Sustainable Communities, outlining how sums have been used and the key outcomes and achievements. The report will also review the affordability and continued relevance of the arrangement to service policies and corporate objectives and seek appropriate Business Plan approval.
- 9.9 Regular reports on progress and outcomes will be provided to the project board, Head of Service and Cabinet Member for Sustainable Communities.
- 9.10 A project risk register will be monitored by the Connecting Cheshire Project Board on a monthly basis to mitigate any variance or additional risk exposure. A shared Project Management Office (PMO) and governance structure will be established with BT which will provide a direct reporting mechanism and close working relationship between the engineering deployment and overall project management.
- 9.11 The project will be subject to regular audit inspections by the Department of Communities and Local Government (DGLG) and BDUK to monitor progress. Furthermore the project will seek independent evaluation to ensure compliance with ERDF guidelines.

10.0 Background

- 10.1 The Councils across Cheshire East, Cheshire West & Chester, Halton and Warrington have formed the Connecting Cheshire Partnership tasked with the delivery of faster broadband speeds for our businesses and indirectly our residents by 2015. The project is a real opportunity to give the sub-region a much needed economic and social boost; a study conducted in 2012 estimated full coverage of Superfast Broadband (SfB) would generate a gross impact of £1.3bn to the economy and create 11,000 jobs over the next 15 years across our sub-region.

- 10.2 On the 17th December 2012 Cheshire East Council on behalf of the Connecting Cheshire Partnership, released an invitation to tender to procure a strategic investment partner to deliver and gap fund the rollout of superfast broadband to rural areas of Cheshire, Warrington and Halton. On the 15th February 2013 a bid was received from BT in response to our tender. Fujitsu, the other framework supplier, declined to bid and have subsequently withdrawn from the framework.
- 10.3 Working to the direction of a Connecting Cheshire Evaluation Strategy a full evaluation of the bid response took place on receipt of the tender response from BT. The conclusion of the evaluation was that the BT bid was compliant and achieved a score of 74.8%. The Connecting Cheshire Project Board accepted a recommendation to announce BT as the preferred supplier, subject to contract, on the 13th March 2013. Following a period of extensive clarification and refinement, the contract was finalised for approval and was accepted on behalf of the Partnership by Kim Ryley and David Brown on 26th April 2013.
- 10.4 The solution offered by BT is expected to deliver fibre broadband services to 91% of the intervention area (85,109 premises); of which 73% premises should receive a speed greater than 24Mbps. In addition 52% of enabled premises are expected to benefit from an estimated speed uplift of 40Mbps or more. The solution will predominantly make use of Fibre to the Cabinet, FTTC and a small amount of Fibre to the Premises, FTTP technologies. The remaining premises (3,508), referred to as infill, will receive a guaranteed minimum speed of 2Mbps delivered by technologies such as Broadband Enabling Technology and satellite services.
- 10.5 BT's Solution Design involves the deployment of the following key infrastructure components within the Intervention Area:
- A total of 22 Handover Points will serve premises across the Intervention Area allowing internet service providers to interconnect into the network.
 - 297 cabinets (538 cabinet areas) are planned to be enabled serving over 54,000 premises with an FTTC solution and over 20,000 Exchange Only (EO) lines are expected to be enabled with either an FTTC or an FTTP solution. A proportion of the remaining premises are planned to be enabled with an FTTP solution.
 - The telephone exchanges covering Burleydam, Winkle, Arley and Huxley have been identified as being at the highest risk of not being upgraded to fibre services. Whilst other approaches will be deployed such as advanced copper technology, wireless or satellite delivery to bring broadband speeds up to a minimum of 2Mbps, this could result in these areas remaining on slower broadband speeds for some time to come, impacting on approx. 1,200 premises in total. The project team is working with the community in Burleydam and Audlem to secure a Rural Community Broadband Fund grant to ensure fibre broadband will reach as many homes and businesses as possible.

- 10.6 It is forecast that the fibre broadband rollout will be delivered by summer 2015 with the remaining premises receiving a speed greater than 2Mb/second by late 2015. When considering the existing commercial rollout of fibre broadband regionally, availability of fibre services will increase from 80% (as it is today) to over 96% making Cheshire one of the best connected regions in the country.
- 10.7 The project will cost £31.42 including the non-fibre infill and the revenue phase of the project. Public sector contributions to the project total are £22.40m which is made up of £3.40m Local Authority, £4m BDUK, and £15m ERDF. BT is providing £9.02m match to the total sum.
- 10.8 BT has built their solution on an assumed 20% base take-up of service over the contract term. If take-up is higher, or build costs cheaper, a claw-back mechanism is triggered returning investment to Connecting Cheshire to reinvest in project. For example if take-up achieved 40%, which is a robust independent estimate for Cheshire, in the region of £150,000 would be returned an Investment Fund for the project.
- 10.9 The BT bid is based on the same business model that has underpinned their commercial roll-out across the UK; this provides a wholesale open access approach whereby the Openreach network is used by a large number of internet service providers such as Talk Talk, Sky and Plusnet as well as BT Retail to offer choice and competitive pricing to residential and businesses subscribers.
- 10.10 The BT bid also includes in-kind contributions to the marketing and demand stimulation aspects of the project, to integrate fully with their national roll-out of fibre broadband, and will exploit many technological innovations and engineering expertise gained during fibre deployment in predominantly rural areas such as Cornwall, Cumbria and North Yorkshire.
- 10.11 An extensive programme of community engagement and demand stimulation will be provided during the project to help exploit the benefits of fibre broadband to drive service take-up, reduce digital exclusion and support digital literacy. This will build on the work to date including the recruitment of over 100 volunteer Digital Champions and 6,500 demand registrations received to date.

11.0 Access to Information

- 11.1 Background papers relating to this report can be inspected by contacting the report writer:

Name:	Julian Cobley:
Designation:	Head of Technical Strategy and Planning
Tel No:	01270 686170
Email:	Julian.cobley@cheshireeast.gov.uk

This page is intentionally left blank

CHESHIRE EAST COUNCIL

CABINET

Date of Meeting:	7 May 2013
Report of:	Director of Economic Growth and Prosperity
Subject/Title:	Property Asset Transfer:- Transfer of the Former Water Street School, Bollington
Portfolio Holder:	Cllr Jamie Macrae Portfolio Holder for Prosperity and Economic Regeneration

1.0 Report Summary

This report is intended to seek approval to the property asset transfer of the land and buildings known as the Former Water Street School, Bollington shown edged in red on the attached plan to local charity (number 1110683) Bollington Initiative Trust (BIT), upon the terms outlined in this report.

2.0 Decision Requested

2.1 It is recommended to Cabinet:

- That both the Council's freehold and leasehold interests in the site shown edged in red on the attached plan be transferred to Bollington Initiative Trust upon the terms outlined in Section 10 of this report.
- That delegated authority be given to the Director of Economic Growth and Prosperity and the Interim Monitoring Officer and Head of Legal Services to finalise the details of the proposed freehold transfer and long lease assignment of the property and any statutory declarations/statements of truth as may be required to regularise title and transfer the whole site to Bollington Initiative Trust.

3.0 Reasons for Recommendations

- 3.1 The proposed asset transfer is in line with the localism act and will enable the local community to have a direct say on how the asset is managed.
- 3.2 The proposed sale will generate a significant revenue saving and relieve the Council of ongoing maintenance and management liability.
- 3.3 This will in turn help to safeguard the ongoing pre school use on the ground floor of the building and give comfort and longevity to the other community groups and users such as local fun days, youth clubs and cadets which have all used the building and site for local community activities.

- 3.4 BIT's intention is to create a versatile local business centre and community building with a variety of potential uses and users relating to community cohesion and business and community group incubation. The rooms on the first floor of the property will be leased out at commercial rents to tenants and the ground floor will be used for community use. The land shown coloured yellow on the attached plan may be developed for housing.

4.0 Wards Affected

- 4.1 Bollington

5.0 Local Ward Members

- 5.1 Cllr B Livesley
Cllr P Hayes

6.0 Policy Implications including - Carbon reduction - Health

- 6.1 Disposal of buildings will reduce the Council's carbon footprint and liability for carbon tax.
- 6.2 National Policy is designed to decentralise government and give communities power to make a difference in their area. This initiative clearly aligns with this national drive.

7.0 Financial Implications

- 7.1 The transfer of the site for £1.00 represents a potential undervalue of up to £435,000. This is the market value based on residential redevelopment/conversion of the site which was in a report completed by the District Valuer Services dated 9th August 2012- however this does not take into the account the restrictions around access or the amount of work that will be required to enable any redevelopment of the site which are considered to be substantial and are expanded on further within section 9 of this report . The Council is able to dispose of land and buildings at less than best consideration under the General Disposal Consent referred to in Legal Implications where the 'undervalue' is less than £2million and the other conditions of the Consent are satisfied
- 7.2 The Council proposes to forego the capital receipt in this instance to support the promotion of well being as outlined herein and to create savings.
- 7.3 An overage agreement will obligate BIT to pay a proportion of any increase in value from £1.00 upon a resale or lease of the site or part of it and/ or any increase in value resulting from implementation of planning consent in respect of the brown and/or yellow land shown on the attached plan. Such obligation to run for 15 years on the basis of:
- year 1 – 100%

- year 2 – 90%
- year 3 – 80%
- year 4 - 60%
- year 5 – 40%
- year 6 – 30%
- years 7 to15 – 25%

- 7.4 The overage agreement will in all material respects bar one replicate the overage deeds which the town and parish councils have entered into in respect of properties transferred to them under the transfer policy. The exception is that the Council accepts that if the whole or part of the site coloured brown on the attached plan and/or the whole or part of the site shown yellow on such plan are sold or leased in respect of the whole or part and the proceeds of sale received by BIT are then applied towards improvements to site only and the proceeds of sale are so applied within a timescale to be agreed no overage shall be payable to the Council in consequence of the relevant sale or letting.
- 7.5 The Council currently pays £16,000 per annum to BIT under the terms of a management agreement including all non structural repairs and maintenance and day to day tenant management issues and obligations and any necessary security and key holding arrangements.
- 7.6 Under the proposed transfer BIT would become accountable for the whole site including all major structural repairs
- 7.7 The Council will also forego the current rental income for the site which is £6,000 pa exclusive from the pre school tenant on the ground floor. This will assist BIT with the running costs for the building, making the proposal more viable going forward.
- 7.8 The building is in poor condition and will require substantial refurbishment to bring back into operational use or tenantable use on the first floor. The Council will be liable for substantial internal and external repairs and maintenance going forward if the site is not sold or transferred. The detached land coloured yellow has a circa 30 ft high retaining wall running the length of the rear boundary which will also need attending to in the near future. The retaining wall is a barrier to obtaining vehicular access to the detached land coloured yellow. The District Valuer's valuation report states that it would be costly to acquire rights to access the yellow land. The 'hope value' of £75,000 applied to this land would be subject to deductions for acquiring and creating the access in order to facilitate residential redevelopment on the land which could leave the land with a negative value once the ability to develop it has been taken into account. The site with unhindered access would be worth in the region of £75,000. The total value of the whole site (Land and Buildings is £435,000).

8.0 Legal Implications

- 8.1 Local authorities are able to dispose of land and buildings at less than the best consideration reasonably obtainable under the General Disposal Consent (England) 2003, where the 'undervalue' is less than £2million. A lease for a

term of more than 7 years is a disposal. The Consent requires the local authority to be of the view that the disposal is likely to help to secure the promotion or improvement of the economic, social or environmental well-being of its area or residents resident in its area.

- 8.2 There is also a requirement for a local authority to satisfy itself that it will not give unlawful State Aid as by accepting an 'undervalue' the Local Authority is providing a subsidy. The Council has obtained advice on State aid from lawyers specialised in this area. For a variety of reasons including (a) because the real benefit in this case will flow through to end users who are largely not commercial businesses carrying out an economic activity; (b) because the only arguable beneficiary here – BIT – is engaged fundamentally in community activities meaning there will be little or no distortion of competition arising as a result of the deal and/or no possible effect on trade between Member States; (c) because the amounts concerned are comparatively small; (d) the amount of State resources arguably attributable to commercial activity may be de minimis (i.e. below EUR 200k per undertaking); and (e) because there is no apparent complainant nor particular audit chain that would be likely to scrutinise the matter further the external lawyers do not consider there should be any real concern over State aid for this project. However, only European Commission approval would give absolute legal certainty but any such notification would seem thoroughly disproportionate (in the lawyers' experience) to the facts at issue, for the reasons explained above. Ultimately, the final risk, should the project ever be challenged for State aid, would lie with BIT, who, in theory, could be required by law to refund the State aid together with interest.
- 8.3 However it should be noted that the yellow land can only be accessed on foot by means of a footbridge from the part of the site coloured blue on the attached plan and the Council cannot prove an entitlement to use that footbridge. The site has the potential for reuse for a number of purposes but is considered most suitable for redevelopment for housing. The Council does not own the land approaching the bridge, the land shown coloured pink on the plan which is owned by L and S Barber Builders Limited Company number 1333085. The Council does not own the bridge. There is a high retaining wall on the North and North East boundaries of the land shown coloured yellow on the plan so that the only access to and egress from the yellow land is over the footbridge. The [main] site has the potential for reuse for a number of purposes but is considered most suitable for redevelopment for housing. BIT may either develop the land shown coloured yellow on the plan for housing or sell the land coloured yellow on the plan to a developer for housing development.
- 8.4 There is no requirement that local authorities undertake a tendering process within the General Disposal Consent. However, there is the general requirement for authorities to follow "normal and prudent commercial practices". Where a local authority has undertaken a valuation of the asset to understand the level of the 'undervalue' and has established a robust business case for transfer, there would be no further requirement to 'market test' a transfer proposal to meet the General Consent criteria

- 8.5 In transferring assets the Council must behave prudently to fulfil its fiduciary duty.
- 8.6 If the Council is minded to deal only with BIT it needs to have rationalised why the disposal brings benefits that outweigh undertaking a market process.

9.0 Risk Management

- 9.1 The site has not been offered for sale or transfer on the open market. and thus the Council cannot evidence whether there is demand from other parties whether those parties be charitable, community organisations, social enterprises or private individuals. Consequently the Council may be at risk of legal challenge from aggrieved parties in the event of it seeking to progress an off market transaction with one particular local community group as opposed to marketing the opportunity to the wider community. In this regard it should be noted that Bollington Town Council has confirmed that it is not interested in taking ownership of the property and is promoting its transfer to BIT.

Local residents have been interested in taking bits and pieces of the site in the past for nominal sums to prevent anti social behaviour in the grounds or to extend their gardens. It has not been considered prudent to date to recommend breaking up the site given the different types of ownership and ongoing community uses dependant on the external areas to support their use of the building, it has been brought to our attention that a local shop/warehouse abutting the rear of the detached playground coloured yellow has just been placed on the market referring to a development opportunity incorporating adjacent disused land owned by the Council. The warehouse is for sale for £230,000 and could provide an access to redevelop the land locked land coloured yellow on the attached plan. The District Valuer valued the yellow land owned by the Council at £75,000 in the 'hope' that access could be achieved to redevelop for residential purposes but highlighted that achieving access would be very costly given the land levels (difference of circa 30 ft in a very tight/constrained area) of the land between street level and the base of the retaining wall. The surrounding/remaining land/retaining wall also needing to be attended to in order to create the necessary access. The cost could erode that value. The overall valuation of the whole site included this element of value in its total. No discussions or confirmation has been given to the Agent marketing this warehouse or to the owner. The Council has just made a note of the local interest in the site and is confirming that interest herein.

- 9.2 That the proposal is not viable and sustainable in the long term, however it is felt that it creates social and environmental value and benefits which support the corporate aims and priorities of the Council as set out in adopted policy.
- 9.3 The capacity of BIT to conserve and manage the asset [or other public buildings and open spaces for continued public use and access .and to meet capital and ongoing revenue costs in order to demonstrate the ongoing sustainability of the social and environmental value and benefits.

- 9.4 That the proposed transfer is carried out in a transparent manner with clear processes for assessing the benefits of the transfer (linked to corporate priorities) which allows a comparison with market value.

10.0 Background and Options

- 10.1 The former school building is a two storey stone construction situated in a conservation area and is locally listed. It is approx 600 square meters in internal area laid out over 2 floors, ground floor consists of 2 main children's play rooms, small office, toilets and small kitchen area, 1st floor consists of 5 meeting rooms/offices, Kitchen/diner area and toilets. The land and building coloured blue and brown on the attached plan is approx 0.28 acres in area, the additional land coloured yellow is approx 0.17 acres in area. The building is not nationally listed. Local residents have been permitted to park cars free of charge on the land shown coloured brown on the plan.
- 10.2 Water Street School, Bollington has not been used as a school for approx. forty years. There is a children's pre school tenant on the ground floor of the building - Bollington Pre School. A nursery/pre school provision has been in operation from this building for approx 30 years or more and is contributing to the Council's necessary provision of pre school childcare for the locality. The remainder of the building has been used by community groups in the past, most notably as a youth club and base for the Sea Cadets. Due to the current condition and uncertainty of the future use of the building both the youth club and the cadets no longer operate from the building. There is an external playground and car park which supports the use of the building by the pre school tenant and parents and a vacant piece of land on the opposite side of the brook coloured yellow on the attached plan. This additional piece of land was a former hard play area and most notably has a retaining wall to the rear which will need significant maintenance in the future to support any long term re use of this piece of land. There is also an issue with the ownership of the land leading to the footbridge (such land shown coloured pink on the attached plan) and the footbridge access to the additional land over the River Dean. The bridge separates the land from the main site and the yellow land has only this pedestrian access currently.

The site is owned by the Council - freehold the blue and yellow areas of land which includes the building. The brown area is long leasehold (999 years). The footbridge and the land leading to the footbridge were never formally transferred to the Council and therefore are not in the Council's ownership. Further legal searches and potentially a statutory declaration or statement of truth may be required to obtain a legal right of access to this piece of land to BIT.

- 10.3 The proposal to transfer this site to BIT was brought forward from the former Cheshire County Council list of ongoing projects and recommendations and was listed as a Quirk Path Finder Project prior to LGR.

- 10.4 Bollington Initiative Trust is a Macclesfield based charity (charity number 1110683) and operates in the acquisition and conservation of public buildings and open spaces for continued public use and access.
- 10.5 BIT has been managing the site since before LGR and under the terms of a management agreement obligating them to pay all the utilities and undertake all internal and external repairs and maintenance (except major structural) and manage the building both tenanted and untenanted day to day and to ensure that the site is secure.
- 10.6 BIT intends to renovate the school building and the playground and use them for community groups to meet and carry out their activities. The first floor of the school building will be as units to be let out at commercial rents. The ground floor is intended to be used by community groups. BIT will receive the rental income from the tenants on the site to offset running costs.
It is possible that BIT will dispose of or develop itself the land coloured yellow and/or the land coloured brown on the attached plan and apply any proceeds of sale/letting of the yellow/ brown land for the furtherance of its charitable purposes at Water Street School.
- 10.7 BIT have put forward a detailed business case to support their request for the transfer of the asset to them.
- 10.8 In general terms, when assessing the merits of a community asset transfer, the decision is essentially a choice between achieving a capital receipt from the sale of the asset and using that receipt to support the councils spending needs and the benefits generated to the community and/or the council by the transfer of the asset to BIT
- 10.9 The ownership and the management of assets by community organisations is being supported by Government. It is seen as a means to achieve a range of key objectives, from promoting civil renewal, active citizenship and improving local public services to tackling poverty and prompting economic regeneration - through developing social enterprise and supporting the growth of community anchor organisations
- 10.10 Therefore, in making this asset transfer decision, local authorities should:
 - 10.10.1 Have regard to their community strategy.
 - 10.10.2 Assess the likely amount of the undervalue
 - 10.10.3 Understand what community benefits will be realised by transfer and how the interests of local people will be better served.
 - 10.10.4 Have regard to business plan and financial viability of the community based organisation's plans.
 - 10.10.5 Understand the State Aid implications.
 - 10.10.6 Assess market interest.

11.0 Access to Information

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

Name: Christopher Allman

Designation: Project Advisor

Tel No: 01270 686689

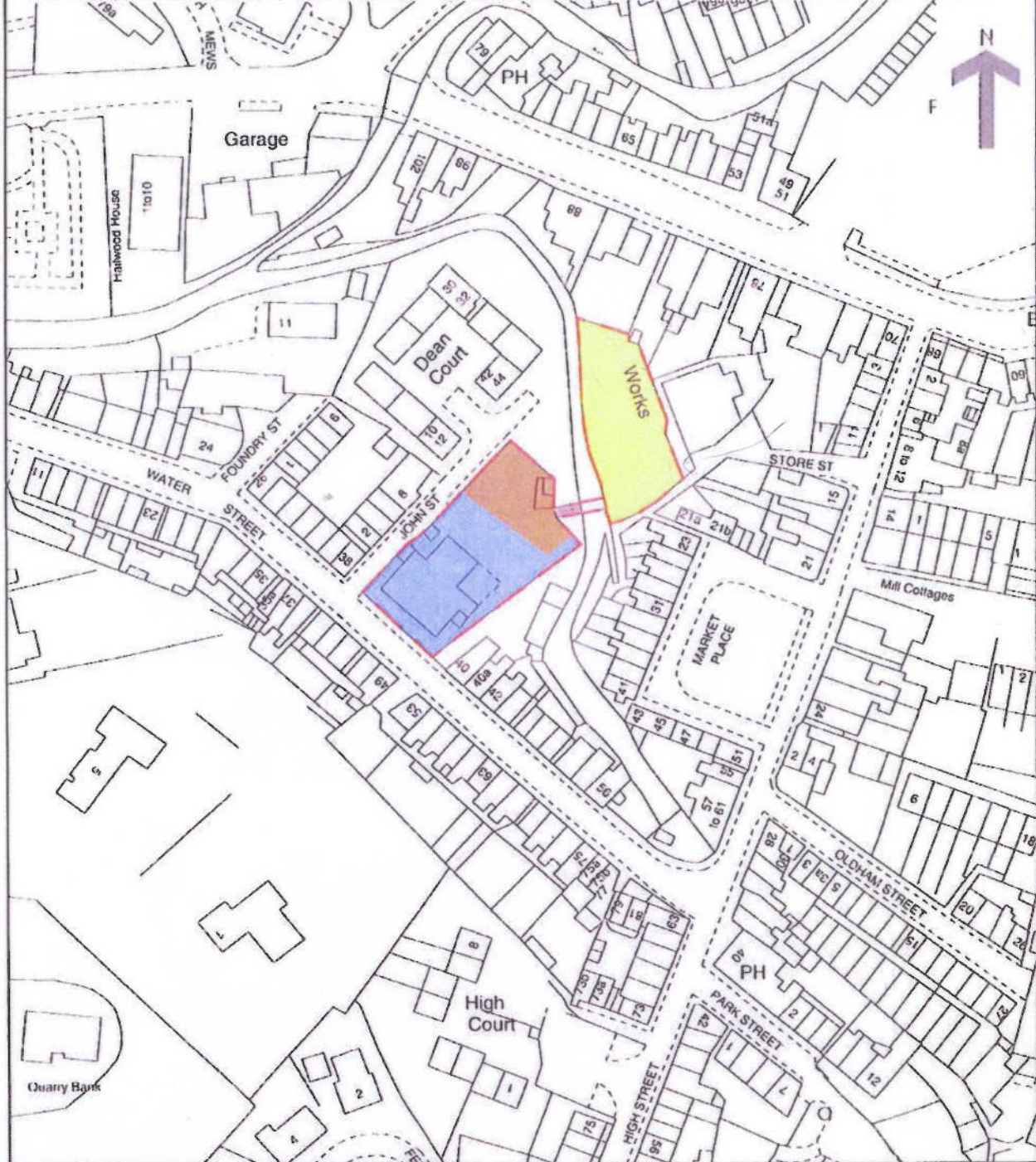
Email: christopher.allman@cheshireeast.gov.uk

Land Registry Index map plan

Ordnance Survey map reference SJ9377NE
Scale 1:1250
Plan prepared on 07/01/2010 at 00:00:01



© Crown Copyright. Produced by Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 100026316



This plan should be read in conjunction with result Z011GJB.

This plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title Plans and Boundaries.



This page is intentionally left blank