

## Cabinet Agenda

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**Date:** Tuesday, 10th November, 2015  
**Time:** 2.00 pm  
**Venue:** Committee Suite 1, 2 & 3, Westfields, Middlewich Road,  
Sandbach CW11 1HZ

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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 body in question. 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.

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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 - 6)

To approve the minutes of the meeting held on 13<sup>th</sup> October 2015.

6. **Cheshire East Council Position on Support for Syrian Refugees and Asylum Seekers** (Pages 7 - 14)

To consider a report on the Council's position on support for Syrian refugees and asylum seekers.

7. **Tour of Britain Cycle Race** (Pages 15 - 28)

To consider a report which seeks approval to attract the 'Tour of Britain' Cycle Race to Cheshire East.

8. **School 20 MPH Zones - Delivery Programme** (Pages 29 - 44)

To consider a proposed three year programme for the implementation of advisory 20 mph zones outside all Cheshire East schools.

9. **District Heating Joint Venture Partner Procurement** (Pages 45 - 52)

To consider the appointment of a joint venture partner to enter into a contract with the Council to establish a joint venture company to deliver district heating fuelled by a range of renewable energy.

10. **Greater Manchester and Cheshire Life Science Investment Fund - Approval of Representative to the Investment Advisory Panel** (Pages 53 - 60)

To consider the appointment of a Council representative to the Investment Advisory Panel.

11. **Priority Planning Applications Team** (Pages 61 - 66)

To consider a new initiative in the Development Management Service to fast-track certain key planning applications from initial enquiry to planning decision by providing a seamless service and cutting through unnecessary delays.

12. **Neighbourhood Planning Update Report** (Pages 67 - 72)

To consider a report on the progress made in enabling communities across the Borough to prepare neighbourhood plans.



13. **Shropshire Union Canal (Nantwich to Ellesmere Port): Conservation Area Character Appraisal** (Pages 73 - 212)

To consider arrangements for public consultation on a proposal to designate a conservation area for the historic Chester Canal along a section of the present day Shropshire Union Canal within the boundary of Cheshire East.

14. **2015/16 Mid Year Review of Performance** (Pages 213 - 288)

To consider a report on the Council's financial and non-financial performance at the mid year stage of 2015/16.

**THERE ARE NO PART 2 ITEMS**

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**CHESHIRE EAST COUNCIL**

Minutes of a meeting of the **Cabinet**  
held on Tuesday, 13th October, 2015 at Committee Suite 1,2 & 3, Westfields,  
Middlewich Road, Sandbach CW11 1HZ

**PRESENT**

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

Councillors A Arnold, J Clowes, J P Findlow, L Gilbert, P Groves and  
D Stockton

**Members in Attendance**

Councillors G Baxendale, S Corcoran, T Dean, S Edgar,  
I Faseyi, S Gardner, M Grant, G Hayes, S Hogben, R Menlove,  
A Moran, D Newton, M Warren and G Williams

**Officers in Attendance**

Mike Suarez, Kath O'Dwyer, Peter Bates, Caroline Simpson, Heather  
Grimbaldeston, Anita Bradley, Brenda Smith, Stephanie Cordon, Nigel  
Moorhouse and Paul Mountford

**Apologies**

Councillor Rachel Bailey

**43 DECLARATIONS OF INTEREST**

There were no declarations of interest.

**44 PUBLIC SPEAKING TIME/OPEN SESSION**

Sue Helliwell asked if the Council was committed to helping the Syrian  
refugees. The Leader replied that it was but that this was an important  
issue and the Council needed to get it right.

**45 QUESTIONS TO CABINET MEMBERS**

Councillor A Moran asked whether, in the interests of transparency, it was  
morally correct for Cheshire East Councillors on the Strategic Planning  
Board, including the Cabinet Member, to determine a planning application  
from this Council to construct a waste transfer station at Cledford Lane,  
Middlewich, which was approved against much local opposition, and he  
asked if such applications should be determined by another method. The  
Leader replied that, whilst he did not intervene in planning applications, he  
was willing to meet any member to discuss any issue they had with a

planning application to make it better and stronger and to see what the Council could do to make it more amenable.

Councillor S Corcoran asked if all young people leaving the Council's care had a Cheshire Neighbours Credit Union account opened for them. The Leader replied that this was a good idea and the Council would ensure that they did from now on if this was not already the case. He asked the officers to write to Councillor Corcoran to confirm the position.

Councillor S Hogben asked if the Council's representative on Rail North would make representations about passenger safety in view of proposals to take guards off certain passenger trains in the North West. The Leader replied that passenger safety was always a priority for the Council. The Deputy Leader and Portfolio Holder for Highways, as the Council's representative on Rail North, indicated that the matter was under discussion as part of the new rail franchise and that the issue of passenger safety and assistance for elderly and disabled passengers would be taken into consideration.

Councillor T Dean asked whether, if there was local public support for a relief road at Knutsford, the Council would support such a project. The Leader replied that whilst the Council would give serious consideration to any proposal which was strongly supported by local residents and the town council, Cheshire East Council would have to consider the implications in terms of cost and the impact on the environment, including the green belt around Knutsford and local heritage.

Councillor G Williams asked if a partnership agreement between the Congleton Beartown bus service and Transport Service Solutions to provide free bus transport during the forthcoming school half term demonstrated the Council's commitment to reducing congestion, improving air quality and boosting trade, which the Congleton Link Road would also achieve. In this context, he asked about progress with the Link Road. The Leader replied that the scheme was now being considered through the planning process.

Councillor G Baxendale referred to a complaint by a local resident who was unimpressed by the lack of progress in Congleton town centre on Bossons Mill, Bridestones and the high street, given the monies already announced. The Leader gave a brief update and stressed that Congleton was an important town and needed to have the best, and there was a need to work together to help deliver that.

Councillor M Warren referred to a recent announcement by the Chief Executive of the Cheshire Peaks and Plains Housing Trust that because of a shortfall in income, the Trust was having to lose 25 staff, including its neighbourhood enforcement officers, which would adversely affect the Trust's ability to fulfil its responsibilities in preventing and tackling anti-social behaviour, as well as its safeguarding role. He asked if the Council had spoken to the Trust or the police about the matter or whether the

Council had considered the implications for anti-social behaviour if the redundancies were to go ahead. The Leader undertook to meet the Trust to discuss the matter and to see if the Council could assist in some way; he asked the officers to arrange a meeting. The Leader further undertook to inform Councillor Warren of the outcome of any discussions. The Portfolio Holder for Communities added that discussions with the Trust were already underway but that the Leader's involvement would serve to reinforce the process.

### **46 MINUTES OF PREVIOUS MEETING**

#### **RESOLVED**

That the minutes of the meeting held on 29<sup>th</sup> September 2015 be approved as a correct record.

### **47 SYDNEY ROAD REPLACEMENT BRIDGE**

Cabinet considered a proposal to replace the existing Sydney Road Bridge in Crewe with a wider bridge capable of taking two-way traffic without traffic signal restriction. The increased capacity would support development in the north of Crewe and enhance access to key strategic destinations.

The Council had been working closely with Network Rail Infrastructure Projects to inform options for development and to help develop a delivery strategy for the scheme.

#### **RESOLVED**

That Cabinet

1. authorises entering into a Development Services Agreement ("DSA") with Network Rail Infrastructure Projects (NR IP) to enable the design and delivery plan of the scheme to commence;
2. authorises a planning application to Cheshire East Council as planning authority to enable lawful construction of the new bridge structure;
3. authorises officers to enter into discussions with land owners about acquiring the necessary land and rights to deliver the scheme and to delegate the entering into any necessary supporting legal agreements to the Head of Legal Services in consultation with the Portfolio Holder;
4. authorises the use of the Council's Compulsory Purchase Order powers ("CPO") to acquire land in order to construct the scheme (it being noted that CPO powers will only be used if land is unable to be acquired by negotiation);

5. authorises the appointment of external legal to implement the CPOs if required;
6. authorises the Council adopting, if constructed, the newly-constructed bridge as a Cheshire East Council highway asset; and
7. authorises the forward funding of up to £382,050 from the associated S106 agreements to fund the DSA.

**48 CHESHIRE EAST EU LEADER PROGRAMME 2015 - 2020**

Cabinet considered an update with regard to the Cheshire East EU LEADER Programme 2015 – 2020, and the developments that had taken place to ensure that Cheshire East was in a position to deliver against the programme requirements. The report sought Cabinet approval for decisions that would enable the Programme to commence once Defra had formally announced the LEADER Programme launch.

**RESOLVED**

That Cabinet approves that

1. Cheshire West and Chester Council be the Accountable Body for the Cheshire East LEADER funding bid, and that within this Accountable Body role Cheshire West and Chester Council receive and distribute grant funding on behalf of the Cheshire East LEADER Local Action Group;
2. Cheshire East Borough Council set up and be a member of the Cheshire East LEADER Local Action Group (CE LAG) and agree appropriate Portfolio Holder representation on the CE LAG;
3. Cheshire East Borough Council enter into a Partnership Agreement, as one of the members of the CE-LAG, with Cheshire West and Chester Council (as the Accountable Body for the CE-LAG);
4. Cheshire East Borough Council enter into a separate partnership agreement with Cheshire West and Chester Council to set out the obligations of both Councils in relation to the operation of the Cheshire East LEADER Programme; and
5. the content of the draft Partnership Agreements be noted and final amendments be agreed by the Head of Communities in consultation with the Portfolio Holder for Children and Families (whose portfolio includes responsibility for Rural Affairs), the s151 Officer and the Head of Legal Services and Monitoring Officer.

**49 OFSTED INSPECTION OF CHILDREN'S SERVICES**

Cabinet considered a report on the outcome of the Ofsted Inspection of services for children in need of help and protection, children looked after and care leavers in Cheshire East and the review of the effectiveness of the Local Safeguarding Children Board undertaken between 6<sup>th</sup> and 30<sup>th</sup> July 2015.

The overall judgement from the inspection was that Cheshire East required improvement to ensure that it was providing good services in the areas in question. However, the significant improvements and progress made since the previous inspection had been recognised and noted by the inspectorate.

A formal note of thanks was expressed to Nigel Moorhouse and his team for the improvements.

**RESOLVED**

That Cabinet

1. notes the contents of the paper and Ofsted's report at Appendix 1;
2. confirms the Council's ambition and commitment to achieve a service that is good/outstanding for Cheshire East's children and young people; and
3. notes the role of the Children and Families Overview and Scrutiny Committee in providing oversight of delivery against a revised improvement plan.

**50 STRATEGIC ACQUISITIONS - CREWE TRANSFORMATION PHASE 3**

The Chairman was of the opinion that for the reasons given below, this matter was urgent and could not await another meeting. The chairman of the relevant overview and scrutiny committee had agreed that the matter was urgent and that the call-in provisions should not apply. Group Leaders had also been consulted.

Cabinet considered a proposal to delegate to the Chief Executive, in consultation with the Leader and Portfolio Holders for Finance and Regeneration and Assets, authority to agree Heads of Terms for strategic acquisitions for the Crewe Transformation Phase 3 project.

The Council's growth agenda for Crewe was creating an increase in land transactions, with several strategic sites becoming available for acquisition on the open market. In order to capture potential value out of the current growth agenda, it was important that the Council was able to react quickly to any opportunities to purchase strategic sites.

Council, at its meeting in February 2015, had created a £16.5m Capital budget allocation for Crewe Transformation Phase 3 projects. This budget would allow key infrastructure improvements to be delivered.

### **RESOLVED**

That the Chief Executive be authorised, in consultation with the Leader and Portfolio Holders for Finance and Regeneration and Assets, to agree Heads of Terms for Strategic acquisitions for the Crewe Transformation Phase 3 project within the totality of the approved budget.

The meeting commenced at 2.00 pm and concluded 2.58 pm

Councillor M Jones (Chairman)



## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	10 November 2015
<b>Report of:</b>	Steph Cordon, Head of Communities
<b>Subject/Title:</b>	Cheshire East Council Position on Support for Syrian Refugees and Asylum Seekers
<b>Portfolio Holder:</b>	Cllr. Les Gilbert- Cabinet Member for Communities

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#### 1. Report Summary

##### 1.1 This report sets out:

- the situation in Syria and what Central Government is doing
- the definition of refugees, asylum seekers and economic migrants
- current national arrangements for refugees and asylum seekers and what they might mean for Councils
- Cheshire East's position based on the above
- how local residents, communities, faith and voluntary sector can help out.

##### 1.2 There are:

- over 220,000 people who have been detected crossing the Mediterranean to Europe in the first 6 months of 2015
- 12.2 million people in need of humanitarian assistance in Syria and 7.6 million of these internally displaced: (UNOCHA 01.09.2015)
- 4 million Syrian refugees in neighbouring countries (UNHCR 01.09.2015)
- 7.6 million Children in need of which 2 million are refugees (UNICEF 01.09.2015)
- Over 250,000 People who have been killed as a result of the conflict (UN 01.08.2015).

##### 1.3 The UK government have been taking part in the UN's programme to resettle refugees who have fled from their home countries, including those affected by conflict or civil war. Since 2011, the UK has granted humanitarian protection to almost 5,000 Syrians through normal asylum procedures. A further 216 people have been relocated under the Syrian Vulnerable Persons Relocation scheme so far.

##### 1.4 The Prime Minister, David Cameron announced on 7 September 2015 that the UK would accept up to 20,000 Syrian refugees over the next 5 years. This would be an extension to the existing arrangements for the Syrian Vulnerable Persons Relocation Scheme. The UK is the second largest bilateral donor to the Syria crisis. The UK has made a total contribution of

£1.12 billion since 2012 to help vulnerable people in Syria and refugees in the region. In addition, the UK Government has allocated £9.5 million from the UK Conflict, Stability and Security Fund to support local capacity and build longer term stability.

1.5 The following is a helpful definition provided by the UK Refugee Council.

- **Refugee** - *“A person who owing to a well-founded fear of being persecuted for reasons of race, religion, nationality, membership of a particular social group or political opinion, is outside the country of his nationality and is unable or, owing to such fear, is unwilling to avail himself of the protection of that country; or who, not having a nationality and being outside the country of his former habitual residence as a result of such events, is unable or, owing to such fear, is unwilling to return to it. In the UK, a person is officially a refugee when they have their claim for asylum accepted by the government.*
- **Asylum Seeker**: *A person who has left their country of origin and formally applied for asylum in another country but whose application has not yet been concluded.*
- **Refused asylum seeker** - *A person whose asylum application has been unsuccessful and who has no other claim for protection awaiting a decision. Some refused asylum seekers voluntarily return home, others are forcibly returned and for some it is not safe or practical for them to return until conditions in their country change.*
- **Economic migrant** - *Someone who has moved to another country to work. Refugees are not economic migrants.*

1.6 All Councils have been asked whether they would consider helping out and supporting Syrian refugees and asylum seekers. This request has come through two routes:

- (1) COMPASS the existing asylum dispersal scheme
- (2) Expansion of the Vulnerable Persons Relocation Scheme

### 1.7 COMPASS

1.7.1 The existing asylum dispersal scheme is called COMPASS (Commercial and Operational Managers Procuring Asylum Support Services). Across the UK, the Home Office has contracted with one private sector provider per region to provide asylum accommodation, transport and support.

1.7.2 The provider for the North West, Serco, is required by the COMPASS contract to consult with local authorities on its procurement of dispersal accommodation. The only exception to this is when temporary dispersal accommodation is needed and this can be placed in a Borough with no consultation with the Council. This is normally in hotels.

1.7.3 This contract has identified key areas in the North West as agreed areas for dispersal and these places have dedicated funded staffing arrangements in

place to support asylum seekers and refugees. They are predominantly city based and cover Greater Manchester, Liverpool and Blackburn. These areas are now at capacity due to recent steep increases in numbers, especially in the last 3 months, which means areas like Manchester are now using contingency measures using hotels rather than suitable accommodation.

- 1.7.4 Cheshire East is not participating in this contract, but has been approached by The Home Office and Regional Strategic Migration Partnership to ask whether on a voluntary basis we would consider accepting asylum seekers as the contracted areas are experiencing capacity issues. Whilst this a voluntary agreement at this stage, refusal will result in the Home Office levying a requirement on Cheshire East, reducing our ability to influence where and how many properties Serco procure.
- 1.7.5 Serco has to consult with each affected Council and get agreement from them before any asylum seeker can be housed in an area. Serco can appeal, but hasn't to date on any decision made by a Council to reject an application. The considerations are wide ranging and cover housing strategy, type of property, any school issues and availability of places, similarly availability and capacity of health services, issues of crime and community safety and any possible community tensions and also a population ratio of 1 asylum seeker to 200 existing population at ward level which cannot be breached.
- 1.7.6 Serco develop the local voluntary, community and faith sector infrastructure to support users and to enable them to integrate into the community. They manage all cases on a one to one basis, until a decision is made. Depending on whether there is an appeal, this is normally between 6 months and a year. During this period, the Council is responsible for the education of any children and ensuring registration with GPs.
- 1.7.7 Around 35% of applications receive a positive outcome and those people are then refugees and can access services and welfare benefits. Many of these refugees are from Syria and other conflict areas, and are individuals with high skills levels who have a lot to offer to our communities and economy.
- 1.7.8 The request from Serco is to procure 30 properties over a 3-4 month period and then review. 30 properties would normally house 100 service users.
- 1.7.9 Currently most Asylum Seekers are single people who tend to move to cities once awarded refugee status. Families who are awarded refugee status often stay in the dispersal area but sometimes move on.

## **1.8 Expansion of Vulnerable Persons Relocation Scheme**

- 1.8.1 The expansion of this scheme will enable a further 20,000 Syrian refugees to be admitted to the UK by 2020. Candidates for relocation to the UK under this scheme will be referred by the UN High Commission for Refugees, (UNHCR) from camps in countries neighbouring Syria.

- 1.8.2 The LGA has been lobbying the Government to ensure that funding is available to support Councils and their partners to meet the costs. To date the first 12 months of resettlement costs would be met with an indication as yet unquantified that it would be available in future years.
- 1.8.3 The Regional Strategic Migration Partnership is advising Local Authorities not to volunteer for Phase 1, but to await the outcome of the Spending Review to ensure funding is in place for 2 years, with additional funding being made available for years 3 to 5 to provide the additional services which will be required such as health and social care and ESOL provision.
- 1.8.4 The UK Government has indicated that it will try and place Syrian refugees equitably across the country to ensure that no one Council is disproportionately affected. It expects Councils to take an innovative approach, working in close partnership with communities and voluntary organisations. Councils will be responsible for sourcing accommodation and ensuring refugees are integrated into the community.
- 1.8.5 In order to access funding from Government, Councils will need to make claims. There is significant work required to co-ordinate the scheme and carry out the necessary administration. Therefore, it needs a joint response as it needs to operate at a sub-regional level in order to justify the costs involved in running the scheme.
- 1.8.6 More details of what the expanded scheme would look like are being worked up. At this point: it prioritises those that cannot be supported effectively in their region of origin; women, children and young people at risk; people in severe need of medical care; survivors of torture and violence; refugees with legal and/or physical protection needs; refugees with medical needs or disabilities; persons at risk due to their sexual orientation or gender identity; and refugees with family links in resettlement countries.
- 1.8.7 The UNHCR refers eligible individuals to the Home Office who undertake medical and security checks. The Home Office reserves the right to reject candidates on the basis of war crimes or security.
- 1.8.8 The Home Office pass on all approved cases to Councils who have expressed interest in participating in the scheme. The Council would then accept or reject the client – if they accept they submit an estimated cost of resettlement to the Home Office, who confirm the arrival date.
- 1.8.9 Councils can request a particular make up of cases from the Home Office.
- 1.8.10 Final details of the funding for the expanded scheme will be announced in the Spending Review in November 2015. The LGA is continuing to lobby for exceptional costs top up due to the complex issues faced by people coming through VPR.

## **1.9 Cheshire East Position**

- 1.9.1** The view of Officers is that we should take a measured and proportionate response to the issue working with our sub regional partners in Cheshire, the Home Office and UNCHR. Therefore, we would propose that we express our commitment to taking part in the expanded VPR scheme, but do not commit to taking any refugees until after the CSR. If a 5 year funding agreement is in place, to work with partners in the sub-region to jointly fund a Co-ordinator and administration support to operate a Cheshire wide scheme.
- 1.9.2** To participate in the COMPASS scheme on a voluntary basis, allowing Serco to procure up to 15-20 properties in the first instance and then to review the scheme. Engagement with the procurement process allows local authorities to maintain a degree of influence over asylum dispersal. The influence that the process affords can be used to limit and mitigate the adverse impacts of dispersal, and can ensure that we maximise potential benefits e.g. returning empty homes to the rental market.
- 1.9.3** The Council has set up a small Task and Finish Group of Council Officers and partner organisations such as Clinical Commissioning Groups and CVS on behalf of the voluntary, community and faith sector. This group will drive forward how we can practically manage both the demands on existing services and support the needs of asylum seekers and refugees.
- 1.9.4** For example, we will need to mitigate the potential impacts on housing demand as we have 7,000 people currently on the waiting list. The Council's Homelessness team currently deals with 200 homeless decisions per year and are working to capacity. The average homeless application takes 25 working days to process and the average wait for housing for a household to be accepted for a full duty is 6-12 weeks.
- 1.9.5** We have had some fantastic offers of support particularly from the faith community and members of the public. A webpage has been set up on our Council webpage at [www.cheshireeast.gov.uk/refugees](http://www.cheshireeast.gov.uk/refugees) to keep residents, VCF and Town and Parish Councils up to date on latest issues. There is a dedicated email address ([refugeeinfo@cheshireeast.gov.uk](mailto:refugeeinfo@cheshireeast.gov.uk)) as well which we are encouraging people to put forward ideas and questions to about how they can help.
- 1.9.6** Council put forward a motion on 22 October 2015 which asked that "This Council would welcome an appropriate number of Syrian refugees to Cheshire East". This was proposed by Cllr Sam Corcoran and seconded by Cllr Irene Faseyi. Council agreed that this was an important issue and they would bring a report to Cabinet which clearly set out the stance of Cheshire East Council. This report deals with the motion.

## **2. Recommendation**

2.1. That Cabinet agree that we:

- (i) Thank all of those that have offered help and publicly recognise the great community spirit of Cheshire East.
- (ii) Inform Government that we are committed to supporting Syrian Refugees, and will consider our position regarding VPR once we know the outcomes of the CSR.
- (iv.) Aim at the consideration of people on a case by case basis under VPR criteria and learn from the examples of best practice elsewhere to ensure that we provide effective support which is measured and proportionate and takes into account the needs of our existing communities in Cheshire East. To work with partner authorities in the sub region to establish a robust operational mechanism to oversee the scheme in Cheshire.
- (iii) Whilst this is not just about money, await the announcement in the Autumn Statement on financial support and determine any further engagement and contribution at this stage.
- (v.) Work with our partners to deliver the best outcomes for asylum seekers and refugees that we can that are sensitive to their needs.
- (vi.) Volunteer to participate in COMPASS on a voluntary basis, working with the Regional Strategic Migration Partnership to consider procurement requests from Serco on a one by one basis, up to 15-20 properties, before reviewing the scheme.
- (viii) Support the motion “that this Council would welcome an appropriate number of Syrian refugees”.

## **3. Other Options Considered**

3.1 An option would be to volunteer to join the VPR scheme now. However, the scheme requires sub-regional operational arrangements and a regional strategic overview to make it work effectively. No other authorities in the North West have volunteered at this stage, due to issues raised in this paper. Funding announcements are due in November 2015 which will then enable us to work with partners in the sub region to explore options for a viable business case to operate the scheme.

3.2 We could refuse to participate in COMPASS on a voluntary basis, however the authority would then be required by the Home Office to participate and we would have no control over the volume of properties procured in the area.

## **4. Reasons for Recommendation**

4.1 To ensure Cheshire East Council is able to influence the process and that we limit and mitigate the adverse impacts of dispersal, and maximise the potential

benefits, enabling good support mechanisms and integration into our communities.

4.2 Mitigation plans and work with partners including the VCF sector is integral to the planning of our response.

## **5. Wards Affected and Local Ward Members**

5.1 Due to the need for infrastructure and affordable rents, the COMPASS Scheme is most likely to operate in our larger towns. Potentially all wards could be affected, but there will be absolute consideration given to the needs of both the existing community and the asylum seekers and refugees.

## **6. Implications of Recommendation**

### **6.1 Policy Implications**

6.1.1 Consideration will need to be given to the priority that would be given to asylum seekers and refugees against our existing policies and the impact that this would have on service delivery and also potentially on redirection of budgets to accommodate unplanned for costs.

### **6.2 Legal Implications**

6.2.1 The Council is empowered to take the proposed action under Section 1 of the Localism Act 2011 and can be compelled to assist under Sections 100 and 101 of the Immigration and Asylum Act 1999.

### **6.3 Financial Implications**

6.3.1 The Autumn Statement by the Chancellor of the Exchequer will determine the level of financial assistance that will be awarded to each Council for supporting the additional 20,000 Syrian refugees under the VPR scheme. The Local Government Association (LGA) has been working with Councils to lobby on their behalf for appropriate financial assistance for a five year period. At the moment, this has been agreed for the first year with the amount to be agreed and a potential sliding scale over the next few years.

6.3.2 The costs of providing asylum under Compass are met by the Government. There will however be resource implications for services if refugees are given a positive decision

6.3.3 However, quantifying the actual costs to Councils is fairly difficult and one County Council with vast experience in supporting refugees has for example, estimated the costs of looking after a child at £50,000 per year.

### **6.4 Equality Implications**

6.4.1 Due regard will be given to the requirements of the Public Sector Equality Act 2010 and all action taken will be proportionate.

## **6.5 Rural Community Implications**

- 6.5.1** It will be important to be sensitive and practical around where refugees could be housed. An important consideration will be finding suitable accommodation and ensuring appropriate accessibility to services and places of worship. This would be more challenging in a rural setting and we would need to recognise that in any considerations.

## **6.6 Human Resources Implications**

- 6.6.1** There is no doubt that this will require some considerable work from the Council and partners to support both the infrastructure and longer term support for vulnerable people. The funding which is proposed in the Autumn Statement needs to be considered for any infrastructure support needed to engender effective community cohesion and for specific service delivery that may be needed i.e. housing.

## **6.7 Public Health Implications**

- 6.7.1** Access to services and the consideration of the specialist health needs of asylum seekers and refugees will be an important consideration for Public Health.

## **6.8 Other Implications (Please Specify)**

- 6.8.1** There are no other implications

## **7 Risk Management**

- 7.1** All risks will be assessed and mitigated where possible. At the moment, it is difficult to quantify as the refugees will be by definition vulnerable, but their individual situation and needs not known. The complexity of support will need to be defined, the capacity of the community needs to be assessed and also the level of infrastructure support needed.

## **8 Access to Information/Bibliography**

[www.lga.gov.uk/refugees](http://www.lga.gov.uk/refugees)

[www.cheshireeast.gov.uk/council\\_and\\_democracy/.../refugees.asp](http://www.cheshireeast.gov.uk/council_and_democracy/.../refugees.asp)

LGIU Policy Briefing – 25 October 2015

## **9 Contact Information**

Contact details for this report are as follows:

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## Cheshire East Council

### Cabinet

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**Date of Meeting:** 10 November 2015

**Report of:** Executive Director of Economic Growth & Prosperity

**SubjectTitle:** Tour of Britain Cycle Race

**Portfolio Holder:** Cllr Les Gilbert, Communities

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#### 1. Report Summary

- 1.1. This report seeks approval to attract the 'Tour of Britain' to Cheshire East, facilitating an opportunity to host this prestigious event and deliver the full potential of the Tour of Britain Cycle Race in September . The ' Aviva Tour of Britain' is estimated to generate an average of £3.6m per stage for the local economy. The visitor economy is already worth £807m to Cheshire East, so this would be a significant additional contributor to the prosperity of Cheshire East and the wellbeing of its residents. This would help to realise the opportunities for strategic events to deliver direct economic benefits, cycling/healthy lifestyle promotion and related contributions, and helps to attract profile through a significant national event. This report outlines the approach to securing the event and outlines the benefits if successful.

#### 2. Recommendation

- 2.1. To authorise the Executive Director Economic Growth & Prosperity (and those duly appointed by the same) in consultation with the Portfolio Holder Communities, to take all reasonable and prudent steps required to attract the Aviva Tour of Britain to Cheshire East, host a full stage of the event, facilitate its delivery and take steps to attract sponsorship to off set costs incurred in connection with or arising from the provision of the event.
- 2.2. To note that funds within the Council's Investment (Sustainability) Earmarked Reserve will be made available, in accordance with the Reserves Strategy (part of the Medium Term Financial Strategy approved at Council on 26th February 2015), to underwrite the costs of this proposal. The project will target the generation of funds through sponsorship to off-set costs where possible, and the reserve may then be replenished. It is possible that costs are not off-set, in part or in full, but this risk should be noted and the project should nevertheless proceed based on the significant economic and well being benefits that hosting the event would bring.

### **3. Other Options Considered**

- 3.1. In order to attract the Aviva Tour of Britain a commitment is required from the Council as a potential host. It is intended that the fundraising to cover the costs of attracting and hosting the event will be delivered between now and the event through sponsorship. The alternative option is not to bid to host the race.

### **4. Reasons for Recommendation**

- 4.1. Strategic events can attract economic benefit to Cheshire East. Those events that generate TV coverage and attract overnight stays are inevitably the most valuable. Such events can also provide social, health & wellbeing, profile and 'Quality of Place' outcomes. The 'Tour of Britain' is a recognised national event that if attracted to Cheshire East, could provide these benefits. To do so, a commitment is required from Cheshire East to be a host Council.

### **5. Background/Chronology**

- 5.1. The 'Tour of Britain' Cycle Race is estimated to generate between £3m-£5m for the local economy (the average per Stage in 2014 was £3.6m). It provides a number of areas of potential benefit, including business development, media profile, tourism and destination promotion. It provides opportunities to give a focus to cycling development and participation and promotion of cycle networks and sustainable cycling transport initiatives.
- 5.2. The Tour has already seen eleven years of growth since 2004: The Tour of Britain is now a cornerstone of the UK's sporting calendar making it Britain's biggest and best, professional bike race. It has been upgraded to 2.HC (horse category) status by the UCI and provides the biggest live attendance of any sporting event in the UK. It showcases 20 teams, from 10 different countries incl. 7 British teams, including national squad.
- 5.3. As the UK's biggest free to attend sporting event it has more than 1.4 million spectators across eight day event (Average of 180,000 spectators per stage). In 2014 data showed that:
- 81% of spectators were from outside the local area, 13% of visitors stayed overnight
  - 58% of spectators were inspired to cycle more often
  - The net additional economic impact from non-local spectators for the whole race was £29.4m (average of £3.6m per Stage).
- 5.4. It is broadcast on both ITV4 and British Eurosport in the UK with over 24-hours of coverage on ITV4, free-to-view, terrestrial television. Total viewers of 9.3m on all ITV1/ITV4 programmes. The event was also broadcast in 139 countries with a potential reach of over 200m.
- 5.5. In order to offer a commitment to hosting the Aviva Tour of Britain , an allocation from earmarked reserves will be required to underwrite the cost of attracting, hosting and delivering the full potential of the Cycle Tour in

Cheshire East. This would be available to underwrite a full stage of the event, including capacity to generate the sponsorship to cover those costs. The reserve is required to provide a commitment to the organisers ahead of sponsorship and fund-raising being delivered and to enable the fund-raising and event planning to be initiated.

- 5.6. If approved, it is hoped to attract the Aviva Tour of Britain in September 2016, although there may also be potential to consider 2017 if this is not feasible.

## **6. Wards Affected and Local Ward Members**

- 6.1. If successful in attracting the event, it is not possible at this stage to identify which wards will be affected. Once a commitment is obtained from the organisers discussions would commence on route planning within the guidance and terms of the race.

## **7. Implications of Recommendation**

### **7.1 Policy Implications**

- 7.1.1 The opportunity to attract and host the Tour of Britain supports the Council's outcomes linked to outcomes 1, 2 , 4 and 5 by developing civic pride, growing business and the visitor economy, and promoting both the environmental benefits and health benefits of cycling.

### **7.2 Legal Implications**

- 7.2.1 The Council has powers in S144 of the Local Government Act 1972 and under Section 1 of the Localism Act 2011 to encourage visitors to its area for recreational and health purposes and to promote the economic and social well being of its area.
- 7.2.2 If successful in attracting the Tour of Britain the Council would have to enter a contract with the organisers on terms to be agreed by the Head of Legal Services and Monitoring Officer. There is also likely to be a need to exercise various other ancillary powers (road closures for example), enter into other legal agreements (sponsorship arrangements) and employ or second staff to support the process. That will happen through the usual authorisation processes within the identified budget provision as and when particular needs arise.

### **7.3 Financial Implications**

- 7.3.1 To facilitate the negotiation to attract the Tour of Britain to Cheshire East and allow the necessary 'host Council' commitment to be made, an allocation will be made from, the Investment (Sustainability) Earmarked Reserve, of up to

£0.25m. Finance Procedure Rules (B.4) confirm the responsibilities for establishing a reserve strategy, and these have been adhered to. The reserve has been created and managed in line with the Reserves Strategy 2015/16

- 7.3.2 The funds will be required to underwrite the commitment to attracting and delivering the Tour of Britain Cycle Race while attracting sponsorship and other funding to cover delivery costs. The risk, that sponsorship may not recoup the full amount spent, is noted. However, the purpose of the reserve is 'To support investment that can increase longer term financial independence and stability of the Council' and the potential benefits of hosting this cycle event are within this scope.

### **7.4 Equality Implications**

- 7.4.1 No implications

### **7.5 Rural Community Implications**

- 7.5.1 By the rural nature of Cheshire East it is likely that any chosen route for the Cycle Tour would include rural areas and rural communities.

### **7.6 Human Resources Implications**

- 7.6.1 Specialist support will be required in order to facilitate and develop sponsorship opportunities. The intention is to achieve cost-recovery and approach this on a self-funded basis.

### **7.7 Public Health Implications**

- 7.7.1 The event will provide an opportunity to provide a focus on cycling and promote the health benefits of exercise.

### **7.8 Other Implications (Please Specify)**

- 7.8.1 Economic benefits outlined in section 5.

## **8 Risk Management**

- 8.1 To deliver an event of this scale will require sufficient funding to attract and deliver the race itself and to realise the full potential of hosting a stage. There is potential to attract sponsorship to cover such costs, but a firm estimate cannot be guaranteed at this stage. An allocation from ear-marked reserves is required to provide a commitment to hosting it and to underpin proposals to

attract and develop the event . The risk of being able to generate sufficient funds to cover all costs without a need to draw on a reserve is not quantifiable at this stage.

- 8.2 The cost of delivery may in part depend on route selection. This is not known at this stage and would form an important element of negotiations with the race organisers to determine an appropriate route while managing and mitigating the Council's exposure to financial risk.

## **9 Access to Information/Bibliography**

- 9.1 Organiser's presentation attached at Appendix 1

## **10 Contact Information**

- 10.1 Contact details for this report are as follows:-

**Name: Caroline Simpson**

**Designation: Executive Director Economic Growth & Prosperity**

**Tel. No.: 01270 686640**

**Email: [caroline.simpson@cheshireeast.gov.uk](mailto:caroline.simpson@cheshireeast.gov.uk)**

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# About the Organisers

SweetSpot

- Founded in 2002, SweetSpot Group is an events and sports marketing company specialising in the creation and execution of high quality and commercially successful sporting events.
- Drawing together highly skilled and experienced sporting, organisational and commercial expertise from a wide range of disciplines, SweetSpot Group deliver individually tailored events, smoothly, safely and with a high impact for all partners.





## Event Benefits

- Economic and business development
- Media profile
- Tourism and promoting specific destinations
- Cycling development and participation
- Safe cycling
- Sustainable cycling transport initiatives, e.g. cycle hire schemes, cycle to work
- Cycle networks and cycle tourism



## Background

- Eleven years of growth since 2004 and The Aviva Tour of Britain is a cornerstone of the UK's sporting calendar
- Britain's biggest and best, professional bike race.
- Upgraded to 2.HC (hors categorie) status by the UCI.
- Biggest live attendance of any sporting event in the UK
- 20 teams, from 10 different countries
- 7 British teams, including national squad
- Riders from 20+ different nations
- World class riders such as Sir Bradley Wiggins, Mark Cavendish, Edvald Boassen Hagen ensure the strongest line up
- The UK's biggest free to attend sporting event

SweetSpot

## Spectators and Economic Impact



- Approx 1.5 million live spectators across eight day event
- Average of 180,000 spectators per Stage
- Approx 80% of spectators are from outside the local area
- Approx 15% of visitors stay overnight
- Almost 60% of spectators are inspired to cycle more often
- The net additional economic impact from non-local spectators averages between £3m-£5m per stage



## Domestic Broadcast



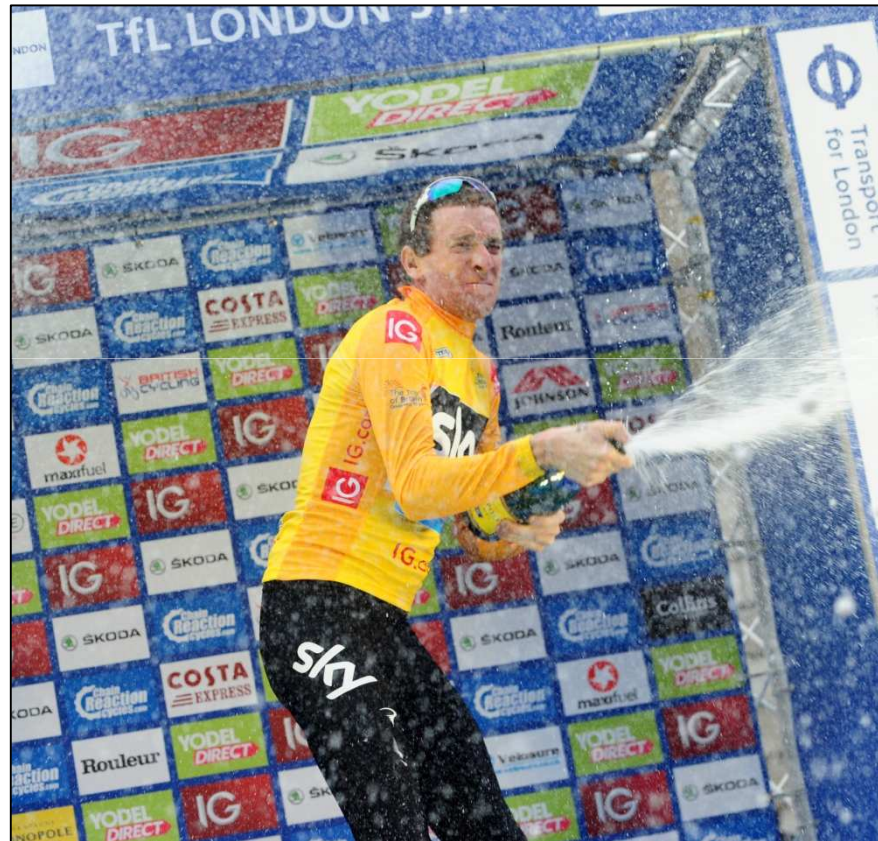
- Broadcast on both ITV4 and British Eurosport in the UK.
- Stage One live on ITV
- Over 24-hours of coverage on ITV4, free-to-view, terrestrial television
- Live coverage on ITV4 of Stages 2 to 8 (3-hours) plus one-hour highlights programme each evening, repeated following daytime.
- Live coverage on ITV4 attracts an average audience of over 400,000 viewers,
- Total viewers of over 9m on all ITV1/ITV4 programmes
- Live coverage by British Eurosport– all eight stages live plus nightly highlights. Additional post-Tour coverage by British Eurosport with 60-minute highlights programme, repeated on several occasions.

## Broadcast distribution summary





4- 11 Sept 2016



## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	10 <sup>th</sup> November 2015
<b>Report of:</b>	Steph Cordon, Head of Communities
<b>Subject/Title:</b>	School 20mph Zones – Delivery Programme
<b>Portfolio Holder:</b>	Cllr David Brown, Highways

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#### 1.0 Report Summary

- 1.1 The 2015 National Highways and Transport survey of Cheshire East residents has again placed road safety as a top priority. The Council continues to promote the safe use of our roads by all road users with these efforts being recognised by Parliamentary Under Secretary of State for Transport for our achievements on the A537 which has seen a significant reduction in the number of serious crashes following the introduction of engineering measures.
- 1.2 Cheshire East residents frequently voice their concerns regarding road safety in the vicinity of schools, in particular parking issues and speed of vehicles. The Council carried out a local community road safety consultation between February 24 and March 16 this year, with a view to using this feedback to develop an initial local community road safety programme and help formulate a forward plan for road safety. A significant number of responses received related to speeding outside schools.
- 1.3 In Britain, annually around 700 children are killed or seriously injured and approximately 5000 children suffer minor injuries in accidents occurring between 7:30 and 8:59am or between 3:00 and 4:59pm on a school day. It should be noted that these are not necessarily outside schools.
- 1.4 Evidence shows that decreased traffic speeds reduce the frequency and severity of collisions. For pedestrians involved in a crash, the speed at which they are hit is critical:

Collision Speed	Chance of being Killed	Chance of survival
20 mph	1 in 40	97%
30 mph	1 in 5	80%
35 mph	1 in 2	50%
40 mph	9 in 10	10%

- 1.5 Safety and speeding is often a perceived problem, with temporary high parking levels often regulating the traffic flow at drop off and pick up times.

- 1.6 The 160 schools within Cheshire East include state KeyStage 1-4, independent, special needs schools and academies. Currently 5 are within a mandatory 20mph limit, 10 in a 40mph or national speed limit and the remainder within 30mph limits.
- 1.7 This paper has been developed to outline a proposed three year programme for the implementation of advisory 20mph zones outside all Cheshire East schools. It is considered that working in partnership with schools, Police, Cheshire Fire and Rescue Service, and local communities is likely to deliver the most successful outcomes, improving customer satisfaction with the highway service.

### **2.0 Recommendation**

- 2.1 It is recommended that Cabinet support the proposed 3 year programme, running from 15/16 to 17/18, for the introduction of advisory 20mph zones outside all schools in the Borough.

### **3.0 Reasons for Recommendation**

- 3.1 The Department for Transport (DfT) Circular 01/2013 'Setting Local Speed Limits' was issued in January 2013. 20mph limits and zones are now available for highway authorities to introduce where there are (or could be) significant numbers of pedestrians or cyclists, and where this outweighs the disadvantage of longer journey times for motorised traffic.
- 3.2 Guidance from the DfT and the Association of Chief Police Officers (ACPO) is that 20mph limits and 20mph zones should be self-enforcing, using suitable signing and traffic calming where required.
- 3.3 It is essential that the Council and Cheshire Constabulary work together from an early stage when determining any changes to speed limits. In order to ensure changes in speed limit deliver the desired effect for the local communities, it is vital that any changes do not place unrealistic reliance upon police enforcement.
- 3.4 A full range of options has been considered for 20mph zones including:
  - Mandatory 20mph speed limits;
  - Experimental Mandatory Speed Limits;
  - Mandatory Variable Speed Limits; and
  - Advisory 20mph zones at peak times.
- 3.5 Consultation processes for mandatory speed limits would have a significant administrative element and would require a legal process and objection period. Experimental limits will defer but not remove the administrative burden. DfT formal approval is required for signing variable speed limits in addition to the consultation, legal and objection processes. The proposed advisory limits can be installed without formal consultation and are deliverable in the short/medium term subject to funding.



3.6 The Secretary of State has provided a special authorisation for every English traffic authority to place an advisory part-time 20mph limit sign, with flashing school warning lights (Appendix C). This is a more cost-effective solution than variable electronic signing and reduces the requirement for signing.

3.7 The proposed programme as set out in Appendix B provides the most efficient and best value approach in terms of scheme delivery.

## **4.0 Wards Affected**

4.1 All Wards are affected by the proposal.

## **5.0 Local Ward Members**

5.1 All Ward Members are affected by the proposal.

## **6.0 Policy Implications**

6.1 The decision will have an influence on the service contribution to the delivery of the Cheshire East Council Three Year Plan outcomes:

- Outcome 1: Our local communities are strong and supportive
- Outcome 4: Cheshire East is a green and sustainable place to live

## **7.0 Financial Implications**

7.1. The programme will be delivered through a mixture of existing resources, supplemented with additional capital funding in years 2 & 3; this will be the subject of a capital business planning proposal, for inclusion in the medium term financial strategy.

## **8.0 Legal Implications**

8.1 There are no legal implications arising directly from this report. The process of changing speed limits pursuant to the delivery programme proposed here will require statutory processes to be followed. Those will be followed as and when the proposals contained here are brought forward.

## **9.0 Risk Management**

9.1 The implementation of advisory 20mph school zone may have detrimental impacts to other highway users, particularly where the schools are located on the principal road network with higher speed limits. However this needs to be balanced against both road safety and the promotion of more sustainable transport options during the period of the school opening/closing times.

## **10.0 Background and Options**

10.1 Currently there are 160 schools sites in the Cheshire East area, of which 23 sites already benefit from the provision of either a mandatory or advisory 20mph speed limit (Appendix A).

- 10.2 A three year programme has been produced for the introduction of advisory 20mph speed limits at the remaining school sites within Cheshire East and is set out in Appendix B.
- 10.3 Year One sites include all those for which one or more of the following conditions apply:
- The current speed limit is 30mph;
  - There are existing complaints relating to vehicle speeds;
  - A speed limit can be introduced which can incorporate more than one school; due to the close proximity of the individual sites; and
  - There are already flashing amber warning lights located on the road adjacent to the school site.
- 10.4 Year Two sites include all those for which one or more of the following conditions apply:
- The current speed limit is 30 or 40mph; and
  - There are no flashing amber warning lights located on the road adjacent to the school site.
- 10.5 Year Three sites include all those for which one or more of the following conditions apply:
- The current speed limit is above 40mph; and
  - There are no flashing amber warning lights located on the road adjacent to the school site.
- 10.6 The majority of sites in year one can be delivered by changing signs on existing posts which already have flashing amber units. The new signs are approved by the Department for Transport for use on the public highway and as such can be erected on site without the need for a lengthy application and approval period. Where schools are located within close proximity these sites will be combined within the same speed limit. This approach has the benefit of being able to deliver a large number of sites within a short timescale in the first year, at an estimated
- 10.7 Those sites included in year two and three of the programme are more complex than the year one sites, for example they will require new posts and power supplies and therefore require a longer design period. Due to the short timescale associated with the design stage of the year one sites it will be possible to start the design stage of the year two sites in the first year of the programme. The estimated cost for the second year of the programme is £316,000 and £380,000 for the third year.

**11.0 Access to Information**

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

Name: Paul Traynor  
Designation: Strategic Commissioning Manager - Highways  
Tel No: 01260 371055  
Email: [paul.traynor@cheshireeast.gov.uk](mailto:paul.traynor@cheshireeast.gov.uk)

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## Appendix A

## 20mph Speed Limits

## Existing School Sites

	School	Ward
1	Alderley Edge School for Girls	Aldeley Edge
2	The Ryleys School	
3	Alderley Edge Community Primary	
4	Bollington Cross CE Primary	Bollington
5	Bollington St John's CE Primary	
6	Dean Valley Comm Primary	
7	St Gregory's Catholic Primary	
8	Brereton CE Primary	Brereton Rural
9	Whirley Primary	Broken Cross & Upton
10	Acton CE Primary	Bunbury
11	Beechwood Primary & Nursery	Crewe Central
12	Vine Tree Primary	Crewe South
13	South Cheshire College	
14	St Thomas More Catholic High School	Crewe West
15	Disley Primary	Disley
16	High Legh Primary	High Legh
17	Pott Shrigley Church School	Poynton East & Pott Shrigley
18	Prestbury CE Primary	Prestbury
19	St John's Primary	Sandbach Heath & East
20	Ashdene Primary	Wilmslow West & Chorley
21	St Mary's Catholic Primary & Nursery	Wistaston
22	Wistaston Church Lane Primary	
23	Bickerton Holy Trinity CE Primary	Wrenbury

## Appendix B

## Advisory 20mph Speed Limits

## Proposed School Sites – Year 1

	School	Speed Limit (mph)	Ward	Estimated Cost (£)
1	Cranberry Academy	30	Alsager	8000
2	Alsager School	30		8000
3	Sound and District Primary	30	Audlem	4000
4	Warmingham C of E Primary	30	Brereton Rural	4000
5	St Oswalds Worleston C of E Primary	30		4000
6	Peover Superior (Controlled) Primary	30	Chelford	8000
7	Nether Alderley Primary	40		4000
8	Mossley C of E Primary	30	Congleton East	8000
9	Daven Primary	30	Congleton West	4000
10	Marfields Primary	30		4000
11	Monks Coppenhall Primary	30	Crewe East	8000
12	St Michael's Community Academy	30	Crewe North	8000
13	Goostrey Community Primary	30	Dane Valley	4000
14	Bosley St Mary's C of E Primary	40	Gawsworth	4000
15	St Benedict's Catholic primary	30	Handforth	8000
16	Wilmslow Grange Comm. Primary & Nursery	30		8000
17	Haslington Primary	30	Haslington	4000
18	The Dingle Primary	30		8000
19	Little Bollington C of E Primary	40	High Legh	4000
20	Bexton Primary	30	Knutsford	8000
21	Egerton Primary	30	Knutsford	8000
22	Yorston Lodge School	30		
23	Knutsford Academy	30		

24	Knutsford High School	30		8000
25	Manor Park School & Nursery	30		8000
26	St Vincent de Paul Catholic Primary	30		
27	St Johns Wood Community School.	30		8000
28	Mablins Lane Community Primary	30	Leighton	4000
29	The Macclesfield Academy	30	Macclesfield Central	8000
30	Puss Bank School	30	Macclesfield East	8000
31	Ivy Bank Primary	30	Macclesfield South	8000
32	St John's the Evangelist C of E Primary	30	Macclesfield West & Ivy	4000
33	Middlewich Primary	30	Middlewich	12,000
34	Middlewich High School	30		
35	St Mary's Catholic Primary	30		
36	Malbank School & 6 <sup>th</sup> Form College	30	Nantwich North & West	8000
37	Stapeley Broad Lane C of E Primary	30	Nantwich South & Stapeley	8000
38	Woodcock's Well C of E Primary	30	Odd Rode	8000
39	Kettleshulme St James C of E Primary	30	Poynton East & Pott Shrigley	4000
40	Adlington Primary	30	Poynton West & Adlington	4000
41	Wheelock Primary	30	Sandbach Ettiley Heath & Wheelock	4000
42	Offley Primary	30	Sandbach Town	8000
43	Sandbach High School & 6 <sup>th</sup> Form College	30		8000
44	Sandbach Community Primary	30		4000
45	Sandbach School	30		
46	Shavington Primary	30	Shavington	4000
47	The Berkeley Primary	30	Willaston &	4000

48	Shavington High School	30	Rope	8000
49	Styal Primary	30	Wilmslow Lacey Green	8000
50	Gorseley Bank Primary	30	Wilmslow West & Chorley	4000
51	Wrenbury Primary	30	Wrenbury	8000
52	Wybunbury Delves C of E Primary	30	Wybunbury	8000
				<b>296,000</b>



**Advisory 20mph Speed Limits****Proposed School Sites – Year 2**

	<b>School</b>	<b>Speed Limit (mph)</b>	<b>Ward</b>	<b>Estimated Cost (£)</b>
1	Pikemere School	30	Alsager	8000
2	Audlem St James's C of E Primary	30	Audlem	8000
3	St Alban's Catholic Primary	30	Broken Cross & Upton	8000
4	Bunbury Aldersey C of E Primary	30	Bunbury	4000
5	Buglawton Primary	30	Congleton East/Gawsworth	8000
6	Havannah Primary	30		8000
7	The Quinta Primary	30	Congleton West	8000
8	Eaton Bank Academy	30		8000
9	Brierley Primary	30	Crewe East	8000
10	Ruskin Community High School	30	Crewe South	8000
11	Underwood West Primary	30	Crewe St Barnabas	8000
12	Wistaston Academy	30	Crewe West	8000
13	King's Grove School	30		8000
14	Hermitage Primary	30	Dane Valley	8000
15	Holmes Chapel Primary	30		8000
16	Gawsworth Primary	30	Gawsworth	8000
17	Christ the King Catholic & C of E Primary	30	Macclesfield Central	8000
18	Hurdsfield Community Primary	30	Macclesfield Hurdsfield	8000
19	Bollingbrook C of E Primary	30	Macclesfield Tytherington	8000
20	Broken Cross Community School & Nursery	30	Macclesfield West & Ivy	8000
21	All Hallows Catholic Primary	30		8000
22	Cledford Primary	30	Middlewich	8000
23	Highfields Community Primary	30	Nantwich North & West	8000
24	Wyche Primary	30		8000

25	Pear Tree Primary	30	Nantwich South & Stapeley	8000
26	Weaver Primary	30		8000
27	Brine Leas School	30		8000
28	Scholar Green Primary	30	Odd Rode	8000
29	Vernon Primary	30	Poynton East & Pott Shrigley	8000
30	Worth Primary	30		8000
31	Lostock Hall Primary	30	Poynton West & Adlington	8000
32	Lower Park School	30		8000
33	Elworth Hall Primary	30	Sandbach Elsworth	8000
34	Holinhey Primary	30	Sutton	8000
35	Willaston Primary	30	Willaston & Rope	8000
36	Dean Oak Primary	30	Wilmslow Dean Road	8000
37	Wilmslow High School	30	Wilmslow East	8000
38	Lacey Green Primary	30	Wilmslow Lacey Green	8000
39	Lindow Community Primary	30	Wilmslow West & Chorley	8000
				<b>316,000</b>

**Advisory 20mph Speed Limits****Proposed School Sites – Year 3**

	<b>School</b>	<b>Speed Limit (mph)</b>	<b>Ward</b>	<b>Estimated Cost (£)</b>
1	Alsager Highfields Foundation Primary	30	Alsager	8000
2	Excalibur Primary	30		8000
3	St Gabriel's Catholic Primary	30		8000
4	Smallwood C of E Primary	60	Brereton Rural	12000
5	The Fallibroome Academy	30	Broken Cross & Upton	8000
6	Upton Primary	30		8000
7	Calveley School	40	Bunbury	4000
8	Reaseheath College			8000
9	Chelford C of E Primary	30	Chelford	8000
10	Black Firs Primary	30	Congleton West	8000
11	St Mary's RC Primary	30		8000
12	Congleton High School	30		8000
13	Adelaide School	30	Crewe Central	8000
14	Hungerford Primary	30	Crewe East	8000
15	Sir William Stanier Community School	30		8000
16	Springfield School	30		8000
17	Pebble Brook Primary	30	Crewe South	8000
18	Edleston Primary	30	Crewe West	8000
19	Gainsborough Primary & Nursery	30		8000
20	Holmes Chapel Comp. & 6 <sup>th</sup> Form	30	Dane Valley	8000
21	Terra Nova School	30		8000
22	Marton & District C of E Primary	30	Gawsworth	8000
23	Weston Village Primary	30	Haslington	8000
24	Leighton Academy	30	Leighton	8000
25	Park Royal Community School	30	Macclesfield Central	8000

26	Park Lane School	30		8000
27	Ash Grove Academy	30	Macclesfield South	8000
28	The Marlborough Primary	30	Macclesfield Tytherington	8000
29	Tytherington School	30		8000
30	Beech Hall School	30		8000
31	The Kings School	30		8000
32	Mobberley C of E Primary	60	Mobberley	12000
33	David Lewis School	30		8000
34	Millfields Primary & Nursery	30	Nantwich North & West	8000
35	St Annes Catholic Primary	30	Nantwich South & Stapeley	8000
36	Astbury St Mary's C of E Primary	30	Odd Rode	8000
37	Rode Heath Primary	30		8000
38	Poynton High School & Performing Arts School	30	Poynton East & Pott Shrigley	8000
39	St Paul's Catholic Primary	30	Poynton West & Adlington	8000
40	Mottram St Andrew Primary	30	Prestbury	8000
41	Elworth C of E Primary	30	Sandbach Elworth	8000
42	Sandbach Community Primary	30	Sandbach Town	8000
43	Rainbow Primary	30	Sutton	8000
44	Wincle Primary	60		12000
45	St Anne's Fulshaw C of E Primary	30	Wilmslow West & Chorley	8000
46	Bridgemere C of E Primary	60	Wybunbury	12000
				<b>380,000</b>

# Appendix C

## Advisory 20mph assembly

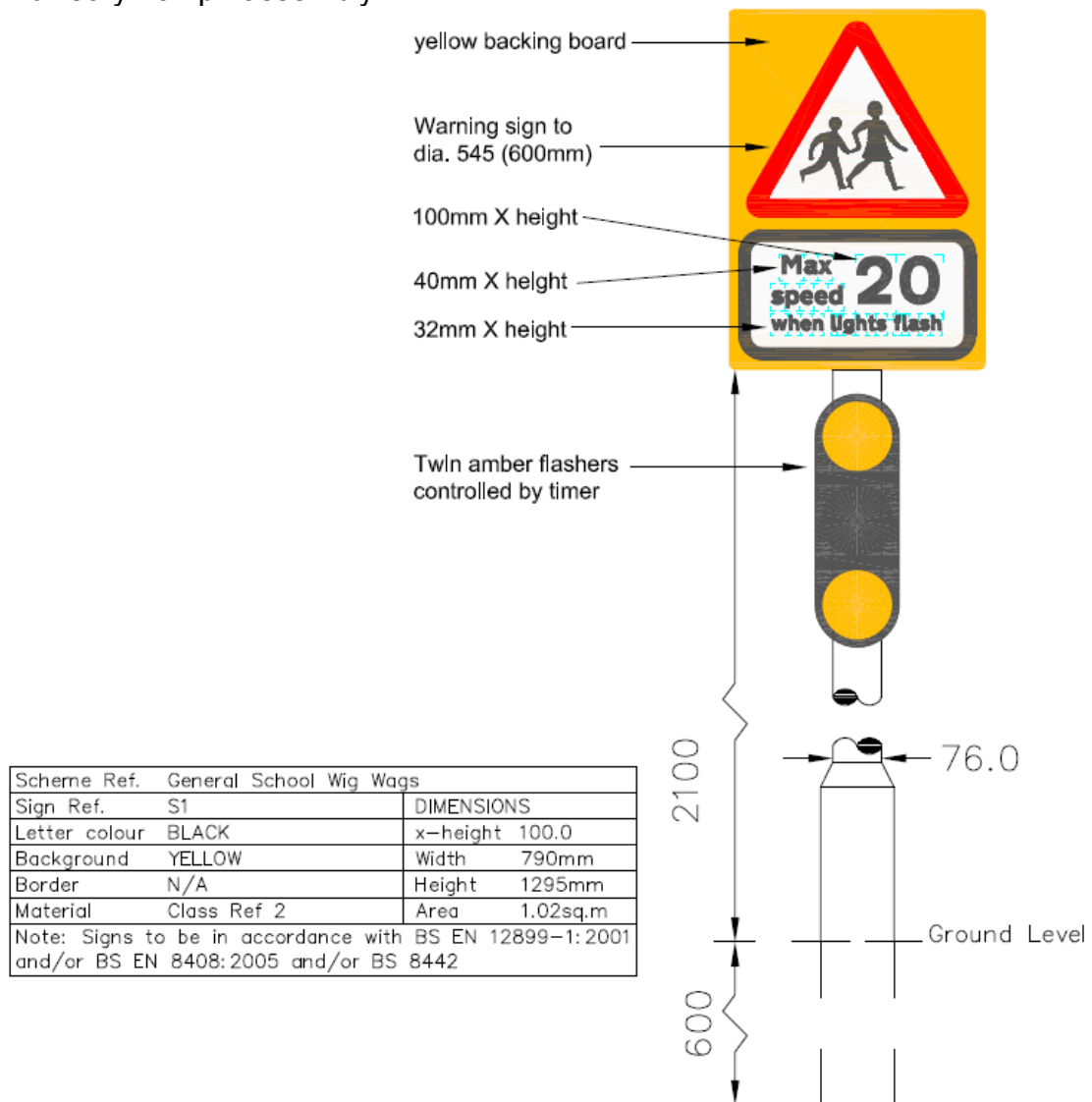


Figure 1: Assembly authorised by the Department for Transport

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## Cheshire East Council

### Cabinet

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<b>Date of Meeting:</b>	10 November 2015
<b>Report of:</b>	Executive Director Economic Growth and Prosperity
<b>Subject/Title:</b>	District Heating Joint Venture Partner Procurement
<b>Portfolio Holder:</b>	Councillor Don Stockton, Regeneration and Assets

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#### 1. Report Summary

- 1.1 As part of its ambitious Energy Vision, the Council is fully committed to exploring opportunities for renewable and decentralised energy in Cheshire East in order to deliver on its commitments to reduce fuel poverty, increase energy independence, and grow the low carbon sector.
- 1.2 At the heart of the Council's Energy Programme is the ambition to capitalise on the unique conditions in Cheshire East. The Cheshire Basin is one of only six economically suitable sites in the country for developing deep geothermal energy and preliminary studies indicate that it holds reserves more than 6 times the national heat demand of the UK and has ground/formation water temperatures in the region of 75-110°C at a depth of 3-5km. As such, the Council has a unique opportunity to deliver low cost, low carbon heat energy to thousands of homes and businesses in the Cheshire region through the use of deep geothermal energy.
- 1.3 District heating schemes utilising geothermal energy are already a well-established part of the energy supply mix in similar geological settings in Germany and France, providing cost effective decentralised energy. A single geothermal plant can add around 60 permanent jobs to the local community with jobs growth as the network develops. Comparable schemes in Germany now employ more than 9000 direct and indirect jobs in the district heating and geothermal supply chain.
- 1.4 This report seeks authority to appoint a joint venture partner (JVP) to enter into a contract with the Council to establish a joint venture company (JVC). The JVC will be established as a private limited company. The ultimate aim of the joint venture is to deliver district heating fuelled by a range of renewable energy including but not limited to biomass, solar thermal, solar PV, and geothermal energy.
- 1.5 The contract provides both parties with the option to end their interest in the JVP after an initial lock in period of 5 years. Following expiry of the lock in period the Council or the JVP can seek to wind up the JVC by mutual consent. Shareholders (i.e. the Council and the JVP) also have the right to transfer or sell their shares to the other shareholder and may only transfer or sell to a third party subject to the terms of the Articles of Association.
- 1.6 The JVP will not have exclusivity to develop renewable energy projects. It will only be able to pursue projects that have been developed as part of a business plan

which has been approved by the Council and the decision to proceed with individual projects will need to be agreed by partners on a case by case basis.

### **2. Recommendation**

- 2.1 To confirm the appointment of the preferred bidder to take forward the development of heat networks to deliver heating which maximises renewable energy such as gas CHP, biomass, solar thermal, solar PV, anaerobic digestion and in particular geothermal energy.
- 2.2 To approve the formation of a joint venture company (JVC) with the preferred tenderer selected through the procurement exercise for a joint venture partner (JVP).
- 2.3 To authorise that the Chief Operating Officer as Section 151 Officer, in consultation with the Executive Director of Economic Growth and Prosperity, Portfolio Holder for Regeneration and Assets, and Head of Legal Services and Monitoring Officer, to take all necessary and consequential actions arising out of the above recommendation.

### **3. Other Options Considered**

- 3.1. The Council previously issued a tender via competitive dialogue in 2014 to secure a partner to deliver a geothermal well, in principle to serve the hospital and Bentley at a site in Leighton West. Despite wide publicity and a well attended open day only 3 bids were received all of which were judged to be non compliant and the process was terminated.
- 3.2. Following specialist legal and technical advice, an Open Procurement process was recommended and adopted.
- 3.3. The Council continues to explore opportunities for innovative renewable energy from a range of sources and to encourage the private sector to deliver benefit to Cheshire East residents and businesses.

### **4. Reasons for Recommendation**

- 4.1 The Cheshire Basin is one of only six economically suitable sites in the country for developing Deep Geothermal Energy (DGE). Preliminary studies indicate that the Cheshire basin holds more than 6 times the national heat demand of the UK and has ground/formation water temperatures in the region of 75-110 degrees C at a depth of 3-5km. As such, there is the capacity to deliver low cost, low carbon heat energy to thousands of homes and businesses in the Cheshire region (and beyond) through the use of geothermal energy.
- 4.2 A heat network can use a wide range of energy sources which ensures their long term resilience. The partnership will seek to maximise the use of renewable energy to move away from fossil fuels and this may include a range of technologies including but not limited to biomass, solar thermal, solar PV and anaerobic digestion.



## **5. Background/Chronology**

- 5.1 In 2012, a report by global engineering firm Sinclair Knight Merz, entitled 'Geothermal Energy Potential in Great Britain and Northern Ireland', identified the Cheshire Basin as one of only six places in the UK with the potential to supply heat from geothermal resources. Other reports by Arup 2013 and Atkins 2013 confirm the geothermal opportunity in within the Cheshire East Council boundaries. [http://www.cheshireeast.gov.uk/business/major\\_regeneration\\_projects/geothermal\\_energy.aspx](http://www.cheshireeast.gov.uk/business/major_regeneration_projects/geothermal_energy.aspx)
- 5.2 Following a successful funding award from the Department of Energy and Climate Change (DECC) Heat Network Delivery Unit (HNDU) in January 2014, the Council undertook a detailed heat network mapping study to support the development of the Crewe Deep Geothermal Energy Project in the Leighton West area of Crewe. As part of this study, high level heat network mapping identified a peak heat demand of 18.7 MW and a technically feasible heat load (TFHL) of 37,146 MWh/a based on 13 heat nodes. The full study can be viewed at: [http://www.cheshireeast.gov.uk/business/major\\_regeneration\\_projects/geothermal\\_energy.aspx](http://www.cheshireeast.gov.uk/business/major_regeneration_projects/geothermal_energy.aspx)
- 5.3 Following a period of extensive market consultation Cheshire East Council determined that to de-risk the procurement of a geothermal partner it would be appropriate to offer the opportunity as part of the long term development of a district heat network.
- 5.4 Cheshire East Council has established a Knowledge Transfer Partnership with the University of Keele and has appointed a PhD student to undertake geological mapping in support of the geothermal project aspirations. Current proposals at the Manchester Metropolitan University site for a shallow well will provide useful ground truthing data which could help the KTP partners to de risk the deep geothermal project further.
- 5.5 In order to realise its ambition for deep geothermal district heating, the Council issued a Prior Information Notice (PIN) on the 6th July 2015 to alert the European market to an opportunity to partner with the Council in a long term joint venture to develop heat networks in the Borough. The procurement sought a partner who could deliver district heating from a range of energy sources including Gas CHP, Biomass, Solar Thermal, Solar PV and geothermal as part of a phased approach based on an agreed business plan to be developed by the partnership.
- 5.6 The Council advertised the opportunity by a PIN notice on 6th July 2015 and then held a Bidders Information Day on 23 July which attracted 44 attendees. The feedback from the Bidders Information Day was that the timescales were too short so an extension to the procurement timescale was incorporated in to the PQQ. The PQQ was issued on the 17 August 2015, with 31 companies expressing an interest.
- 5.7 The Council continues to pursue other innovative renewable energy solutions to ensure value for money. The Cabinet decision of 29 September gave delegated authority to the Portfolio Holder and Chief Operating Officer to carry out market engagement and undertake a procurement process to appoint a joint venture partner. The intention of the JV is to deliver a Dry AD plant, or other appropriate technology to treat comingled garden and food waste to produce energy for injection to the grid or supply to an end user. Energy from an AD plant could form part of the supply to a heat network in the long term where there is sufficient heat

demand. The procurement will test the market for the most appropriate technical solutions to treat Cheshire East food and garden waste and the delivery mechanisms to take forward this opportunity.

## 6. Wards Affected and Local Ward Members

- 6.1. The location of a geothermal well at Leighton West is currently the preferred site for delivery of geothermal energy. The development of an energy centre and district heat network may originate in other wards within Crewe with geothermal energy being connected in at a later phase.

## 7. Implications of Recommendation

### 7.1 Policy Implications

- 7.1.1 The Project supports directly the Council's key priority: A growing and resilient local economy. It is also prioritised in the Council's Three Year Plan:

- Outcome 2: Cheshire East has a strong and resilient economy;
- Outcome 4: Cheshire East is a green and sustainable place;
- Priority 1 (Local Economic Development); and
- Change Project 1.3 (Investment to support business growth).
- 

The Project also supports The Council's 'Ambition for All' Sustainable Communities Strategy (2010-2025) by promoting a step change in the local supply of energy.

#### 7.1.2 Cheshire East Energy Framework

Cheshire East Council has an ambitious approach to energy and has subsequently developed an Energy Vision to help address the challenges of energy provision in a low carbon future. The Energy Vision has three key objectives:

1. Affordable Energy – Putting Residents First
2. Growing Energy Businesses – Developing a local energy economy
3. Independent Energy – Secure, decentralised and locally managed energy services

To realise the vision the Council has developed the Cheshire East Energy Framework. It sets out the policy background, strategic framework and business case for a range of renewable energy technologies which could be adopted to achieve the energy vision. Geothermal energy is identified as a key opportunity.

### 7.2 Legal Implications

- 7.2.1 The Council has undertaken a legally compliant procurement process for a joint venture partner (JVP) to enter into a contract with the Council to establish a joint venture company (JVC). The ultimate aim of the joint venture is to deliver district heating fuelled in part by deep geothermal energy. Many district heating partnerships have now been established in the UK between the private and public sectors. The private sector needs the security and leverage that the public sector

can bring both to contracts and to the commitment to long term development ambitions in order to secure finance to deliver heat networks.

- 7.2.2 The JVC will be established as a private limited company with a 51:49 shareholding, with the Council as the minority 49% shareholder. Both shareholders will be able to appoint 2 directors each so the Council will retain equal voting rights at board level but will have minority voting rights at shareholder level. The Shareholders' Agreement provides a significant degree of protection for the Council as a minority shareholder because certain important decisions (as listed in the Shareholders' Agreement) can only be made with the consent of both shareholders.
- 7.2.3 The intended duration of the contract is 30 years with an option to extend by 25 years at Council's discretion. The length of the contract reflects the timescale required to develop a mature heat network in the current UK market.
- 7.2.4 The contract provides both parties with the option to end their interest in the JVP after an initial lock in period of 5 years. Following expiry of the lock in period the Council or the JVP can seek to wind up the JVC by mutual consent. Shareholders (i.e. the Council and the JVP) also have the right to transfer or sell their shares to the other shareholder and may only transfer or sell to a third party subject to the terms of the Articles of Association.
- 7.2.5 The JVP will not have exclusivity to develop renewable energy projects. It will only be able to pursue projects that have been developed as part of a business plan which has been approved by the Council and the decision to proceed with individual projects will need to be agreed by partners on a case by case basis.
- 7.2.6 Entering in to the joint venture does not commit the Council to any significant expenditure beyond that expended to set up the JVC and secure a JVP. The Council will only incur cost if and when any project has been agreed as part of an approved business plan and where the Council is minded to make an investment (either through the use of its landholdings or investment of capital).
- 7.2.7 The JVC will be established as a private limited company with the following structure;
- 51:49 shareholding with council as minority shareholder
  - Shares in JVC split into two types:
    - A shares; and
    - B shares
  - CEC holds 49 A shares
  - JVP holds 51 B shares
  - £1 nominal consideration for each share
  - Voting rights are 50:50 for directors at board level and 49:51 for shareholders
  - The Shareholders' Agreement provides the Council (as minority shareholder) with a significant degree of protection
  - CEC can appoint up to 2 directors
  - JVP can appoint up to 2 directors
  - Business undertaken and transacted by directors
  - Alternating and non-voting chair
  - CEC can appoint observers to observe board meetings
  - CEC and JVP to enter into a Shareholders' Agreement to regulate how the JVC is to be managed
  - Monthly board meetings
  - Business plan to be agreed within 6 months of contract commencement

- Projects from business plan to be agreed by JVC on case by case basis
- Lock in period for 5 years from date of Shareholders' Agreement (no sale or transfer of shares)
- Dispute resolution by way of senior officers of CEC and JVP. If no resolution then deadlock referred to independent party. If no resolution status quo prevails
- No employees in the first instance

### **7.3. Financial Implications**

- 7.3.1. The Council will be required to enter in to a nominal shareholding of the new company. There is no capital commitment from the Council to the Joint Venture at this stage. Any contribution by the Council to the JV projects will only be made following development of a detailed business case this could include land, property, grant funding or power purchase agreements.
- 7.3.2. The total contract value will depend on the terms of a business plan to be agreed by the JVPs. Projects delivered under the JVA are anticipated to range from £1 million to £100 million. The capital costs of drilling 2 deep geothermal wells is estimated to be £17 million.
- 7.3.3. The JVP will pursue external grant such as ELENA, ESIF, HNDU and will also utilise the private sector partners financial resources & technical expertise to progress development of each and every project.

### **7.4. Equality Implications**

- 7.4.1. The development of a geothermal district heat network is likely to result in access to decentralised energy for residents of Crewe in the first instance with the opportunity to expand the heat network across other parts of the borough.

### **7.5. Rural Community Implications**

- 7.5.1. The development of a geothermal district heating has the potential to make a positive impact in rural communities in terms of access to long term, low cost, renewable energy.

### **7.6. Human Resources Implications**

- 7.6.1. The Joint Venture partnership will require the Council to appoint 2 directors to the new company. However, any project resource requirements would need to be considered on merit and weighed against the business case.

### **7.7. Public Health Implications**

- 7.7.1. The development of district heating will provide decentralised energy. The use of renewable energy, in particular geothermal baseload will contribute to lower carbon emissions.

**7.8. Other Implications (Please Specify)**

None

**8. Risk Management**

**8.3. Risk Register**

The primary risk to the council is contractual. The Council is potentially entering in to a 30 agreement to deliver district heating schemes.

The risk is managed by the governance structures of the JVA which are controlled by the Shareholders Agreement and Articles of Association. These contain provisions including:

- The initial lock in period for the JVP is for 5 years. Following expiry of the lock in period the Council or the JVP can seek to wind up the JVC by mutual consent.
- Deadlock provisions are included to address circumstances in which the Parties cannot agree.
- The Council will have the right of veto in relation to any projects, and failure to agree a project will not trigger deadlock provisions or winding up of the JV.

**9. Access to Information/Bibliography**

9.3. The following reports are referenced in the production of this report:

[http://www.cheshireeast.gov.uk/business/Major\\_regeneration\\_projects/geothermal\\_energy.aspx](http://www.cheshireeast.gov.uk/business/Major_regeneration_projects/geothermal_energy.aspx)

**10. Contact Information**

Contact details for this report are as follows:-

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## Cheshire East Council

### Cabinet

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**Date of Meeting:** 10 November 2015

**Report of:** Executive Director for Growth and Prosperity

**Subject/Title:** Greater Manchester and Cheshire Life Science Investment Fund – Approval of Representative to the Investment Advisory Panel

**Portfolio Holder:** Councillor Peter Groves – Finance and Assets

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#### 1. Report Summary

- 1.1 Following AstraZeneca's announcement of its decision to relocate the majority of its R&D activity from Alderley Park by 2017, Cheshire East Council has played a pivotal role in securing a sustainable future for the site as a world-class life science park. To date the Council has supported the creation of over 400 new jobs on the site at the BioHub incubator, and has assisted in securing the site's first international investment by an American company. The Council continues to be a vocal supporter of the award-winning business support programmes being delivered on site, and has assisted in securing £1.1m Regional Growth Funding for the expansion of the business incubator.
- 1.2 As part of the site sale process the Council invested alongside the new owner, Manchester Science Partnerships (MSP), securing the future of the site and leveraging over £110m of private sector investment. Earlier this year, the Council approved a Development Framework for the site which aligned Manchester Science Partnerships' vision for the site to national and local planning policy. The Council has also worked closely with colleagues in Greater Manchester to produce a joint Greater Manchester and Cheshire Life Science Strategy, which embeds Alderley Park's role at the heart of the sub-regional cluster and its contribution to the Northern Powerhouse.
- 1.3 As part of the Council's wider efforts to support the long term growth and sustainability of Alderley Park and wider life science activity in the Borough, the Council has worked closely with partners in Greater Manchester and Cheshire and Warrington to create an innovative life science investment fund which will provide critical investment funding to SMEs and encourage their growth. The £30m Fund has been established through a £5m investment by both the Council and Manchester Science Partnerships, alongside a £20m Local Growth Funding award.
- 1.4 The fund will support a minimum of 58 life science businesses to grow over 15 years, creating a minimum of 370 jobs and occupying over 200,000 sqft of

space at Alderley Park. Through this intervention, a GVA uplift of £40.3m over 15 years will be delivered.

- 1.5 As part of the set-up process, an Investment Advisory Panel (IAP) is to be created, comprised of representatives of the initial investors (Cheshire East Council, Cheshire and Warrington Enterprise Partnership, Greater Manchester Combined Authority, and Manchester Science Partnerships), and two independent, non-voting specialists with broad experience of the life science sector.
- 1.6 The role of the IAP is:

To hold the Fund Manager to account, on behalf of the Limited Partners, regarding its management of the Fund under the Fund Management Agreement to be entered into between the Fund Manager and the General Partner.
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To provide an information conduit between the General Partner (and Fund Manager) and each of the individual Limited Partners.
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To provide a mechanism for obtaining Limited Partner approvals for certain types of approval (“Investee Consent” or “Consent”, as defined in the Limited Partnership Agreement) under delegated written authority from each of the significant Limited Partners to their respective representatives on the IAP.
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- 1.7. The IAP will meet quarterly (plus other ad hoc meetings as required) to review the quarterly fund report and to review the Fund’s performance in general. The panel will review the Fund’s audited accounts, and will receive quarterly updates including but not limited to management accounts for the Fund; a list of all active investments, provisions and divestments; a schedule of progress in meeting key performance indicators; and details on the health of the portfolio.
- 1.8. It is proposed that the Portfolio Holder for Finance is appointed as Cheshire East Council’s representative on the IAP, with support being provided by the Inward Investment and Business Engagement Manager and specialist finance colleagues as required.

## 2. Recommendation

- 2.1. To note the role of the Investment Advisory Panel and its proposed membership
- 2.2. To confirm the appointment of the Portfolio Holder for Finance as the Council’s representative on the Investment Advisory Panel, with support from the Inward Investment and Business Engagement Manager.



### **3. Other Options Considered**

- 3.1. Options are considered as part of the background and chronology section of the report.

### **4. Reasons for Recommendation**

- 4.1. As an initial investor, Cheshire East Council has been allocated one membership place on the Investment Advisory Panel. The role of the Council's representative will be to support the collective appraisal of the Fund and Fund Manager's performance, and to act as a conduit for information between the Fund Manager and the Council.

### **5. Background/Chronology**

- 5.1. On the 16<sup>th</sup> September 2014 Cabinet approved a £5m investment by the Council into the proposed Alderley Park Life Science Investment Fund, alongside match investments from AstraZeneca and Manchester Science Partnerships (MSP). The Cabinet decision delegated authority to the Portfolio Holder for Finance to take all necessary actions to set up the Fund and undertake the proposed Council investment in the Fund.
- 5.2. The provision of such finance specifically to spin outs from AstraZeneca and academic institutions wishing to establish at Alderley Park; SMEs in the UK looking to relocate to Alderley Park in order to grow and expand; and inward investors would contribute to the already strong supply of facilities and skills, and would help to cement the site's position as a global centre of excellence and innovation.
- 5.3. Following the successful award of £20m Local Growth Funding, the Council has worked closely with the Greater Manchester Combined Authority, Cheshire and Warrington LEP and MSP to expand the proposed Fund, with a subsequent increase in benefits to the sub-region in terms of both job creation and business growth. Since the successful award of LGF funding, a Portfolio Holder decision was taken on the 30<sup>th</sup> March 2015 to address the increase in geographical focus of the Fund.
- 5.4. As set out in the original business case for the Council's investment, a fully OJEU compliant procurement process has been undertaken to identify a Fund Manager for the Fund. This process was managed on behalf of all investors by Transport for Greater Manchester, with specialist financial and legal input from FiveLines Consulting Ltd/ Amberley Advisory, and Eversheds LLP. The appointment of the preferred bidder was approved by a Portfolio Holder Decision on the 13<sup>th</sup> July 2015
- 5.5. Following the successful appointment of the Fund Manager, the Council is now working with partners to establish the Fund. As set out in the original business case for the Fund (as approved by Cabinet on 16<sup>th</sup> September 2014) an Investment Advisory Panel (IAP) will be established with

members drawn from the initial investors, together with two non-voting independent members with broad experience of the life science sector. The purpose of the two independent members is to provide the required level of knowledge and understanding to enable the IAP to hold the Fund Manager fully to account.

5.6. The IAP's objectives are:

To hold the Fund Manager to account, on behalf of the Limited Partners, regarding its management of the Fund under the Fund Management Agreement to be entered into between the Fund Manager and the General Partner.
To provide an information conduit between the General Partner (and Fund Manager) and each of the individual Limited Partners.
To provide a mechanism for obtaining Limited Partner approvals for certain types of approval ("Investee Consent" or "Consent", as defined in the Limited Partnership Agreement) under delegated written authority from each of the significant Limited Partners to their respective representatives on the IAP.

5.7. The IAP will meet quarterly (plus other ad hoc meetings as required) to review the quarterly fund report and to review the Fund's performance in general. The panel will review the Fund's audited accounts, and will receive quarterly updates including but not limited to management accounts for the Fund; a list of all active investments, provisions and divestments; a schedule of progress in meeting key performance indicators; details on the health of the portfolio

5.8. As an initial investor, the Council is entitled to appoint a representative to the IAP. This representative will represent the Council and perform the functions listed above. In particular, the representative will:

- Provide updates and share relevant information between the Fund Manager and the Council.
- Vote on behalf of the Council in matters requiring investor approvals.
- Review any potential conflicts of interests and consult on potentially sensitive investments, particularly where these might be of reputational risk to the Council
- Review the performance of the Fund Manager particularly with regards to the objectives of the Council and the investment targets set relating to the Alderley Park and Cheshire geographical areas.
- Develop the profile of the Fund through stakeholder engagement with key external partners

## 6. Wards Affected and Local Ward Members

6.1. All.

### Implications of Recommendation

## 7. Policy Implications

- 7.1 The proposals put forward in this report are considered to be aligned to the Government's stated intention that the UK becomes a global hub for life sciences, capable of attracting and nurturing world-leading talent.
- 7.2 The project relates directly to the Council's key priority: *A growing and resilient local economy*. 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*
  - Change Project 1.3 (*Investment to support business growth*).

This proposal also accords with, and is complementary to the following:

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

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

*Cheshire East Economic Development Strategy*

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

## 8. Legal Implications

- 8.1 Previous reports have outlined the legal implications relating to the structure of the fund, the Council's powers to invest in the fund and the procurement of the Fund Manager.
- 8.2 Under the provisions of the Limited Partnership Act 1907 a limited partner's liability in a limited partnership is limited to the amount of capital contributed by it provided that limited partner does not become involved in the management of the partnership. The Council cannot as a limited partner participate in the management of the fund and this role will be fulfilled by the General Partner. The IAP's role therefore as outlined in 1.5 above will be to provide a conduit for information between the General

Partner and the Limited Partners and to hold the Fund Manager to account.

- 8.3 The IAP should ensure that they do not participate in the management of the fund and look only to confirm whether a particular course of action or investment raises any concerns from the IAP's perspective rather than recommending a particular course of action or investment.

## **9. Financial Implications**

- 9.1 The Investment Advisory Panel representative will oversee Cheshire East's investment of £5m in the Greater Manchester and Cheshire Life Science Fund. The Fund Manager has been charged with generating a commercial return for investors over the 15 year term of the Fund and a key component of the IAP's role will be to monitor the financial performance of the Fund.

## **10. Equality Implications**

- 10.1 N.A

## **11. Rural Community Implications**

- 11.1 As set out in the Portfolio Holder Decision on the 30<sup>th</sup> March 2015, the Fund Manager is required to invest £10m of the total fund into companies at Alderley Park. The location of Alderley Park within the Prestbury and Chelford wards means a successful and sustainable future for the site is of benefit to the rural communities in the area in terms of job creation and retention.

## **12. Human Resources Implications**

- 12.1 It is proposed that the Portfolio Holder for Finance is appointed as Cheshire East Council's representative on the IAP, with support being provided by the Inward Investment and Business Engagement Manager and specialist finance colleagues as required.

## **13. Public Health Implications**

- 13.1 There are no public health implications associated with this report.

## **14. Other Implications (Please Specify)**

- 14.1 None

## 15. Risk Management

15.1 The Council and its partners have received specialist expert advice from the following sources to ensure that the fund has been established in a way that suitably protects the interests of all investors. This includes:

- Eversheds – specialist legal advice on behalf of all investors
- FiveLines Consulting Ltd and Amberley Advisory – specialist investment advice and project management on behalf of all investors
- BlueSky Corporate Finance Ltd – specialist financial and commercial advice on behalf of the Council and the Cheshire and Warrington LEP.

## 16. Access to Information/Bibliography

16.1. Reports as published on Council website.

## 17. Contact Information

Contact details for this report are as follows:-

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	10 <sup>th</sup> November 2015
<b>Report of:</b>	Caroline Simpson, Executive Director of Economic Growth and Prosperity
<b>Subject/Title:</b>	Priority Planning Applications Team
<b>Portfolio Holder:</b>	Councillor Ainsley Arnold, Portfolio Holder for Housing and Planning

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#### 1.0 Report Summary

- 1.1 Cheshire East Council is committed to supporting economic growth and prosperous communities. The planning process plays a major role in both supporting appropriate development and it is essential that the Council has a dynamic and proactive approach to planning which serves our local residents and businesses.
- 1.2 Cheshire East is one of the busiest planning authorities in the Country and is working hard to make continuous improvements in the quality and efficiency of our service, despite the pressures we face in terms of quantity of planning applications and the diversity of our area.
- 1.2 This report is to inform Cabinet about a new initiative in the Development Management Service to fast-track certain key planning applications from initial enquiry to planning decision by providing a seamless service and cutting through unnecessary delays.

#### 2.0 Recommendations

- 2.1 To note the content of the report and the progress made in setting up the Priority Planning Applications (PPA) Team.

#### 3.0 Reasons for Recommendations

- 3.1 It is important for Cabinet to note this new initiative to develop a new revenue stream that enables resources to be provided to deal with the most significant planning applications received by the Council.

#### 4.0 Wards Affected

- 4.1 All wards

#### 5.0 Local Ward Members

- 5.1 All ward members

## **6.0 Policy Implications**

### **6.1 Positive Impact.**

- 6.2 Improving the delivery of key planning decisions can support the economy of CEC by creating new jobs and houses, give greater confidence to inward investors or businesses that CEC can deal with planning applications in a proactive and efficient way.

## **7.0 Implications for Rural Communities**

- 7.1 The criteria that define which projects will qualify to be handled by the PPA Team will predominately be in the urban areas but exceptionally will include a small number of schemes that support rural communities.

## **8.0 Financial Implications (authorised by Director of Finance and Business Services)**

- 8.1 Applications handled by the PPA Team will commonly use Planning Performance Agreements which will provide a mechanism to cover any additional resource costs required to deliver application decisions to a prescribed timeframe.
- 8.2 It is expected that the additional costs of providing this service will be covered by the revenue generated from it..

## **9.0 Legal Implications (authorised by Head of Legal Services and Monitoring Officer)**

- 9.1 There are no specific legal implications beyond those dealt with in the body of the report. Planning Performance Agreements are now increasingly common and supported through the National Planning Policy Guidance (PPG) to enable additional charges to be made. Powers exist to charge for discretionary services, which would include providing Pre-Application advice, within Section 93 of the Local Government Act 2003.

## **10.0 Risk Management Implications**

- 10.1 In the event that the income received from this new initiative does not cover the costs of the additional staff resources the difference will have to be met from budget.

## **11.0 Background and Options**

- 11.1 The PPA Team has been set up to provide a fast track service for key major projects that meet a defined criteria and help to boost the economy of Cheshire East by creating new jobs and houses. It comprises of a small team of experienced Planning Officers together with prioritised support from Highways and Legal Services to deliver a focussed response that will unlock



progress when it meets a procedural or other blockage. The size of the team can grow as the need arises but at present comprises 2 Planning Officers (with a third due to be added in November).

- 11.2 Where development is concerned the timetable for the delivery of a project can be lengthy and involves many steps outside of the planning process. In development terms the concept of what is 'fast track' will vary from one application to another; in some cases it could be weeks, in others it may be months. The service covers the life of the project from pre-application submission through to the issue of a decision. It is important to note that this process does not guarantee that planning permission will be granted. Each application must be considered on its merits. However, as the process provides for pre-application advice any contentious issues should be identified and addressed at the earliest stage in the process. As ever, whilst officers will provide professional advice on issues and applications, planning committees will need to reach their own view on the material planning considerations of matters that are brought before them for determination.
- 11.3 It is also important to note that the timely progression of planning applications is also dependant on full and early developer and stakeholder engagement with the process. Ultimately the council cannot make exceptions in terms of the rigour of the determination process, the imposition of conditions or the requirements of or terms within a S106 agreement, simply because an application happens to fall for consideration under this process. The key to expediting such matters is early and full engagement in the process by all stakeholders with full recognition of and an appropriate balance between the duties of the Council as Local Planning Authority and the commercial requirements of applicants.
- 11.4 In order to provide the dedicated and prioritised resources needed for this service, the developers are charged an additional fee which is over and above the normal planning fee. This enables the delivery of additional resources which will be funded through the additional income. The fee and the proposed timetable are agreed with the developer on an individual basis via a Planning Performance Agreement. The fee charged relates to the prioritisation of the planning resource required to assess and determine or make recommendations on whether planning permission should be granted. The costs incurred by the Council's legal department in the process will continue to be met by developers outside of the PPA arrangements.
- 11.5 The key outcome that the new service aims to deliver is a planning decision delivered at an appropriate point in the development timetable which is agreed with the applicant beforehand. This and the other desired outcomes are:
  1. Fast-track certain key applications through the planning process from initial enquiry to planning permission by providing a seamless service that is able to dislodge process blockages and cut through unnecessary delays.

2. Accelerate the delivery of key public or private sector development
  3. To give investor/business confidence in the Council to process development schemes
  4. Be able to offer a 'premium' planning application process which delivers a timely decision that wherever possible meets the requirements of the development timetable.
  5. Provide a reliable planning resource to CEC projects that meet the criteria
  6. Increased revenue stream to create a self sustaining model for the planning service
  7. To unblock complex / challenging development opportunities, which would usually take considerable time to deliver
  8. To create an exemplar model for the delivery of planning applications
  9. To testbed new ways of working in preparation for future opportunities
- 11.6 The type of applications that are eligible have been defined so as to be aimed at those type of projects that are of the greatest significance in Cheshire East in terms of generating new jobs and/or new houses. This will include key Council/Engine of the North projects that meet the criteria but the PPA team will not deal with standard (small scale) Council disposals or service area projects or that do not fulfil the criteria. It is anticipated that all EotN projects should qualify and most of the assets disposals. The criteria are:
- A. Employment generating projects creating more than 200 jobs that are new to Cheshire East or will significantly benefit the local economy.
  - B. Housing schemes for more than 500 houses
  - C. Council disposal applications for major schemes that or unlock other sites or directly deliver new jobs and/or houses directly
  - D. Exceptionally, a small number of other schemes (ie rural) that release grant aid
- 11.7 The type of projects which fulfil the criteria will also deliver additional revenue for the Council in terms of new business rates and Council Tax.
- 11.8 The concept has been enthusiastically received by developers contemplating major proposals who are happy to pay a premium for a priority service. As a trial, one application for a proposed large warehouse by a major local employer has been dealt with by the team and was reported to SPB within 5

weeks from receipt. At the moment we are also in discussions with developers in relation to developments at:

- New quarry site in Goostrey/Cranage
- Alderley Park
- Reserved Matters for Kingsley Fields, Nantwich

11.9 The PPA Team process will provide the necessary focus on key applications as highlighted. However this is part of an overall package of resource and operational improvements to the Development Management service which will seek to ensure that all applications are dealt with in a timely manner.

### **12.0 Access to Information**

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

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	10 <sup>th</sup> November 2015
<b>Report of:</b>	Caroline Simpson, Executive Director of Economic Growth and Prosperity
<b>Subject/Title:</b>	Neighbourhood Planning Update Report
<b>Portfolio Holder:</b>	Councillor Ainsley Arnold, Portfolio Holder for Housing and Planning

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#### 1.0 Report Summary

- 1.1 Neighbourhood plans offer a unique and important opportunity to deliver local planning policy aspirations through a framework supported by Cheshire East Council, but delivered by our residents. Through continuing to engage with our communities in this way, the Council can help our residents identify opportunities for future development and those assets that should be given most protection in the planning process.
- 1.2 Since last summer when we set out toward this aim by establishing support for a group of 14 'front runner' town and parish councils to produce neighbourhood plans in Cheshire East. Great progress has been made since then and Cheshire East Council has expanded its package of support to include extra staff resources and has introduced a neighbourhood planning grants scheme to enable the recycling of national government grant, directly to communities.
- 1.3 As the popularity of neighbourhood planning has grown and the support offered by CEC has evolved in recognition of this, a further 15 town and parish councils have joined the initial group resulting in a total of 29 active neighbourhood plan groups, including some of our key towns such as Sandbach, Congleton, Knutsford and Poynton. This is the largest number of neighbourhood planning communities in the north of England and applications to begin the process continue to be submitted, most recently the Council have received an application from Wybunbury, a collaboration between 10 parishes to prepare a joint neighbourhood plan, that could well be the largest number of Parish or Town Councils engaged in a collaborative Neighbourhood Plan area.
- 1.4 There are now four communities (Audlem, Bunbury, Brereton and Sandbach) that have reached the later stages of the process and have submitted proposed plans for examination.
- 1.5 This is a considerable achievement within a year and is testament to the dedication of this Council to support our residents to plan locally, and to the residents themselves who have pushed their neighbourhood

plans forward at a pace which will lead to the first neighbourhood planning referendums taking place in Cheshire East in spring of next year. Beyond these four communities strong progress is being made across the group with a series of draft plans expected to be completed throughout 2015 and 2016.

- 1.6 This Council are firmly backing neighbourhood plans – not only for their power to galvanise communities in thinking about how their communities will change in the future but also as a key delivery mechanism for local growth.

## **2.0 Recommendation**

- 2.1 To note the content of the report and the progress made in enabling communities across the borough to prepare neighbourhood plans.

## **3.0 Reason for Recommendation**

- 3.1 It is important for Cabinet to note the significant progress being made across our communities on neighbourhood planning and, through their production within the framework of the emerging Cheshire East Local Plan Strategy, the important role these plans will play in the long term development planning of the Borough.

## **4.0 Wards Affected**

- 4.1 All wards

## **5.0 Local Ward Members**

- 5.1 All ward members

## **6.0 Policy Implications**

- 6.1 Positive Impact.
- 6.2 Neighbourhood Plans establish policies that affect land use and community development. Once formally adopted by CEC, such policies will be used to assist with determining planning applications within the relevant Neighbourhood Plan area. Once adopted, Neighbourhood Plans form a statutory part of the Development Plan for Cheshire East and will be used to inform decision making.

## **7.0 Implications for Rural Communities**

- 7.1 Neighbourhood Plans enable rural communities to participate in the plan making process and develop policies to address those planning matters that affect their interests and well being. The process allows greater engagement of rural communities and for such communities to take ownership of planning

policy which directly affects their futures. Implementation of a policy to support this process will have a positive impact on rural communities

## **8.0 Financial Implications**

8.1 Not applicable

## **9.0 Legal Implications**

9.1 There are no legal implications arising directly from the content of this report.

9.2 There are a number of legal considerations that apply to the process of devising and bringing a neighbourhood plan into effect. Those implications will be dealt with on a case by case basis.

9.3 Once brought into legal effect (“made”) neighbourhood plans form part of the Local Development Plan Framework in accordance with which planning applications must be determined unless material considerations indicate otherwise. Whilst emerging draft plans (including neighbourhood plans) can attract some weight in the decision making process depending on the stage of the process they are at, the weight that can be afforded to them prior to them coming into effect will be limited.

## **10.0 Risk Management Implications**

10.1 Not applicable

## **11.0 Background and Options**

11.1 Neighbourhood plans enable local councils (town and parish councils) to directly prepare statutory planning policy relating to their local area. The process of plan preparation includes a series of prescribed stages:

- Define neighbourhood area
- Prepare plan
- Consult on draft plan
- Refine draft plan
- Submit proposed neighbourhood plan to Local Planning Authority
- Independent examination of proposed neighbourhood plan
- Proceed to referendum
- CEC “make” the neighbourhood plan

11.2 Neighbourhood plans generate grant income directly payable to Cheshire East Council. Using this income, in July 2014, Cheshire East Council established a programme of support to enable communities to prepare and bring into effect neighbourhood plans. Initially this involved appointment of Cheshire Community Action to deliver a package of support to a group of 14 ‘front runner’ town and parish councils and the provision of a CEC officer to oversee the process, and to assist and advise communities.

- 11.3 Since then CEC has expanded its package of support to include extra staff resources and has introduced a neighbourhood planning grants scheme to enable the recycling of government grant, directly to communities.
- 11.4 As the popularity of neighbourhood planning has grown and the support offered by CEC has evolved in recognition of this, a further 15 town and parish councils have joined the initial group resulting in a total of 29 active neighbourhood plan groups. This is the largest number of neighbourhood planning communities in the north of England and applications to begin the process continue to be submitted, most recently the Council have received an application from Wybunbury, a collaboration between 10 parishes to prepare a joint neighbourhood plan, that could well be the largest number of Parish or Town Councils engaged in a collaborative Neighbourhood Plan area.
- 11.5 Importantly, there are now 4 communities that have reached the later stages of the process outlined above – that have completed neighbourhood plans and submitted them to CEC for examination. These communities are:
- Audlem
  - Brereton
  - Bunbury
  - Sandbach
- 11.6 This is a considerable achievement within a year and is testament to the dedication of these communities to prepare plans and the difference that additional support from CEC has made. Following examination of these plans, a local referendum will be held to allow residents the final say on whether the plan is right for the community. Schedules for these referendums are currently being drawn up and are expected to take place in the early spring. Beyond these four communities strong progress is also being made across the group with a series of draft plans expected to be completed throughout 2016.
- 11.7 Beyond the 29 groups that have formally begun the process, the agenda remains popular and enquires are regularly received by the Neighbourhood Planning team who continue to engage our communities across the borough, attending parish council meetings to explain the plan making process and the support on offer. Over 50 of our parishes have now been visited CEC officers to discuss how neighbourhood plans can benefit our residents.
- 11.8 Cheshire East Council is keen to support local views expressed via neighbourhood plans and is bringing emerging neighbourhood plans into the decision making framework for planning applications where it can. Neighbourhood plans have been brought into the decision making framework in a number of instances to date on applications in Brereton, Sandbach and Bunbury. Audlem NP will now also be used as a material consideration in determining planning applications, and will be given appropriate weight. CEC will increasingly use neighbourhood plans in this way as more come through the process.



- 11.9 The government continues to support neighbourhood planning at a national level with funding confirmed across this parliament and the forthcoming Housing Bill proposing a series of regulatory amendments to improve the neighbourhood planning process.
- 11.10 As the examination into the Local Plan Strategy continues, neighbourhood plans offer a unique and important opportunity to deliver local planning policy aspirations through a framework supported by Cheshire East council, but delivered by our residents. Through continuing to engage with our communities in this way, the Council can continue to help our residents identify opportunities for future development and those assets that should be given most protection in the planning process.

## **12.0 Access to Information**

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

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## CHESHIRE EAST COUNCIL

### Cabinet

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**Date of Meeting:** 10<sup>th</sup> November 2015

**Report of:** Executive Director of Economic Growth & Prosperity

**Subject Title:** Shropshire Union Canal (Nantwich to Ellesmere Port):  
Conservation Area Character Appraisal

**Portfolio Holder:** Councillor Ainsley Arnold, Planning and Housing

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#### 1.0 Report Summary

- 1.1 The Chester Canal follows a route from Ellesmere Port within the Cheshire West & Chester Borough Council area to Nantwich in Cheshire East. It was constructed when the Chester Canal Act was passed in 1772 and is the earliest part of the present day Shropshire Union Canal and one of the earliest main line canals built as a broad beam canal making it a unique part of this extensive and attractive canal.
- 1.2 It was built to provide a link from the port of Chester to its hinterland and the salt towns of Cheshire and is joined to The Trent & Mersey Canal at Hurleston, the Welsh canal system at Barbridge and also to the wider national canal network south of Nantwich when it was linked to the Birmingham and Liverpool Junction Canal by an embankment and aqueduct which enabled it to become part of the present day Shropshire Union Canal.
- 1.3 The Conservation Area Character Appraisal for the Chester Canal section of the Shropshire Union Canal sets out those aspects of the canal's architectural and historic interest which make it special, proposes that it be designated as a conservation area by Chester West & Chester and Cheshire East Borough Councils and identifies its proposed boundary. It includes a set of recommended management proposals which seek to balance environmental issues, social progress and economic development in order to sustain, preserve, protect and enhance its character and appearance.
- 1.4 The Appraisal was drafted by The Chester Canal Heritage Trust under the guidance of conservation officers from the former Chester City Council and has since been considered, reviewed and updated with input from The Canal and River Trust (formerly British Waterways), Cheshire West &

Chester Borough Council conservation officers, and by conservation landscape and nature conservation officers in Cheshire East Borough Council and the archaeological Planning Advisory Shared Service.

- 1.5 It is intended that the Appraisal will shortly form the basis of consultation with the public and those with an interest in the canal and its corridor in Cheshire West & Chester and Cheshire East on the proposal to designate a canal conservation area for the Chester Canal section of the Shropshire Union Canal from Ellesmere Port to Marsh Lane Bridge in Nantwich, its proposed boundary and its recommended management proposals to sustain, preserve, protect and enhance its character and appearance by balancing environmental issues, social progress and economic development.
- 1.6 Such consultations will be carried out by The Chester Canal Heritage Trust who will consult residents, and those with an interest in the canal and its corridor for both the Cheshire West & Chester Borough Council and the Cheshire East Borough Council parts of the canal. The Chester Canal Heritage Trust made copies of the document and an explanatory leaflet summarising the history of the canal and the effects of the proposed designation available at the National Boat Campaign Festival which they hosted in Chester at the beginning of June 2014. They have also consulted all parish councils in Cheshire West & Chester. The date of the their proposed concurrent consultations for Cheshire West & Chester and Cheshire East Councils has yet to be confirmed, once the Chester Canal Heritage Trust have obtained Cheshire East's approval for this consultation..
- 1.7 It is intended that the proposed public consultation arrangements for Cheshire East parts of the canal will encompass sending a letter to all those affected, advising them of the proposal in the appraisal to designate a canal conservation area on the section of the current day Shropshire Union Canal within Cheshire East which stretches from the north of Bunbury locks to Marsh Lane Bridge at Nantwich, its proposed boundary and recommended management proposals. They will be advised that a copy of the appraisal can be viewed on The Chester Canal Heritage Trust's web site, at Nantwich library and at Cheshire East Borough Council's offices at The Civic Centre in Nantwich and at The Municipal Buildings in Crewe. They will also be sent the explanatory leaflet which summarises the history of the canal and the effects of the proposed designation together with a short questionnaire, for the submission of comments on the proposed boundary and recommended management proposals to The Chester Canal Heritage Trust during the twelve week consultation period for receipt of written comments.

- 1.8 Following completion of all these consultations and feedback from The Chester Canal Heritage Trust it is intended that a report will be written setting out Cheshire East conservation officer recommendations on the proposal to designate this canal as a conservation area, its proposed boundary and recommended management proposals and the feedback received during the consultation period, for consideration and approval by the Portfolio Holder.
- 1.9 A copy of the Canal Conservation Area Character Appraisal is given in **Appendix 1**. Its detailed gazetteers of features within the stretch of the canal lying within Cheshire East are given in **Appendix 1.1** and **1.2** and maps showing the proposed boundary for those stretches of the canal within Cheshire East are set out in **Appendix 1.3 – 1.8**. A summary of its recommended management proposals for the whole of the canal are set out in **Appendix 2** and those relating to the stretches of the canal within Cheshire East are set out in **Appendix 3** (taken from the appraisal). It should be noted that there are a number of awaited minor drafting amendments which need to be made to the documents attached to this report prior to the planned consultation, including: regularisation of some lines denoting the proposed boundary in two places on the maps; annotation of the maps and their titles in the appraisal; inclusion of missing officer contact details and names of organisations. None of these awaited amendments will affect the overall content of the documents or their consideration by the Portfolio Holder.
- 2.0 **Recommendations**
  - 2.1 That the Chester Canal Heritage Trust be authorised to consult residents, relevant parish and town councils within the Cheshire East parts of the canal and those with an interest in the canal and its corridor, on the proposal to designate a canal conservation area, its proposed boundary and recommended management proposals to sustain, preserve, protect and enhance its character and appearance, based on the recommendations in the Appraisal in **Appendix 1**.
  - 2.2 That those consulted be sent a copy of the explanatory leaflet in **Appendix 4** summarising the history of the canal and the effects of the proposed designation, to ease understanding of its context and implications.
  - 2.3 That those consulted also be sent a copy of the questionnaire in **Appendix 5** to facilitate the submission of clear written comments for consideration.

- 2.4 That officers subsequently submit a report to the Portfolio Holder setting out their recommendations on the feedback on the consultation, and if proposing the designation of this canal conservation area, its proposed boundary and recommended management proposals to sustain, preserve, protect and enhance its character and appearance as set out in an attached Appraisal, for consideration and approval. Any decision to be made by the Portfolio Holder to consider an officer recommendation to designate the conservation area will then become a key decision and will need to be put on the forward plan at that stage.

### **3.0 Reasons for Recommendation**

- 3.1 To enable public consultation on the proposal to designate a conservation area for the historic Chester Canal along a section of the present day Shropshire Union Canal within the boundary of Cheshire East Borough Council, its proposed boundary and recommended management proposals to sustain, preserve, protect and enhance its character and appearance, as set out in the Chester Canal Conservation Area Character Appraisal.

### **4.0 Wards Affected**

- 4.1 Bunbury, and Nantwich North & West.

### **5.0 Local Ward Members**

- 5.1 Councillor Michael Jones, Councillor Penny Butterill, Councillor Arthur Moran.

### **6.0 Policy Implications**

- 6.1 This appraisal does not include any policy implications..

### **7.0 Implications for Rural Communities**

- 7.1 This appraisal does not include any policy implications for rural communities.

### **8.0 Financial Implications**

- 8.1 The subsequent costs associated with the formal designation of the conservation area involving placing notices in the local press and in the London Gazette will be met within the Development Management's 2015/16 approved budget.

## **9.0 Legal Implications**

- 9.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places an obligation on local authorities to determine which parts of their area are areas of special architectural and historic interest, the character and appearance of which it is desirable to preserve and enhance and to designate those areas as conservation areas, and to register the designation as a land charge.
- 9.2 Section 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local authority to notify the Secretary of State and English Heritage of the designation, and to advertise the designation in the London Gazette and a local newspaper in the area.
- 9.3 Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas, submit them for consideration to the public in the area to which they relate and have regard to the views concerning the proposals expressed.
- 9.4 Pursuant to the Local government Act 2000 s13 and the Local Authorities (Functions & Responsibilities) (England) Regulations 2000, decisions relating to the designation of conservation areas belong to the Executive and have been delegated, by the Council's Constitution, to the Portfolio Holder.

## **10 Risk Management**

- 10.1 Statutory requirements for the appraisal and its proposals have been met.

## **11 Background and Options**

- 11.1 Local authorities have a responsibility to determine which parts of their area are considered to be of architectural and historic interest, the character and appearance of which it would be desirable to preserve or enhance, and to designate such areas as Conservation Areas.
- 11.2 Conservation Area Character Appraisals are the established best practice for identifying their potential merit for conservation area status and proposals to preserve and enhance their character and appearance, involving public consultation.

- 11.3 The Draft Chester Canal Conservation Area Character Appraisal and the proposed consultation on its proposed designation and proposals to preserve and enhance its character and appearance is the first stage in the process leading up to the proposed designation of the Chester Canal Conservation Area.
- 11.4 The subsequent officers report to the Portfolio Holder will set out officer feedback on the consultation, with recommendations on the designation of this canal conservation area, its proposed boundary and recommended management proposals to sustain, preserve, protect and enhance its character and appearance as set out in an attached Appraisal, for consideration and approval.

## **12 Access to Information**

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

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## **Appendices**

Appendix 1	The Draft Canal Conservation Area Character Appraisal;
Appendix 1.1	The Appraisal's Gazetteer relating to the Cheshire East stretch of the canal (section I from the appraisal);
Appendix 1.2	The Appraisal's Gazetteer relating to the Cheshire East stretch of the canal (section J from the appraisal);
Appendix 1.3-1.8	The Appraisal's six maps relating to the Cheshire East stretch of the canal (north of Bunbury locks to Marsh Lane Bridge in Nantwich);
Appendix 2	Summary of recommended management proposals for the whole of the canal (taken from the appraisal);
Appendix 3	Summary of recommended management proposals which relate to the Cheshire East stretch of the canal (taken from the appraisal);



Appendix 4	Explanatory Leaflet summarising the history of the canal and the effects of the proposed designation;
Appendix 5	Questionnaire for submission of comments.

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# Canal Conservation Area Character Appraisal

**Shropshire Union Canal**

**Ellesmere Port to Nantwich**



**March 2014**

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## Summary of Special Interest

Chester Canal Heritage Trust is proposing that the section of the Shropshire Union Canal from Ellesmere Port to the southern end of the canal embankment in Nantwich is designated as a Conservation Area. This includes the Wirral Line of the Ellesmere Canal (opened 1795), the Chester Canal (opened 1775-79) and a short stretch of the Birmingham and Liverpool Junction Canal (opened 1835). The National Waterways Museum at Ellesmere Port is not included in this document as it is already within a designated Conservation Area.

This canal has many fine features which make it so special, including:

- It is one of the earliest main-line canals built as a broad canal with locks (for boats up to 14 feet wide)
- It has some of the first built broad staircase locks:
  - In Chester the original staircase was 5 locks and is now 3
  - At Bunbury there is a staircase of 2
- The arrival of the canal at Netherpool/Whitby was responsible for the founding of Ellesmere Port – the port for Ellesmere in Shropshire
- Tower Wharf in Chester was an important canal interchange with a large boat building yard which is still operational
- The North Basin in Chester was once a thriving wharf
- The link to the River Dee was very important historically and remains a vital and unusual stretch of canal
- Beeston Iron Lock is a Scheduled Monument and is unique in its construction
- Bunbury Locks (with the bridge and stables this is also a Scheduled Monument) with its large stable block was a busy place, exchanging horses to pull the boats. It also has a large warehouse
- Calveley was important for transhipment of cargoes, including cheese, between canal, railway and road until the 1960s when pleasure boats of up to 5 tons could still be transhipped
- Barbridge Junction with the Middlewich Branch had a significant transhipment warehouse and was a very busy place in the Canal Age
- At Hurleston Junction, the old Ellesmere Canal (now known as the Llangollen Canal) joins the Chester Canal
- Nantwich Basin was the terminus of the Chester Canal and had many warehouses part of which are extant
- Nantwich Aqueduct is a marvel of engineering
- There is an unusually large number of the original graceful bridges
- There are many rural mills which probably milled flour and used the canal for transport, for example Christleton and Waverton Mills
- There are some spectacular views from the canal, including:
  - St Lawrence's Church, Stoak
  - Delamere Forest
  - The Cheshire Sandstone Ridge – Frodsham and Helsby Hills
  - The Clwydian Hills from the top of Northgate Locks
  - Chester City Walls and Towers
  - St Peter's Church, Waverton
  - Beeston Castle

- Industry flourished alongside the canal using boats to take raw materials in and finished goods out:
  - Ellesmere Port – there are still the remains of wharves, for example the Billet Arm, that served local industry, although most of these industries have now disappeared
  - Chester – there is still evidence of the lead works, many mills and other canalside activities
  - Above Bunbury Locks – there is still evidence of the brick kilns

All of this preserved history and heritage, combined with the visually attractive setting makes this section of the Shropshire Union Canal worthy of preserving for current and future generations to enjoy, on boat, by foot or by bicycle.

Therefore, it is vital that any future developments adjacent to the canal are sympathetic to this unique heritage, and do not detract from the setting of the canal.

The Conservation Area Appraisal is dedicated to Howard Dickenson, former Conservation Officer for Chester City Council and good friend. Without his great support and encouragement this document would never have been completed.

## 1. INTRODUCTION

- 1.1. Conservation Areas were introduced by the Civic Amenities Act of 1967, and are now an accepted part of Town and Country Planning legislation and practice. Local Authorities are required to identify “areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance”. They are also under a duty to review existing designations from time to time.
- 1.2. It has been recognised that if the special interest, character, appearance and setting of a conservation area is to be retained, it must be managed. The first task in this process is to define and analyse the special characteristics that justify the designation of the conservation area. This is achieved by carrying out a Conservation Area Character Appraisal.
- 1.3. The character of an area depends upon its historic background, the architectural quality and interest of its buildings, their materials and detailing, the way they relate to each other, the line of the highway, the quality of the landscape, trees and open spaces and a variety of unique features.
- 1.4. A Conservation Area Character Appraisal provides a description of those elements that contribute to and define the character of the conservation area. It also provides the basis for development plan policies and development control decisions, both within and adjacent to the Conservation Area boundary. Subsequently the appraisal will provide the background for proposals to preserve or enhance the area. It may also identify development opportunities. Therefore the Government has stated that appraisals are considered to be essential for all existing and proposed conservation areas.
- 1.5. This Conservation Area Character Appraisal is for a section of the Shropshire Union Canal, comprising the original Chester Canal, along with the Wirral Line of the Ellesmere Canal and including the aqueduct at Nantwich, which was built as part of the Birmingham and Liverpool Junction Canal. This section of canal lies principally in the unitary authority of Cheshire West and Chester (CW&C) and part of it is in the Cheshire East (CE) unitary authority.
- 1.6. This appraisal is believed to be correct at the time of writing and Chester Canal Heritage Trust cannot accept any responsibility for any omissions, errors or inaccuracies. It has been completed to the best of our ability and accuracy, and we would welcome any positive constructive feedback.
- 1.7. The aim is to identify key features which need to be protected or enhanced, in order to maintain the distinctive heritage and environment of the canal. This process has already been carried out for other sections of canal in England, for example the Shropshire Union Canal in Staffordshire, the Trent and Mersey Canal in Cheshire West and Chester, the Macclesfield Canal in Cheshire East, the Regents Canal in London and a section of the canal in Nottingham.
- 1.8. The Conservation Area Character Appraisal covers the canal, towpath, hedges and boundaries together with any buildings that are associated with the canal,

as well as any relevant adjacent sites, views and wildlife. The setting of the canal is important, so a notional buffer zone may need to be added as well. Where this Conservation Area overlaps with an existing designation, then the existing boundary is used. See Map in Appendix 3 for details.

- 1.9. Appendix 1 is a gazetteer for the whole length of canal showing important features, following the example of the document nominating Pontcysyllte Aqueduct and Canal as a World Heritage Site (*Wrexham County Borough Council and the Royal Commission on the Ancient and Historical Monuments of Wales, 2008*). This is divided into Character Areas as in the Appraisal – see below. All listed buildings and structures are Grade II unless otherwise stated and listing numbers are given according to English Heritage's National Heritage List for England.
- 1.10. This Appraisal is presented in sections (Character Areas) because the long, linear nature of the canal means that it is easier, and possibly clearer, to do it this way, rather than try to cover the whole length at once. Also, the canal crosses an administrative boundary, so this forms a natural break. Ellesmere Port and Neston Borough Council (now part of Cheshire West and Chester Council) have already completed a Conservation Area Appraisal for the National Waterways Museum at Ellesmere Port as far as the M53 road bridge, so this Appraisal starts from that bridge. The Character Areas are as follows:
  - A. **Industrial Ellesmere Port** - Ellesmere Port, M53 bridge (146A) to New Stanney Bridge (140A)
  - B. **Rural Chester, North** - New Stanney Bridge (140A) to Mollington Bridge (130)
  - C. **Suburban Chester, North** - Mollington Bridge (130) to Cambrian Road Bridge (126E)
  - D. **Chester Basins and the Dee Branch** - Cambrian Road Bridge (126E) to the railway bridges (123K)
  - E. **Northgate Cutting and Locks** – Northgate Locks to Cow Lane Bridge (123E)
  - F. **Industrial Chester** - Cow Lane Bridge (123E) to A55 Bridge (122A)
  - G. **Suburban Chester, South East** - A55 Bridge (122A) to Waverton (Davies Bridge, 118)
  - H. **Rural CW&C** - Waverton (Davies Bridge, 118) to the spillweir above Tilstone Lock (Bridge 106)
  - I. **Rural Cheshire East** – Spillweir above Tilstone Lock (Bridge 106) to Basin End, Nantwich
  - J. **Birmingham and Liverpool Junction Canal** - Nantwich Junction Bridge (92) including Nantwich Aqueduct to Marsh Lane Bridge (91)
- 1.11. Following a discussion of the Historical Development of this whole length of canal, each Character Area is then covered in turn, as follows:
  - Any particular notes on the historical development of each area
  - Designations
  - Character of that Conservation Area
  - Major Features
  - Positive Elements
    - Canal related buildings, canal furniture and features
    - Local views



- Other significant buildings
- Landscape and wildlife
- Neutral Elements
- Negative Elements
- Recommendations for the future specific to that Character Area.

1.12. **Positive Elements** represent features within the Conservation Area that highlight why the character and appearance are special, **Neutral Elements** represent features that offer no strong positive or negative influence upon the area, while **Negative Elements** detract from the special character of an area and present the opportunity for change, which will enhance the character and appearance of an area.

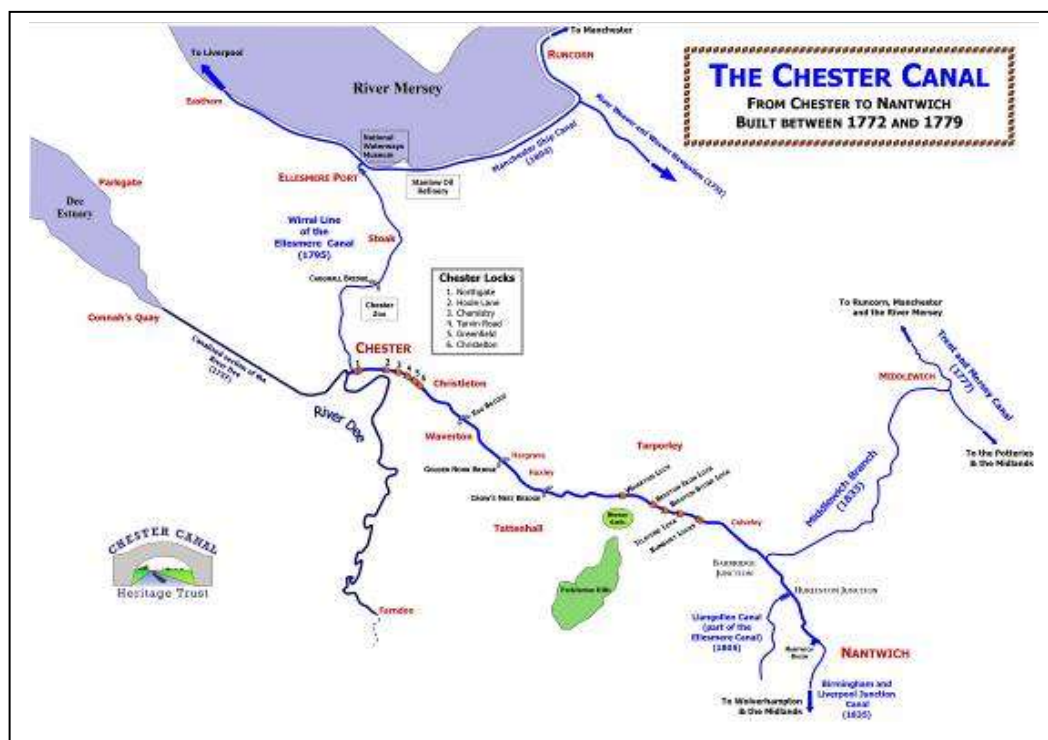
1.13. Recommendations appear in four distinct ways in this document:

- i. For specific buildings or sites – in the Gazetteers
- ii. For each Character Area of canal – at the end of the section for the Character Area
- iii. For the whole length of the canal – in Section 4 of this document
- iv. A summary of all the recommendations for the various sections appears in Appendix 2

1.14. The condition grades mentioned in the Gazetteers are purely subjective and do not relate to Canal and River Trust engineering asset condition grades in any way.

1.15. In July 2012, British Waterways became a charity called the Canal and River Trust (CRT) and so is referred to as CRT throughout.

1.16. References to “more research needed” are for Chester Canal Heritage Trust or other interested parties to follow up.



## 2. HISTORICAL DEVELOPMENT OF THE CANAL

- 2.1. Although Chester was still a regional metropolis, by the second half of the eighteenth century its position was under threat from more dynamic areas, particularly Liverpool, North-east Wales and the Cheshire salt field. The Port of Chester was in decline because of competition from Liverpool, and shipping activity became increasingly focussed on downstream locations along the Welsh shore. The building of the Grand Trunk (Trent and Mersey) Canal threatened to channel even more traffic to the Mersey. Chester's merchants therefore decided that they needed a canal to link the city to its hinterland and win back trade for the port. Despite stiff opposition from rival canals, such as the Trent & Mersey, the Chester Canal Act was passed in 1772 and construction work started in May of that year. The first traffic was carried in 1775, but business was poor, since the canal went only as far as Nantwich and there were major engineering and construction problems.
- 2.2. By the end of the 18th Century, the Chester Canal was facing ruin, but was saved by a link with the Ellesmere Canal Company, which had been set up in the 1790s to link Ellesmere in Shropshire, and the quarries and other industries of North Wales, to the Mersey at Netherpool/Whitby, now known as Ellesmere Port. In Chester, the company built the section of canal known as the Wirral Line, which runs north to Ellesmere Port and which was completed in 1795. Historically, this was of great significance and represented a major upturn in the fortunes of the owners of the Chester Canal Company, which would probably not otherwise have survived.
- 2.3. A further link between the Chester and Ellesmere Canals at Hurleston also meant that any problems over water supply were solved by the flow of water brought down from the Welsh Hills. By 1813, the partnership had been so successful that the two companies merged to create the Ellesmere and Chester Canal Company, which in turn later linked up with the Birmingham & Liverpool Junction Canal at Nantwich to create the Shropshire Union Railways and Canal Company.
- 2.4. Today, the canal is largely used for pleasure boating, although many historic working boats gather in Chester every Easter prior to travelling to Ellesmere Port for a large gathering of boats. Many working boats would have regularly used the whole length of the canal until the 1950s.
- 2.5. The Shropshire Union Canal is owned and managed by the Canal and River Trust. Volunteer groups such as the Shropshire Union Canal Society, the Small Tasks Team Volunteers and Chester Canal Heritage Trust work with CRT to try to improve the condition of the canal for all users and also to try to encourage knowledge of and respect for the canal.

### **3. CONSERVATION APPRAISALS FOR EACH CHARACTER AREA**

#### **A. INDUSTRIAL ELLESMERE PORT - ELLESMERE PORT, M53 BRIDGE (146A) TO NEW STANNEY BRIDGE (140A)**

##### **A.1 Historical development - Sections A – C (The Wirral Line)**

- i. The 8 miles of canal that runs north from Chester towards the River Mersey is not the historic Chester Canal. It is the Wirral Line of the Ellesmere Canal, which was planned in the late 18<sup>th</sup> Century by supporters of the industries growing up around North Wales and Shropshire. These were mostly owners of various iron, coal and limestone works, as well as millers, and they wanted a canal to transport goods to and from the River Mersey and also south to the River Severn at Shrewsbury. The Wirral Line was the first section to be built and was completed in 1795, joining up with the Chester Canal at a large basin close to the bottom of the Northgate Locks. Originally three locks took it down into the Mersey near the villages of Netherpool and Whitby, which now form part of the town of Ellesmere Port, named because of its connection with the Ellesmere Canal. About 100 years after the Wirral Line was opened, its direct link to the River Mersey was replaced by a connection to the Manchester Ship Canal which opened in 1894.
- ii. There are no locks on this section of the Ellesmere Canal and the ground conditions made the construction relatively easy, as the course of the canal followed the glacial overflow channel between the Mersey estuary and the River Dee. At Backford, this channel passes through a gap in the sandstone ridge that runs down the middle of the Wirral peninsula. When the canal reaches the village of Stoak, it turns sharply west in order to keep within the boulder clay and avoid the alluvium of the River Gowry valley. From the very beginning, the Wirral Line proved to be a great success carrying freight and passengers from Chester to the Mersey at Ellesmere Port from where they were taken across the estuary to Liverpool.
- iii. As the Wirral Line was built to connect the Chester Canal to the River Mersey, it was built to the same dimensions, as a wide canal for 14 feet wide Mersey Flats. Some of the modern motorway bridges are not wide enough for these boats, although it is understood that some were built such that the towpaths could be removed in the future to allow passage of wide boats. The narrowest motorway bridge is 146A at the start of the area covered by this appraisal.
- iv. When the M531 was proposed in 1966 by the Ministry of Transport, the plan was to culvert the Wirral Line under this new motorway (now the M53). The Inland Waterways Association (IWA) led a successful campaign from 1966-69, pointing out that the motorway was at a high level anyway and managed to retain a navigable culvert under the motorway. Unfortunately this is not wide

enough for the wide 14 foot boats for which the canal was originally built, but at least the route was maintained.

- v. Canal Trail signs have been installed at several points along the canal; there are 10 of these sculptures between Ellesmere Port and Chester and they give directions and distances between the two places. This was part of a European Project called CultMark. The Canal Trail Leaflet is out of print.
- vi. In 2011, more Cycle Trail signs were erected as part of the Chester Cycle City project.
- vii. The Wirral Line is a green finger extending from Chester towards Ellesmere Port. It is a very attractive corridor which needs to be protected and enhanced for the enjoyment of all.

## A.2 Designations

<b>Conservation Areas</b>	Ellesmere Port Docks - directly north of this area
<b>Listed Buildings</b>	Bewley's Bridge 144, 1138817 Weaver's Bridge 142, 1138816
<b>Locally listed buildings</b>	Site of Wolverhampton Corrugated Iron Works, the Billet Arm
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	None
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	None None None None
<b>Towpath designations</b>	Adopted highway Regional Cycle Route 70

### A.3 Character of the Conservation Area

- i. This section of the canal can be divided into two parts: that north of the M53 (Bridge 144A) and the southern section. The motorway corridor follows the canal, and despite much landscaping has been a dominant feature since its construction in the 1970s.
- ii. The northern length is part of the former industrialised zone of Ellesmere Port, initially developed to be served by the canal and railways. Its character remains an urbanised one, with bridges, wharves and remaining viable industry contributing to its industrial appearance. Although rundown, this area is of considerable historic interest.
- iii. The southern length was heavily affected by the development of the petrochemical industry from the 1940s, before which time it was largely rural. It provides a green corridor between the industrial area to the east and the motorway corridor to the west. The older bridges provide reminders of its rural past.
- iv. The whole of this section is on one level, running through flat country. Despite its intrusiveness, the motorway, with bridges at a higher level, divides the landscape and provides contrasting views by boat or on foot.



### A.4 Major Features

- i. There are no major features on this section of the canal.

### A.5 Positive Elements within the Conservation Area

#### A.5.1 Canal related buildings, canal furniture and features

- i. The railway and road bridges on this section provide solidity and link to its past. The original bridges on this section are in keeping with the character of the canal, although somewhat patched. The 1930s bridges are characteristic of the industrialisation of this area.
- ii. The wharf wall for the former Burnells' Iron and Galvanising Works contains inbuilt mooring rings with bollards on the top.
- iii. Part of the structure over the locally listed Billet Arm has been retained so far. There are plans to demolish it for a new development (March 2014).



#### **A.5.2 Local views**

- i. The views from the bridges of the canal are generally attractive.

#### **A.5.3 Other significant buildings**

- i. There are none on this section of canal.

#### **A.5.4 Landscape and wildlife**

- i. This section of canal runs through flat country.
- ii. There are formal and informal open spaces adjacent to both sides of the canal at various points, many linking through to local housing. These help to screen the motorway embankments and industrial installations. Hedges and trees contribute to the canal corridor's role in screening industry and the motorway. There are patches of reed beds to the offside all along this stretch, providing habitats for wildlife such as water birds and invertebrates.

### **A.6 Neutral Elements within the Conservation Area**

- i. Some landscaping of modern industrial units has taken place, which can help to screen them. Although there are no specialised designations along this section, there are large areas of green space around the motorway junctions.
- ii. There are substantial walls to the offside of the section north of the M53 (144A), representing former industrial uses. South of the M53 (144A) there are landscaped areas next to modern business units as well as areas of informal open space.
- iii. The towpath surface is mostly asphalted, as it forms part of a Cycle Route.

### **A.7 Negative Elements within the Conservation Area**

- i. The hedging and fencing to open spaces is in variable condition in places and should be rationalised. The use of chain link or palisade fencing is not appropriate to the canal setting.
- ii. Ramping and accesses to some bridges are inappropriate, for example Waring's Bridge, 142, Bewley's Bridge, 144, Stanlow Bridge, 145, and Pickering's Bridge, 146.



- iii. Some pipes through bridges and pipe bridges bear no relation to the canal's history or character.
- iv. The industrial units on the offside around Stanney Mill Bridge (141) and towards New Stanney Bridge (140A) are unattractive and turn their backs on the canal.

## **A.8 Recommendations**

1. Plans to redevelop the sites of the former Burnells' and Wolverhampton Corrugated Iron Company works should retain the wharf walls and scale of the previous developments. The wharf walls should also be locally listed. The plans to demolish the remains of Wolverhampton Corrugated Iron Works and the associated railway bridge must be rejected.
2. Any developments by the canal should be screened appropriately, avoiding the use of chain link or palisade fencing next to the towpath.
3. Offside industrial units which are unattractive from the canal should be considered for retrospective screening with a bund and planting.
4. Consideration should be given to finding alternative routes for the towpaths under the motorway bridges so that 14 foot wide boats can pass.

## B. RURAL CHESTER, NORTH - NEW STANNEY BRIDGE (140A) TO MOLLINGTON BRIDGE (130)

### B.1 Historical development

- i. See A.1 above.

### B.2 Designations

<b>Conservation Areas</b>	None
<b>Listed Buildings</b>	Mason's Bridge 140, 1130649 Meadow Lane Bridge 139, 1130650 Dension's Bridge 138, 1139453 Stoak Bridge 137, 1330239 Picton Lane Bridge 136, 1330220 Croughton Bridge 135, 1115503 Railway Viaduct 132, 1278977 Knolls Bridge 131, 1229632
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	None
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b>	
Site of Biological Interest (SBI)	SUC (Main Line), SJ414712, Grade B Viaduct Wood, SJ 391705, Grade C Gowy Meadows and Ditches, SJ 436737, Grade A
Site of Nature Conservation Value (SNCV)	Area north of canal at Collinge Wood East of canal from north of bridge 131 to bridge 130
Area of Nature Conservation Value (ANCV)	Whole length of canal Area around motorway junctions Between canal and Wervin Chester Zoo and fields Area north of canal from bridge 134 to Collinge Wood South of canal from bridge 133 to 130
Tree Preservation Orders (TPO)	None
<b>Towpath designations</b>	Adopted highway National Cycle Route 56, from Caughall Bridge (134) to Backford Bridge (133) Regional Cycle Route 70, from New



	Stanney Bridge (140A) to Picton Lane Bridge (136) and south from Backford Bridge (133)
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### B.3 Character of the Conservation Area

- i. This section of the canal runs through a rural area, but one with major contrasts. The northern section, between New Stanney Bridge (140A) and the motorway bridges (135A and B), includes a winding section through flat country, marred by pylons and the nearby M53, but with open views over the Gowy floodplain towards Helsby Hill.
- ii. This agricultural area is followed by another section, with a set of offside moorings, and the approach to the Backford Gap. There are pipes and a tank farm, and a length that will be affected by the planned expansion of the Chester Zoological Gardens. The canal passes through the Backford Gap, with an area to the south which is used for military training, and then a substantial railway viaduct (132). South of the latter is a section flanked by woods, and then an area of open agricultural land. The final section is becoming part of the northern suburban boundary of Chester, with a golf course and the proposed Countess of Chester Health Park; these replace areas used for landfill in the 1960s.
- iii. There are few historic wharves on this section, but a number of original bridges, lengths of substantial nature conservation value, and contrasting open and wooded areas. This largely rural section is used by walkers, cyclists and anglers as well as boaters. Motorways and the railway are close at hand.



### B.4 Major Features

- i. The most significant feature is the Backford Gap, which is crossed by the A41 and the Chester & Birkenhead railway viaduct at high level.



## **B.5 Positive Elements within the Conservation Area**

### **B.5.1 Canal related buildings, canal furniture and features**

- i. At Top Farm, Croughton, a building on the offside represents the place from which one of the earliest canal boat hiring operations took place from 1932. A building is shown at this site on maps from 1910, but the current building is much altered from this; more research needs to be done.



- ii. The numerous original bridges on this section are of considerable interest, and several are listed (140, 139, 138, 137, 136, 135, 132, 131). The original bridge at Caughall (134) was rebuilt 40 years after the canal, following incidents on passenger boats. There are reports of injuries to passengers, including losing their heads or being knocked off the boat, at this bridge.

### **B.5.2 Local views**

- i. There are attractive views of the church at Stoak from much of the section north of Stoak.
- ii. There are views across the Gowy Marshes to Helsby Hill and the Stanlow Oil Refinery.

### **B.5.3 Other significant buildings**

- i. There are none on this section of canal.

### **B.5.4 Landscape and wildlife**

- i. This area is largely flat and the southern section passes through generally attractive countryside and alongside a golf course. The hedgerows are mainly complete, and there is a belt of trees between the motorway bridges which provides effective screening.
- ii. Parts of the canal have recently been dredged and soft piling installed to protect the banks from erosion and stock poaching. IN time this will provide extra habitat for wildlife.
- iii. The canal links an important set of paths and open space adjacent to Knolls Bridge (131) encouraging use of the towpath for walking.
- iv. The whole section is an Area of Nature Conservation Value, and there are other designations, focusing on the central length between Backford Bridge (133) and Croughton Bridge (135). There are many reeded banks with associated wildlife and clumps of reed often break off forming floating islands.

## **B.6 Neutral Elements within the Conservation Area**

- i. The golf course north of Knolls Bridge (131) has replaced a landfill site, and contributes to the open appearance of this section, but inappropriate development could damage this.
- ii. The trees to the railway embankment mask the trains, but also limit views of the substantial viaduct. The open space north of the viaduct provides attractive open space, but access is restricted by military use.
- iii. There are moorings, including a fairly substantial length at Croughton, to the offside. The Croughton mooring includes an area for winding (turning round) boats, and there is also a winding hole by Backford Bridge.

## **B.7 Negative Elements within the Conservation Area**

- i. The motorway and electricity pylons to the northern section are somewhat intrusive.
- ii. The general appearance of Stoak from the canal is unattractive with untidy horse fields and sheds detracting from the view of the church.
- iii. The links with the footpath network around Stoak are compromised by barbed wire across many paths.
- iv. The United Utilities waste water treatment works is visually unattractive, as is the (unrelated) pipe crossing the canal and the fencing adjacent to the towpath.
- v. The tank farm north of Caughall Bridge (134) appears to be little used, but it has a neglected appearance and intensified use would be obtrusive. This was probably to decentralise fuel storage away from the possibly vulnerable refinery, but may also may have been associated with the wartime PLUTO (Pipe Line Under The Ocean) project.
- vi. The palisade fencing near the Railway Viaduct (132) is unattractive and could be placed away from the canal towpath.
- vii. The redevelopment of the Countess of Chester Hospital is starting to encroach on the view over the site of the proposed Countess of Chester Health Park.
- viii. The laying of asphalt has destroyed or damaged the original towpath surface under some of the bridges and so detracts from the character and historic appearance of the canal.
- ix. There are many saplings between the canal and the towpath which would cause an obstruction for horse boating. This stretch is used for horse boating demonstrations between the National Waterways Museum and Chester.

- x. Opposite Top Farm, Croughton, there are streams and pools of water across the towpath causing problems for towpath users.

## **B.8 Recommendations**

1. Any opportunities to reduce or remove the impact of the motorways, pylons, waste water treatment works, tank farm and pipes should be taken.
2. Unattractive fencing, particularly at the waste water treatment works should be replaced by hedging.
3. The owners of the fields adjacent to the canal at Stoak should be encouraged to improve their appearance.
4. The barbed wire should be removed from the Public Footpaths around Stoak.
5. Developments that would restrict the views of Stoak Church, the appreciation of the Backford Gap, or further restrict the views of the railway viaduct should be resisted.
6. Enhancement of the moorings at Croughton should be encouraged, including protection for the historic wharf there – consider local listing if appropriate.
7. Caughall Bridge (134), locally known as Pretty Bridge, should be considered for listing.
8. Development for the expansion of Chester Zoo could add to amenities, but should not be allowed to adversely affect the open appearance of the corridor east of Backford Bridge (133) and the canal section adjacent to Zoo-owned land.
9. The palisade fencing at the Railway Viaduct (132) should be moved or hidden by hedging.
10. The proposed Countess of Chester Health Park between Mollington Road Bridge (130) and Knolls Bridge (131) is an opportunity for interpretation of the canal at this point, as well as attracting more people to appreciate the canal. It is important that the view of the extending hospital does not compromise this site.
11. Remove the saplings between the canal and the towpath before they get established to improve the route for horse boating. Keep the area free of such obstructions.
12. Investigate the streams and pools of water across the towpath opposite Top Farm and install drainage as necessary.

## C. SUBURBAN CHESTER, NORTH - MOLLINGTON BRIDGE (130) TO CAMBRIAN ROAD BRIDGE (126E)



### C.1 Historical development

- i. See A.1 above.

### C.2 Designations

<b>Conservation Areas</b>	Chester City Conservation Area is directly to the south of this area
<b>Listed Buildings</b>	None
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	None
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV)  Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	Finchett's Triangle, SJ 385673, Grade C Around aqueduct, east along Finchett's Gutter Whole length of canal Several individual ones between Bridges 128 and 126E– see maps Group TPO NW of aqueduct Group TPO along bank, east of canal, north of Bridge 128 Need to add: Willow by Stone Bridge wharf 2 Scots pines and 3 or 4 beech trees by old house on corner opposite University
<b>Towpath designations</b>	Adopted highway National Cycle Route 5 Regional Cycle Routes 70 and 71 National Cycle Route 45 north to Bridge 128B

### C.3 Character of the Conservation Area

- i. This section of the canal shows the typical changes from rural to urban. The electric lighting from Chester as far as Blacon Avenue Bridge (129) means that it is used at all times of the day and night by people going to and from the city. The towpath is used by walkers, cyclists and fishermen as well as people travelling into the city for work or leisure.
- 
- ii. There are houses along parts of this section, at first only on the towpath side, and then only on the offside, then on both sides as the canal reaches the more built up areas of the city. Some of the houses embrace the canal and have opened up their gardens to include the canal bank; building platforms, garden sheds, summerhouses and gazebos. Others ignore the canal and have tall fences, at others there is evidence of domestic rubbish scattered down embankments and into the canal.
  - iii. In between the stretches of houses, particularly towards the northern end of this section there are fields on the towpath side (mainly pasture with horse grazing), a former school playing field between the canal and the Police Station, and the new crematorium at Blacon on the off side. This gives this area a very open feel.
- 
- iv. To the south of the modern Deva Aqueduct which crosses the A5480, Chester University is adjacent to the towpath as far as Stone Bridge (128). The length of canal from the aqueduct to Northgate Locks had been adopted by a voluntary group from the University as part of the Waterways Action Squad initiative which has lapsed, but efforts are being made to start this up again.
  - v. The whole length of the canal is designated as an Area of Nature Conservation Value, and, close to the aqueduct there is a more extensive green space which is designated as a Site of Nature Conservation Value. This is along the floodplain of Finchett's Gutter – the crossing of these two linear watercourses is important for wildlife movement and dispersal. Adding value to this, the former railway line which crosses the canal in this area is also designated as an Area of Nature Conservation Value. In 2010 a new link between the canal towpath, the Millennium Cycle Way and the Deva Link Road was constructed in this area. At Cambrian Road Bridge (126E) the canal meets the City Conservation Area.
  - vi. There are no locks on the stretch, although the canal is on a slight embankment at the northern end of the section, between the houses after Mollington Bridge (130) and the former railway bridge, and in a small cutting in the Garden Lane area, with the gardens above the level of the towpath. The bends in the canal add to the pleasant nature of this section.

## **C.4 Major Features**

- i. There are no major features on this section of the canal.

## **C.5 Positive Elements within the Conservation Area**

### **C.5.1 Canal related buildings, canal furniture and features**

- i. The bridges on this part of the canal are typical of an urban area, not the gracefully curved brick bridges more usually seen on the Shropshire Union Canal, however, they are in keeping with the character of the canal in this section. The former bridge to Blacon Hall is evident by a narrowing of the canal and a slope in the garden of the house close to the canal.
- ii. The attractive Deva Aqueduct over Deva Way was constructed in 1992.
- iii. Stone Bridge (128) carries Cheyney Road over the canal. This bridge has been sympathetically extended, probably in the 1930s, as the road was widened to take modern traffic. South of here, to Cambrian Road Bridge (126E) the off side bank appears to be protected with railway sleepers.
- iv. The raised bricks, and setts, under some of the bridges are contemporary with the canal and of historical and educational value as well as to assist when horses are pulling boats to and from the National Waterways Museum at Ellesmere Port.

### **C.5.2 Local views**

- i. When travelling along the canal towards the city, there are views across the fields to the old Deva Lunatic Asylum (the Water Tower Hospital), currently being redeveloped. This is an important focal point on this section of the canal.
- ii. From the site of Blacon Hall Bridge and the Deva Aqueduct it is possible to see the Cathedral and Town Hall, particularly in the winter months when there are no leaves on the trees. These views should be protected as important for attracting visitors into the city to explore.
- iii. The Welsh Hills are visible, on a clear day, over the houses of Balmoral Park; this open aspect is very attractive and should be retained.
- iv. The view of Chester University buildings by the bend in the canal is attractive and should be maintained.

### **C.5.3 Other significant buildings**

- i. Stone Bridge House, 26 Balmoral Park, was built prior to the canal and extended in 1869. Apparently the canal was diverted around it (*personal communication from Andrew Randall, former resident*), and it is very attractive.

- ii. The house at the site of Blacon Hall Bridge needs researching as it may have been a gate house for the Hall. The access ramp to the bridge is still evident in the garden.



#### **C.5.4 Landscape and wildlife**

- i. As this area of land is fairly flat, there are no locks on this section of the canal. Where the land does rise and fall, there are small cuttings and embankments. The back gardens of the houses to the northern end of Garden Lane have high walls to support and contain their gardens.
- ii. The canal and its towpath form an open space which is generally pleasant and accessible. The green spaces around the aqueduct are now largely taken up with the new link way between the canal towpath, the Deva Link Road and the Millennium Cycle Way, and Finchett's Gutter is a dredged ditch at this point, which does not encourage wildlife.
- iii. Along this whole section the natural environment consists of trees, hedges and some reed beds in the canal, these contribute to the distinctiveness of the canal. Vegetation adjacent to the canal is currently at a level suitable for horse boating.
- iv. There are several large trees which should be protected by Tree Preservation Orders such as the willow by Stone Bridge (128) and the fairly mature beech and Scots pine trees at Stone Bridge House, 26 Balmoral Park, opposite the Chester University.
- v. The trees planted on the bank next to the towpath, by the University Nursery, are attractive and have a Group TPO.
- vi. This stretch of the canal has most of the wildlife species generally associated with this type of waterway. There are usually mute swans, mallard, and moorhens, with the occasional heron, kingfisher or cormorant. There are obviously fish present by the number of fishermen on this stretch and the presence of fish eating birds. The reed beds will support populations of beetles, and other invertebrates, and dragonflies are sometimes seen flying. In the bank side vegetation, especially the areas of Japanese knotweed, there are usually numerous house sparrows.



#### **C.6 Neutral Elements within the Conservation Area**

- i. Some houses have embraced the canal bank and included it in their garden area, although some of the gazebos and summerhouses could become unattractive if not properly maintained.



- ii. The new crematorium has been built adjacent to the canal. The new landscaping needs to be monitored and a hedge planted adjacent to the canal.
- iii. The style of the electric lighting along the towpath is inoffensive and functional.

### **C.7 Negative Elements within the Conservation Area**

- i. Some of the garden fencing, particularly at the rear of the houses on Parkgate Road, consists of corrugated iron and breeze blocks, which are unattractive in the canal setting.
- ii. Along most of the boundary with Chester University there is a tall metal fence, this is not in keeping with the canal.
- iii. The decking structure next to the canal at Stone Bridge House is unattractive and inappropriate to the situation.
- iv. There are disused wharves north of Stone Bridge (128) and Cambrian Road Bridge (126E) which are becoming very dilapidated.
- v. Cambrian Road Bridge (126E) is fairly modern and not in keeping with the canal. The detached pipe was apparently part of the hydraulic system in the city. The overhanging vegetation makes use of both the stepped and sloped accesses difficult.
- vi. The stone wall along the gardens on Garden Lane has, in places, been raised with unsuitable materials such as bricks and breeze blocks.
- vii. There are several clumps of Japanese knotweed on this section, which can be very damaging to canal banks.
- viii. Some of the points of access to the towpath are out of character with the heritage of the canal, for example at Blacon Avenue Bridge (129), Bridge 128b and Cheyney Road Bridge (128).
- ix. As this section of canal is part of several Cycle Routes, the towpath has been covered in asphalt, which has destroyed the original surface under some of the bridges and so detracts from the character and historic appearance of the canal.

### **C.8 Recommendations**

- 1. The views into the city, especially to the cathedral, across to the hospital and to the Welsh Hills should be retained and protected from development.
- 2. Currently there are houses being built in the grounds of the Water Tower Hospital (the former Deva Lunatic Asylum), and it is important that the main

building be retained and sympathetically converted, rather than being demolished.

3. The boundary between the new crematorium and the canal should be planted with a suitable hedge.
4. Stone Bridge House, 26 Balmoral Park, the house at the site of Blacon Hall Bridge and the tower of the Water Tower Hospital should be considered for local listing.
5. Trees at Stone Bridge House and the wharf by Stone Bridge (128) should have Tree Preservation Orders.
6. The University of Chester fence should be removed and the campus integrated with the towpath area. Any new developments by the University should properly address the waterscape.
7. The vegetation needs to be regularly trimmed by both the stepped and sloped accesses by Cambrian Road Bridge (126E).

## **D. CHESTER BASINS AND THE DEE BRANCH - CAMBRIAN ROAD BRIDGE (126E) TO THE RAILWAY BRIDGES (123K)**

### **D.1 Historical Development**

- i. Chester Canal Basins were once a busy and thriving centre of the canal trade, dealing with both cargo and passenger traffic. They lie at the bottom of Northgate Locks at the junction of the Chester Canal, and the Wirral Line of the Ellesmere Canal, both now part of the Shropshire Union Canal. The Basins and associated locks and Graving Dock (where boats are taken out of the water to “grave” or scrape and repair the bottom of the boat) were built to accommodate the 14 feet wide Mersey Flats.
- ii. By the end of the 18th century, the Chester Canal was facing ruin, but was saved by a link with the Ellesmere Canal Company, which had been set up in the 1790s to link Ellesmere in Shropshire and the quarries of North Wales to the Mersey at Netherpool/Whitby, now known as Ellesmere Port. In Chester, the company built the section of canal known as the Wirral Line, which runs up to Ellesmere Port and which was completed in 1795. When this section of canal was built, two of the locks in the original staircase were taken out and replaced by two new locks on the Dee Branch of the canal, separate from the main line. This is the section of canal just to the west of the main Canal Basin. The increase in trade resulting from the Wirral Line was of great significance and represented a major upturn in the fortunes of the owners of the Chester Canal Company, which would probably not otherwise have survived.
- iii. The Dee Branch drops the canal down into what was once the Dee Basin, extending almost to the edge of what is now Southview Road. It was surrounded by a variety of warehouses and other industrial buildings, including a boatyard and stables, all of which have since disappeared. Archaeological excavations of this area prior to its redevelopment in 1996 uncovered the remains of over 30 sunken boats including ‘Earl’, a flat built at Frodsham in 1802 for use on the Ellesmere and Chester Canal.
- iv. In the 1970s, the local canal supervisor, the late Philip Williams, instigated the creation of Williams Moorings.

## D.2 Designations

<b>Conservation Areas</b>	Chester City Conservation Area
<b>Listed Buildings</b>	Taylor's Boatyard (including Former Flat Shed, Narrowboat Shed, Former Steam Saw Mill, Blacksmith's Forge, Carpenter's Shed, Paint Shed, Stores, Warehouse/Office Range and Dry Dock), 1375715 Graving Lock, 1375932 Roving Bridge 126, 1375933 Bridge Lock, 1375930 Telford's Warehouse, 1375919 Raymond House 1375918 Water Tower, 1376129
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	Tin Tabernacle, Whipcord Lane
<b>Scheduled Monuments</b>	Water Tower, 1006785
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	River Dee SSSI
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV)  Tree Preservation Orders (TPO)	None None Whole length of canal and area between main line and Williams Moorings 5 opposite Taylor's Boat Yard 1 close to Graving Dock 5 near to Bridge Lock
<b>Towpath designations</b>	Adopted highway National Cycle Route 5 Regional Cycle Routes 70 and 71 National Cycle Route 45

## D.3 Character of the Conservation Area

- i. The character of the canal basins and Dee Branch is dominated by the buildings associated with Chester as a canal port. Many of the canal buildings are typical of the style of those built by Thomas Telford, and the majority of them are Grade II listed. The whole of this section of the canal is within the Chester City Conservation Area. There is an interpretation board by the towpath in the basin.
- ii. The towpath is an adopted highway, and has been recently resurfaced. It is used by walkers, cyclists and fishermen and there is a Canal Trail sign



adjacent to the access slope near Cambrian Road Bridge.

- iii. The grassy areas, picnic tables and other benches attract many people to the area on warm sunny days. This whole area is designated an Area of Nature Conservation Value, and it attracts the usual collections of water birds including a pair of mute swans who usually nest somewhere around the basin.
- iv. The historic buildings, clearly visible in the area, attract many walkers and cyclists, as well as boaters.
- v. Taylor's Boat Yard was originally the boat maintenance and building yard for the Shropshire Union Railway and Canal Company Ltd, and it is being revived as a working boat yard of the modern age, whilst still retaining the heritage features of the canal age. The associated Graving Dock and Graving Lock are also being brought back into use. The Dock and Lock were used for taking boats out of the water for repair.
- vi. The elegant roving bridge carries the towpath over the canal; it was built to allow horses to tow boats along the canal without having to unhitch the rope when the towpath changes from one side of the canal to the other.
- vii. The character of the North Basin has been changed by the recent development of a range of houses, flats and retail/entertainment properties. These should be finished in June 2014 and seem to reflect some of the past life of the basin, and look something like the warehouses which used to be around it.
- viii. The Dee Branch has recently been dredged but access to the River Dee, through the River Lock, is still difficult. The tenants at the Boat Yard are taking over Williams Moorings, so that it is now full of boats, which greatly improves the appearance of the area.
- ix. The much reduced Dee Basin is surrounded by tall wharf-like apartment blocks, and the 8<sup>th</sup> Scout Headquarters building, shaped like a boat.
- x. Raymond House was the offices for the Canal Packet Boat, which carried passengers to Ellesmere Port, and an inn, then living accommodation for canal workers (now empty offices), while Telford's Warehouse was a warehouse and is now a popular public house and live music venue.
- xi. The twin railway bridges, below Northgate Locks, together with the sweeping slope up to Raymond Street Bridge and the cantilevered road opposite Telford's Warehouse were all built around the same time and form a dramatic entrance to the main Chester Basin. Near to Raymond Street Bridge, there is a large hook on a ring mounted low down on the wall. This was apparently used to hook the towrope onto so that boats could be pulled straight out of the locks, so making it easier to negotiate the sharp turn into the basin.



- xii. Just before Easter each year, the basin is usually full of historic boats on their way to Ellesmere Port for the Easter Gathering at the National Waterways Museum.



- xiii. The 3 locks on this stretch carry the canal from the main line down to the River Dee. The River Lock is one of the longest in the country as it was extended when Sealand Road Bridge was made into a fixed bridge when the road was upgraded. Passage through this lock is difficult and requires going under the bridge before the rising tidal river is too high.

## D.4 Major Features

- i. The major features on this stretch of the canal are:
- the complex of buildings forming Taylor's Boat Yard
  - the buildings associated with the former Chester to Ellesmere Port Packet Boat – Telford's Warehouse and Raymond House
  - the Dee Branch connecting the canal to the River Dee.

## D.5 Positive Elements within the Conservation Area

### D.5.1 Canal related buildings, canal furniture and features

- i. The canal basins are a very good example of a canal port that has been preserved largely by neglect.
- ii. Around the main basin, the majority of the remaining buildings have been present since this was a thriving area for trade, and still practise similar trades. JP Marine now run the boat yard building and repairing boats, and Telford's Warehouse is a thriving public house and music venue next door to the old Canal Tavern (now part of Raymond House).
- iii. The area around the North Basin is being redeveloped and will hopefully reopen for mooring boats once all the work has been completed. As part of the development there will be a small sanitary station for use by boaters.
- iv. The roving bridge is a fine example of its kind, and has a plaque on it commemorating Tom Rolt, one of the founders of the Inland Waterways Association, who was born in Chester. The other bridges are in keeping with the area. Generally they are in good condition, although the surface of the roving bridge needs some attention.
- v. The water point and sluice paddle gear are maintained in the traditional way. There are traditional mooring rings on the towpath side of the main basin.



- vi. The sweeping slope near the railway bridges is attractive. Research needs to be done on the hook and ring adjacent to Raymond Street Bridge and it needs to be preserved and interpreted.

#### **D.5.2 Local views**

- i. Most of the important views in this area are into the Canal Basins from the bridges and surrounding area. The large expanse of water gives a very open feel to the area.
- ii. The views of the City Walls and Water Tower are also attractive, although they can be obscured by the trees when they are in leaf.



#### **D.5.3 Other significant buildings**

- i. The Tin Tabernacle on Whipcord Lane has been identified as being of Townscape Merit. This building is no longer being used as a church and is being sympathetically converted into a dwelling.

#### **D.5.4 Landscape and wildlife**

- i. Although this is a comparatively small area, there is a great deal of variety and interest.
- ii. There is a change in level from the mainline of the canal down the Dee Branch towards the River Dee. The Graving Lock takes the canal down to Williams Moorings, Bridge Lock drops it down to the formerly tidal Dee Basin, and then the River Lock goes out into the tidal river almost at sea level.
- iii. This very large open space is reducing with the increasing size of the new development around the North Basin. However, the area between the canal and the Dee Branch is grassy and pleasant. There are rings for visitor moorings here and most of the trees have TPOs.
- iv. Moorhens, mallard and mute swans all regularly nest in this area. Kingfishers, herons and cormorants are occasionally seen passing through or fishing. There are numerous pigeons which fly around the basin, settling on Telford's Warehouse or the Graving Dock. People are no longer allowed to feed the birds in this area.

#### **D.6 Neutral Elements within the Conservation Area**

- i. Most of the recent mixed use developments around this area are fairly massive, but as they are of a comparable size to traditional canal side warehouses, this is acceptable. There may, however, be a concern about the, as yet unbuilt, office block which will be adjacent to Telford's Warehouse, as it may be overpowering. This concern has been realised by the size of the building opposite Taylor's Boat Yard where there once were small cottages.

- ii. There are new plans for the development adjacent to Taylor's Boat Yard, it will be necessary to monitor the progress of this.

## **D.7 Negative Elements within the Conservation Area**

- i. The towpath is an adopted highway and is now surfaced in a similar way to the rest of the towpaths in Chester. The raised horse bricks are not present under any of the bridges.
- ii. The locks are not well maintained and there is a real concern that navigation between the canal and the River Dee may become impossible.
- iii. The site of Tilston's Joinery Yard, adjacent to River Lock, is unsightly and not in keeping with the waterscape here.
- iv. The numbers painted onto the lock beams are incorrect and confusing.

## **D.8 Recommendations**

1. The vibrancy of the Canal Basins should be recreated through continued sympathetic development and active uses.
2. The Boat Yard should be supported and encouraged to be a viable and successful business.
3. The North Basin should be opened up for visiting boats.
4. The towpath should have suitable heritage lighting reinstated.
5. The lock numbers should be removed and the lock name plates reinstated where necessary.
6. The River Lock should be repaired and the possibility of a lock in the weir investigated.
7. Tilston's Joinery Yard should be redeveloped sympathetically.
8. The Tin Tabernacle on Whipcord Lane should be considered for local listing.



## **E. NORTHGATE CUTTING AND LOCKS – NORTHGATE LOCKS TO COW LANE BRIDGE (123E)**

### **E.1 Historical Development - Sections E – I (The Chester Canal)**






- i. Started in 1772, at the time of the Industrial Revolution, the Chester Canal was intended to link the City of Chester with growing centres of industry and trade, such as the Potteries and the Midlands. Opposition from the owners of the Trent & Mersey Canal to a junction with their waterway at Middlewich meant that the owners of the Chester Canal had to settle for Nantwich as the terminus for their venture but, because of a lack of funds, even that plan could not initially be achieved and Beeston became the initial terminus of the Canal with the first traffic being carried in 1775. This canal was designed to carry 14 feet wide Mersey Flats, so the canal and bridges are wide enough for this.
- ii. Even after the link to Nantwich was completed in 1779, Beeston was again the end of the canal for a considerable period at the end of the 18<sup>th</sup> century, since the lock just to the east had collapsed and defied all attempts to repair it. Hence, a wharf and associated buildings were built here to deal with the limited amount of traffic still using the canal during that period. A short railway was also built to transport goods between the two sections of canal around the inoperative lock.
- iii. A deep cutting takes the canal under Chester City Walls, to Cow Lane Bridge. The original plan envisaged that this section would have to be a tunnel but, when the work started here in the 1770s, the remains of an old ditch, probably the Roman fossa external to the walls, were found. This made the excavation work easier and a cutting was made instead, although it was still necessary to remove large sections of the bedrock.
- iv. In 1846, the Shropshire Union Railways & Canal Company (SURCCo), represented an amalgamation of a number of earlier canal ventures. The oldest of these was the Chester Canal, and it was only through mutually beneficial links with the Ellesmere Canal and then the Birmingham & Liverpool Junction Canal in the early 19th Century that commercial success was achieved and the SURCCo was formed, with a Head Office based in Chester in the buildings next to what is now Telford's Warehouse.
- v. As the name of the company suggests, it had links with the railways, which were beginning to revolutionise transport in ways even more far-reaching than those achieved by the canal network, and a year after it was formed, the SURCCo came under the control of the London and North Western Railway Company (LNWR). An extensive canal carrying business was soon established, largely in territories served by rival railway companies. To service this trade, a large fleet was required and Chester was chosen as the location for a boat yard, both to build and maintain the boats. The chosen site was in Chester Basin, sandwiched between the canal and Upper Cambrian Road.

- vi. With an annual turnover from carrying of nearly £200,000, the company appeared to be performing quite well and showed a profit in most years, but this was an illusion, since it was dependent on subsidies from both the parent company LNWR and, during the Great War, from the government. The withdrawal of these subsidies in 1920/21, combined with an attempt to restrict the boatmen's working day to 8 hours plunged the company into massive losses and the decision was taken, quite abruptly, to withdraw from carrying all together and sell off the fleet.

## E.2 Designations

<b>Conservation Areas</b>	Within Chester City Conservation Area
<b>Listed Buildings</b>	Northgate Locks and bridges, 1375934 Northgate Lock Cottage, 1375735 Holly House, 5 Canal Street, 1375734 Hospital of St John Almshouses, 1375965 Bluecoat Hospital, 1375966 The Northgate, Grade I, 1376370 Northgate House, 1 Upper Northgate Street, 1375958 2 and 4 Upper Northgate Street, 1375959 Northgate Bridge123G, 1375968 Bridge of Sighs, 1375967 City Walls, Grade I, 1376135 4,6,8,10,12,14,16,&18 George Street, 1375821
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	Former Temperance Hall, George Street 22 George Street, The Manse Penri Chapel, George Street
<b>Scheduled Monuments</b>	City Walls, 1006785
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	Northgate Cutting and Walls
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	None None Whole length of canal 13 individuals between locks and railway
<b>Towpath designations</b>	Adopted highway National Cycle Route 45

### E.3 Character of the Conservation Area

- i. From the basin the canal rises 33 feet at the Northgate Locks. This staircase of three locks has a dramatic setting under the City Walls and pleasant surroundings of trees and a small open space.
- ii. A deep cutting then takes the canal from the locks, under the City Walls, to Cow Lane Bridge (123E). This follows the line of an old ditch just outside the City Walls. Large sections of the bedrock had to be removed resulting in a cutting which is dramatic from all viewpoints but especially from the canal and towpath. The rock is typical of the Triassic sandstone of the area being largely Chester Pebble Beds which is noted for the cross bedding of sandstone showing dune structures. 
- iii. The canal cutting is dominated on the south side by the City Walls. These are listed Grade I and are a Scheduled Ancient Monument. Of particular interest along this length are the Water Tower, Bonewaldesthorpe's Tower, Morgan's Mount, Pemberton's Parlour, views of sections of the original Roman walls complete with their original cornice, and the Phoenix or King Charles' Tower. The views to and from the Walls are very important to the setting of the canal in this area. 
- iv. Two important bridges cross the canal. The Northgate Bridge is high and reinforces the deepness of the cutting. There are interesting views of the canal from both sides of the bridge. The Bridge of Sighs is now unused; but used to take condemned prisoners from the Northgate Gaol (now replaced by the existing Northgate) to the chapel in the Bluecoat building across the canal.
- v. This length of the canal has many features associated with the operation of the canal, for example rings and rope marks.  
- vi. There are also lines of holes in the rock face, 'pudlocks', which were to take the wooden joists, 'put-ups', used to support a platform for men quarrying the stone or perhaps for the roof of small lean-to structures. 
- vii. This section of the canal forms part of the City Centre Conservation Area and is within the area covered by the Gorse Stacks Development Brief. Modern development along this stretch has been largely sympathetic but there are some exceptions.
  - i. The towpath along this section is shared by pedestrians and cyclists being part of National Cycle Route 45 and is lit at night. Parts are narrow where the space is constrained by the rocks of the cutting. Considering that the towpath

along this stretch provides one of the best 'walks' in Chester it is surprisingly little used.

## **E.4 Major Features**

- i. The major features of this section are the Northgate Locks, the Northgate Cutting and the City Walls and its Towers.

## **E.5 Positive Elements within the Conservation Area**

### **E.5.1 Canal related buildings, canal furniture and features**

- i. This section is very rich in interesting canal related buildings and features. The Northgate Locks with their associated buildings and green setting are a significant attraction in a historic city centre, unfortunately marred by the presence of the utilitarian bridge carrying the Ring Road. The original "barrel organ" paddle gear on one of the locks has been retained, although it is not always in use.
- ii. Above Northgate Locks there are several features associated with a former wharf. There are bollards on the off side, and horse steps (now covered by a metal plate) opposite in the towpath. Holly House and warehouses, 5 Canal Street, were probably built for the Shropshire Union Railways and Canal Company and could have been part of this wharf.
- iii. The Bridge of Sighs and Northgate Bridge both cross the canal at a high level and are important features in the cutting.
- iv. Other interesting features include several rings, possibly used for tethering horses, as well as rope marks left by horse-drawn boats on the rocks in the cutting. Close to Cow Lane Bridge (123E) there is a brick built structure alongside the towpath which used to form a bridge over a canal arm (now disused).



### **E.5.2 Other significant buildings**

- i. This length of canal is dominated by the City Walls which top the southern face of the cutting.
- ii. The south wing of the Bluecoat School is adjacent to the canal and contained the chapel which was connected to Northgate Gaol by the Bridge of Sighs.
- iii. The recent works to 2 Upper Northgate Street, to convert the building for use as a Dental Practice, have significantly enhanced this building and provided good views of the canal from its waiting room.

- iv. The terrace of small houses, 4-18 George Street, which are set at a high level in the cutting form an interesting boundary to the canal and close the view looking from the Northgate Bridge.
- v. The Temperance Hall in George Street is a Victorian building which was originally a Primitive Methodist Chapel. It is an impressive building viewed from George Street but, unfortunately, new additions to the rear spoil the view of it from the canal towpath. It is considered of Townscape Merit.
- vi. The Manse, 22 George Street is considered of Townscape Merit.
- vii. The Penri Chapel, George Street is considered of Townscape Merit.

### **E.5.3 Local views**

- i. There is an interesting view from the top of Northgate Locks, over the railway line, towards the Clwydian Hills.
- ii. The views down to the canal from the City Walls, and out of the cutting to both sides are some of the best in the City.
- iii. There are excellent views, too, down into and along the cutting in both directions from Northgate Bridge.

### **E.5.4 Landscape and wildlife**

- i. The most successful open space is probably the one between the City Walls and Northgate Locks. This forms part of a pleasant setting for the locks. There are 'natural sculptures' in the grassed area.
- ii. Trees, presumably self sown, populate most of the flatter areas in the cutting.
- iii. There is a good display of daffodils on the higher ledges on the rock faces in spring.

## **E.6 Neutral Elements within the Conservation Area**

- i. Examples of more recent developments alongside the canal which are acceptable, if unremarkable, are the group of houses to the rear of Canal Street which overlook the canal and the sheltered housing at 'Waterside View' which has attractive gardens on the canal side.
- ii. The 'green amphitheatre' open space is under used.

## **E.7 Negative Elements within the Conservation Area**

- i. The brick buildings on both sides of the canal by Cow Lane Bridge (123E) are unremarkable. The chapel is not used and neglected. The modern

extensions to the rear of the Temperance Hall detract from the building and its setting.

- ii. There seems to be little management of the trees in the open spaces in the cutting.
- iii. The open space between the canal and George Street is neglected and not accessible to the public, although there were once plans to make it into a Public Park with a new bridge across the canal.
- iv. The Bridge of Sighs and the side of the Bluecoat School facing the canal are often covered in vegetation.
- v. In the past there was a short length of fence under Northgate Bridge where the towpath is very narrow. There is now a feeling of vulnerability when walking this narrow section.
- vi. Recent and proposed developments to the north of the canal and east of Northgate Bridge (for example the Travel Lodge, now student accommodation, and the new health centre) do not enhance the setting of the canal nor the view across the canal from the City Walls.
- vii. The numbers painted onto the lock beams are incorrect and confusing.



## E.8 Recommendations

1. Any new developments should not compromise the character of the Northgate Cutting, nor interrupt the views which exist from the walls, out of the cutting or along the canal towpath. Particularly high standards of design should be demanded in this area.
2. The canal-related features which exist along this length, such as rings, original bollards, horse steps, original paddle gear on the locks, arch over filled-in canal arm, should be retained and interpreted where possible.
3. The trees and vegetation in the cutting need more active management to enhance the appearance and use of the open areas alongside the towpath.
4. The City Walls and cutting would benefit from sympathetic floodlighting.
5. A suitable guard rail should be reinstated on the edge of the towpath near Northgate Bridge.
6. The open space between the cutting and George Street should be developed as a small public 'park'.
7. The lock numbers should be removed and the lock name plates reinstated where necessary.

8. The Temperance Hall, the Penri Chapel and number 22, all George Street, should be considered for local listing.

## F. INDUSTRIAL CHESTER - COW LANE BRIDGE (123E) TO A55 BRIDGE (122A)

### F.1 Historical Development

- i. See E.1 above.

### F.2 Designations

<b>Conservation Areas</b>	Chester City Boughton Canalside Chester Railway Lands Christleton
<b>Listed Buildings</b>	Hoole Lane Lock, 1375740 Chemistry Lock and sluice, 1375738 Chemistry Lock Cottage, 1375739 Tarvin Road Lock, 1229365 Tarvin Road Lock Cottage, 1279055 Tarvin Road Lock Lengthsman's Hut, 1279062 Greenfield Lock, 1229360 Water tower, 1391536 Steam Mill, Canal Side, 1375732 Flour Mill and office, Steam Mill Street, 1375938 Lead works and shot tower, Grade II*, 1375860 65 & 65A Egerton Street, 1375789
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	The Mill Hotel Old Harkers Arms St Paul's Mission Church
<b>Scheduled Monuments</b>	None
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV)  Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	None Waterworks Boughton Hall and Cricket Ground Whole length of canal One near bridge 123B 2 near The Holkham Group by Christleton Lock



<b>Towpath designations</b>	Adopted highway National Cycle Route 45
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### F.3 Character of the Conservation Area

- i. The area around the canal between Cow Lane Bridge (123E) and Chemistry Lock was the focus of significant industrial activity, served by the canal, in the nineteenth century. There were timber yards, brick and tile yards, chemical works and flour mills. A lead works together with shot tower was in use until 1986. Much of the historic fabric and street pattern of this area remains relatively intact. A number of former mills and warehouses have been redeveloped, or are being redeveloped, for a variety of uses. Beyond Hoole Lane the canal is dominated by Boughton Waterworks and its water tower. There are two interpretation boards providing information about these industries and the canal, one by Cow Lane Bridge and the other at Hoole Lane Lock.
- ii. The canal and much of the area adjacent to it in this area lies within existing Conservation Areas (Chester City Centre, Chester Railway Lands and Boughton Canalside) Most of this area is also covered by the Boughton Canal Corridor Development Brief (July 2001). The area has recently become part of the Commercial Business District policy of Chester Renaissance and there are approved development plans for the Shot Tower site (high rise housing) and the Boughton Business Park area (a new Waitrose store) with the two sites linked by a new footbridge across the canal. Work has started on the Waitrose store.
- iii. For part of this length the canal towpath runs alongside a road, Canalside. Posts prevent vehicles from straying on to the towpath; a variety of materials has been used including timber, similar to that from boats and ex-LNWR rails. The road surface varies but some of the recent stretches have successfully mimicked the original surface.



- iv. From Chemistry Lock to Christleton Lock the character of the canal changes. It runs through the residential areas of Boughton, Boughton Heath and Vicars Cross. At times it is sufficiently well screened from these to appear almost rural, particularly on the length between Tarvin Road Lock and Greenfield Lock, creating a 'green finger' stretching out of Chester. At the A41 (Bridge 122B) the canal enters 'green belt' and there is a break in development until Christleton is reached, although there is an application to build housing between the railway and the A55 bridge. Here the canal runs through the Christleton Conservation Area.

- v. This towpath is part of the National Cycle route 45 and so is shared by pedestrians and cyclists and is asphalted. This length is particularly well used by both, and is lit from Cow Lane Bridge (123E) to the bridge carrying the A55 over the canal (122A).

## **F.4 Major Features**

- i. The most important features on this section are the five wide locks which lift the canal from the city centre to the long pound extending from Christleton to Wharton's Lock. All except Christleton have lock cottages. Tarvin Road Lock has a lengthsman's hut too, one of only three remaining and unique to this canal.
- ii. There are several historic listed buildings which give the part of the canal below Hoole Lane Lock its industrial character; of these the lead shot tower is the most significant. There is a straight length of canal with good views, especially from Cow Lane Bridge (123E).



## **F.5 Positive Elements within the Conservation Area**

### **F.5.1 Canal related buildings, canal furniture and features**

- i. Most of the historic buildings which line the canal between Cow Lane Bridge and Chemistry Lock relate in one way or another to the canal.
- ii. The gate paddle on Hoole Lane Lock is historic and probably original to the gate.
- iii. There are a number of interesting buildings worthy of note and preservation, for example the small corn mill below Tarvin Road Lock, and Tarvin Road Lock Cottage itself.
- iv. There are many features relating to the canal such as the Lengthsman's Hut at Tarvin Road Lock, the crane base at the pub by Cow Lane Bridge (123E), and original brick surfaces under bridges.



### **F.5.2 Local views**

- i. The most important view on this section is along the straight 'industrial' length from Cow Lane Bridge (123E) towards the waterworks at Boughton. There is an excellent view back into the city as well.
- ii. There is a pleasant view from Greenfield Lock towards Christleton Lock.

### **F.5.3 Other significant buildings**

- i. The most important buildings along this length of canal are the historic 'industrial' buildings. Of these the lead shot tower is the most significant but the buildings associated with it are of less value and falling into disrepair.
- ii. The various mill buildings are all very important and help to retain the character of the area, as do the converted chapel (St Paul's Mission Church) above Hoole Lane Lock and the Water Tower. The Mill Hotel, Old Harkers Arms and St Paul's Mission Church are all considered to be of Townscape Merit.
- iii. The apartment block adjacent to the lead works site is a good example of a modern building in this historic industrial setting.



### **F.5.4 Landscape and wildlife**

- i. Boughton Hall Cricket Club has the most extensive open space along this section of the canal but there is no access to the towpath.
- ii. The section between Tarvin Road Lock and Greenfield Lock is particularly attractive - mature trees and shrubs almost hide the new housing developments to the north of the canal whereas, on the towpath side the gardens of the rather older houses have mature trees and hedges to the canal. There is access to the towpath from most of these houses which are generally well kept.
- iii. There is an attractive small area of woodland with some fine beech trees alongside Christleton Lock.
- iv. There are usually many mallards on this stretch as children are often brought here to feed them. Sometimes swans nest along here too.

### **F.6 Neutral Elements within the Conservation Area**

- i. The variety of suburban housing ranging from traditional red brick terraces to modern detached dwellings are typical of this sort of area and are in keeping with the canal setting.
- ii. The Bridge Inn has a large outdoor seating area which covers most of the former car park.
- iii. The new Waitrose development will hopefully improve the appearance of the former Boughton Retail Park.

## F.7 Negative Elements within the Conservation Area

- i. There are a number of negative elements. These include: the large HBOS car park adjacent to the canal below Hoole Lane Lock, the Bingo Hall and adjacent redbrick buildings by Cow Lane Bridge (123E), the inappropriate trees (non native conifers) planted on the off side of the canal at the new Aldi store (formerly Focus DIY) and the prevalence of Japanese knotweed (particularly a large stand to the west of Aldi).
- ii. The service entrance to the rear of Tesco and the Lock Keeper pub is shabby.
- iii. Pedestrian access along the north side of the canal from Cow Lane Bridge is limited and unattractive.
- iv. The security fencing to the Waterworks is grim.
- v. There are some unattractive concrete walls adjacent to the towpath and some very basic fencing in the Churton Street area of Boughton. The fence between the towpath and road, at Hoole Lane Lock, is dilapidated and needs repair. The edge of the towpath is also collapsing, despite recent repairs.
- vi. The sanitary station at Hoole Lane Lock is no longer serviceable and the elsan disposal has been blocked off.
- vii. Hoole Lane Lock Cottage has been rendered and the original windows have been removed. It would be more in keeping with the canal setting if it was returned to a more original state.
- viii. Chemistry Lock Cottage is falling into disrepair.
- ix. The former Focus DIY store, now Aldi, west of Tarvin Road Bridge (123) is an unremarkable building which does not relate well to the canal.
- x. The towpath between Tarvin Road Lock and Greenfield Lock was asphalted a number of years ago and now the surface is in poor condition.
- xi. The raised brick surface under the A41 Bridge (122B) has been partially covered with asphalt.
- xii. Between Greenfield Lock and Christleton Lock there is a short, isolated, abandoned section of canal. This was built to divert the canal while the



railway tunnel was being built. Vegetation is now damaging this structure and local residents are starting to fill it in with garden and other rubbish as well as extending their garden fences towards it.

- xiii. There is a planning application to build houses on the land adjacent to Christleton Lock, known as Trooper's Field. If built, this will remove the break in housing between Chester and Christleton.
- xiv. The numbers painted onto the lock beams are incorrect and confusing.

## **F.8 Recommendations**

1. Between Cow Lane Bridge (123E) and Hoole Lane Lock every effort should be made to preserve the 'industrial' feel of the area. Four storey red brick buildings which directly front the canal should be preferred to lower buildings set further back. This area is suited to a variety of uses – residential, retail, offices, community facilities, pubs and restaurants. Buildings should make the most of their frontage to the canal and not turn their back to it. Access to all public buildings should be easy from the canal side and mooring rings should be provided where appropriate.
2. A priority should be to improve the area around the Cow Lane Bridge (123E) winding hole. This is a prime site and an important entrance to the City, not only for boaters but for people walking to the centre from the station and Gorse Stacks car parks. There is a need for information on Chester and its facilities to be available at the popular mooring site near Cow Lane Bridge (123E).
3. The narrow streets which lead to the canal, for example Russell Street and Steam Mill Street, help to give the area its character. They should be preserved and appropriate street surfaces used.
4. The existing posts between the towpath and Canalside should be retained and replaced with similar structures when necessary.
5. Hoole Lane Lock Cottage should be treated more sympathetically to its original design and be considered for local listing.
6. The fence above Hoole Lane Lock should be repaired.
7. The edge of the towpath above Hoole Lane Lock should be repaired, again.
8. Chemistry Lock Cottage needs urgent repairs.
9. The new Aldi store at the former Focus DIY site should include a suitable waterfront with mooring rings.
10. The towpath surface should be improved between Tarvin Road and Greenfield Locks.

11. The short, isolated section of canal, above Greenfield Lock, should be protected from further damage. It could be developed as an off line nature reserve.
12. Christleton Lock should be listed.
13. The lock numbers should be removed and the lock name plates reinstated where necessary.
14. The Mill Hotel, Old Harkers Arms and St Paul's Mission Church should all be considered for local listing.

## **G. SUBURBAN CHESTER, SOUTH EAST - A55 BRIDGE (122A) TO WAVERTON (118 DAVIES BRIDGE)**



### **G.1 Historical Development**

- i. See E.1 above.

### **G.2 Designations**

<b>Conservation Areas</b>	Christleton Conservation Area from A55 Bridge (122A), to Rowton Bridge (120)
<b>Listed Buildings</b>	Christleton Bridge 122, 1130668 Quarry Bridge 121, 1187373 Hydraulic Sewage Lift, 1330232 Rowton Bridge 120, 1298829 Field Hospital, 1130640 Victoria Mill, Waverton, 1330259 Davies Bridge 118, 1130608
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	None
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV)  Tree Preservation Orders (TPO)	None None Whole length of canal and the field opposite The Old Trooper Group TPOs between bridges 122 and 121 Several individual TPOs opposite The Old Trooper, SE of Bridge 121, SE of Bridge 120 and both sides of Bridge 119
<b>Towpath designations</b>	Adopted highway National Cycle Routes 45 and 56, and Regional Cycle Routes 70 and 71 to Egg Bridge, 119 Public Right of Way south of Egg Bridge, 119

### G.3 Character of the Conservation Area

- i. From the A55 Bridge (122A) to Rowton Bridge (120) the canal is included in the Christleton Conservation Area. All but one of the bridges on this stretch are contemporary with the canal and are the graceful arched type typical of the Chester Canal. Christleton Bridge (122) and Quarry Bridge (121) have stone wall approaches alongside the road which are unusual.
- 
- ii. The small wooded area near Christleton Lock is probably the remains of the Deer Park associated with Christleton Hall. This and the fields below the lock give an important green break between the city and suburbia.
  - iii. This stretch of the canal shows the transition from suburban Chester to rural Cheshire West and Chester. As the towpath from Bridge 122a (A55) to Egg Bridge (119) is a multiuse path it is covered in asphalt, and then it reverts to a grassy towpath to Davies Bridge (118). Also, the surface under Bridge 121 has been replaced with cobbles/setts, whereas under 122, 120 and 118 it is concrete (degraded under 118). Egg Bridge (119) however, has retained the raised bricks, but asphalt covers the half nearest the bridge. Many cyclists and walkers as well as fishermen and families with children feeding the ducks use this section to get to and from Chester.
  - iv. The villages of Christleton and Waverton show the suburban character of Chester, while the 2 canal side pubs attract people to go onto the towpath to see the canal. Most of the development of these villages is on the offside, with many well kept gardens which abut the canal, as well as the fields in between areas of housing. This makes the towpath the edge of a green space, giving a very open feel to the canal.
  - v. Christleton Mill, previously Butler's Mill, has been sympathetically converted into flats and the surrounding former mill cottages are also well kept and attractive. South of Quarry Bridge (121) the adjacent house and garden make a feature of the wider canal here, a winding hole for turning boats. One of the houses with a canal side garden has built an attractive shed which looks like a boathouse.
- 
- vi. The modern development of houses close to Egg Bridge is settling in to the character of the canal in this area. Their gardens are developing into wharves and some have small boats moored outside. The former Victoria Corn Mill at Waverton has been sympathetically converted into flats, with an extension which has been built in a similar style. The mill itself, now known as Waverton Mill, is a Grade II listed structure with an associated wharf which is now part of the garden of one of the flats.



- vii. There have been three boatyards in this area in the past. Dean's Boat Yard is still in existence west of Rowton Bridge (120), with moored boats and a slipway, although there are plans to redevelop the site with very modern housing. On the east side of this bridge was Wain's Boat Yard, and north of Egg Bridge (119), was another Boat Yard with a slipway, on a former coal wharf which is now a private dwelling. These were some of the earliest hire boat fleets on the canal system. There was an even earlier one on the Wirral Line near Croughton (see Section 2).
- viii. Between Christleton and Waverton, there is a small caravan park on the towpath side which does not detract from the character of the canal as it is neatly fenced and has trees bordering it. There is an access gate through the fence. Approaching Waverton from the north, the open aspect of the canal is retained by the fields on the offside and the grassy area between the towpath houses and the canal. This area is well maintained with gates through many of the fences.
- ix. There is a change in character around Egg Bridge (119). The original bridge was replaced with a flat decked structure with a concrete parapet in 1937, so that it could meet the needs of the heavier traffic going into Waverton village. There is a car park here which is well used by walkers, fishermen and families with children feeding the ducks. This is the end of the asphalt surface to the towpath, so the whole feeling is rather more rural towards Davies Bridge (118). The houses on the offside again have attractive gardens running down to the canal, many of which are developing paved wharf type areas adjacent to the canal. These are replaced by fields just before reaching Davies Bridge.
- x. Away from the houses, the towpath hedge has a number of gaps which, together with some of the overhanging willows, gives a neglected feel to parts of this stretch of canal.



## G.4 Major Features

- i. There are no major features on this section of canal.

## G.5 Positive Elements within the Conservation Area

### G.5.1 Canal related buildings, canal furniture and features

- i. Most of the bridges are contemporary with the canal and Grade II listed, except Egg Bridge (119) which was rebuilt in 1937. These elegant bridges were once painted white, but have been repaired with a mixture of blue and red brick. There are rope marks on the corners of the bridges – a legacy from when the boats were pulled by horses.

- ii. Christleton Bridge (122) and Quarry Bridge (121) have substantial and attractive walled approaches, adjacent to the road on the offside of the canal.
- iii. Christleton and Waverton Mills were both previously corn mills and still show features associated with this occupation. The sympathetic conversion and extension at Waverton Mill is attractive.
- iv. The towpath is more attractive after Egg Bridge (119), when it becomes a Public Right of Way, rather than an Adopted Highway, and is more natural.

#### **G.5.2 Local views**

- i. Between Bridges 121 and 120, near the road access to the Cheshire Cat public house, there is what looks like a beacon on a stout pole. This, a hydraulic sewage lift, is a Grade II listed structure.
- ii. From Rowton Bridge (120) there is a view of a building reported to be a field hospital, used during the Battle of Rowton Moor in 1645. This is a Grade II listed building.

#### **G.5.3 Other significant buildings**

- i. The Cheshire Cat public house is a converted old manor house and the outbuildings have been well converted into accommodation which is an attractive use of this site.

#### **G.5.4 Landscape and wildlife**

- i. This part of the Cheshire Plain is flat, so there are no locks on this section. There is a small embankment to the north of Waverton, but otherwise the gardens and fields are at canal level. There are few tall buildings, and most of the housing is set back from the canal, so there is generally an open feel to most of the canal and towpath, which is very pleasant.
- ii. Much of this stretch of canal has private gardens on the off side; many have wharf structures, a few with boats and most are attractive. Some of the field hedgerows are gappy, and many of the trees have either individual or group Tree Protection Orders. There is a hedge for most of the length of the towpath.
- iii. Some sections of the canal bank have quite extensive reed beds, others have overhanging willows. Parts of the canal have recently been dredged and soft piling has been installed to protect the banks from erosion and stock poaching. In time this will provide extra habitat for wildlife. The reed beds will support beetles and other invertebrates which will in turn provide food for ducks.



- iv. Mallards and moorhens often nest along this stretch; many people walk the towpath with children to feed the ducks – especially at the pubs. There is also a pair of mute swans which usually nest here, and kingfishers are sometimes spotted.
- v. There is a selection of coarse fish in the canal as evidenced by the presence of fishermen.

## **G.6 Neutral Elements within the Conservation Area**

- i. The two canal side pubs are fairly typical with gardens, and other outdoor seating areas, allowing customers views of the canal and access to the towpath.
- ii. There is a development of new houses in the grounds of the Cheshire Cat pub which are almost invisible from the canal.
- iii. The access to the towpath at Christleton Bridge (122) is stepped and sloped with wooden post and rail fencing and is acceptable.

## **G.7 Negative Elements within the Conservation Area**

- i. The towpath access at Rowton Bridge (120) consists of a few steps and a slope. The fence is made of wooden posts and scaffolding poles, with a dilapidated short brick wall supporting the slope. There is a wooden fence and gate, painted black and white, to the road. This is unattractive and detracts from the canal setting.
- ii. Access at Davies Bridge (118) is to a Public Footpath and consists of a steep flight of wooden steps with wooden post and rail guard rails. It is between the bridge and the structure holding the stop planks. This access is unattractive and detracts from the canal setting.
- iii. Adjacent to Rowton Bridge (120) on the towpath side, the house has erected a large overpowering solid wooden fence which detracts from the attractive canal setting.
- iv. At Dean's Boat Yard there is a complex of offices and associated buildings which are not attractive next to the canal. It does not reflect the historic nature of the area. There are plans to redevelop the boatyard, remove the slipway and build very modern houses which will be even worse.



- v. In places the towpath hedge is intermittent which gives a neglected feel to parts of this stretch of canal.

- vi. The canal edging has collapsed outside the Old Trooper pub. As well as being a hazard to pedestrians, cyclists and boaters, this is very unattractive.
- vii. As most of the towpath forms part of several Cycle Routes, it is covered in asphalt, so most of the horse bricks have been lost from under the bridges.
- viii. There is a CRT water point near to Christleton Bridge (122), but there are no mooring rings for boats to tie up to. This is a hazard to boaters and other towpath users. Rings will be installed by STTV in March 2014.

## **G.8 Recommendations**

1. The canal bank outside the Old Trooper pub should be repaired as a matter of urgency.
2. The proposed development at Dean's Boat Yard should be completely redesigned to be sympathetic to the heritage of the canal and its surroundings.
3. The Cheshire Cat pub should be considered for local listing.
4. Interpretation boards could be installed for the former boat yards, the hydraulic sewage lift, the Battle of Rowton Moor and the former corn mills.

## H. RURAL CW&C - WAVERTON (118 DAVIES BRIDGE) TO SPILLWEIR ABOVE TILSTONE LOCK BRIDGE (106)

### H.1 Historical Development

- i. See E.1 above.

### H.2 Designations

<b>Conservation Areas</b>	Tilstone Bank Conservation Area, from fishing pond to new spillweir
<b>Listed Buildings</b>	Salmons Bridge 117, 1330258 Faulkners Bridge 116, 1330238 Nixons Bridge 114, 1130645 Duttons Bridge 112, 1230413 Williamsons Bridge 111, 1130647 Dales Bridge 110, 1130524 Bate's Mill Bridge 109, 1160267 Wharton's Bridge 108, 1160264 Tilstone Mill Bridge 106, 1130518 Wharton Lock, 1330296 Beeston Iron Lock, Grade II* listed, 1240680 Beeston Stone Lock, 1160260 Tilstone Lock, 1160222 Beeston Lengthsman's Hut, 1130523 Tilstone Lengthsman's Hut, 1330293 Tilstone Fearnall Mill, 1130519 Wild Boar Inn, 1130516 Peckforton Castle, 1135729
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	Beeston Iron Lock, 1006759 Beeston Castle, 1007900
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	Beeston Castle?
<b>SSSI</b>	Beeston Castle
<b>Any other designations:</b> Site of Biological Interest (SBI)	Brookhole/Gowy, SJ516603 (?509603), Grade A Nixon's Bridge Meadow and Canal, SJ489608, Grade A Tilstone Bank and Gowy Flushes, SJ 565595, Grade A

Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	Simpson's Rough and Foxey Wood, SJ546602, Grade B SUC (Main Line) SJ524603, Grade C Yes Whole length of canal One by the Shady Oak public house
<b>Towpath designations</b>	Public Right of Way

### H.3 Character of the Conservation Area

- i. The canal is now out of suburbia and into the Cheshire Plain. Most of the surrounding fields are flat giving good views of Waverton Church initially, and then the Peckforton Hills, Peckforton Castle and the spectacular Beeston Castle. There are also views to the east of Kelsall Hill, Delamere Forest and the hills of Frodsham and Helsby. The canal rises 32 feet and 10 inches through the four locks as it approaches the foothills of the Peckforton Hills. The towpath is a Public Right of Way and the canal is crossed by the Sandstone Trail at Wharton's Lock and the Eddisbury Way at Brockholes.
- ii. This open feel to the canal is cluttered by a two mile long stretch of moored boats on the offside either side of Golden Nook Bridge (115) as well as boats out on the bank at Golden Nook Farm. Near the farm, on the towpath side, there is an old brick hut (presumably once a lengthsman's hut) and a concrete structure in the field on the opposite side of the bridge, which is apparently a World War II strongpoint (there is another one in the field on the other side of Long Lane).
- iii. Most of the bridges are the typical graceful brick built bridges of this part of the canal. They were all painted white in the past and have now been repaired to varying degrees in blue and red brick.
- iv. There is a shallow cutting around Nixons Bridge (114) and then the site of a brickworks which is now a builders' merchants. After Crow's Nest Bridge (113) the site of a bone works is now largely occupied by an agricultural equipment company. Opposite here is the fairly recently built Tattenhall Marina which will hopefully blend into the canal scene rather better once the landscape planting matures.
- v. Between Duttons Bridge (112) and Williamsons Bridge (111) an aqueduct carries the canal over the River Gowy and a footpath, the Eddisbury Way. This area is locally known as Brockholes. The spillweir takes excess water down to the river.



- vi. Beeston Castle is visible for much of this stretch of canal and at Wharton's Lock a footpath (part of the Sandstone Trail) takes walkers to it.
- vii. Approaching the Beeston Locks near Tiverton, there is a wooded hill on the offside, the small valley of the River Gowy, the railway line and the wartime PLUTO (Pipe Line Under The Ocean) Tanks on the towpath side. This gives the canal the feeling of being in a wide valley.
- viii. Near Beeston Brook Bridge (107), which was at one time the terminus of the canal, there is a wharf which is now a boatyard and opposite, on the towpath side, there are horse steps largely overgrown with reeds.
- ix. Woodland continues on both sides of the canal towards Tilstone Lock, which is within the Tilstone Bank Conservation Area. The settlement of Tilstone appears in the Domesday Book and was an important crossing point of the River Gowy and Chester Canal. The lower part of the village owes its development to the mill and canal activities essential until the Second World War for the rural economy of Tilstone and Bunbury.
- x. The new spillweir close by this lock is not in keeping with the character of the canal at this point. Much of the canal bank has been repaired using soft piling; this encourages reed growth which is present along most of this length of canal.

## **H.4 Major Features**

- i. The major features on this section are the four locks and the views of Beeston Castle. The original route of the canal, with its staircase locks can be seen from above Stone Lock Cottage.

## **H.5 Positive Elements within the Conservation Area**

### **H.5.1 Canal related buildings, canal furniture and features**

- i. All but two of the bridges are contemporary with the canal and are the graceful arched brick structures typical of this canal, which were once painted white. They have grooves caused by the ropes from horseboating days with cast iron rope guards on the corners. Some of them have the raised bricks on the towpath as well. The accommodation bridges were all named after the local landowners at the time the canal was built.
- ii. The other two bridges are Crow's Nest Bridge and Beeston Brook Bridge which have been replaced with more modern structures, capable of coping with the extra weight of more modern traffic, but still fit well into the canal scene.

- iii. The lengthsman's huts at Tilstone and Stone Locks, together with another at Tarvin Road Lock, are unique to the Chester Canal. The one at Tilstone Lock has been restored by volunteers working with CRT Heritage staff.



- iv. The four locks on this section have a variety of bollards – some original wooden ones, some modern wooden replacements and some large old cast iron ones. Also at Tilstone Lock and Wharton's Lock there are large bollards (strapping posts) adjacent to the bridge by the towpath. At Wharton's Lock this is wooden, and at Tilstone it is cast iron. These would have been used to attach the boat rope to while the lock was being prepared for passage. Tilstone Lock still has the metal guard rails to protect the side of the lock from rope wear. There are attractive sweeping by-washes at all of the locks on this section.



- v. Beeston Iron Lock is Grade I listed and a Scheduled Monument. Many walkers and boaters stand and look at this structure in amazement.
- vi. The hut at Wharton's Lock is all that remains of the former lock keeper's cottage, and shows some evidence of the bomb blast which destroyed it.
- vii. For many years towards the end of the 18<sup>th</sup> century, Beeston Brook was the terminus of the Chester Canal. The terminal wharf is now Chas Hardern's Boatyard, and boats used to transport both goods and passengers from here to Chester and back.



- viii. The Shady Oak was a historically popular canal side public house with both commercial traffic and pleasure boat users. It has a few moorings on the offside and there are lots of visitor moorings on the towpath side. It has had inappropriate extensions in the past, and is currently open (March 2014).
- ix. The towpath is natural here – as yet unimproved, and it is still used by many walkers and some cyclists (who need permits on this section).

### H.5.2 Local views

- i. Along most of this section there are clear views of Beeston Castle. The view of Waverton Church is also attractive, as are the views across the Cheshire Plain towards the Peckforton Hills and the rest of the Cheshire Sandstone Ridge towards Helsby and Frodsham.


### H.5.3 Other significant buildings

- i. Tilstone Mill and the views of other listed structures contribute to the historic significance and character of the canal.



- ii. Bate's Mill is an attractive building of merit and interest; it probably used the canal for transporting corn and flour, and the water from the River Gowy for power. It now uses the water wheel to generate electricity.
- iii. Beeston Brook House used to be a public house around the time when the canal terminated at Beeston Wharf.

#### H.5.4 Landscape and wildlife

- i. The canal rises up 32 feet and 10 inches through the four locks from the Cheshire Plain into the foothills of the Peckforton Hills. There is an old sand quarry in the field above Stone Lock which is now a rabbit warren. Tilstone Bank rises up to 60 metres above ground level below Tilstone Lock. The old mill pond is still visible on the opposite side of the road to Tilstone Mill. Below Iron Lock, the Pluto Tanks are an artificial hill with some imitation ruins and tree stumps, and farmed red deer are usually visible.
  - ii. The River Gowy, and the Eddisbury Way, pass under the canal at Brockholes aqueduct, making it three levels.
  - iii. This section of the canal is almost completely rural, so most of the length is open space. The views are expansive along a large stretch until the wooded sections are reached, but even here the canal feels very open with the valley of the River Gowy alongside.
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- iv. Much of this section of canal has hedgerows along both sides. There are wooded sections on the banks above Wharton's Lock, and also in the valley of the River Gowy. One tree near the Shady Oak public house has a Tree Preservation Order, and although there are many attractive trees on this section, they probably do not merit this protection.
  - v. As there is a natural towpath, it is very good for wildlife with the many hedges and Eaton Golf Course, between Bridges 118 and 117, which has wildlife areas and a barn owl nesting box. There are several others spaced along the River Gowy, which itself is good for wildlife and there may be otters in this area.
  - vi. The usual range of water birds is present on this stretch with a pair of mute swans usually nesting below Tilstone Lock or near the fishing pond. Kingfishers are often seen along the section adjacent to the River Gowy which probably provides nesting sites. Mallard and moorhen also nest and seem to raise many young. Swallows, house martins and swifts are present during the summer months.
  - vii. As well as the rabbits in the old sand quarry, badgers are reported to live along here, adjacent to the canal. During summer evenings bats can be seen feeding around the trees.

- viii. The reeds and other bank side vegetation support many invertebrates including damselflies, dragonflies and banded demoiselles. The rotting wood which has been left in the valley of the River Gowy will support large populations of invertebrates as well as many fungi.

## **H.6 Neutral Elements within the Conservation Area**

- i. The CRT Wharf and the new marina are areas which could be positive or negative for the canal depending on how they develop in the future.
- ii. Most of the access points to the towpath are acceptable.

## **H.7 Negative Elements within the Conservation Area**

- i. The most noticeable negative element on this stretch is the two mile long stretch of moored boats around Golden Nook Farm. This causes inconvenience for boaters who have to reduce their speed to go past, and as many of the boats and their landing stages are in various stages of decay it is not visually attractive to towpath users either.
- ii. An area of land south of Davies Bridge (118) is overgrown and collects rubbish. It detracts from the attractiveness of the canal setting.
- iii. The Agricultural Merchants, and associated buildings, near Crow's Nest Bridge (113) appear untidy and detract from the canal setting.
- iv. The access to the new marina at Tattenhall is unattractive and could be improved. Once the tree planting has grown, then the marina will probably blend into the surroundings better.
- v. The fences on the two spillweirs on this section, at Brockholes and above Tilstone Lock, are unattractive and not in keeping with the canal setting.
- vi. Where the Sandstone Trail crosses the canal at Wharton's Lock there are two unattractive kissing gates.
- vii. There is a modern playhouse in the woods between Wharton's Lock and Tilstone Lock which is unattractive in the winter months but which is largely hidden by trees when they are in leaf.
- viii. Iron Lock Cottage has installed PV (solar) panels on the whole of the roof facing the canal. They are unattractive in the canal setting, largely due to the pale colour of the frames.
- ix. The condition of Stone Lock Cottage is very poor. This is not attractive in its current state.



- x. Stone Lock Lengthsman's Hut is in extremely poor condition and in danger of collapsing.
- xi. The numbers painted onto the lock beams are incorrect and confusing.

## **H.8 Recommendations**

1. The area of land south of Davies Bridge (118) should be cleaned up and retained as a small nature area.
2. Any new development at the Agricultural Merchants near Crow's Nest Bridge should be more in keeping with the setting of the canal.
3. The number of boats moored on the offside of the canal should be reduced. This could perhaps be done by building a small marina in one of the canal side fields at Golden Nook Farm, and/or encouraging boaters to move to existing marinas.
4. The fences on the spillweirs should be painted in the traditional Shropshire Union colours of grey, black and white.
5. Stone Lock Cottage should be should be urgently and sympathetically repaired and considered for local listing.
6. Stone Lock Lengthsman's Hut should be repaired very urgently.
7. There are many features along this section of canal which would benefit from interpretation boards. These include the previous industry near Crow's Nest, Brockholes aqueduct, the locks and lengthsman's huts, the PLUTO tanks and the old route of the canal near the Beeston Locks, as well as Beeston Castle and the WWII strongpoints.
8. The lock numbers should be removed and the lock name plates reinstated where necessary.

# **I. RURAL CHESHIRE EAST – SPILLWEIR ABOVE TILSTONE LOCK (BRIDGE 106) TO BASIN END, NANTWICH**



## **I.1 Historical Development**

- i. See E.1 above.

## **I.2 Designations**

<b>Conservation Areas</b>	None
<b>Listed Buildings</b>	Bunbury Lock Bridge 105, 1275369 Bunbury Locks, 1115812 Cottage at Bunbury Locks, 1115813 Bunbury Stable Block, 1320252 Black and White Cottage, Black and White House, Bunbury Locks Cottage, 1136074 Calveley Bridge 104, 1138652 Wardle Old Hall, Grade II* listed, 1312857 Barbridge Junction Bridge 1 (Middlewich Cut), 1312853 Canal House, Barbridge Junction, 1320254 Bremilow's Bridge 100, 1330145 2, Basin End, Nantwich, 1330140
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	Bunbury Locks, Bridge and Stables, 1006766
<b>Registered Battlefields</b>	Battle of Nantwich, 1000022
<b>Registered Parks and Gardens</b>	None
<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI)  Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	Bunbury Lock Meadow, SJ582588, Grade B Bunbury Brickworks, SJ582589, Grade B Hurleston Reservoir, SJ623554, Grade B Wardle Canal Banks, SJ607575, Grade C None None None known
<b>Towpath designations</b>	Public Right of Way

### I.3 Character of the Conservation Area

- i. The character of the canal changes through this section, from the more enclosed wooded hills below Bunbury Locks where the canal rises 15 feet 7 inches to its final level on the approach to Nantwich, to the open expanses of the Cheshire Plain above the locks. The A51 road is very close to the canal for much of the stretch.
- ii. As the railway approaches the canal north of Bunbury Locks, there is the roof of a house visible on the skyline. This would appear to be associated with the railway as possibly a station house, because it is very close to the line.
- iii. Around Bunbury Locks, there are often many hire boats having been returned, waiting to go out or being repaired. This can cause a hazard to navigation.
- iv. There are interesting buildings close to Bunbury Locks on both sides of the canal. Those near the small basin included stables and a beer house, although all of them have been rebuilt and refurbished so that there is no indication of their original use. On the towpath side there are some cottages which pre-date the canal and are Grade II listed, and a large traditional farmhouse with many large outbuildings.
- v. Evidence of the historic nature of the canal and its surroundings can be seen in the derelict brick kilns above Bunbury Locks, and at Calveley with the evidence of the transshipment between canal, road and railway (still operating until the 1960s when boats up to 5 tons could be transhipped), and the old cheese warehouse, now a Canal and River Trust Service Station and Yard.
- vi. More recent industry is visible further along the canal with the former landfill site and the distribution depot of Boughey's and North West Farmers, all on a former airfield. The towpath edging is collapsing here, so a bus stop, to service Boughey's, has been built on substantial piling and the road has been strengthened for the large lorries.
- vii. Around Barbridge Junction there are still many buildings associated with the canal age. There used to be a covered warehouse over the narrows here, and there are the remains of this on both sides of the canal along with a large house possibly for the Canal Inspector of the time. Looking through the roving bridge over the junction, it is possible to see boats moored along the Middlewich Cut.
- viii. In the village of Barbridge there are a few houses with gardens running down to the canal, although only the top storeys of some houses are visible as the canal passes over a short embankment. After the Old Barbridge Inn there are a couple of houses at canal level with attractive gardens.

- ix. The canal passes through flat farmland with hedges on both sides until it reaches the high banks of Hurleston Reservoir. This dominates the offside, until the magnificent view of the locks rising from Hurleston Junction taking boats on their way to Llangollen. An elegant roving bridge carries a section of the towpath onto the Llangollen Canal.
- x. Soon the canal passes through Henhull where there are permanent moorings on a wide section of the canal, and then there is more farmland with the farm buildings visible from the canal.
- xi. The towpath is covered in crushed gravel from Henhull Bridge (95) to Acton Bridge (93) probably for the large number of walkers who use this stretch. After Acton Bridge (93) the towpath is covered in asphalt all the way to Basin End (the terminus of the Chester Canal) and on towards Nantwich. This is part of a circular walk through Acton from Nantwich.
- xii. Around Acton there are views, up the hill on the offside towards the A51 road, of Acton Church and village, Hurleston Locks and Lock Cottage, and Car Transplants with cars stacked on shelves visible on the skyline.
- xiii. Approaching Nantwich there are small sections of embankment, with the moorings and club house for Nantwich and Border Counties Yacht Club. There is a short narrows before Basin End which was the terminus of the Chester Canal. Opposite the basin entrance is the start of the Nantwich Aqueduct Sculpture Trail (a Millennium Project) with a large horse made out of wood and metal from old lock gates.



## **I.4 Major Features**

- i. The major features on this stretch of the canal are the staircase locks and other buildings at Bunbury and the junctions at Barbridge and Hurleston.

## **I.5 Positive Elements within the Conservation Area**

### **I.5.1 Canal related buildings, canal furniture and features**

- i. The complex of buildings around Bunbury Locks demonstrates the former uses of this area. The locks, bridge and stables are a Scheduled Ancient Monument. The warehouse, built after the other buildings, is now the offices, shop and cafe for the Anglo Welsh hire base, and it still shows signs of the hoist which would have lifted goods from boats into the warehouse. This building should be listed. The stable block is now used for boat building services, so most of the stalls have been removed, but the stable doors and roof vents remain. Although the lock cottage is listed (Grade II), the changes





which have been made mean that it does not have the appearance of being the same age. The buildings beside the basin were originally associated with the canal. The horse bricks are retained down the slope by the locks and under the bridge. There are very few bollards at these locks, and a metal post and rail fence between the top lock and the path adjacent to the lock cottage.

- ii. The remains of the brick kilns, above Bunbury Locks, are disappearing into the vegetation and are also deteriorating. They will have used the canal for transporting finished bricks, and are easier to see in the winter months.
- iii. At Calveley, the station platform edging is still visible from the bridge over the railway. The open space between the railway line and the old cheese warehouse would have been the transshipment area. By the slipway, there are the bases of the cranes which would have transhipped goods between the canal and the road or railway. There are rope marks on the roof supports of the warehouse, showing where the boats would have been tied up. The modern extension forming the service block is in keeping with the style of the old building.
- iv. Very little remains of the large warehouse complex which was around Barbridge Junction, but the impressive canal house, Junction House, shows the typical style of those built by Thomas Telford.
- v. The Jolly Tar public house, with its quirky architecture, has been used by commercial and private boaters since the 1950s.
- vi. At Basin End, Nantwich, the old warehouse is now an antique shop. Nantwich Canal Centre uses most of the remaining buildings as workshops or stores for their day to day business needs, as well as a new wharf on the main line of the canal (in the next section).
- vii. Many of the bridges on this stretch are contemporary with the canal, but have been altered so much that they are not listed; some are now flat spans and have been strengthened to cope with heavy traffic. There are graceful roving bridges at Barbridge Junction (across the Middlewich Cut) and Hurleston Junction (across the Chester Canal). The stone turnover bridge at Calveley (104) is very attractive with its space for storing the stop planks. The main Chester to Crewe railway line crosses the canal below Bunbury Locks on a large flat span deck, and the A51 bridges crosses the canal near Barbridge and Henhull - these bridges are art deco concrete structures. Most of the bridges show rope marks from horse boating days.
- viii. At Barbridge there is a finger post indicating which way to go for Chester, Middlewich or Autherley Junction, and there is also an old wooden strapping post used to loop the tow rope around when turning right coming out of the Middlewich Cut. The finger post at Hurleston points to Llangollen, Chester and Birmingham. All that remains of the Junction House at Hurleston are elegant railings which would have enclosed the garden.



- ix. The towpath is natural, although overgrown in places, from below Bunbury Locks to Henhull Bridge (95) then it is gravelled to Acton Bridge (93) where there is asphalt surfacing all the way to Nantwich. This section has many walkers coming out of Nantwich and making a circular route through Acton.

#### **I.5.2 Local views**

- i. After rising through Bunbury Locks, the canal crosses the Cheshire Plain, so there are extensive views in all directions. At the top of the locks, Lock Farm is visible behind the stable block. Other views of note include Hurleston Reservoir, the Locks and Cottage at Hurleston Junction, and the church and village of Acton.
- ii. From just north of Henhull Bridge (95) to Nantwich aqueduct the canal passes through the site of the Battle of Nantwich, 1644. The canal towpath provides a pleasant publicly accessible route through the battlefield area. In this flat landscape, the canal bridges provide good viewpoints.

#### **I.5.3 Other significant buildings**

- i. Near Barbridge Junction, Wardle Old Hall (Grade II\* listed) is not directly connected with the canal, but is adjacent to Goodwin Bridge (101).
- ii. The house known as 2 Basin End, Nantwich has been a holiday cottage and is now in private ownership.

#### **I.5.4 Landscape and wildlife**

- i. From the wooded hillsides below Bunbury Locks the Chester Canal rises through the locks to summit level and then is flat to Nantwich. The Llangollen Canal rises up from this canal adjacent to Hurleston Reservoir which forms a high steep bank on the offside. There are small embankments and cuttings along much of the length, but most are so small that they are not noticed by the majority of canal users. The flat nature of the landscape allows far reaching views and makes for a very open feel to the canal.
- ii. The hedge next to the extended dredgings disposal site, near Calveley, has been laid and looks very attractive. Many of the overhanging trees are being cut back (2011) and this helps to increase the apparent width of the canal which is much better for boating. There are no significant individual trees on this stretch, although there are some attractive groups of trees, particularly on the offside between Bridges 98 and 99.
- iii. This section of canal passes through mainly non-intensive farmland. Large stretches of the offside banks have the new type of soft piling where there has been erosion. This allows water edge plants to grow and so in time protects the bank even more. The waterside plants will support many invertebrates, so





the usual collection of water birds is present including mallard, mute swan and moorhen.


- iv. Around Calveley there are many swallows that make their nests under the overhang at the old warehouse. There is a lot of food for their young over the canal and surrounding fields.
- v. The plentiful fishermen indicate that there are coarse fish present in the canal and adjacent fishing ponds.

## **I.6 Neutral Elements within the Conservation Area**

- i. Apparently the owner of the fishing pond below Bunbury Locks has plans to include more leisure facilities on the site. Currently this area provides more sites for wildlife, but some other activities could have a negative impact on the canal scape here.
- ii. The buildings by the basin at Bunbury Locks have been rebuilt and renovated and fit into the canal scene.
- iii. The industrial developments on the old airfield site do not have an impact on the canal, except for the runoff of surface water from the buildings and roads of Boughey's, which has caused the unattractive new spillweir near Tilstone Lock to be built. There appears to be some form of bund or water treatment which ensures that pollutants, such as oil, do not enter the canal.

## **I.7 Negative Elements within the Conservation Area**

- i. The towpath edging which is collapsing, mainly where the A51 is adjacent to the canal, is unsightly and potentially dangerous to boaters and towpath users. It has been in poor condition for so long that reeds have started growing and hiding the gap between the concrete edging and the towpath, so increasing the potential hazard.
- ii. The lack of hedging to the A51 and screening to the Industrial Estate along this section is not in keeping with the canal setting.
- iii. The large poly-tunnel at Bunbury Locks is presumably supposed to be a temporary building. It is unsightly, and together with the large number of moored boats at the hire base, can cause a hazard to navigation. The locks themselves are not well preserved, and the stables roof is falling into disrepair.
- iv. There are visitor moorings between Barbridge Junction and Goodwin Bridge (101). From here there is a desire line through the hedge to the road – this gives access to the Jolly Tar public house. This is both unsightly and unsafe.

- v. There is a large amount of damage to the concrete edging opposite the entrance to the Middlewich Cut at Barbridge Junction, and on the offside at the junction with Basin End, Nantwich. Attempts have been made to rectify this, but more permanent solutions should be found.
- 
- vi. The original sash windows have been removed from Junction House.
  - vii. At Stoke Hall Bridge (99), a footpath crosses the canal and there is an unsightly kissing gate allowing access to the towpath. This is the same design as used at Wharton's Lock where the Sandstone Trail crosses the canal.
  - viii. At Basin End, the house known as 2 Basin End is listed, but the repairs are not very sympathetic to the building.
  - ix. The numbers painted onto the lock beams are incorrect and confusing.

## **I.8 Recommendations**

1. The listed buildings at Bunbury Locks should be monitored to ensure that they do not fall into disrepair, and sympathetically restored when necessary. This particularly applies to the stable roof.
2. The warehouse building at Bunbury Locks should be listed.
3. The poly tunnel at Bunbury Locks should be removed and, if necessary, replaced with something more appropriate.
4. Bunbury Locks should be sympathetically restored.
5. The old brick kilns would benefit from some restoration to at least halt their deterioration, as well as interpretation boards.
6. The collapsing towpath near the A51 should be repaired urgently.
7. Safe access should be provided through the hedge by the visitor moorings to the west of Barbridge Junction.
8. The windows of Junction House should be restored.
9. A solution needs to be found to prevent further damage to the concrete (and boats) at Barbridge Junction and at Nantwich Basin.
10. Basin End, Nantwich, should have interpretation boards showing that it is the end of the Chester Canal, and explaining why it is significant.

11. The remaining historic buildings at Basin End should be retained, and when necessary the owners should be encouraged to undertake sympathetic repairs.
12. The lock numbers should be removed and the lock name plates reinstated where necessary.

## **J. BIRMINGHAM AND LIVERPOOL JUNCTION CANAL – NANTWICH JUNCTION BRIDGE (91) TO MARSH LANE BRIDGE (92)**

### **J.1 Historical development**


- i. In 1824 the Birmingham and Liverpool Junction Canal Act was passed authorising a link from Nantwich southwards to Autherley, near Wolverhampton, where it would meet with the Staffordshire and Worcestershire Canal. It was not completed till 1835, and was built to carry only narrowboats, 7ft wide, by then the industry standard.
- ii. By the time this canal was built, more than 50 years after the Chester Canal, civil engineering had developed to such a degree that no longer was it necessary for canals to follow the contours of the land as far as possible. The complementary techniques of building up embankments and excavating cuttings meant that the newer canals could follow much straighter routes than their predecessors. One of the masters of this new technology was Thomas Telford, who was the main designer for the Birmingham & Liverpool Canal. But it was not only the lie of the land that could dictate the route of a canal. At Nantwich, the owners of Dorfold Park, just to the west, objected to the intended route, so the engineers Telford and Cubitt had to build the half mile Nantwich embankment to avoid the Park. The result is a magnificent piece of engineering, with its centrepiece the wonderful single-arched cast-iron aqueduct, spanning Chester Road: an English Heritage listed Grade II\* structure. But even this new section of the canal was not without its problems since parts of the embankment collapsed a few times just after it was first built and had to be strengthened. To this day it has to be carefully checked on a regular basis and repairs carried out from time to time.

### **J.2 Designations**

<b>Conservation Areas</b>	None
<b>Listed Buildings</b>	Mile Post by Nantwich Junction Bridge, 1138543 Stop Gate at Nantwich Junction Bridge, 1138542 Nantwich Junction Bridge 92, 1136456 Nantwich Aqueduct, Grade II*, 1330146 Marsh Lane Bridge 91, 1312780 Dorfold Hall, 1000641
<b>Locally listed buildings</b>	None
<b>Buildings of Townscape Merit</b>	None
<b>Scheduled Monuments</b>	None
<b>Registered Battlefields</b>	None
<b>Registered Parks and Gardens</b>	Dorfold Hall, 1000641

<b>RIGgS</b>	None
<b>SSSI</b>	None
<b>Any other designations:</b> Site of Biological Interest (SBI) Site of Nature Conservation Value (SNCV) Area of Nature Conservation Value (ANCV) Tree Preservation Orders (TPO)	None None None None
<b>Towpath designations</b>	Public Right of Way

### J.3 Character of the Conservation Area

- i. This section of canal was originally the start of the Birmingham and Liverpool Junction Canal; and it is now part of the Shropshire Union Canal system. This is a narrow canal built to take boats up to 7 feet wide, so the character is rather different to the broad Chester Canal. Where there are rope guards on the bridges they are much larger than on the Chester Canal and they are painted black with the large securing nuts painted white.
- ii. All of this section is embankment and aqueduct as the canal passes around Dorfold Park, a registered Historic Park and Garden, with its Jacobean Grade I listed Dorfold Hall. Unfortunately this is largely obscured by the many trees on the west side of the embankment, probably planted to hide the view of the canal from the Hall.
- iii. There are stop gates at both ends of the embankment, those at the northern end are listed Grade II, while those at the southern end are not. Both have recently been restored. The towpath under Nantwich Junction Bridge (92) has recently been repaired. This brick bridge is a turnover bridge giving access to Basin End. The former brick built lengthsman's hut is now a modern Sanitary Station, adjacent to an ex-hire base with boats jutting out into the line of the canal. This now forms part of a new wharf for the Nantwich Canal Centre. There is a spillweir on the offside which carries excess water down to a stream below.
 
- iv. There are usually boats moored all along this stretch either at visitor or permanent moorings as Nantwich is a very popular place for boaters to stop, there is easy access to the town down the sloping path next to the aqueduct.
- v. Nantwich has expanded right out to the embankment, with recent developments visible down the eastern side, at the bottom of the grassy slope. As the canal approaches Marsh Lane Bridge (91), the canal returns gradually to ground level and passes a former canal house, which was presumably for the person in charge of looking after the embankment.
- vi. There is a Millennium Sculpture Trail all along the towpath which is asphalted here.

## J.4 Major Features

- i. The major feature on this stretch of canal is the aqueduct which carries the canal over the A534, Chester Road, into Nantwich. This is a Grade II\* listed structure.

## J.5 Positive Elements within the Conservation Area

### J.5.1 Canal related buildings, canal furniture and features

- i. The canal embankment and aqueduct, built by Thomas Telford, are outstanding structures in Nantwich. The aqueduct railings show rope marks from the many horses that towed boats along this stretch of canal, and it retains the raised bricks associated with this time. However, it would benefit from some attention to improve its appearance, for example the apparent leaks which are visible from the road below.
- ii. Nantwich Junction Bridge (92) is the first narrow bridge on this section and carries the towpath into Basin End.
- iii. The former canal house near Marsh Lane Bridge (91) is attractive.
- iv. Marsh Lane Bridge (91), which carries the road from Nantwich to Wrenbury, is in good condition.



### J.5.2 Local views

- i. Views from the embankment down the bank or through the trees are reasonably attractive. There are limited views to Dorfold Hall.

### J.5.3 Other significant buildings

- i. Dorfold Hall (Grade I) is visible through the trees on the embankment in the winter.

### J.5.4 Landscape and wildlife

- i. The canal is on top of an embankment for most of this length with the surrounding area much below it. This gives the area a very open feel, with the towpath covered in asphalt and used as a cycle path as well as a footpath. There are benches along the length and easy access at each end.
- ii. There is a hedge near Nantwich Junction Bridge (92) on the towpath side; otherwise it is a grassy slope down to the houses below. On the offside, after the spillweir, the bank is wooded along the rest of the



length, the wood being part of Dorfold Park. This provides shelter, food and nest sites for many birds and is attractive.

- iii. Apart from the usual canal wildlife of water birds, invertebrates and fish, there are also woodland birds, such as woodpeckers, in the wooded area on the west of the embankment.

## **J.6 Neutral Elements within the Conservation Area**

- i. The sculpture trail along the embankment was part of a Community Millennium Project, including the horse and another sculpture on the opposite side of Nantwich Junction Bridge (92). Apart from the horse, which was made from wood and iron from old lock gates, the sculptures do not seem to have any relevance to the canal setting, and there does not seem to be an explanatory leaflet available any more.

## **J.7 Negative Elements within the Conservation Area**

- i. The former Empress Line Boat Hire base has boats sticking out into the line of the canal. This is unsightly and a hazard to navigation especially as it is so close to the Sanitary Station. It is now a new wharf for Nantwich Canal Centre.



## **J.8 Recommendations**

1. In order to make the sculpture trail meaningful, the leaflet should be reprinted and an indication given as to where it is available.
2. A maximum length needs to be imposed on the boats using the ex hire base so that they do not obstruct the canal.
3. Nantwich Aqueduct should be repaired and maintained to a high standard.

## 4. RECOMMENDATIONS FOR THE WHOLE LENGTH OF THE CANAL

This Conservation Character Appraisal clearly demonstrates that this section of the Shropshire Union Canal has a fascinating and unique history. In order to preserve this for future generations it is vital to protect and enhance this heritage, including the setting of the canal in both its urban and rural sections.

The following recommendations have been formulated in order to achieve this aim.

### Principal recommendations:

Recommendation		Involving
1	Any development must not conflict with the canal setting and must enhance the canal and its heritage by taking account of its historic importance, its environmental value and its role as a public amenity.	CW&C and CE
2	Design and conservation should be of the highest possible standard and sensitive to the historic and environmental character of the canal and its environs.	CW&C and CE
3	A heritage design brief should be developed for all canal related features and furniture including bridge access, towpath access, locks, and historic bridges.	CRT Heritage Department with input from CCHT
4	A simple design guide should be developed for householders living beside the canal to avoid inappropriate features.	CW&C and CE with input from CCHT
5	A strategy should be developed to encourage boaters to visit Chester and Ellesmere Port, and provide improved facilities for them.	All interested groups
6	Existing heritage canal features must be retained, protected and maintained.	CW&C, CE and CRT
7	The wildlife corridor of the canal must be protected and enhanced.	CW&C, CE and CRT
8	An awareness of the canal, its history, heritage and environs should be promoted as widely as possible.	CCHT



## Specific recommendations:

In order to preserve and enhance the heritage, setting and environment of the canal there are more specific recommendations which should be implemented along the whole length of the canal.

<b>Trees, Hedges and Fencing</b>		<b>Involving</b>
9	Retain, and reinstate, towpath hedgerows by replanting and laying where necessary.	BTCV, SUCS and/or other voluntary groups
10	Plant species suitable to the location.	As above
11	Designate more Hedge and/or Tree Preservation Orders.	Council Tree Officers
12	All boundaries between adjoining properties and the canal must be appropriate on both the towpath and off side.	?
13	Property owners should be encouraged to relate their premises to the canal in a sympathetic manner.	?

<b>Towpaths</b>		<b>Involving</b>
14	The towpath should be free of obstructive structures and vegetation and remain suitable for horse boating.	CRT vegetation team
15	The towpath surface in urban areas should be suitable for intensive use and surfaced with materials in keeping with the canal's history and heritage.	CW&C/CE and/or CRT
16	The towpath in rural areas should be maintained in a condition suitable for general access and surfaced with materials in keeping with the canal's history and heritage.	CW&C/CE and/or CRT with BTCV/SUCS
17	The original towpath surface should, where possible, be retained or reinstated, particularly under bridges and around locks.	CRT with BTCV/SUCS
18	If fences or posts beside the canal towpath are replaced, they should be sympathetic to the area in which they are located, and in keeping with the canal's history and heritage.	CW&C/CE and/or CRT

<b>Bridges and other Canal Features</b>		<b>Involving</b>
19	Repairs to historic bridges should be carried out using original materials and techniques or suitable equivalents that fully respect the original structures.	CW&C/CE and/or CRT
20	Where historical evidence suggests that bridges were formerly lime washed, consideration should be given to reinstating this treatment.	Voluntary groups
21	Locks and other canal related structures should be painted in the combination of colours traditional to this canal.	Voluntary groups
22	Remove lock numbers as they are incorrect and confusing.	Voluntary groups
23	Reinstate or retain historic paddle gear.	CRT
24	Restore and maintain the Dee Branch to the River Dee.	CRT
25	Restore the lengthsman's huts	CCHT and CRT

<b>Interpretation</b>		<b>Involving</b>
26	A sequence of consistent and durable interpretation boards should be installed at appropriate locations along the canal.	CCHT
27	Signage should be installed to develop the Riverside park/circular river and canal walking route in Chester.	CW&C
28	The use of information technology to enhance the interpretation of the canal should be encouraged.	?

<b>Wildlife Considerations</b>		<b>Involving</b>
29	All policies relating to the canal should be considered with regard to their impact on wildlife, and should ensure that they maintain and encourage native wildlife.	?
30	A wildlife survey of the canal should be carried out.	CWT/volunteer groups
31	Better links should be created/maintained to other wildlife corridors.	?
32	All stands of Japanese knotweed, and other invasive non-native species, should be eradicated without delay.	CRT vegetation management team and adjoining owners

Suggestions of structures to be listed:

- Caughall (Pretty) Bridge, 134
- Christleton Lock
- Brockholes aqueduct
- Bunbury Locks Warehouse
- Stoke Hall Bridge, 99
- Stop gate at the southern end of Nantwich Embankment

Suggestions of buildings/structures to be locally listed:

- Wharf wall at Burnells' Iron and Galvanising Works, Ellesmere Port
- Wharf near Top Farm, Croughton – if research shows that it is historic
- Stone Bridge House, Chester
- House by former Blacon Hall Bridge, Parkgate Road, Chester
- Water Tower Hospital tower
- Tin Tabernacle, Whipcord Lane, Chester
- River Lock
- Former Temperance Hall, George Street, Chester
- 22 George Street, The Manse, Chester
- Penri Chapel, George Street, Chester
- Mill Hotel
- Old Harkers Arms, Canalside, Chester
- Hoole Lane Lock Cottage
- St Paul's Mission Church, Chester – now residential
- Cheshire Cat public house
- Bate's Mill
- Bate's Mill Cottage
- Shady Oak public house
- Chas Hardern's Castle Wharf, Tiverton
- Stone Lock Cottage
- Jolly Tar public house
- Avenue Cottage, 1 Basin End, Nantwich
- Shed, east of Avenue Cottage, Basin End, Nantwich
- Former Boat Shed, Basin End, Nantwich
- Canal Cottage, Marsh Lane, Nantwich

Suggestions for the Buildings at Risk Register

- Chemistry Lock Cottage
- Stone Lock Cottage
- Stone Lock Lengthsman's Hut
- Bunbury Locks Stable Block

## 5. SOURCES OF INFORMATION

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## Appendix 1 – Gazetteers

The gazetteers are separately presented as spreadsheets.

The Recommendations refer to those in Section 4 and have an abbreviated form of the Recommendation in the text.

The Condition statements are purely subjective and do not relate to Canal and River Trust engineering asset condition grades.

The Grid References are as central to the site as possible.

- A. **Industrial Ellesmere Port** - Ellesmere Port, M53 bridge (146A) to New Stanney Bridge (140A)
- B. **Rural Chester, North** - New Stanney Bridge (140A) to Mollington Bridge (130)
- C. **Suburban Chester, North** - Mollington Bridge (130) to Cambrian Road Bridge (126E)
- D. **Chester Basins and the Dee Branch** - Cambrian Road Bridge (126E) to the railway bridges (123K)
- E. **Northgate Cutting and Locks** – Northgate Locks to Cow Lane Bridge (123E)
- F. **Industrial Chester** - Cow Lane Bridge (123E) to A55 Bridge (122A)
- G. **Suburban Chester, South East** - A55 Bridge (122A) to Waverton (Davies Bridge, 118)
- H. **Rural CW&C** - Waverton (Davies Bridge, 118) to the spillweir above Tilstone Lock (Bridge 106)
- I. **Rural Cheshire East** – Spillweir above Tilstone Lock (Bridge 106) to Basin End, Nantwich
- J. **Birmingham and Liverpool Junction Canal** - Nantwich Junction Bridge (92) including Nantwich Aqueduct to Marsh Lane Bridge (91)

## **Appendix 2 – Summary of Recommendations for the Sections**

### **A. Industrial Ellesmere Port - Ellesmere Port, M53 bridge (146A) to New Stanney Bridge (140A)**

1. Plans to redevelop the sites of the former Burnells' and Wolverhampton Corrugated Iron Company works should retain the wharf walls and scale of the previous developments. The wharf walls should also be locally listed. The plans to demolish the remains of Wolverhampton Corrugated Iron Works and the associated railway bridge must be rejected.
2. Any developments by the canal should be screened appropriately, avoiding the use of chain link or palisade fencing next to the towpath.
3. Offside industrial units which are unattractive from the canal should be considered for retrospective screening with a bund and planting.
4. Consideration should be given to finding alternative routes for the towpaths under the motorway bridges so that 14 foot wide boats can pass.

### **B. Rural Chester, North - New Stanney Bridge (140A) to Mollington Bridge (130)**

1. Any opportunities to reduce or remove the impact of the motorways, pylons, waste water treatment works, tank farm and pipes should be taken.
2. Unattractive fencing, particularly at the waste water treatment works should be replaced by hedging.
3. The owners of the fields adjacent to the canal at Stoak should be encouraged to improve their appearance.
4. The barbed wire should be removed from the Public Footpaths around Stoak.
5. Developments that would restrict the views of Stoak Church, the appreciation of the Backford Gap, or further restrict the views of the railway viaduct should be resisted.
6. Enhancement of the moorings at Croughton should be encouraged, including protection for the historic wharf there – consider local listing if appropriate.
7. Caughall Bridge (134), locally known as Pretty Bridge, should be considered for listing.

8. Development for the expansion of Chester Zoo could add to amenities, but should not be allowed to adversely affect the open appearance of the corridor east of Backford Bridge (133) and the canal section adjacent to Zoo-owned land.
9. The palisade fencing at the Railway Viaduct (132) should be moved or hidden by hedging.
10. The proposed Countess of Chester Health Park between Mollington Road Bridge (130) and Knolls Bridge (131) is an opportunity for interpretation of the canal at this point, as well as attracting more people to appreciate the canal. It is important that the view of the extending hospital does not compromise this site.
11. Remove the saplings between the canal and the towpath before they get established to improve the route for horse boating. Keep the area free of such obstructions.
12. Investigate the streams and pools of water across the towpath opposite Top Farm and install drainage as necessary.

**C. Suburban Chester, North - Mollington Bridge (130) to Cambrian Road Bridge (126E)**

1. The views into the city, especially to the cathedral, across to the hospital and to the Welsh Hills should be retained and protected from development.
2. Currently there are houses being built in the grounds of the Water Tower Hospital (the former Deva Lunatic Asylum), and it is important that the main building be retained and sympathetically converted, rather than being demolished.
3. The boundary between the new crematorium and the canal should be planted with a suitable hedge.
4. Stone Bridge House, 26 Balmoral Park, the house at the site of Blacon Hall Bridge and the tower of the Water Tower Hospital should be considered for local listing.
5. Trees at Stone Bridge House and the wharf by Stone Bridge (128) should have Tree Preservation Orders.
6. The University of Chester fence should be removed and the campus integrated with the towpath area. Any new developments by the University should properly address the waterscape.
7. The vegetation needs to be regularly trimmed by both the stepped and sloped accesses by Cambrian Road Bridge (126E).



**D. Chester Basins and the Dee Branch - Cambrian Road Bridge (126E) to the railway bridges (123K)**

1. The vibrancy of the Canal Basins should be recreated through continued sympathetic development and active uses.
2. The Boat Yard should be supported and encouraged to be a viable and successful business.
3. The North Basin should be opened up for visiting boats.
4. The towpath should have suitable heritage lighting reinstated.
5. The lock numbers should be removed and the lock name plates reinstated where necessary.
6. The River Lock should be repaired and the possibility of a lock in the weir investigated.
7. Tilston's Joinery Yard should be redeveloped sympathetically.
8. The Tin Tabernacle on Whipcord Lane should be considered for local listing.

**E. Northgate Cutting and Locks – Northgate Locks to Cow Lane Bridge (123E)**

1. Any new developments should not compromise the character of the Northgate Cutting, nor interrupt the views which exist from the walls, out of the cutting or along the canal towpath. Particularly high standards of design should be demanded in this area.
2. The canal-related features which exist along this length, such as rings, original bollards, horse steps, original paddle gear on the locks, arch over filled-in canal arm, should be retained and interpreted where possible.
3. The trees and vegetation in the cutting need more active management to enhance the appearance and use of the open areas alongside the towpath.
4. The City Walls and cutting would benefit from sympathetic floodlighting.
5. A suitable guard rail should be reinstated on the edge of the towpath near Northgate Bridge.
6. The open space between the cutting and George Street should be developed as a small public 'park'.

7. The lock numbers should be removed and the lock name plates reinstated where necessary.
8. The Temperance Hall, the Penri Chapel and number 22, all George Street, should be considered for local listing.

**F. Industrial Chester - Cow Lane Bridge (123E) to A55 Bridge (122A)**

1. Between Cow Lane Bridge (123E) and Hoole Lane Lock every effort should be made to preserve the 'industrial' feel of the area. Four storey red brick buildings which directly front the canal should be preferred to lower buildings set further back. This area is suited to a variety of uses – residential, retail, offices, community facilities, pubs and restaurants. Buildings should make the most of their frontage to the canal and not turn their back to it. Access to all public buildings should be easy from the canal side and mooring rings should be provided where appropriate.
2. A priority should be to improve the area around the Cow Lane Bridge (123E) winding hole. This is a prime site and an important entrance to the City, not only for boaters but for people walking to the centre from the station and Gorse Stacks car parks. There is a need for information on Chester and its facilities to be available at the popular mooring site near Cow Lane Bridge (123E).
3. The narrow streets which lead to the canal, for example Russell Street and Steam Mill Street, help to give the area its character. They should be preserved and appropriate street surfaces used.
4. The existing posts between the towpath and Canalside should be retained and replaced with similar structures when necessary.
5. Hoole Lane Lock Cottage should be treated more sympathetically to its original design and be considered for local listing.
6. The fence above Hoole Lane Lock should be repaired.
7. The edge of the towpath above Hoole Lane Lock should be repaired.
8. Chemistry Lock Cottage needs urgent repairs.
9. The new Aldi store at the former Focus DIY site should include a suitable waterfront with mooring rings.
10. The towpath surface should be improved between Tarvin Road and Greenfield Locks.

11. The short, isolated section of canal, above Greenfield Lock, should be protected from further damage. It could be developed as an off line nature reserve.
12. Christleton Lock should be listed.
13. The lock numbers should be removed and the lock name plates reinstated where necessary.
14. The Mill Hotel, Old Harkers Arms and St Paul's Mission Church should all be considered for local listing.

**G. Suburban Chester, South East - A55 Bridge (122A) to Waverton (Davies Bridge, 118)**

1. The canal bank outside the Old Trooper pub should be repaired as a matter of urgency.
2. The proposed development at Dean's Boat Yard should be completely redesigned to be sympathetic to the heritage of the canal and its surroundings.
3. The Cheshire Cat pub should be considered for local listing.
4. Interpretation boards could be installed for the former boat yards, the hydraulic sewage lift, the Battle of Rowton Moor and the former corn mills.

**H. Rural CW&C - Waverton (Davies Bridge, 118) to the spillweir above Tilstone Lock (Bridge 106)**

1. The area of land south of Davies Bridge (118) should be cleaned up and retained as a small nature area.
2. Any new development at the Agricultural Merchants near Crow's Nest Bridge should be more in keeping with the canal.
3. The number of boats moored on the offside of the canal should be reduced. This could perhaps be done by building a small marina in one of the canal side fields at Golden Nook Farm, and/or encouraging boaters to move to existing marinas.
4. The fences on the spillweirs should be painted in the traditional Shropshire Union colours of grey, black and white.
5. Stone Lock Cottage should be should be sympathetically repaired and considered for local listing.

6. Stone Lock Lengthsman's Hut should be repaired urgently.
7. There are many features along this section of canal which would benefit from interpretation boards. These include the previous industry near Crow's Nest, Brockholes aqueduct, the locks and lengthsman's huts, the PLUTO tanks and the old route of the canal near the Beeston Locks, as well as Beeston Castle and the WWII strongpoints.
8. The lock numbers should be removed and the lock name plates reinstated where necessary.

I. **Rural Cheshire East** – Spillweir above Tilstone Lock (Bridge 106) to Basin End, Nantwich

1. The listed buildings at Bunbury Locks should be monitored to ensure that they do not fall into disrepair, and sympathetically restored when necessary. This particularly applies to the Stable Block.
2. The warehouse building at Bunbury Locks should be listed.
3. The poly tunnel at Bunbury Locks should be removed and, if necessary, replaced with something more appropriate.
4. Bunbury Locks should be sympathetically restored.
5. The old brick kilns would benefit from some restoration to at least halt their deterioration, as well as interpretation boards.
6. The collapsing towpath near the A51 should be repaired urgently.
7. Safe access should be provided through the hedge by the visitor moorings to the west of Barbridge Junction.
8. The windows of Junction House should be restored.
9. A solution needs to be found to prevent further damage to the concrete (and boats) at Barbridge Junction and at Nantwich Basin.
10. Basin End, Nantwich, should have interpretation boards showing that it is the end of the Chester Canal, and explaining why it is significant.
11. The remaining historic buildings at Basin End should be retained, and when necessary the owners should be encouraged to undertake sympathetic repairs.
12. The lock numbers should be removed and the lock name plates reinstated where necessary.

**J. Birmingham and Liverpool Junction Canal - Nantwich Junction Bridge (92) including Nantwich Aqueduct to Marsh Lane Bridge (91)**

1. In order to make the sculpture trail meaningful, the leaflet should be reprinted and an indication given as to where it is available.
2. A maximum length needs to be imposed on the boats using the ex hire base so that they do not obstruct the canal.
3. Nantwich Aqueduct should be repaired and maintained to a high standard.

## Appendix 3 - Recommended Conservation Area Map 1:2500

These need presenting properly and are here as a guide (March 2014).

Scale 1:35,000

**1. NAME OF SECTION**



2. NAME OF SECTION

**SHROPSHIRE UNION CANAL**  
**CONSERVATION AREA**



3. NAME OF SECTION









4. NAME OF SECTION















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Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
<b>Fish pond</b> 	SJ 5721 5936	Artificial pond used for private fishing; other outdoor recreational activities supported - clay pigeon shooting, horse gallops, etc.	21st century	Fair	Unknown	None	Some planned recreational development.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard) and 28 (consider wildlife).
<b>Winding hole created by Anglo Welsh</b> 	SJ 5751 5927	This winding hole has been created by Anglo Welsh turning their boats around here rather than at a proper winding hole. It will cause unnecessary erosion.	21st century	Poor	CRT	None	This should be discouraged.	Talk to CRT about it.
<b>Bunbury Railway Bridge, 105a</b> 	SJ 5765 5918	Refurbished and widened railway bridge labelled "Built Roodee Iron Foundry" (obscured by outer concrete beams). Cast iron rope rubbing strips. Very poor concrete towpath with collapsing copings.	1840; 2000	Fair	Network Rail	None	Rubbing strips in need of care and painting.	See Recommendation 17 (original towpath surface).
<b>17th Century Cottages</b> 	SJ 57695 59055	Block of three Cottages, early C17. Said to have been an Inn.	Early 17th Century	Good	Private	Grade II listed - 1136074, UID 56761	Attractive black and white cottages visible along this stretch of the canal. If it was an Inn it may have served the working boatmen.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief).
<b>Lock Farm</b> 	SJ 57605 58943	Attractive large farmhouse with many associated large farm buildings.	Unknown	Good	Private	None	This is an attractive farm built in the traditional estate style.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief).
<b>Hillcrest</b> 	SJ 57832 59140	This attractive red brick house is adjacent to the railway line and so was probably associated with it.	Unknown	Good	Private	None	Only the roof can be seen from the canal but it closes the view across the rough pasture opposite the Anglo Welsh moorings.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief).







Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Anglo Welsh Hire Base 	SJ 5771 5910	Moorings and facilities for the Anglo Welsh hire fleet at Bunbury.	Unknown	Fair	Anglo Welsh	None	This can become congested when there are lots of boats at the base. It is difficult to pass along the towpath when hirers are loading boats.	See Recommendation 1 (must enhance heritage), 2 (design to highest standard), 12 (appropriate boundaries) and 13 (sympathetic adjoining premises).
Bunbury Lock Bridge, 105 	SJ 57767 59065	This bridge carries the road into Bunbury. It is a single arched, humpbacked, skew construction of whitewashed brick with stone copings on the parapets.	1775, Samuel Weston	Good	CRT	Grade II listed - 1275369, UID 351232. Scheduled Monument listing 1006766.	This bridge is typical for this length of canal. A pipe (water?) is fixed on to the eastern side. The horse bricks are still under the bridge.	See Recommendations 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Former SUC warehouse, Bunbury Locks 	SJ 5776 5905	This is a former SUR&CCo warehouse. It is brick built with a slate roof and writing on the end wall. It is much altered from the original.	Mid 19th century	Fair	Anglo Welsh	Not listed, although in the curtilage of an imposing collection of listed buildings.	It would be good if the writing on the end wall could be preserved.	This building should be listed. See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
Bunbury boat building basin 	SJ 5779 5906	This is a small basin at the bottom of Bunbury Locks. It usually has plastic tunnels under which boat repairs and building take place.	Mid 19th century	Fair	Anglo Welsh	Not listed, although in the curtilage of an imposing collection of listed buildings.	It would look better without the plastic tunnels - perhaps a more permanent option could be considered.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
Buildings north east of boat building basin 	SJ 57833 59082	These small cottages, stables and former bone mill relied on the canal for their trade. Records suggest that one of them served as a beer house in the 1850s.	18th Century?	Refurbished and rebuilt	Private	None	The only original part is the stables which have had an extension added. The other buildings fit well the location.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
Bunbury Locks tail bridge 	N/A	This is typical for the locks on this section of canal. It consists of 2 concrete beams with a round rail fence on one side.	20th century	Fair	CRT	Not listed, although in the curtilage of an imposing collection of listed buildings.	This is intact and serviceable.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.








Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
<b>Bunbury Locks</b>								
	SJ 57802 59031	These are the last locks on the Chester Canal as it approaches Nantwich. They are a double staircase, with a flight of steps between and a by wash which exits into the basin at the bottom.	1779	Fair	CRT	Grade II* listed - 1115812, UID 351226. Scheduled Monument listing 1006766.	The gates often leak because people do not open both gates to get a single boat through. Education is needed. There are very few bollards at these locks and a fence between the top lock and the lock cottage.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Cottage at Bunbury Locks</b>								
	SJ 57822 59029	This has been much altered from the original lock cottage. It has a neglected appearance.	Mid 19th century with 20th century additions	Fair	Private	Grade II listed - 115813, UID 351227.	The windows have been replaced recently - perhaps a change of owner?	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Former stables, Bunbury Locks</b>								
	SJ 57806 59010	These stables used to have 22 stalls for the horses for the fly boats. They were used by a boat building company in the 1960s and are now the workshop for Anglo Welsh Boat Hire Company.	1779	Fair, roof poor	Anglo Welsh	Grade II listed - 1320252, UID 351228. Scheduled Monument listing 1006766.	The stable block generally looks in good condition, although the roof is need of repair.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Slipway at Bunbury Locks</b>								
	SJ 5784 5899	When the end of the stable block was modified, this slipway was built for putting boats in and out of the canal. It has rails near water level.	20th century	Fair	Anglo Welsh	Not listed, although in the curtilage of an imposing collection of listed buildings.	It is an underwater hazard for boats trying to get in to the locks.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Winding hole above Bunbury Locks</b>								
	SJ 5813 5888	This winding hole has soft banks and a bench opposite.	Unknown	Fair	CRT	None	It needs to be maintained so that it does not fill with reeds.	Monitor it.
<b>Former Brick Kilns, Alraham</b>								
	SJ 5822 5887	This is the remains of a brick works, the vaults of the brick kilns can still be seen through the vegetation.	19th century	Poor	Unknown	None	This is an important site which should not be lost through neglect.	Do research to find out more and restore if possible. Interpretation board would be good. See Recommendation 25 (interpretation board).







Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Calveley Dredgings Disposal Site								
	SJ 5849 5884	Dredgings disposal site, being extended to the east. Fenced off from towpath with sign giving details of disposal licence.	20th century	Fair	CRT	None	This area now has trees and other vegetation and so will be good for wildlife.	Keep as is.
Extension of dredging site								
	SJ 5869 5882	The hedge has been laid for ease of access for the digger. At the back of the site, there is a bund to hold the dredgings in.	2011	Fair	CRT	None	It is interesting to see how a dredging site is constructed and filled. It will mature as the adjacent one has.	None.
Calveley (Clay's Farm) Bridge, 104								
	SJ 59036 58492	Accommodation and turnover bridge, steeply humped, only one vehicle width. Red brick with stone coping, was whitewashed, with a separate arch for the stop planks. Rope marks. Public Footpath over.	c1779, J Clowes	Fair	CRT	Grade II listed - 1138652, UID 56729.	This bridge carries the towpath over the canal. It has been repaired in the past. The arch for the stop planks is interesting.	See Recommendation 19 (sympathetic repairs) and 20 (consider lime wash).
Access to the visitor moorings, Calveley Bridge, 104								
	N/A	This gravel slope is very slippery in wet weather, so is not really suitable as access to visitor moorings.	Unknown	Poor	CRT	None	This should be upgraded to make it safer.	See Recommendation 3 (heritage design brief).
Access to car park and Service Block, Calveley Bridge, 104								
	N/A	Gated access to the car park for long term moorers, CRT yard and Service Station.	Unknown	Fair	CRT	None	This is serviceable.	Maintain as is.
Slipway, Calveley								
	SJ 5913 5875	The slipway allows small boats to be launched into the canal. The fence has recently been painted by SUCS volunteers. BW boats are moored across it. (March 2011)	Unknown	Fair	CRT	None	This should be maintained and kept open ready for use. The bases of the transhipment cranes are visible beside the slipway.	Discuss with CRT.
CRT yard and former transhipment site								
	SJ 5911 5880	There was a railway station here and sidings used to run up to the warehouse which is now a CRT work yard and Service Station.	Unknown	Fair	CRT	None	Cheese, and other commodities, would have been transferred from the canal to the railway here. Also boats up to 5 tons could be transhipped here.	An interpretation board would be helpful. See Recommendation 25 (interpretation board).

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Calveley service station, former cheese warehouse								
	SJ 5921 5869	Most of the warehouse is now a Service Station for boaters, including a toilet, shower and elsan disposal point. Water and pump out facilities are available outside.	Unknown	Fair	CRT	None	The shower room needs some attention as the drain often blocks.	Discuss with CRT. See Recommendations 3 (heritage design brief) and 21 (paint in traditional colours).
Modern cheese warehouse, Calveley								
	SJ 5932 5862	These more modern warehouses are again being used for cheese. There are long term moorings adjacent to them.	20th century	Fair	Unknown	None	These are fairly unsightly, but could be improved if a hedge was planted to hide them.	See Recommendations 9 (keep towpath hedges) and 10 (suitable species).
Calveley houses, old and more recent								
	SJ 5946 5849	There is a collection of houses between the A51 and the canal. The older ones may have been associated with the railway, canal or cheese warehouses. The more modern ones face the canal and have attractive gardens.	Various	Fair	Private	None	Some of the houses have boats moored. The towpath is not used much here - there is barely a track in the grass.	See Recommendation 4 (simple design guide).
Calveley land fill site								
	SJ 5960 5819	On the offside is a former landfill site, there is some evidence of the weighbridge building still remaining - it can be glimpsed through the trees, also methane vents.	20th century	Fair	Cheshire East	None	This site has been completed for a while, the only evidence for its existence is the building and the bridge. It was previously a clay quarry.	Leave as is.
Tweedale Bridge, 103a								
	SJ 5979 5816	This bridge has a flat span concrete deck with brick abutments and metal railing parapet, with crash barriers. A small pipe runs across it. It is the access road for the landfill site and is now fenced off at both ends.	20th century	Fair	Cheshire East?	None	This bridge is functional, although no longer used much.	Leave as is.
Canal in small cutting next to the road (A51)								
	N/A	Along this stretch from after the houses in Calveley, almost to Barbridge Junction, the canal is in a small cutting.	N/A	Fair	CRT	None	The cutting is about 1 mile in length and gives a closed in feel to the canal. The heavy traffic on the road can be heard rather than seen. There is an almost continuous hedge.	See Recommendations 9 (keep towpath hedges) and 10 (suitable species).

















Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Boughey's rainwater runoff								
	SJ 6003 5795	This rainwater runoff was built when Boughey's built some extra warehouses. It takes the rainwater and it leaves the canal again at the spillwier near Tilstone Lock.	2000s	Good	Boughey's?	None	This is unattractive, but functional. There seems to be something to catch any oil which may come from the lorries.	Maintain as is.
Wardle Hall Bridge, 103								
	SJ 6024 5779	Flat span concrete deck with exposed concrete abutment walls and a parapet of metal railings. This bridge carries very large lorries.	20th century	Good	Highways Agency	None	This bridge is functional.	Leave as is.
Wardle Industrial Estate								
	SJ 6041 5706	The industrial estate is on the offside on the site of former brickfields and a Second World War airfield.	20th century	Fair	Private?	None	The brickfields may have made use of the canal for transport.	Leave as is.
Bus stop, near Boughey's								
	SJ 6032 5775	The bus stop is supported on a large brick wall adjacent to the towpath. A lay by was created to relieve traffic on the road.	2010	Good	Cheshire East	None	This is presumably to encourage workers to use public transport.	Make sure that any graffiti is quickly removed.
Concrete edging, collapsing								
	SJ 6052 5780	Along most of this cutting, the concrete edging is collapsing into the canal.	Unknown	Poor	CRT	None	This is a safety hazard for towpath walkers and boaters who may want to moor up as there are large holes behind the collapsed edging.	Repair when money is available or when the situation worsens. See Recommendations 14 (maintain for horse boating) and 16 (suitable, heritage rural surface).
Wardle Farm Bridge, 102								
	SJ 6072 5748	Flat span reinforced concrete bridge with provincial Art Deco styling. Plaque on NW parapet pier records date and manufacturer, "The Reinforced Concrete Construction Company Ltd, Manchester". There are horse bricks under and discontinuous wooden buffers just above water level. It carries the A51 over the canal.	1932	Fair	Highways Agency	None	The parapet is starting to pull away from the side walls. This needs monitoring.	Discuss with CRT. Replace missing wooden buffers.








Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Old houses on Chester Road, Wardle, with boats moored								
	SJ 6101 5725	These attractive houses and garden have wharves with boats moored.	Unknown	Fair	Private	None	These houses are attractive and may have been associated with the canal.	See Recommendation 4 (simple design guide).
Goodwin Bridge, 101								
	SJ 6114 5711	Concrete rendered brick, single elliptical arch steep humpbacked bridge. Parapets replaced by concrete coping and metal railings. Poor concrete towpath.	Late 18th century with 20th century alterations	Poor	Highways Agency	None	This road accesses Wardle Old Hall, Barbridge Marina and the long term moorings around Barbridge Junction. It is so steep that there are gouges in the surface from vehicles.	See Recommendations 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Access to visitor moorings								
	N/A	A path (desire line) has been worn through hedge beside the visitor moorings.	N/A	Poor	CRT	None	This is very steep, but is a short cut to the bridge for access to the pub. This has been blocked with a plank of wood.	See Recommendation 3 (heritage design brief).
View from Goodwin Bridge, 101								
	N/A	This is an attractive view towards Barbridge Junction and the collection of historic buildings there.	N/A	N/A	N/A	N/A	Care needs to be taken when stopping on the bridge as there is not much space for traffic and people.	Retain.
Farm Buildings North of Wardle Old Hall								
	SJ 6116 5714	Attractive range of farm buildings by Goodwin Bridge, 101	Unknown	Fair	Private	None	Swallows nest in here.	See Recommendation 1 (must enhance heritage) and 2 (design to highest standard).
Wardle Old Hall								
	SJ 61183 57130	Originally a farmhouse, now a private house. Red brick in Flemish bond with slate roof. Ogee moulded stone plinth, giant Doric pilasters to Quoins and flanking the central entrance bay.	early 18th century	Good	Private	Grade II* listed - 1312857, UID 56838.	Grade II* listed for the high quality of the Baroque facade.	See Recommendation 1 (must enhance heritage) and 2 (design to highest standard).
Access at Barbridge Junction Bridge								
	N/A	Hard surfaced, sloped access to towpath, with gate and wooden railings.	late 20th century	Good	CRT	None	This is a well used access point. It is well maintained and functional, although not horse boating friendly.	See Recommendation 3 (heritage design brief).








Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
<b>Barbridge Junction Bridge</b>								
	SJ 61304 57005	Roving bridge at junction of Shropshire Union Canal and Middlewich Branch. Whitewashed red and blue brick single very humped elliptical arch.	c 1830, Thomas Telford	Good	CRT	Grade II listed - 1312853, UID 56834.	This is a very attractive bridge with many curved edges.	An interpretation board for the whole complex would be helpful. See recommendations 17 (original towpath surface), 19 (sympathetic repairs), 20 (consider lime wash) and 25 (interpretation board).
<b>Damaged bank opposite Barbridge Junction</b>								
	N/A	Directly opposite Barbridge Junction the concrete banking is damaged by repeated collisions from boats turning out of the Middlewich Branch onto the main line.	Unknown	Poor	CRT	None	This is very unsightly and could eventually collapse. May 2011, some improvements have been made.	Discuss installing fenders with CRT.
<b>Wooden post, Barbridge Junction</b>								
	SJ 6126 5700	This old mooring post is clearly visible in photos from 1957 (see book The Old Chester Canal, page 272).	19th century	Fair	CRT	None	It would benefit from having the vegetation cleared from round it and some preservative treatment.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
<b>Finger Post, Barbridge</b>								
	N/A	Wooden finger post indicating direction and mileages.	Unknown	Fair	CRT	None	Functional.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
<b>Jolly Tar</b>								
	SJ 6126 5693	The architectural style of this public house hides its distinguished history of serving the boating community and it is still popular with boaters today.	19th century	Fair	Private	None	This is a popular but unattractive pub.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
<b>Hut, remains of transhipment warehouse</b>								
	SJ 6131 5698	This is all that remains of the complex which once spanned the canal. Including a roof, covered walkway over the canal, used for storage and transhipment of cheese and other agricultural commodities. This was probably the office.	c1850s, most demolished 1958	Poor	CRT	None	Now used as a store shed for STTV. There is a water point here.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).






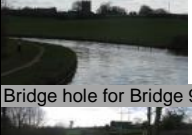




Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Junction House 	SJ 61336 56990	Chequered brick with overhanging slate roof with central chimney stack. A typical Telford's design canal house.	early 19th century, Thomas Telford.	Good	Private	Grade II listed - 1320254, UID 351236.	A very attractive house, a good example of Telford's design, although the sash windows have been removed.	Reinstate the sash windows. An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
Narrows near Barbridge Junction 	SJ 6135 5694	This was formerly a gauging lock, used to measure the cargo in a boat for toll purposes. The spaces where the gates once were can still be seen.	early 19th century, Thomas Telford.	Good	CRT	None	This causes congestion when there are a lot of boats moving.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
Former stable block, Barbridge 	SJ 6134 5694	This was possibly the toll office from the complex of buildings that used to be here. It has also been a stable block and chapel. It is now used for storage.	Probably early 19th century, Thomas Telford.	Good	CRT	None	This look fairly modern, although parts are presumably old.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
Terrace of canal houses, Nos 6-12 New Houses, Barbridge 	SJ 6154 5677	These former canal cottages have been greatly altered. Most have attractive gardens facing the canal.	Early 19th century.	Fair	Private	None	Some of the features in the garden are unattractive in this setting.	See Recommendation 4 (simple design guide).
Old Barbridge Inn 	SJ 6157 5672	Formerly the Kings Arms, this is another popular canal side pub. It has visitor moorings for patrons.	Unknown	Fair	Private	None	There is a canal side terrace and beer garden. It is generally attractive, although a change of ownership may lead to further developments.	See Recommendation 13 (sympathetic adjoining premises).
Bremilow's Bridge, 100 	SJ 61632 56613	Public road bridge, engineering brick, with some blue brick repairs. Was whitewashed, most of the parapet has been replaced in sections. Humpback single arch.	1779	Fair	CRT	Grade II listed - 1330145, UID 57000.	This road bridge has been much repaired.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Access, Bridge 100 	N/A	Stepped access to the towpath from the road. These are long, shallow steps, so not too difficult for wheelchairs and buggies.	Unknown	Fair	CRT	None	This access is acceptable, and has recently been improved with the addition of a hand rail.	See Recommendation 3 (heritage design brief).







Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Houses south of Bremilow's Bridge, 100								
	SJ 61645 56550	Two attractive canalside houses which often have boats moored.	Unknown	Good	Private	None	These houses have attractive gardens and are generally well kept. Boats are often moored here and between the houses and the bridge.	See Recommendation 4 (simple design guide).
Stoke Hall Bridge, 99								
	SJ 6193 5641	Brick, whitewashed bridge, single elliptical arch with keystone. Parapet rebuilt in blue brick. Raised horse bricks on towpath, footpath over. Large cracks in south face. There is an arch for the stop planks. Public Footpath over.	1779	Fair	CRT	None	This is a typical bridge and should probably be listed, especially as it has an arch for storing stop planks.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash), and investigate listing.
Access at Stoke Hall Bridge, 99								
	N/A	Aluminium kissing gate access from Public Footpath to towpath.	20th century	Fair	CRT	None	This style of kissing gate is extremely unattractive in this context.	See Recommendation 3 (heritage design brief).
Spillweir, south of Stoke Hall Bridge, 99								
	SJ 6198 5637	A 20 yard concrete bridge takes the towpath over this spillweir. Excess water goes over it into a steam below. Railings are functional and appropriate for horse boating.	Unknown	Fair	CRT	None	This is functional but not attractive.	Possibly paint the railings. See Recommendation 21 (paint in traditional colours).
Vicker's Bridge, 98								
	SJ 6219 5596	Accommodation bridge for Stoke Hall development. Whitewashed brick bridge with metal railings. Many structural ties through it. Public Footpath over.	1779, with 20th century alterations.	Fair	CRT	None	This is probably too altered to be able to be listed.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Stoke Manor development								
	SJ 6214 5594	This is a mixture of new build and conversion of farm buildings associated with Stoke Manor.	2000s	Fair	Private	None	This is an attractive development by the canal.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 4 (simple design guide) and 13 (sympathetic adjoining premises).
View of Hurlleston reservoir								
	N/A	The view of the reservoir and waterworks. Some trees have been planted to hide the works buildings.	N/A	N/A	N/A	N/A	This is an attractive view which shows how massive the reservoir is.	Keep as is.







Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Hurleston Water Works								
	SJ 6228 5573	This stream is the overflow from the reservoir.	Unknown	Fair	United Utilities?	None	This needs to be kept weed free.	Maintain as is.
Hurleston Reservoir Pipe Bridge								
	SJ 6229 5573	This pipe bridge presumably carries the water from the reservoir to Crewe and Nantwich.	Unknown	Fair	United Utilities?	None	This is a well maintained pipe bridge.	Maintain as is.
Hurleston Reservoir and bank								
	SJ 6228 5541	The bank supports the reservoir. The water is carried down the Llangollen Canal from near Horseshoe Falls. This purpose kept the Llangollen Canal open when others were closing.	Unknown	Fair	United Utilities?	None	There are yellow topped canes inserted at intervals into the bank - presumably to measure slippage.	Maintain as is.
Hurleston finger post								
	SJ 6261 5534	This is an attractive finger post, painted black and white. The metal fence is all that remains of the Junction House. SUCS have installed a bench here.	Unknown	Good	CRT	None	This is a good place to sit and watch boats negotiating the junction.	An information board would be good here. See Recommendation 25 (interpretation board).
Hurleston Junction								
	SJ 6260 5533	The four locks taking the canal on its journey to Llangollen are all listed. These are the narrowest of narrow locks, as not all boats can pass through. A sign instructs boaters to lift all fenders.	1805 for the Ellesmere Canal Company	Good	CRT	Locks are individually Grade II listed.	The building of this canal saved the Chester Canal from closure by increasing the trade up to Ellesmere Port.	An information board would be good here. See Recommendation 25 (interpretation board).
Hurleston Roving Bridge, 97								
	SJ 626205531	Concrete rendered brick, single elliptical arch. Parapets replaced by stone coping and metal railings. Poor towpath. The towpath goes over this bridge onto the Llangollen Canal.	1805 with 20th century alterations.	Good	CRT	None	This bridge was built at the same time as the Ellesmere Canal joined up to the Chester Canal. They merged in 1813, and then also merged into the Shropshire Union Canal Company.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
View of Hurleston Locks, the Lock Cottage and water works								
	N/A	It is possible to see if boats are travelling through Hurleston Locks from here.	N/A	N/A	N/A	N/A	This is useful when boating as it is possible to gauge the traffic and potential queues.	Maintain as is.

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
View of Car Transplants								
	N/A	This view of the skyline with cars on shelves is quite bizarre.	N/A	N/A	N/A	N/A	Snugbury's Ice Cream Farm is near here.	Maintain as is.
Towpath above field - canal on embankment								
	N/A	The canal is again on a small embankment here. The hedge is below the towpath so allows a good view across the fields.	N/A	N/A	N/A	N/A	The hedge needs to be kept trimmed/laid to maintain the view.	Maintain as is.
View of New Farm								
	N/A	This is another view across the fields to the higher ground.	N/A	N/A	N/A	N/A	The views in this area show the open aspect of the canal.	Maintain as is.
Corne's Bridge, 96								
	SJ 6289 5492	Brick abutments, flat span concrete deck and parapet of metal railings. Brick towpath surface with stone coping. Some rope marks. Farm accommodation bridge.	19th century origins, substantially 20th century	Fair	CRT	None	This bridge needs some attention.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
View of Poolehill								
	N/A	This is a view across the fields down to the Weaver valley.	N/A	N/A	N/A	N/A	The views in this area show the open aspect of the canal.	Maintain as is.
Winding hole, north of Henhull Long Term Moorings								
	SJ 6306 5466	This winding hole is full size and lined with modern piling. There are some trees which have been cut recently and are regrowing which make the area attractive.	Unknown	Good	CRT	None	Boats have been abandoned here in the past. It is important that this does not happen again and that the winding hole is maintained.	Maintain as is.
Pipe bridge, Henhull Long Term Moorings								
	SJ 6311 5457	Black painted pipe with blue brick piers.	Unknown	Fair	Unknown	None	This seems to be well maintained.	Maintain as is.

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Poolehill Cottage								
	SJ 6315 5451	Former canal cottage that has been greatly extended and altered.	Originally 19th century, 21st century alterations?	Good	Private	None	This was still a BW (CRT) property in 1989, but is now presumably privately owned. There is a large hedge between it and the towpath.	Do nothing.
Long term moorers' towpath access								
	N/A	This is a single gate between the car park and towpath for access for the long term moorers at Henhull.	Unknown	Good	CRT	None	The moorers here need small boats to access their narrow boats, and bring them over to load up ready for cruising.	Maintain as is.
Henhull Long Term Moorings and winding hole								
	SJ 6316 5433	The canal widens here and allows space for moored boats and also for turning of boats. It narrows quickly towards the next bridge.	Unknown	Good	CRT	None	Most of the boats are well looked after.	Do nothing.
Towpath access near Henhull Bridge, 95								
	N/A	The gated access leads between the lay-by on the road and the towpath. It is used by walkers, fishermen and boaters.	Unknown	Good	CRT	None	Boats sometimes moor here for more than the allowed 14 days as there is easy access to the road and cars.	See Recommendation 3 (heritage design brief).
Henhull Bridge, 95								
	SJ 6326 5409	Flat span reinforced concrete bridge with provincial Art Deco styling. Brick towpath surface with concrete coping. Wooden buffers at water level. Carries the A51 over the canal.	c1930	Good	CRT	None	The wooden buffers are needed as there is a blind bend to the south of the bridge which catches the inexperienced boater unawares.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
View of Acton Church and Acton village								
	N/A	Acton Church is visible along a stretch of the canal as the ground rises up to the west of the canal.	N/A	N/A	N/A	N/A	The views in this area show the open aspect of the canal.	Maintain as is.
Bridge hole for Bridge 94 (Bluestone Bridge)								
	SJ 6330 5373	This narrows in the canal is the bridge hole for bridge 94 which no longer exists. There is some evidence of the piers.	N/A	N/A	N/A	N/A	If not marked on the Canal Guides these narrows can cause problems for inexperienced boaters.	Retain narrows as historically authentic.
Bluestone Farm								
	SJ 6313 5368	Bridge 94 was presumably an accommodation bridge for Bluestone farm. Perhaps they have sold their land over the canal to another farm.	Unknown	Fair	Private	None	There are usually horses in these fields.	Do nothing.
















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Acton Bridge, 93 	SJ 6351 5334	Brick abutments. Flat span metal girder bridge with metal railing parapets. Concrete towpath surface with stone coping. Public Footpath over.	19th century origins, substantially 20th century	Fair	CRT	None	The parapets were brick in 1989, but these metal railings echo the design of those on Nantwich Aqueduct. Crewe and Nantwich Circular Walk passes over this bridge.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Access at Acton Bridge, 93 	N/A	The blue brick of the bridge has been carried on into the construction of the access steps. The public footpath is well used, and perhaps forms a circular route through Acton to Nantwich.	Late 20th century?	Good	CRT	None	The towpath is hard surfaced from here to Nantwich. The access is reasonable and functional.	See Recommendation 3 (heritage design brief).
Nantwich and Border Counties Yacht Club and basin 	SJ 6382 5301	NBCYC was founded by Raymond Slack, Stan Offley and Cyril Bickley on the Acton side of Nantwich Basin. In 1974 a new basin was formed as part of the linear moorings.	1953	Good	NBCYC	None	This is a thriving boat club.	Maintain as is.
Narrows at NBCYC 	SJ 6384 5302	It looks as if there should have been a bridge here, but there does not seem to be any record of it.	N/A	N/A	N/A	N/A	Perhaps it is something to do with NBCYC?	Research?
Basin End, Nantwich 	SJ 6396 5283	This is the last section of the Chester Canal, completed in 1774 and finished at Basin End. It is now an important boating centre.	1779	Good	CRT	None	The basin houses a boat builders and repairers, chandlery and brokerage as well as a cafe and launderette. Recently an antique shop moved into the old warehouse.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief), 6 (retain heritage features), 21 (paint in traditional colours) and 25 (interpretation board).
Avenue Cottage, now 1 Basin End 	SJ 6393 5275	Brick with slate roof and 2 ridge stacks. T shaped plan. Possibly Wharf Manager's Cottage.	Unknown	Good	Private?	None	Should this be listed?	Investigate listing or locally listing. Also see Recommendation 2 (design to highest standard).





Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Shed, east of Avenue Cottage								
	SJ 6395 5274	Corrugated iron shed with curved roof. Now part of Nantwich Canal Centre.	Unknown	Fair	Nantwich Canal Centre	None	This is now used as a store and work shed.	Try to stop it being demolished. Possible candidate for local listing. Also see Recommendations 2 (design to highest standard) and 3 (heritage design brief).
2 Basin End, Canal Cottage								
	SJ 63919 52874	Former canal workers cottage now a private cottage. Brick with slate roof.	Early 19th century	Good	Private	Grade II listed - 1330140, UID 56978.	The pointing work done on this building is very poor. It does not seem to be a holiday cottage anymore.	See Recommendation 3 (heritage design brief).
Former boat shed								
	SJ 6394 5278	Painted brick with slate roof. Large 20th century sliding door at one end. Large circular ventilator, now blocked.	Early 19th century	Fair	Nantwich Canal Centre	None	This building seems to still be in use for boat building activities.	Try to stop it being demolished. Possible candidate for local listing. Also see Recommendations 2 (design to highest standard) and 3 (heritage design brief).
Former warehouse and stable block								
	SJ 6400 5277	Rendered brick with slate roof. Much altered and added to.	Early 19th and 20th centuries.	Fair	Antique shop	This is now an antique shop, Nantwich Canal Centre has moved its wharf onto the canal main line.	The warehouse is now an antique shop.	See Recommendation 2 (design to highest standard).
Start of Nantwich Aqueduct Sculpture Trail								
	SJ 6392 5295	This marks the start of Nantwich Embankment Sculpture Trail, including the horse, and smaller sculptures created by schoolchildren. The trail is the culmination of a collaborative Community Arts Project, initiated to celebrate the restoration of the Nantwich Embankment.	Unknown	Good	Cheshire East	None	The sculptures are interesting to look at while walking along the embankment and aqueduct.	Maintain as is.
Horse Sculpture								
	SJ 6393 5294	This is the renowned Nantwich wooden horse which stands by the side of the Shropshire Union Canal, near Bridge 92. It used to be lock gates until two artists, John Merrill (who recycled the wood) and Julian Taylor (who did the iron work) came along and produced the very solid sculpture at an open studio at Reaseheath College.	John Merrill and Julian Taylor	Fair	Cheshire East	None	This is a very attractive sculpture, but it has already been vandalised.	Maintain as is.

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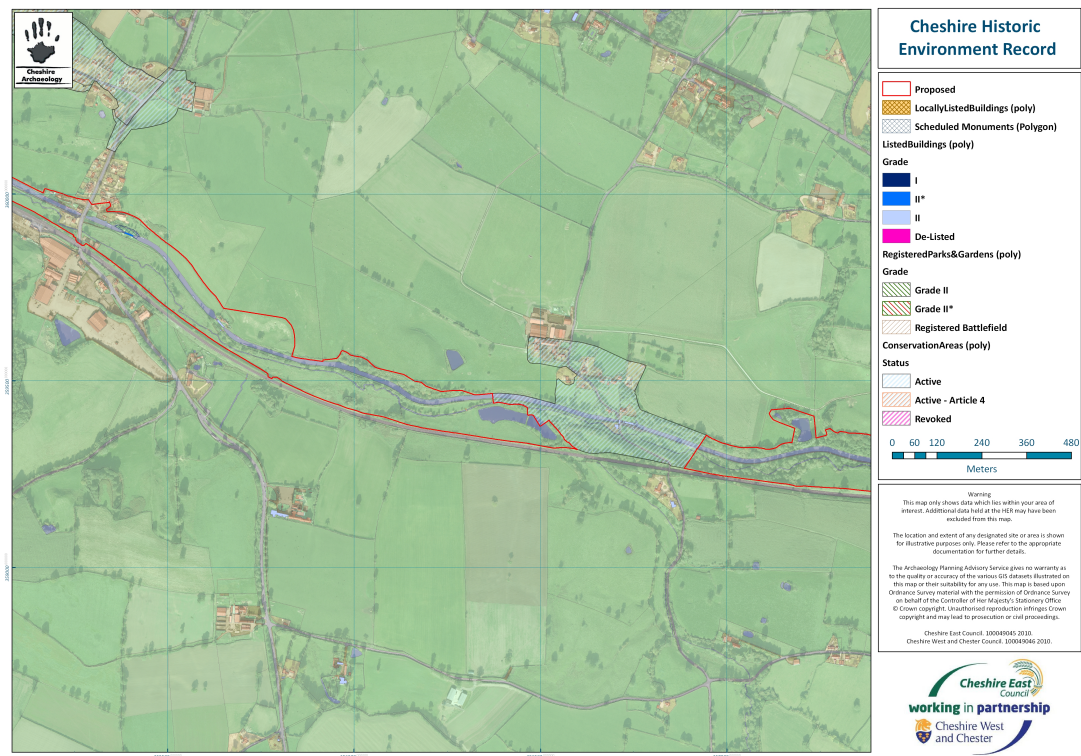


Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Nantwich Junction Bridge, 92 	SJ 63939 52922	Towpath roving bridge to Basin End. Engineering bricks in English bond with whitewash. Elliptical skew arch with stone edgings to canal. Blue brick paving with raised courses under bridge. 2 cast iron rope guards.	1826, Thomas Telford	Fair	CRT	Grade II listed - 113456, UID 56979.	This is the first narrow bridge travelling south on the Shropshire Union Canal. The bridge carries the towpath over the canal to Basin End.	See Recommendations 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Stop gate 	SJ 63937 52924	The single wooden stop gate is in case of breach, or repair work, on the Aqueduct. It isolates the aqueduct from the canal north of it.	1826, Thomas Telford	Good	CRT	Grade II listed - 1138542, UID 56980.	This one is listed, the one at the other end is not.	Investigate listing the other one. See Recommendation 19 (sympathetic repairs).
Canal Mile Post 	SJ 63938 52930	Cast iron milepost, typical for the Birmingham and Liverpool Junction Canal. It shows distances from Nantwich, Norbury Junction and Autherley Junction.	1826	Fair	CRT	Grade II listed - 1138543, UID 56981.	This needs inspecting now the fencing has been removed.	Make sure it is OK.
Access at Nantwich Junction Bridge, 92 	N/A	As this is a roving bridge, the access is sloped.	1826, Thomas Telford	Fair	CRT	None	The slope is gentle and adequate.	See Recommendation 3 (heritage design brief).
Service Block, former lengthsman's hut 	SJ 6395 5289	This brick built, former lengthsman's hut has been extended and converted into a service block for users of the canal.	19th century with 20th century extension	Fair	CRT	None	There are toilets, elsan disposal and a shower. It is not always very clean.	Encourage people to report when it needs cleaning.
Ex hire boat yard 	SJ 6398 5286	This is now the wharf for Nantwich Canal Centre. The boats are moored perpendicular to the canal and so sometimes can cause an obstruction.	Unknown	Fair	Nantwich Canal Centre	None	There should be a limit on the length of boat moored here as it can be difficult to pass when boats are at the service station and waiting to use it and passing all at the same time.	See Recommendations 2 (design to highest standard) and 3(heritage design brief).

Sculpture trail									
		N/A	The trail is the culmination of a collaborative Community Arts Project, initiated to celebrate the restoration of the Nantwich Embankment.	Unknown	Good	Unknown	None	Leaflets were available from Nantwich TIC, but apparently they have run out.	Nantwich should promote this more.
Spillweir									
		SJ 6401 5284	Excess water spills over this spillweir on the offside of the canal. There is not a fence although boats are protected from it by the boat yard.	1826, Thomas Telford	Fair	CRT	None	It is often difficult to see as boats tend to be moored around it.	Ensure that it does not get blocked by boats or weed.
Access down from the embankment to the road.									
		N/A	There are both a slope and steps here. They are hard surfaced with wooden posts and railings.	Unknown	Good	Cheshire East?	None	This access is adequate, although some of the trees planted when it was made are starting to overhang the paths.	Inform whoever looks after it that maintenance is needed.
Nantwich Aqueduct									
		SJ 64203 52578	Cast iron box girder span carried on shallow segmental arch. Concave plain brick abutments. Ornamental cast iron parapet railings. Towpath with horse bricks.	1827-30, Thomas Telford	Fair	CRT	Grade II* listed - 1330146, UID 57006.	There are some concerns about leaks, but CRT are apparently monitoring this.	This deserves an interpretation board and proper maintenance. See Recommendation 25 (interpretation board).
Views from Nantwich Aqueduct									
		N/A	Looking north west from the aqueduct there is a view of the old A534, Chester Road as it approaches Nantwich. South East, the view is of the A534, Welsh Row, with a comprehensive school (with recycling facilities) and a modern development.	N/A	N/A	N/A	N/A	There are rope marks on the cast iron railings which can easily be seen when looking down from the aqueduct.	Interpretation of the rope marks would be good. See recommendation 25 (interpretation board).
View of Nantwich Aqueduct from the road									
		N/A	It is a very pleasing view of the aqueduct from the road.	N/A	N/A	N/A	N/A	The trees should be kept cut back so that the view is retained.	A road sign could inform passers by that this is the Shropshire union Canal.
View down Nantwich Bank									
		N/A	The embankment is largely grassed and the modern housing can be seen at its base.	1827-30, Thomas Telford	Fair	CRT	None	There are a selection of moorings along here, some long term, others for visitors. It is a very popular spot.	Signage could indicate ways to the shops and other attractions of Nantwich.

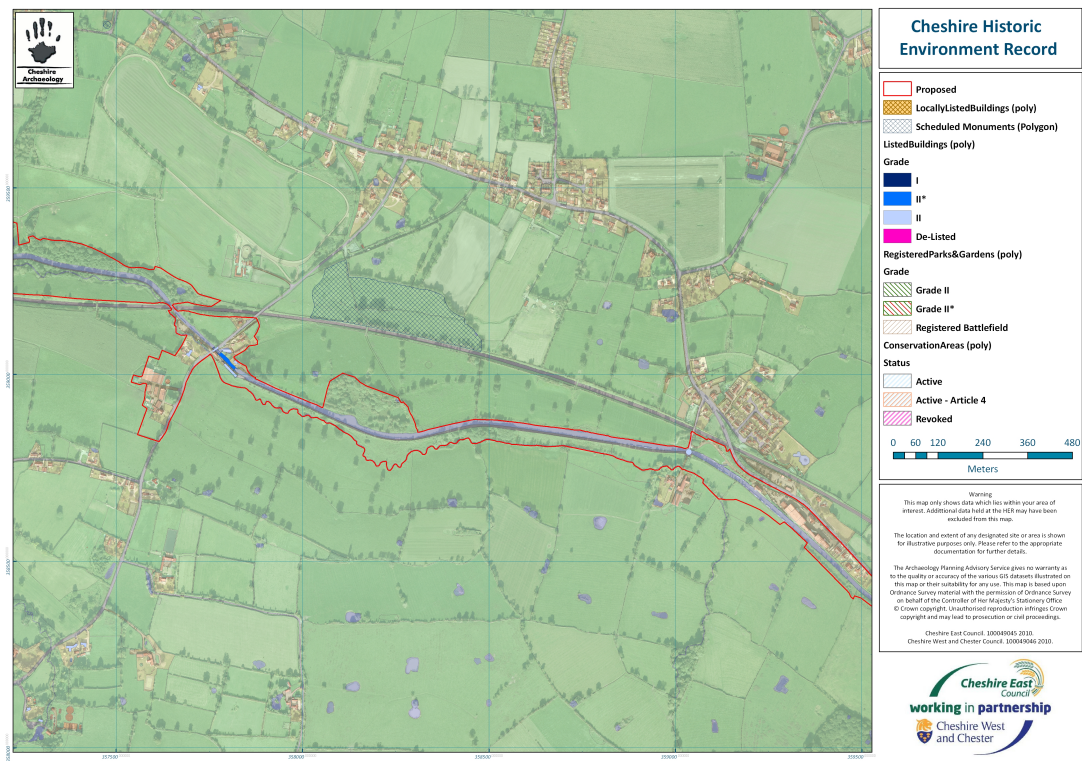
Towpath access, from Marsh Lane			SJ 6416 5173	This access is almost at the end of the embankment, so is fairly level and suitable for all abilities. It is hard surfaced and wide.	Unknown	Good	CRT	None	This is used by fishermen, walkers and boaters.	An interpretation board would be good here. Also see Recommendations 3 (heritage design brief) and 25 (interpretation board).
Canal Cottage			SJ 6414 5166	This cottage was presumably for the canal worker who looked after the aqueduct and embankment. It is attractive, brick built with a slate roof.	mid 19th century?	Good	CRT?	None	This is an attractive cottage with assorted out buildings.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 4 (simple design guide) and investigate local listing.
Marsh Lane Bridge, 91			SJ 61441 61539	Whitewashed blue bricks and stone work. Wide elliptical skew on stone base. Cast iron rope guards on both angles of arch. Worn horse bricks on towpath. This bridge carries Marsh Lane over the canal.	c1826, Thomas Telford	Good	CRT	Grade II listed - 1312780, UID 56973.	There is no access to the towpath from the bridge.	See Recommendations 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Stop gate			SJ 6410 5163	This is the other one to that at Bridge 92 - to be used in case of a breach or work on the embankment or aqueduct.	1827-30, Thomas Telford	Poor	CRT	None	Amazingly this is not listed as the other one is.	Take steps to have it listed.

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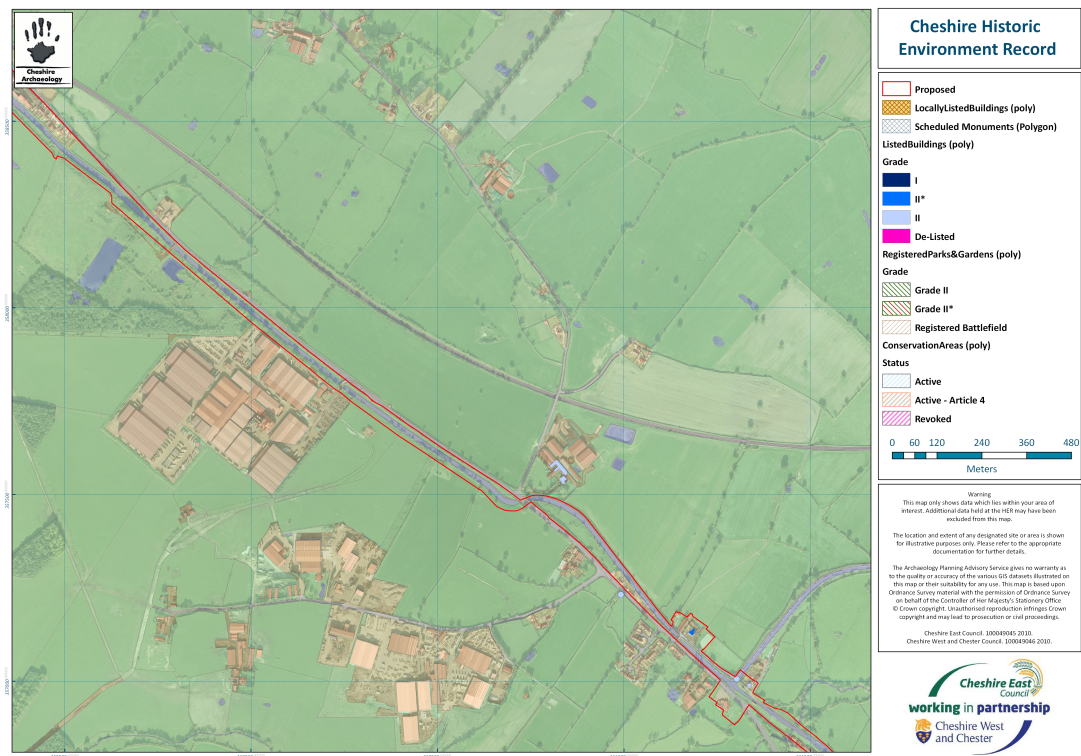
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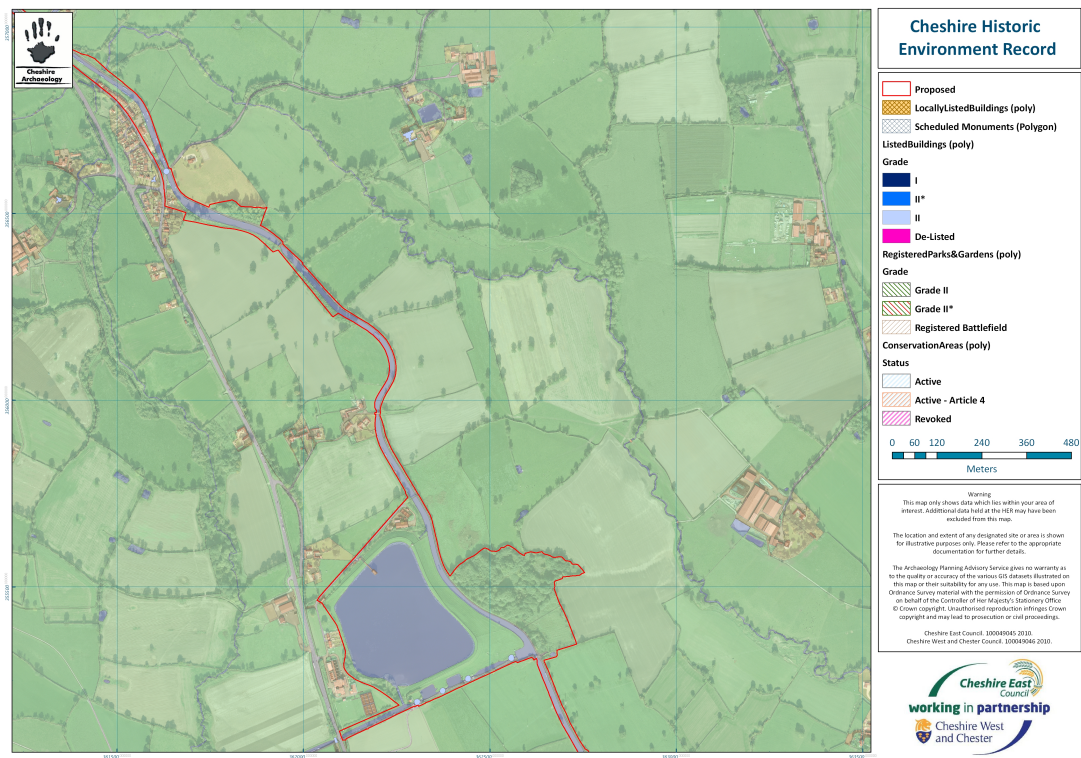


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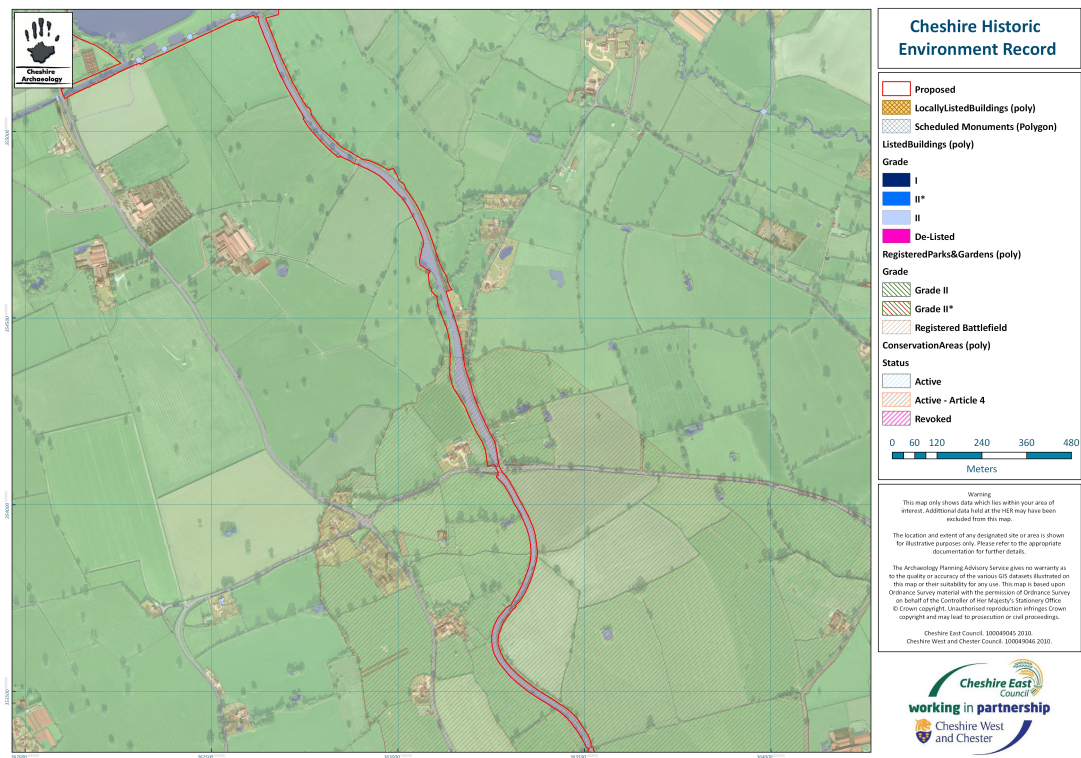




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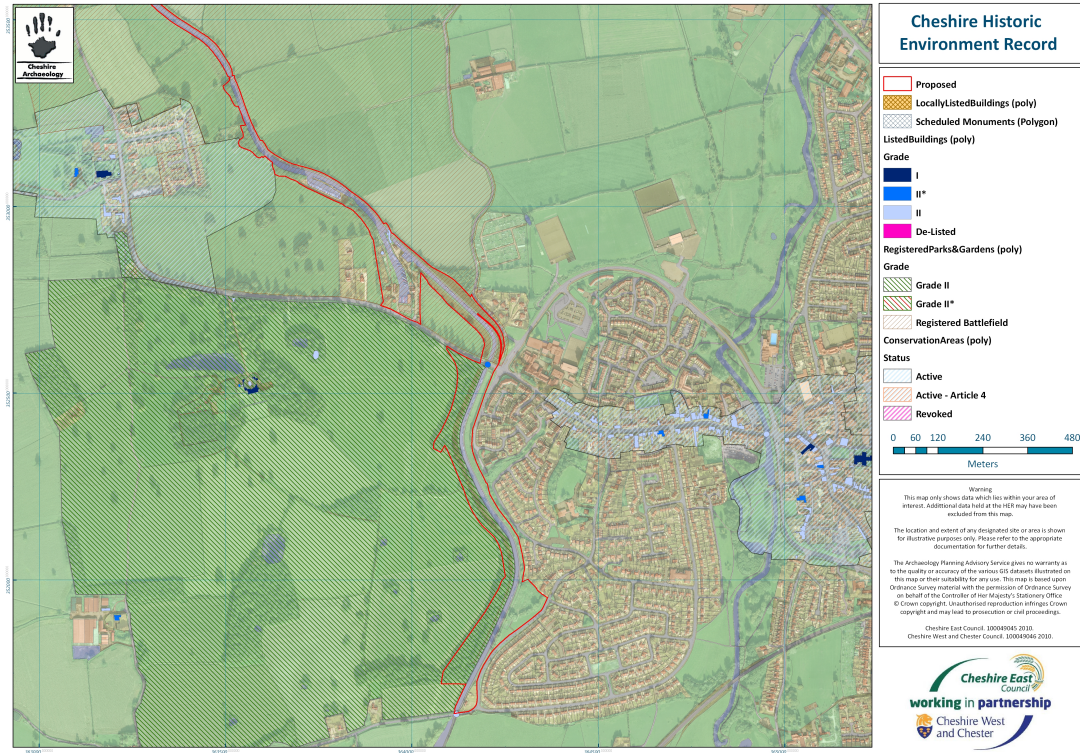


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## **RECOMMENDATIONS FOR THE WHOLE LENGTH OF THE CANAL**

This Conservation Character Appraisal clearly demonstrates that this section of the Shropshire Union Canal has a fascinating and unique history. In order to preserve this for future generations it is vital to protect and enhance this heritage, including the setting of the canal in both its urban and rural sections.

The following recommendations have been formulated in order to achieve this aim.

### **Principal recommendations:**

#### **Recommendation Involving**

1 Any development must not conflict with the canal setting and must enhance the canal and its heritage by taking account of its historic importance, its environmental value and its role as a public amenity. CW&C and CE

2 Design and conservation should be of the highest possible standard and sensitive to the historic and environmental character of the canal and its environs. CW&C and CE

3 A heritage design brief should be developed for all canal related features and furniture including bridge access, towpath access, locks, and historic bridges. CRT Heritage Department with input from CCHT

4 A simple design guide should be developed for householders living beside the canal to avoid inappropriate features. CW&C and CE with input from CCHT

5 A strategy should be developed to encourage boaters to visit Chester and Ellesmere Port, and provide improved facilities for them. All interested groups

6 Existing heritage canal features must be retained, protected and maintained. CW&C, CE and CRT

7 The wildlife corridor of the canal must be protected and enhanced. CW&C, CE and CRT

8 An awareness of the canal, its history, heritage and environs should be promoted as widely as possible. CCHT

### **Specific recommendations:**

In order to preserve and enhance the heritage, setting and environment of the canal there are more specific recommendations which should be implemented along the whole length of the canal.

### **Trees, Hedges and Fencing Involving**

9 Retain, and reinstate, towpath hedgerows by replanting and laying where necessary. BTCV, SUCS and/or other voluntary groups

10 Plant species suitable to the location. As above

11 Designate more Hedge and/or Tree Preservation Orders. Council Tree Officers

12 All boundaries between adjoining properties and the canal must be appropriate on both the towpath and off side. ?

13 Property owners should be encouraged to relate their premises to the canal in a sympathetic manner. ?

### **Towpaths Involving**

14 The towpath should be free of obstructive structures and vegetation and remain suitable for horse boating. CRT vegetation team

15 The towpath surface in urban areas should be suitable for intensive use and surfaced with materials in keeping with the canal's history and heritage. CW&C/CE and/or CRT

16 The towpath in rural areas should be maintained in a condition suitable for general access and surfaced with materials in keeping with the canal's history and heritage. CW&C/CE and/or CRT with BTCV/SUCS

17 The original towpath surface should, where possible, be retained or reinstated, particularly under bridges and around locks. CRT with BTCV/SUCS

18 If fences or posts beside the canal towpath are replaced, they should be sympathetic to the area in which they are located, and in keeping with the canal's history and heritage. CW&C/CE and/or CRT

### **Bridges and other Canal Features Involving**

19 Repairs to historic bridges should be carried out using original materials and techniques or suitable equivalents that fully respect the original structures. CW&C/CE and/or CRT

20 Where historical evidence suggests that bridges were formerly lime washed, consideration should be given to reinstating this treatment. Voluntary groups

21 Locks and other canal related structures should be painted in the combination of colours traditional to this canal. Voluntary groups

22 Remove lock numbers as they are incorrect and confusing. Voluntary groups

23 Reinstall or retain historic paddle gear. CRT 24 Restore and maintain the Dee Branch to the River Dee. CRT

25 Restore the lengthsman's huts CCHT and CRT

### **Interpretation Involving**

26 A sequence of consistent and durable interpretation boards should be installed at appropriate locations along the canal. CCHT

27 Signage should be installed to develop the Riverside park/circular river and canal walking route in Chester. CW&C

28 The use of information technology to enhance the interpretation of the canal should be encouraged. ?

### **Wildlife Considerations Involving**

29 All policies relating to the canal should be considered with regard to their impact on wildlife, and should ensure that they maintain and encourage native wildlife. ?

30 A wildlife survey of the canal should be carried out. CWT/volunteer groups

31 Better links should be created/maintained to other wildlife corridors. ?

32 All stands of Japanese knotweed, and other invasive non-native species, should be eradicated without delay. CRT vegetation management team and adjoining owners

Suggestions of structures to be listed:

- Caughall (Pretty) Bridge, 134
- Christleton Lock
- Brockholes aqueduct
- Bunbury Locks Warehouse
- Stoke Hall Bridge, 99
- Stop gate at the southern end of Nantwich Embankment

Suggestions of buildings/structures to be locally listed:

- Wharf wall at Burnells' Iron and Galvanising Works, Ellesmere Port
- Wharf near Top Farm, Croughton – if research shows that it is historic
- Stone Bridge House, Chester
- House by former Blacon Hall Bridge, Parkgate Road, Chester
- Water Tower Hospital tower
- Tin Tabernacle, Whipcord Lane, Chester
- River Lock
- Former Temperance Hall, George Street, Chester
- 22 George Street, The Manse, Chester
- Penri Chapel, George Street, Chester
- Mill Hotel
- Old Harkers Arms, Canalside, Chester
- Hoole Lane Lock Cottage
- St Paul's Mission Church, Chester – now residential
- Cheshire Cat public house

- Bate's Mill
  - Bate's Mill Cottage
  - Shady Oak public house
  - Chas Hardern's Castle Wharf, Tiverton
  - Stone Lock Cottage
  - Jolly Tar public house
  - Avenue Cottage, 1 Basin End, Nantwich
  - Shed, east of Avenue Cottage, Basin End, Nantwich
  - Former Boat Shed, Basin End, Nantwich
  - Canal Cottage, Marsh Lane, Nantwich
- Suggestions for the Buildings at Risk Register

- Chemistry Lock Cottage
- Stone Lock Cottage
- Stone Lock Lengthsman's Hut
- Bunbury Locks Stable Block

## **RECOMMENDATIONS FOR:**

### **I. RURAL CHESHIRE EAST – SPILLWEIR ABOVE TILSTONE LOCK (BRIDGE 106) TO BASIN END, NANTWICH**

1. The listed buildings at Bunbury Locks should be monitored to ensure that they do not fall into disrepair, and sympathetically restored when necessary. This particularly applies to the Stable Block.
2. The warehouse building at Bunbury Locks should be listed.
3. The poly tunnel at Bunbury Locks should be removed and, if necessary, replaced with something more appropriate.
4. Bunbury Locks should be sympathetically restored.
5. The old brick kilns would benefit from some restoration to at least halt their deterioration, as well as interpretation boards.
6. The collapsing towpath near the A51 should be repaired urgently.
7. Safe access should be provided through the hedge by the visitor moorings to the west of Barbridge Junction.
8. The windows of Junction House should be restored.
9. A solution needs to be found to prevent further damage to the concrete (and boats) at Barbridge Junction and at Nantwich Basin.
10. Basin End, Nantwich, should have interpretation boards showing that it is the end of the Chester Canal, and explaining why it is significant.
11. The remaining historic buildings at Basin End should be retained, and when necessary the owners should be encouraged to undertake sympathetic repairs.
12. The lock numbers should be removed and the lock name plates reinstated where necessary.

**RECOMMENDATIONS FOR:**

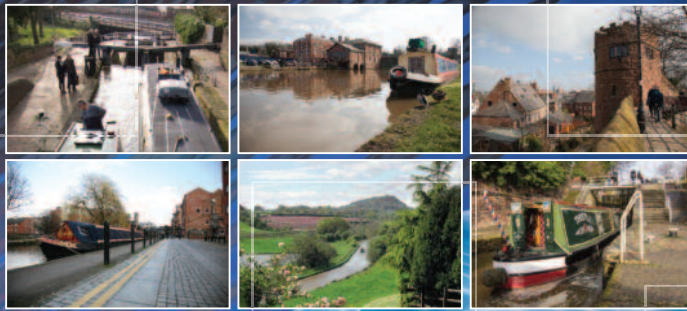
**J. Birmingham and Liverpool Junction Canal - Nantwich  
Junction Bridge (92) including Nantwich Aqueduct to  
Marsh Lane Bridge (91)**

1. In order to make the sculpture trail meaningful, the leaflet should be reprinted and an indication given as to where it is available.
2. A maximum length needs to be imposed on the boats using the ex hire base so that they do not obstruct the canal.
3. Nantwich Aqueduct should be repaired and maintained to a high standard.

Cheshire West & Chester Council

# The Chester Canal

Conservation Area



Front  
cover



Cheshire West  
and Chester

## The Chester Canal

The canal in Chester is the earliest part of the Shropshire Union system, an amalgamation of various individual canals, each with different ambitions and strategic objectives. The Chester Canal itself was promoted by local interests keen to capitalise on the revival of the Port of Chester following the canalisation of the tidal Dee in the 1730s by constructing a barge canal suitable for local river craft to provide a direct connection to the Cheshire salt towns.

Surveyed and engineered by **Samuel Weston**, the canal proceeded apace during the 1770s. By 1776 the line was completed from the Dee only to grind to a halt at Beeston. The company, having exhausted its funds, not least on the ambitious engineering works involved in rising from the then tidal lower basin (only enclosed by the addition of a river lock in 1802) through Chester, including the Northgate cutting and eleven broad locks.



These locks incorporated an impressive five rise staircase which was at the time the greatest such construction in the kingdom. Construction later re-commenced up the Gowy valley by a further series of locks including double rise staircases at Beeston and Bunbury, beyond which the Cheshire

Plain was readily traversed to reach a terminal basin at Nantwich by 1779.

The Chester Canal Company's objective of reaching the growing salt towns of Middlewich, Sandbach and Winsford, to make a connection to Brindley's strategic "grand cross" of canals linking the Mersey, Trent, Severn and Thames. This was frustrated by the vigorous opposition of the Grand Trunk Company, seeking to protect their route to the Mersey and the emerging port of Liverpool. Denied access to its hinterland and plagued by the failure of the locks constructed on Beeston's notorious "running sands", the Chester Canal failed to generate a commercial return and within only two decades of construction lapsed into obscurity and decrepitude.

Salvation was in part delivered by the Ellesmere Canal Company, seeking to provide a connection from the Dee and Mersey to the Severn. The Wirral Line, engineered by Telford and linking Mersey and Dee through the Backford Gap, was the initial phase of this project. Completed in 1795, it made a connection with the Mersey through locks at Whitby, where the Shropshire town of Ellesmere's new port was to be established for onward transhipment to seagoing and estuarine vessels.

The canal's construction to a broad gauge provided a passage for wide barges from the Mersey to Nantwich and lifted the Chester Canal from its moribund state. However, the canal remained an essentially local waterway dead ending in a town now eclipsed by its rivals lower down the Weaver and in the Dane valley.

Having exhausted its capital on the engineering triumphs of the Welsh aqueducts, the Ellesmere Canal Company abandoned its ambitions as a national player. The company looked to find an outlet to its new port by a circuitous connection eastwards from its branch to Whitchurch to the Chester Canal at Hurleston, near Nantwich, completed in 1805. By this circuitous route, the future of the Chester Canal was secured, providing an outlet for the mineral wealth of North East Wales but only by narrow boat. The Ellesmere Canal having reverted to a narrow canal as a cost saving measure.

Connection of the isolated Ellesmere system to the national canal network was however another 25 years away. The Birmingham and Liverpool Junction Canal completed in 1834 represented the swan song of the canal age but by connecting the Chester Canal at Nantwich with the Birmingham system at Wolverhampton incorporated the former as part of a nationally strategic route, connecting Birmingham directly to the Mersey.

The construction of Middlewich Branch from a junction with the Chester Canal at Barbridge provided the long sought connection to the salt towns and beyond, including the Potteries. The new destinations in the Midlands provided

the impetus for the substantial growth of the facilities at Ellesmere Port.

These and other canals were united as the Shropshire Union Railways & Canal Company in 1846, which soon passed into the hands of the London and North Western Railway. Nevertheless traffic levels were maintained throughout the 19th and early 20th centuries, suffering a steady decline in the interwar years on the company disbanding its dedicated carrying fleet in 1921. The last commercial traffic, carrying oil from Stanlow to the West Midlands, ceased in 1957.

During the interwar years Christleton provided the location for two pioneer hire boat operations - the harbinger of today's revival of the inland waterways. Now administered by the recently formed Canal & River Trust the canal continues to provide attractive cruising waters.

## Designated Area

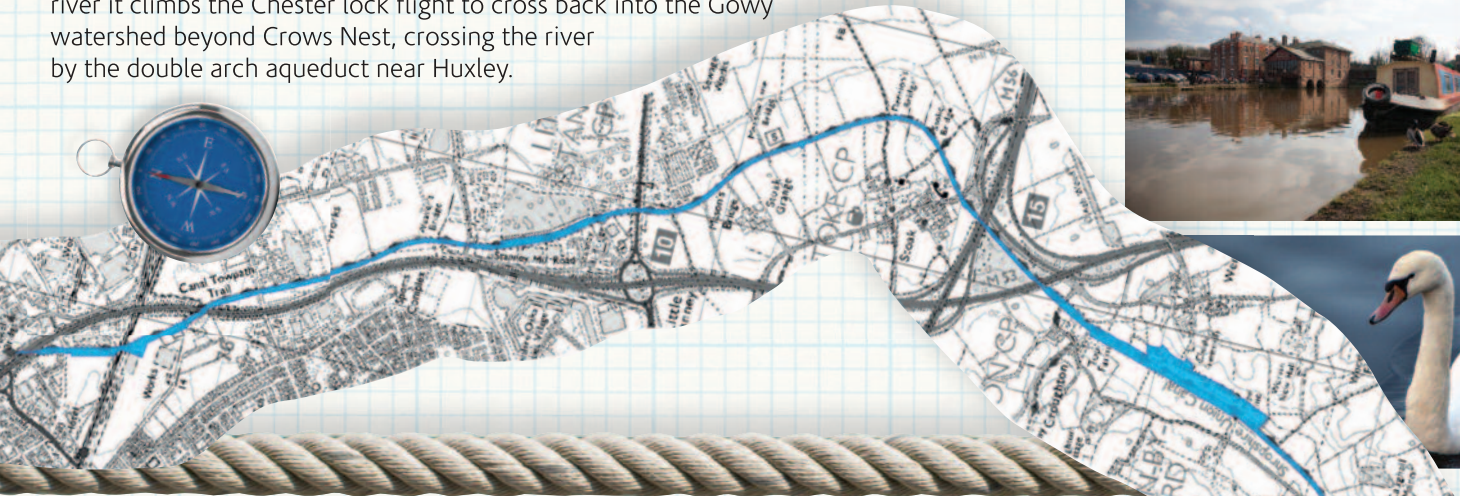
**The conservation area is based on the route of the original Chester Canal, but also includes the Wirral Line of the Ellesmere Canal.**

The area's border broadly adopts a linear format, closely following the margins of the canal. This boundary usually reflects the Canal & River Trust's ownership but in places, usually of high townscape, landscape or historic interest, is extended to include adjoining land. Where the canal is already included within a designated conservation area, for example at Ellesmere Port Docks, Chester City, Broughton Canalside, Christleton and Tilstone Bank conservation areas, the existing boundaries are maintained.



## The Route Described

The canal broadly follows the course of The River Gowy from its confluence with the Mersey in the marshlands to the east of Ellesmere Port - across the Cheshire plain to climb through the incised valley from Beeston to Bunbury. Beyond this in the shallow cutting at Wardle it crosses into the watershed of the Weaver. To pass through Chester the route makes a significant dogleg leaving the Gowy to pass through the Backford Gap into the watershed of the Dee, where having made a connection with that river it climbs the Chester lock flight to cross back into the Gowy watershed beyond Crows Nest, crossing the river by the double arch aqueduct near Huxley.



The canal commences at the historic canal port of Ellesmere Port at the former River Lock, where the lighthouse which guided vessels from the river, still survives. Although the complex of basins survives relatively intact, the loss to fire in 1970 of Telford's iconic multiple arched warehouse that facilitated transshipment between upper and lower basins, together with the adjoining pottery warehouse and the subsequent demolition of the lower hydraulic pumping station in the

1970s represents a significant loss to the visual and historic integrity of the complex. Significant elements survive in the form of the island warehouse; upper hydraulic pumping station; toll house, workshop, boatyard and stable ranges, and residential elements including Porters Rows and the impressive higher status Georgian townhouses of Lower Mersey Street.

The canal provides a notable greenfinger through areas of 20th

century industrial expansion to emerge into open countryside above the Gowy marshes beyond Stanney.

The canal's course is punctuated by many picturesque hump backed bridges in brick, particularly in the vicinity of Stoak, where the iron span of the "pretty bridge" at Caughall provides a notable exception. The canal enters more rolling country as it traverses the Backford Gap to Mollington Road Bridge.

Beyond Mollington Road Bridge it then passes through Chester's urban fringe, to arrive at Tower Wharf. This area is of great visual and historic interest, featuring a series of Basins; the branch canal to the Dee falling through a series of locks; the historic boatyard complex and covered dry dock where the Canal Company built and maintained its carrying fleet. The original Ellesmere Canal Company's offices, beside Telford's Warehouse, had covered loading facilities that spanned the canal

on brick arches. Immediately beyond, the canal intersects the original line of the Chester Canal to climb dramatically through the three surviving locks of the original five rise staircase. Situated here is the with wide eaved, hip roofed lock cottage.

Emerging from the locks the canal passes through the deep rock cut Northgate cutting beneath Chester's City Walls and then passes beneath the King Charles Tower.



Map 1



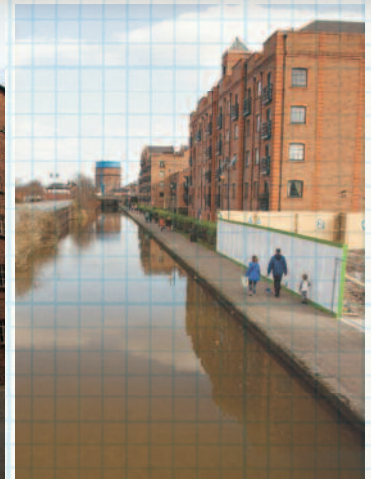


The canal then emerges on a long straight terminated by Chester's waterworks tower and lined by mills, factories and warehouses originally reliant on the canal for transport. Notable amongst these are the Lead Shot Tower (virtually all that remains of the extensive Lead Works on the site); the 19th century 'Steam Mill' - the site of an early application of steam power for Frosts Mill and then as Miln's Seed Warehouse (erroneously branded as the Steam Mill).

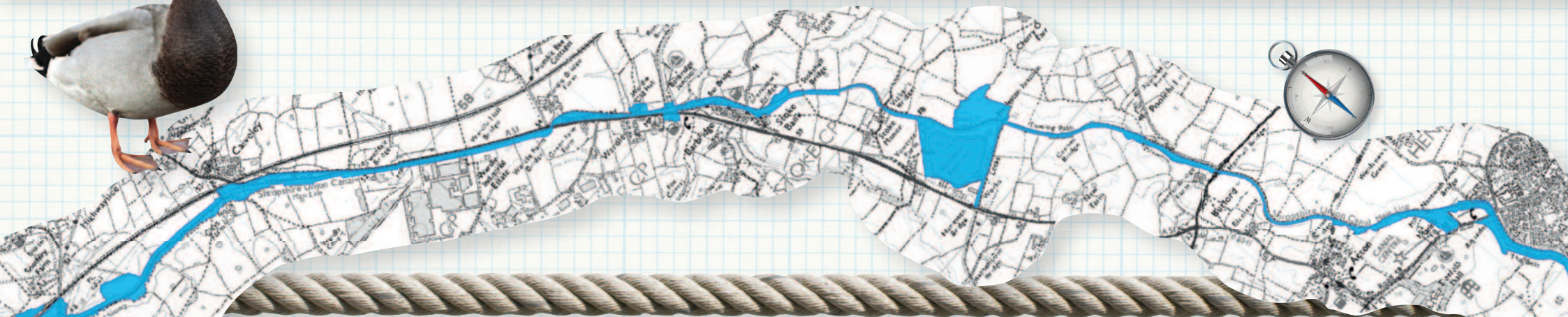
From here the canal climbs through five locks passing through suburbia to emerge at the top of the Chester flight in the more rural surroundings of Christleton. The locks are notable for the survival of their accompanying lock houses, with the sole exception of Christleton which has been demolished. Most, at Hoole Lane, Chemistry and Greenfield, are simple small cottages of L-shaped plan. However the cottage at Tarvin Road Lock is a more considered affair featuring wide eaves, a distinctive central bay with arched

recess that is reflected in the shape of the first floor windows. This scene is further enhanced by a distinctive circular lengthsman's hut with domed brick roof, the first of the three surviving on the Chester Canal.

Above the locks the long (eight mile) pound commences with the canal passing the former mills at Christleton and Waverton now converted to residences but indicating the past importance of the canal as an artery of commerce.







With the crag of Beeston Castle beckoning, the canal passes through typical Cheshire dairy country on this eight mile level which culminates at Wharton's Lock where the Castle provides an impressive backdrop. The pound features many of Weston's elegant brick humpback bridges of wide sweeping span. The river Gowpy passes beneath the canal at the double arch aqueduct at Huxley from which point canal and river flow in close proximity to Bunbury. The river was notable for its many water mills and at Shady Oak and Tilstone Bank, surviving mill buildings contribute to distinctive canalside compositions.

At Wharton's Lock, notable for the destruction of its lock cottage by an errant German bomb, the canal enters a more intimate landscape closed by

gently rolling hills and of a more wooded aspect. Beeston Wharf, formerly a temporary terminus whilst funds were garnered to resume construction, retains its warehouse dating from this period. The adjoining reinforced concrete bridge is typical of those produced by the Council in the 1930s and it is to be hoped that it's restrained elegance might soon be better appreciated.

From here the canal originally rose through a two-rise staircase, similar to that at Bunbury. Persistent problems, including collapse as a consequence of Beeston's notorious "running sands", led Telford to design a novel rigid iron chambered lock constructed in 1828. With the addition of, some distance away on firmer ground, a conventional stone chambered lock complete with

typical L-shaped lock house and another circular lengthsman's hut. To the north the old route may still be traced to this day.

The canal continues to pass through attractive wooded country to Bunbury passing through the attractive hamlet of Tilstone Bank which provides a delightful ensemble of waterside buildings and structures, including lock and lengthsman's hut (sadly the lock cottage has been demolished), hump backed bridge, mill and mill house. The whole overlooked from the higher ground to the north by a fine example of a Victorian estate farm and lesser cottages.

The Canal makes its final ascent to the level pound to Nantwich by way of the two rise Bunbury staircase, which provides a set piece canal scheme.

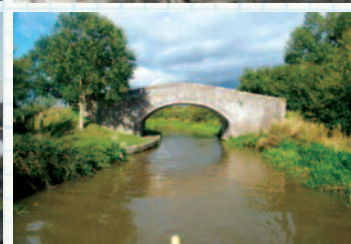
The locks being flanked by an impressive range of stables and, on the opposite bank, a pleasant double fronted canal cottage, with the bottom of the locks enclosed by a brick warehouse and original canal bridge. At Calveley the interchange warehouse that facilitated transfer between the canal and adjoining railway still stands.

At Barbridge, the Middlewich Branch joins the Chester Canal beneath the broad span of the towing path bridge. Although the junction scheme has been diminished by the loss of the timber warehouse that formerly spanned the narrows beyond the junction, the simple but elegant Georgian junction house still stands beside the bridge.

The Canal continues its journey through pastoral country until reaching Hurleston reservoir – a major balancing

reservoir engineered by Telford. At Hurleston Junction the Ellesmere Canal rises through four locks to commence its journey to Llangollen. Although seemingly remote, an elegant house by designed by Telford formerly commanded the junction.

At Nantwich the canal skirts the grounds of Dorfold Hall to terminate at Nantwich Basin with surviving wharfinger's house and cheese warehouse. Immediately before the basin, the brick roving bridge marks the beginning of the Birmingham and Liverpool Junction Canal, which immediately strides across the landscape. In this case, at the behest of the owners of Dorfold Hall, on an embankment and aqueduct setting, the scene for the highly engineered route south.





## Effects of Designation

The Chester Canal Heritage Trust have been instrumental in promoting the designation of the Chester Canal conservation area in order to protect its features of interest, encourage enhancement, and protect the area and its setting from the threat of unsympathetic development.

Legislation imposes a duty on local planning authorities *“to identify those areas of special architectural and historic interest the character and appearance of which it is desirable to preserve and enhance”* and consider their designation as conservation areas.

Throughout the country significant lengths of canal have been designated as linear conservation areas including the Trent and Mersey Canal in Cheshire West. Such conservation areas have been designated not only because of the architectural and historic interest of individual features but also because of their relationship to the wider environment including landscape character. The Chester Canal and Wirral Line have considerable industrial archaeological significance. The former represents an early broad waterway, which retains considerable numbers of original bridges, locks, and canalside buildings and features worthy of retention and preservation.

The Wirral Line and the dock and wharf complexes at Ellesmere Port and Chester, represent the work of the leading civil engineer of the canal era, **Thomas Telford** (pictured above right), whose improvements to the original Chester Canal, particularly his pioneering iron lock are also of substantial note.

The effect of designation introduces additional planning controls over



demolition and certain other minor works that would not usually require planning permission. Additionally a council can introduce further discretionary controls by means of *Article 4 Directions*. Works to trees require notification to the Council. Where a vacant building is in a neglected condition the Council may, on the authority of the Secretary of State, serve an *Urgent Works Notice*.

Best practice guidance suggests that designated areas benefit from appraisals and management plans. The Chester Canal Heritage Trust have produced a comprehensive appraisal and management plan, which describes the conservation area, provides a gazetteer of heritage assets and provides management guidance in terms of day to day maintenance and enhancement. Whilst a comprehensive suite of policies provide an effective tool for development management. It is intended that this document will be adopted by the Council as guidance in the determination of planning applications within the area or affecting its setting.

Back  
cover

# Shropshire Union Canal Conservation Area

## Consultation Questionnaire

1. Do you agree with the proposed boundary of the Conservation Area?
  - a. Yes
  - b. No
  - c. If not, why not?
  
2. Is there an area you wish to add/remove?
  - a. Where is it?
  - b. Why?
  
3. Do you agree with the Recommendations for the whole length of the canal?
  - a. Yes
  - b. No
  - c. If not, why not
  
4. Do you agree with the Recommendations for each Character Area?
  - a. Yes
  - b. No
  - c. If not which Character Area/s and why?
    - i. Which recommendation and why?
    - ii. Does this affect you directly and how?

Please reply by

Thank you for completing this questionnaire, if you have any further questions, please contact CW&C, CE or me???

CW&C logo



CE logo

date

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## CHESHIRE EAST COUNCIL

### CABINET

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<b>Date of Meeting:</b>	10 November 2015
<b>Report of:</b>	Chief Operating Officer (Section 151 Officer)
<b>Subject/Title:</b>	2015/16 Mid Year Review of Performance
<b>Portfolio Holder:</b>	Cllr Peter Groves, Cllr Paul Findlow

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#### 1. Report Summary

- 1.1. This report sets out the Council's financial and non financial performance at the mid year stage of 2015/16 and highlights the latest progress towards achieving the Council's Residents First Outcomes as described in the Council's three year plan 2013 to 2016. Permanent savings of £5m in management costs have been achieved from 2013/14 to 2014/15.
- 1.2. The mid year review shows how the Council is continuing to build on the positions achieved in the last two years, which demonstrate that the overall financial health, performance, resilience and value for money at Cheshire East Council is strong despite taking £70m out of its cost base since 2011, and freezing Council Tax for the fifth consecutive year. Savings have been consistently achieved through efficiency, removing any duplication of effort, making reductions in management costs, and a planned programme of asset disposals. This approach has protected funding provided to front line services. The Council's strong financial position reflects its enhanced governance, innovative delivery arrangements and effective stewardship of public money.
- 1.3. Following the mid year review the Council's reserves strategy remains effective, with a modest overspend of £0.5m being forecast. This represents a variance of only 0.2% against the net budget of £246.6m. This is the nearest forecast position to budget ever reported for the Council at this stage in the financial year, and as in previous years work is underway to achieve a balanced position by the end of the financial year.
- 1.4. Cheshire East is the third largest Council in the Northwest of England, responsible for over 500 services, supporting over 370,000 local people. Gross annual spending is over £750m, with a balanced net budget for 2015/16 of £246.6m. The complexity of customer demands and the size of the organisation make it very important to manage performance and control expenditure to ensure the best outcomes for residents and businesses. The Council's response to these issues has seen the development of Alternative Service Delivery Vehicles since 2013. In Quarter Two, examples of good performance were:
  - Launching the 'Report it Track it' tool for the public to report highway faults

- Being named the best county in the country in which to set up a rural business
- Having the lowest number of young people not in education, employment or training in the North West

1.5. The attached report, **Annex 1**, sets out further details of how the Council is performing in 2015/16. It is structured into three sections:

**Section 1 Summary of Council Performance** - brings together the positive impact that service performance and financial performance have had on the 5 Residents First Outcomes in the first half of the year.

**Section 2 Financial Stability** - provides an update on the Council's overall financial position. It demonstrates how spending in 2015/16 has been funded, including the positions on overall service budgets, grants, council tax and business rates, treasury management, centrally held budgets and the management of the Council's reserves.

**Section 3 Workforce Development** - provides a summary of the key issues relating to the Council's workforce development plan.

## 2. Recommendation

2.1 Cabinet is asked to consider and comment on the mid year review of 2015/16 performance, in relation to the following issues:

- the summary of performance against the Council's 5 Residents First Outcomes (**Section 1**);
- the projected service revenue and capital outturn positions, overall financial stability of the Council, and the impact on the Council's reserves position (**Section 2**);
- the delivery of the overall capital programme (**Section 2, paragraphs 196 to 208 and Appendix 4**);
- fully funded supplementary capital estimates and virements up to £250,000 approved in accordance with Finance Procedure Rules (**Appendix 5**);
- changes to Capital Budgets made in accordance with the Finance Procedure Rules (**Appendix 8**);
- treasury management investments and performance (**Appendix 9**);
- management of invoiced debt (**Appendix 11**);
- use of earmarked reserves (**Appendix 12**);
- update on workforce development and staffing (**Section 3**).

2.2 Cabinet is asked to approve:

- fully funded supplementary capital estimates and virements above £250,000 in accordance with Finance Procedure Rules (**Appendix 6**);



- supplementary revenue estimates to be funded by additional specific grant (**Appendix 10**).

2.3 Cabinet is asked to recommend that Council approve:

- fully funded supplementary capital estimates and virements above £1,000,000 in accordance with Finance Procedure Rules (**Appendix 7**).

### **3. Other Options Considered**

3.1. None.

### **4. Reasons for Recommendation**

4.1. The overall process for managing the Council's budget, promoting value for money and complying with its Finance Procedure Rules, ensures that any changes that become necessary during the year are properly authorised. This report sets out those areas where any further approvals are now required.

### **5. Background/Chronology**

5.1. The Council's quarterly reporting structure provides forecasts of a potential year-end outturn. The forecasts in this report highlight achievements against outcomes and provide an indication of potential risks at this stage of the year.

5.2. At the mid year stage, the Council's reserves strategy remains effective with a modest forecast overspend of £0.5m (0.2%) against a budget of £246.6m. Portfolio Holders and the Management Group Board continue to focus on managing this position to avoid any impact on the Council's general reserves at year end.

### **6. Wards Affected and Local Ward Members**

6.1. All

### **7. Implications of Recommendation**

#### **7.1. Policy Implications**

7.1.1. Performance management supports delivery of all Council policies. The projected outturn position, ongoing considerations for future years, and the impact on general reserves will be fed into the assumptions underpinning the 2016/19 medium term financial strategy.

## **7.2. Legal Implications**

7.2.1. The legal implications surrounding the process of setting the 2013 to 2016 medium term financial strategy were dealt with in the reports relating to that process. The purpose of this paper is to provide progress report at the mid 2015/16 stage. That is done as a matter of prudential good practice, notwithstanding the abolition of centrally imposed reporting requirements under the former National Indicator Set.

7.2.2. The only implications arising directly from this report relate to the internal processes of approving supplementary capital estimates and virements referred to above which are correctly dealt with through the Finance Procedure Rules as discussed.

7.2.3. There may well be legal implications that arise when activities funded from the budgets that this report deals with are undertaken, but those implications will be dealt with in the individual reports to Members or Officer Decision Records that relate.

## **7.3. Financial Implications**

7.3.1. The Council's financial resources are aligned to the achievement of stated outcomes for local residents and communities. Monitoring and managing performance helps to ensure that resources are used effectively and that business planning and financial decision making are made in the right context of performance – to achieve better outcomes from an appropriate cost base.

## **7.4. Equality Implications**

7.4.1. This report is a backward look at Council activities in Quarter 2 and predicts the year end position. Any equality implications that arise when activities funded from the budgets that this report deals will be dealt with in the individual reports to Members or Officer Decision Records that relate.

## **7.5. Rural Community Implications**

7.5.1. The report provides details of service provision across the borough.

## **7.6. Human Resources Implications**

7.6.1. This report is a backward look at Council activities in Quarter 2 and predicts the year end position. Any HR implications that arise when activities funded from the budgets that this report deals will be dealt with

in the individual reports to Members or Officer Decision Records that relate.

#### **7.7. Public Health Implications**

7.7.1. This report is a backward look at Council activities in Quarter 2 and predicts the year end position. Any public health implications that arise when activities funded from the budgets that this report deals will be dealt with in the individual reports to Members or Officer Decision Records that relate.

#### **7.8. Other Implications (Please Specify)**

7.8.1. None

### **8. Risk Management**

- 8.1. Performance and risk management are part of the management processes of the Authority. Risks are captured both in terms of the risk of underperforming and risks to the Council in not delivering its objectives for its residents, businesses, partners and other stakeholders. Risks identified in this report will be used to inform the Corporate Risk Register.
- 8.2. Financial risks are assessed and reported on a regular basis, and remedial action taken if and when required. Risks associated with the achievement of the 2015/16 budget - and the level of general reserves – have been factored into the 2015/16 financial scenario, budget and reserves strategy.

### **9. Contact Information**

Contact details for this report are as follows:-

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# **Mid Year Review of Performance 2015/16**

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**November 2015**



This report receives scrutiny and approval from Members of Cheshire East Council. As a public report, anyone can provide feedback to the information contained here.

**Anyone wanting to comment can contact the Council at:**

**[shapingourservices@cheshireeast.gov.uk](mailto:shapingourservices@cheshireeast.gov.uk)**



# Introduction

Overall performance, financial health and resilience of Cheshire East Council is strong. It is the third largest Council in the Northwest of England, supporting over 370,000 local people with annual spending of over £750m. The Council continues to strive for further improvements, putting residents first in the provision of over 500 services delivering more for less.

A commitment across the public sector to contribute to reducing the high levels of national debt has meant local government is going through a period of unprecedented change and financial challenge. Cheshire East Council's response continues to be based on innovation and creativity. The Council continues to be relentless in its pursuit of greater efficiency and productivity, and minimising bureaucracy to enable it to deliver a high level of sustainable, quality services for a lower overall cost.

Our commissioning intentions to develop better ways to achieve the Council's five stated outcomes by using a mix of delivery mechanisms is continuing to gain momentum. The Council's philosophy is about much more than simply reducing costs through arranging cheaper provision or about traditional outsourcing. In 2013/14 the Council completed significant reviews of management structures to divert spending to front line services.

At Mid Year, the Council's reserves strategy remains effective, with a modest forecast overspend of £0.5m (0.2%) against a budget of £246.6m. This is the nearest forecast position to budget ever reported for the Council at this stage in the financial year.

To support openness and transparency the report has three main sections, to provide background and context, and then twelve supporting appendices with detailed information about allocation and management of public money during 2015/16:

**Section 1** provides a summary of Council performance and brings together service achievement highlights against the 5 Residents First Outcomes in the Council's three year plan.

**Section 2** provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2015/16 is being funded, including the positions on overall service budgets, grants, council tax and business rates, treasury management, centrally held budgets and the management of the Council's reserves.

**Section 3** provides a summary of the issues relating to the Council's workforce development plan.

- **Appendix 1** shows the Three Year Council Plan.
- **Appendix 2** explains Budget changes since First Quarter Review.
- **Appendix 3** shows the latest position for Corporate Grants.
- **Appendix 4** shows the revised Capital Programme expenditure.
- **Appendix 5** lists approved Supplementary Capital Estimates and Virements up to £250,000.
- **Appendix 6** lists requests for Supplementary Capital Estimates and Virements over £250,000 for Cabinet approval.
- **Appendix 7** lists requests for Supplementary Capital Estimates and Virements over £1,000,000 for Council approval.
- **Appendix 8** lists Capital Budget reductions.
- **Appendix 9** provides details of Treasury Management investments.
- **Appendix 10** lists requests for allocation of additional Grant funding.
- **Appendix 11** analyses the position on Outstanding Debt.
- **Appendix 12** lists details of Earmarked Reserves.

*Peter Bates* CPFA CIPD MBA

Chief Operating Officer (Section 151 Officer)

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# 2015/16 Outturn Forecast at Mid Year Review – Financial Position

2015/16 Mid Year Review (GROSS Revenue Budget £611.0m)	Revised Budget (NET) £m	Emerging Pressures £m	Remedial Actions Identified to Date £m	Current Forecast Over / (Underspend) £m	For further information please see the following sections
Children & Families	43.4	1.9	-1.5	0.4	Section 1 - Paragraphs 108 - 111
Adult Social Care & Independent Living	95.3	7.3	-6.5	0.8	Section 1 - Paragraphs 139 - 141
Public Health	0.0	0.0	0.0	0.0	Section 1 - Paragraphs 152 - 153
Economic Growth & Prosperity	6.2	0.0	0.0	0.0	Section 1 - Paragraphs 54, 83-85, 114
Chief Operating Officer:					
Commissioning Services:					
Building Control etc	1.7	0.0	0.0	0.0	
Environmental (incl Bereavement)	27.4	0.5	-0.3	0.2	Section 1 - Paragraphs 124 - 126
Highways	11.2	0.0	0.0	0.0	Section 1 - Paragraphs 73 - 75
Leisure	2.1	0.0	0.0	0.0	Section 1 - Paragraph 142
Transport	14.6	0.3	0.0	0.3	Section 1 - Paragraphs 70 - 72
Communities	9.2	0.8	-0.6	0.2	Section 1 - Paragraphs 39 - 43
Other (e.g Finance, ICT, Legal, Facilities)	39.2	-1.4	0.0	-1.4	Section 1 - Paragraphs 164 - 165
<b>Total Services Net Budget</b>	<b>250.3</b>	<b>9.4</b>	<b>-8.9</b>	<b>0.5</b>	
<b>CENTRAL BUDGETS</b>					
Specific Grants	-18.9	0.0		0.0	Section 2 - Paragraphs 172 - 175
Capital Financing	14.0	0.0		0.0	Section 2 - Paragraphs 209 - 217
Transfer to Earmarked Reserve	0.2	0.0		0.0	Section 2 - Paragraph 229
Corporate Contributions	1.0	0.0		0.0	Section 2 - Paragraph 218
<b>Total Central Budgets</b>	<b>-3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>TOTAL NET BUDGET</b>	<b>246.6</b>	<b>9.4</b>	<b>-8.9</b>	<b>0.5</b>	
	Planned Contribution	Forecast Variance	Impact on reserves		
	2015/16	Quarter 2	Quarter 2 Forecast		
	£m	£m	£m		
Impact on Reserves	-2.2 *	-0.5	-2.7		
*Increased from £1.7m by in-year transfers to earmarked reserves					
General Reserves Balance	2015/16 Budget		Quarter 2 Forecast		
	(estimated) £m		£m		
Opening Balance April 2015	14.2	Actual	14.7		
2015/16 Impact on Reserves (see above)	-1.7	Forecast	-2.7		Section 2 - Paragraphs 223 - 228
Closing Balance March 2016	12.5	Forecast	12.0		

# Overview of Performance ~ Putting Residents First

## ACHIEVING THE COUNCIL'S FIVE OUTCOMES

Cheshire East Council provides more than 500 services, supporting over 370,000 residents, and over 17,500 businesses.

Cheshire East has again been recognised as the Best Place to Live in the Northwest

### 1 ~ Our local communities are strong and supportive

- Working with the community and multi-agency groups following the July explosion in Bosley
- Presenting to 25 schools and 796 children on the importance of doorstep safety
- Working with partners to significantly reduce incidences of antisocial behaviour at a number of locations
- Re-opening Nantwich and Poynton libraries following refurbishment work to improve their role as community hubs
- Awarding a total of £77,661 in Community Grants to 61 organisations
- Launching the 'Report it Track it' tool, allowing the public to report highway faults and track what the Council is doing to respond

### 2 ~ Cheshire East has a strong and resilient economy

- Being named the best county in the country to set up a rural business
- Increasing the number of apprenticeship starts
- Reducing highway insurance claims by 67%
- Launching Phase 2 of the Connecting Cheshire project with an aim of achieving 98% fibre broadband by the end of 2017
- Completing the Superfast Business programme early, providing support to a total of 935 businesses
- Making strong progress on major highway and transport infrastructure schemes, and developing an ambitious pipeline of future schemes

### 3 ~ People have the life skills and education they need in order to thrive

- Maintaining a significantly high number of schools judged as good or outstanding; 93.5% of primaries, 90% of secondaries and 100% of special schools
- Achieving a provisional A-Level results pass rate of 99%, above the national average of 98%
- Further reducing number of NEETs; best in the North West at 2.8%
- Responding to residents' feedback regarding the Local Offer for those with special educational needs and disabilities
- Working with providers to develop supported internship programmes designed to lead to employment for young people with special educational needs

### 4 ~ Cheshire East is a green and sustainable place

- Retaining consistently high recycling figures
- Working with the charitable sector and household waste recycling centres to reuse around 100 tonnes of materials per month
- Commencing the LED upgrade to 9,000 high wattage traffic route lanterns, for completion in early 2016
- Obtaining 7 Green Flag Awards

### 5 ~ People live well and for longer

- Managing a 4-week unannounced inspection of Children's Services
- Preparing a mental health paper outlining business cases for projects aiming to improve emotional health and wellbeing
- Improving public satisfaction with countryside events to 98%
- Progressing Public Health Transformation Fund projects
- Continuing strategies to ensure recruitment of local foster carers

## FINANCIAL STABILITY

Cheshire East Council is achieving outcomes based on sound financial management. In 2015/16 the Council will operate on an annual budget of more than £750m.

- At **Quarter 2** a potential **overspend of just £0.5m** is being reported compared to budget.
- The **potential** overspend represents only 0.2% of the Council's **net revenue budget of £246.6m**. This is the nearest forecast to budget ever reported for the Council at the Mid Year stage, and forecasts have tended to be reduced as the year progresses from robust management action to mitigate the pressures before year end.
- **Service Budgets** – a forecast overspend of £0.5m is reported.
- **Central Budgets** – are currently forecast to be balanced at year end.
- The Council is among the top third of Unitary Councils in terms of **Council Tax collection**. Over 99% of Council Tax and Business Rates are collected within three years.
- **Council Tax has been frozen** for the fifth consecutive year in 2015/16.
- **Investment income** is £179,000 higher than budget at Quarter 2. The average rate earned on investments (1.01%) is higher than the London Inter Bank 3 month rate.
- **General Reserves** - the robust reserves strategy assesses risk at the beginning of the year, and protects the Council against potential overspending. At this stage in the year, the potential overspend of £0.5m is less than the original forecast risks. Further mitigation of the forecast overspend is expected to be achieved.
- At the Mid year review stage the Council is forecasting **Capital Budget** expenditure of £139.3m in 2015/16, which is a decrease of £15.3m from the First Quarter Review following a review of in-year forecasts.
- For monitoring purposes, **the in-year capital budget** for schemes committed or in progress is £96.1m, against which an underspend of £4.5m is currently forecast. Again the Council has forecast that there will be no requirement for additional external borrowing this financial year.
- Outstanding **Debt** (excluding local taxation) is £10.1m. Debt over 6 months old is £2.4m (around 4% of total debt raised annually) and this is covered by provisions to meet potential write-offs.

# 1. Summary of Council Performance

## Introduction

1. Cheshire East Council is responsible for delivering more than 500 local public services across an area of over 1,100km<sup>2</sup> for over 370,000 residents. The budget to deliver these services in the period April 2015 to March 2016 is over £750m, which is raised from a combination of local taxes, national taxes (in the form of Government Grants) and payments direct from service users. In terms of spending power per head, Government figures highlight the impact of different levels and sources of funding on total Council spending:

### Spending Power per Head Comparisons 2015/16

	Cheshire East £	Rural East Riding of York £	Urban Liverpool £
Grants	335	391	838
Council Tax	453	387	252
<b>Total</b>	<b>788</b>	<b>778</b>	<b>1,090</b>

2. The Council's Three Year plan, which was agreed by Council on 28th February 2013, has five Residents First Outcomes that will focus service delivery in the medium term (see **Appendix 1**). This section of the report highlights progress towards achieving each of the five outcomes, in addition to inward-facing work undertaken during 2015/16 to support the delivery of a responsible, effective and efficient organisation.

3. This report reflects activity that has taken place mostly in the period July 2015 to September 2015 including progress against the Council's change programme. Commentary is also provided on the financial impacts (both revenue and capital) of this activity.

## 1 ~ Our local communities are strong and supportive

### Mutual Respect & Personal Responsibility

4. Work in Cheshire East has been completed to launch a 'Divert' scheme targeting out of court disposals with the aim of further reducing the number of first time entrants (FTE) to the youth justice system. This will involve:
  - Police notifying the Youth Engagement Service (YES) of all young people who are eligible for an out of court disposal
  - YES Prevention Team will assess each young person within ten days and make an outcome recommendation to the police
  - Dependant on the identified needs/outcome, then the Prevention Team, Youth Offending Team or a partner agency may deliver an intervention

All of this will be done within the relevant national standard and timescales and cases will be tracked against these.

5. The CCTV team dealt with an average 18 drug-related incidents giving Police the necessary information to be able to pursue the offenders, resulting in arrests and convictions. CCTV has proved instrumental in both drug crime prevention and detection. An example of success is recent work around the underpass at the foot of Brunswick Hill in Macclesfield to improve the visibility in an area associated with drug related crime.
6. The Multi Agency Action Groups (North and South) have implemented multi-agency work which has resulted in, for example:
  - Significantly reduced levels of incidence of antisocial behaviour (ASB) at a number of locations such as Brunswick Hill and Jasmine Park in Macclesfield, West Street and the Town Centre in Crewe.
  - Joint work with Cheshire Probation to clean up alleyways in Crewe.
  - Provision of crime prevention advice to over 150 new students at the Freshers Fair at Reaseheath College.
  - Identification of four (so far) locations which are hotspots for legal high wrappers or nitrous oxide canisters and introduction of measures to prevent the issue and warn of their dangers.
  - Implementation of Operation Shield involving 300 homes in Crewe West. This aimed at preventing and detecting domestic burglaries in identified burglary “hot-spots”.
  - Currently active Multi-Agency Action Group cases as at 30th September include 16 cases of ASB and/or environmental nuisance and nine involving vulnerable individuals impacting on their local communities.
7. Two Anti-Social Behaviour Orders (ASBOs) were converted into Criminal Behaviour Orders (CBOs) in Quarter 2, the first such conversions in Cheshire East.
8. We have actively promoted the banned use of sky lanterns at events that required a licence from the Council and on our own land. This will support our rural communities in particular as the lanterns pose a risk to livestock.
9. We are consulting on a range of new powers that have come into force to tackle ASB and legal highs. These include Public Space Protection Orders and issuing on-the-spot fines to individuals who breach an order.
10. As an Enforcing Council we want to bring relief to long-suffering neighbourhoods where residents have had to put up with car racing in car parks, open drug taking, loud music and intimidating behaviour by gangs. Five parts of the Borough have been identified in Poynton, Macclesfield, Crewe and Alsager to implement these new powers.
11. We have continued to successfully prosecute those that claim benefit that they are not entitled to. A recent case saw a benefit cheat face a bill for £15,000.
12. The Benefit Fraud team investigate Benefit fraud, Blue Badge fraud and work with colleagues from the Department for Work and Pensions (DWP) on other welfare benefit investigations. The team have increased the number of overpayments detected and offenders sanctioned in 2015/16, with 89 sanctions in the first half of the year compared with 143 in total in 2014/15.
13. Effective verification is in place when new claims are received but a lot of fraud and error arises due to claimants failing to report

changes in circumstances. The improved performance is the result of innovative and improved methods of enquiry, joint working with the Police targeting criminals across the Cheshire East area, and encouraging referrals from residents by publicising successful prosecutions in the local press to demonstrate that the Council does enforce and that allegations are acted upon. From December 2015 the Fraud Team will be transferring to the Department for Work and Pensions as part of the new Single Fraud Investigation Service.

14. In terms of parking enforcement, July exceeded the monthly deployed hour's target (95.2%). However, some vacancies in the team reduced the deployed hours figure below the target in August. The focus on keeping traffic moving safely and preventing dangerous and selfish parking continues.
15. Proactive work to move on unauthorised gypsy and traveller encampments continues and numbers of encampments have decreased from last year. Work is ongoing to create a transit site which will greatly help in ensuring that minimum disruption is caused to residents and businesses.
16. In July the licensing enforcement team took part in Operation Crossbow – a joint initiative with Cheshire Police and other enforcement agencies. Over 700 vehicles were stopped across Cheshire with a total of 23 arrests. Although not a high proportion of licensed vehicles were stopped, all of those that were demonstrated offences and relevant action was taken. In a further focussed licensed vehicle stop at the end of the same month, 30 vehicles were stopped including several licensed outside of Cheshire East but operating under private hire work. A number of offences were identified with appropriate action and advice issued by officers.
17. The animal health team undertook an investigation into a local farm following an anonymous tip-off. Although anonymous complaints are not encouraged, in this case the information provided was so specific that officers felt investigation was necessary. Work involved the identification of an animal burial pit on site which is contrary to Animal By-Products legislation and also the falsification of records. The farmer had no choice but to organise for the removal and licensed disposal of the animal remains.
18. In response to Scams Awareness Month we issued a press release encouraging individuals who feel they have been subject to a scam to contact the service for help and advice. This has followed on from our direct work with vulnerable individuals within Cheshire East who have been identified as potential victims from national database information.
19. We obtained a £900 refund on behalf of a local consumer who had requested the option to cancel a contract but had been refused. Following officer involvement the money was duly refunded. A further £200 refund was gained for a local resident in relation to unsuccessful boiler repairs.
20. Officers from Regulatory Services and Health attended the Manchester Metropolitan University Freshers Fayre to provide advice and guidance to new students. Particular topic areas included taxi safety, food hygiene and pest control, counterfeit products (especially alcohol and tobacco) and also their responsibilities as new members of the community in terms of noise disturbance and respect for their new neighbours.
21. This year, 25 schools took part in the 'Knock Knock' campaign, aimed to inform children of the types of people that may come knocking at their door, the importance of doorstep safety

(including keeping doors and windows locked), making the necessary checks before opening the door, and what to do if they don't know who is calling. A total of 796 children received our presentation and we received 244 entries for our 'Knock Knock' poster campaign, with judging ongoing at the end of Quarter 2.

### Communities

22. On Friday 17th July 2015 an explosion took place at Wood Treatment Limited in Bosley. The explosion and subsequent fire at the site resulted in a number of fatalities and casualties, and caused damage to property and infrastructure. This disaster has had a major impact on the local community both in Cheshire East and in the neighbouring county of Staffordshire and affected people living in other parts of the country.
23. Bosley is demonstrating a strong and resilient community in action. The response from the community was, and continues to be, incredible with many people impulsively running towards the explosion to help people, offering accommodation, food, jobs and much more to those affected.
24. Lots of local businesses including the Council, its alternative service delivery vehicles (ASDVs) including Ansa and Ringway Jacobs (who deliver our Highways contract) offered employment opportunities. Community fundraising efforts have now exceeded £167,000. There is a well-coordinated, ongoing multi-agency approach, which is developing a new method of recovery planning based upon a community impact assessment, clearly reflecting the needs of those affected and developing actions around these.
25. Cheshire East Reflects (CER) is launching the education programme and education element of the CER website. Schools' interest in the programme has been high with many visits planned to engage with

teachers and an INSET day planned too. Schools will be offered a programme of activities including the opportunity for pupils to gain an Arts Award. Support is being given to volunteers in Crewe who are staging a display of knitted poppies in Memorial Square in November.

26. Nantwich and Poynton libraries have re-opened following refurbishment work to improve their role as community hubs. The Citizens Advice Bureau and Department for Work and Pensions are now delivering their local community services from Nantwich Library. A new shared entrance for the Civic Hall and Library has been created at Poynton to enable more joined up delivery of community services. Visitor numbers at these libraries have increased compared with previous years as a result of the improved facilities and wider range of community services now available.
27. This year's Summer Reading Challenge in libraries was another record breaker, with 5,788 children starting the annual challenge. The children were challenged to visit their local library four times and to read six books. Over 60% of the children who started the challenge completed it and received a medal and certificate at a special ceremony where many Councillors and local VIPs helped them to celebrate their achievement. The summer began with library staff recruiting 80 volunteers to assist with the scheme. Importantly the scheme helped to reach children who were not already members of their local library, with 300 children given their first library card when they signed up to the challenge.
28. The range of activities provided from community venues across the Borough continue to develop as part of our community hub network. Examples include:

- Four new IT and Chat groups formed within the rural communities – Worleston Village Hall, Elworth Methodist Community Church, Church Minshall Ladies Group, and Hankelow Village Hall;
  - Two of five to ten week IT tuition/workclubs delivered from the Light House Centre, Crewe;
  - Summer Street sports sessions delivered across Crewe for five weeks in ten locations;
  - BASE Brunch clubs delivered in three locations across Crewe;
  - Consultations undertaken regarding the development of rural hubs in Barbridge and Ravensmoor;
  - Community cafés launched in Barnies and What's On in North Street Centre, Crewe;
  - Coffee and Stop sessions (multi-agency) running at Wrenbury Primary School;
  - Let's Get Cooking course for people with disabilities running in Middlewich.
29. Mentoring Programmes have been extended, including Twista Connect Programmes and graduations at Eaton Bank High School Congleton and Sir William Stanier Academy, Crewe.
30. Community Training has included: 20 Volunteers Level 2 Food Hygiene; 12 Volunteers Level 1 Food Hygiene; 15 Volunteers Basic First Aid Course; and nine Volunteers Mental Health Awareness.
31. Wilmslow Town Partnership has recently been established with the ambition to bring additional investment into the town. The new partnership will be driven by a management team made up of local volunteers, together with a part-time project officer funded by Cheshire East Council. The partnership will canvass for projects to promote the economic, social, environmental and cultural health of the town and then source funds to bring selected projects into being.
32. The Council invested in a Sports Barn on Longridge Estate, Knutsford, and the summer sports programme attracted 85 young people.
33. Congleton Community Hub attracted over 170 residents to a consultation event resulting in implementation of an allotment project for the elderly on Bromley Farm estate.
34. A successful 'WREN' bid secured £48,000 to upgrade sports and recreation facilities in South Park, Macclesfield.
35. Community Hub development in Knutsford resulted in an increase in service use following the relocation of Citizens Advice Bureau services in the town supported by Cheshire East.
36. The community grant scheme has so far awarded a total of £77,500 to 61 organisations across two rounds. This has enabled £565,000 worth of projects to take place across the Borough. Through people attending clubs, activities, events and performances, the grant money has benefitted nearly 200,000 members of the community. The following organisations received a grant in this round:
- St Mary's Church, Nantwich - the church successfully applied for a community grant of £5,000 towards its £126,000 project to install new toilets and disabled access to provide better facilities for a wide range of local community users and visitors. The grant is conditional on securing funding for the total project costs.
  - Congleton Musical Theatre - the group successfully applied for a community grant of £1,000 towards the cost of sound and lighting for their production being rehearsed for an October performance. The majority of the costs are being



funded by ticket sales and there is also a contribution from Congleton Town Council;

- Macclesfield Academy Learning Community - the organisation successfully applied for a community grant of £1,000 to fund a summer school with the aim of reducing anti-social behaviour locally. The costs include music tutors and coach fees.

37. We know that community grants provide a lifeline for many local groups who simply wouldn't be able to survive, let alone thrive, without this support. We recognise the tremendous community work that can be unlocked and enabled by the provision of relatively small amounts of public money. It shows what good work can be achieved by the Council working closely with community groups and partners. Cheshire East recognises the valuable input that the voluntary and community sector brings to the quality of life in the community.
38. 590 volunteer days have been worked with the Countryside Rangers between 1st April and 30th September 2015, which is on track for the year against a target of 1,100 days. From mid-July to the end of September 2015 there have been 1,130 volunteer days worked across all sites at Tatton Park.
39. There is an overall budget pressure forecast for Communities of £0.2m which is an improvement on the position at First Quarter.
40. £0.1m of the pressure relates to 2015/16 business planning proposals for Pest Control and Trading Standards Investigations. These cannot be met fully in-year due to the one-off cost of redundancies and a delay in implementing the pest control proposal.

41. There is a further pressure of £0.1m on the costs of vehicle testing for taxi licensing. There is ongoing work during 2015/16 to overhaul the policy surrounding taxi licensing and to review the budgets in this area.
42. These pressures have been partially offset by other savings in Regulatory Services and Health and Consumer Protection, mainly due to delays in filling vacancies.
43. Pressures on car parking income of £0.1m continue mainly due to reduced levels of fines income. There is also an anticipated cost pressure of £0.1m resulting from unbudgeted gritting costs.

#### **Civic Pride**

44. Following delivery of local and national elections in May 2015, further work is being carried out in response to new legislation, which has introduced Individual Electoral Registration. This is the biggest change in electoral law and practice in a century, and it is hoped that this will result in increased public participation in elections.
45. Migration of the website [cheshireeasthighways.org](http://cheshireeasthighways.org) to the Cheshire East site, [cheshireeast.gov.uk/highways](http://cheshireeast.gov.uk/highways), is complete with a significant update to the content. The changes reflect those areas where website hits were greatest, and the initial feedback has been very positive with increased visits.
46. As part of the Business Improvement Programme, the Highways team launched the 'Report it Track it' tool on 19th August. The tool allows the public to report highway faults and track what the Council is doing to respond to their issue. The tool is due to be further developed to include street lighting, and a media campaign has been developed to coincide with the upgrade.

47. A strong focus has been placed on the Highways Twitter account to make it more proactive and positive. We are now tweeting information regarding maintenance activities, improvement works and street lighting upgrades. We have also introduced our hashtag #workingforyou as one of our key messages. The effect is generating more public interest with 2,151 followers.

## 2 ~ Cheshire East has a strong and resilient economy

### Business and Visitor Economy

48. Latest figures for the value of the visitor economy have been released and these show a £70m increase from 2013 to 2014. The new figure stands at £807m and is an increase of 48.3% on 2009 figures. Tourist days also increased by 5.2% on 2013 figures with 16.2m visitors now enjoying their visit to Cheshire East. These figures are obtained from the STEAM model (Scarborough Tourism Economic Analysis Model).
49. Consultants working with the Silk Heritage Trust are due to present their interim report in October. Work is ongoing with the Trust to consider future options for business development and future sustainability including consideration of the future of Paradise Mill in Macclesfield.
50. A public art scheme is being developed for Waters Green in Macclesfield. Artists will be appointed by the end of October with final art works due to be installed by the end of the calendar year.
51. Cheshire has been named the best county in the country to set up a rural business. The finding emerged from a new study by the Country Land and Business Association (CLA) – an organisation that represents farmers and rural businesses across the UK. The CLA scored each county on its ability to support rural businesses, such as the amount of broadband coverage available, planning policies and business support – and Cheshire came out top.
52. The Tatton Vision programme of investment is ongoing and will result in a continued increase in a sustainable income base. In Quarter two, work has been ongoing in the Stableyard retail and catering area, completion of the Tenants Hall refurbishment work as well as preparing a strategy to deal with Phase 2 of the Tatton Vision through consultants due to deliver a report by November 2015.
53. The bid to the Heritage Lottery Fund for second round funding of Tatton Dale farm's 'Field to Fork' project has now been submitted. A decision is due at the end of November 2015. If successful this three-year, £1.4m project will start early 2016, with the new proposition opening to the public in 2017.
54. Visitor Economy and Tatton Park are working towards a balanced budget, with any potential shortfall in car park income arising in 2015/16 being offset by the use of earmarked reserves.
55. Progress continues on securing the sustainable regeneration of Cheshire East's major town centres. Cabinet approved the draft Crewe Town Centre Regeneration Delivery Framework as the basis for consultation at their meeting in April, which sets out plans for the regeneration of a number of key sites across the town centre. Informed by the Regeneration Delivery Framework, the Council also completed on the acquisition of the Royal Arcade site and have received a number of Expressions of Interest from interested developers for the redevelopment of all or part of the Royal Arcade site to further support the regeneration of the town centre and will be seeking a development partner for all or part of the site in the near future. The Council also embarked on a major consultation with local residents and businesses seeking views on the future of

Crewe Town Centre. Six consultation events/meetings were held and two surveys were published for consultation using social media and the local newspaper as media partner and almost 1,200 responses were received which support the Vision and Objectives of the Regeneration Delivery Framework.

56. The Council also remains committed to regenerating Macclesfield to ensure it is an exciting and vibrant place, which celebrates its heritage and is an attractive place to shop, live, visit, work and do business. Key to this is working with local residents and businesses to achieve the right outcomes and the Council has set up the Macclesfield Town Vision Stakeholder Panel to consider views from a wide range of people and perspectives to help shape and influence the way forward for the town centre. A major town centre Council-owned site in Macclesfield is currently being marketed to attract a developer to deliver a flagship leisure-led development to boost footfall and revitalise the town centre. In addition, smarter shop fronts supported by the Council are boosting trade for dozens of Macclesfield businesses, and the Council is now planning to initiate Phase 2 of the successful Shop Front Improvement Scheme, to concentrate on Lower Mill Street and Park Green area properties, as part of a wider programme of public realm improvements that will be progressed across the town centre.

### Workforce

57. With regards to apprenticeships, comparative data (SFA Datacube) for the same period (Quarter 2 - Nov through to Jan) for each of the academic years 2013/14 and 2014/15 show that:
  - 16-18 year-old apprenticeship starts have increased from 530 to 579;

- 19-24 year-old apprenticeship starts have increased from 518 to 580; and
  - 25+ apprenticeship starts have increased from 278 to 531
- The significant increase in 25+ starts is likely to have been influenced by Cheshire & Warrington Local Enterprise Partnership's (C&WLEP) prioritising higher level skills.

58. Latest data for the period from January 2014 to December 2014 show the percentage of the resident population (16-64) with an NVQ3 and above in Cheshire East was 57.3% (NOMIS Labour market Profile).
59. Cheshire East Highways has successfully completed its apprentice recruitment for 2015; ten new apprentices commenced on 14th September, and are employed in a mixture of office-based and operational roles.

### Infrastructure

60. The Council's additional £6.5m Highway Investment Programme for 2015/16 is underway and will see over 75km of roads improved across the borough. All schemes will be completed by the end of October 2015.
61. The positive news story on the reduction in highway insurance claims continues with only 116 claims submitted to date. This represents a 67% reduction on the same point in 2012/13 and a year-on-year reduction. Of those claims submitted, only £127 has been paid to date maintaining a 99% repudiation rate.
62. The £28.5m Connecting Cheshire project has already provided fibre broadband to more than 82,000 homes and businesses. This builds on BT's commercial investment so that 96 percent of Cheshire – around 400,000 premises – will have access to speeds of up to

80mbps by the end of 2015. A £6m phase two roll-out aims to increase this coverage to 98 per cent by end of 2017.

63. The Connecting Cheshire Partnership has won almost £90,000 from the government's Equalities Office towards a second phase project to help female entrepreneurs exploit Superfast broadband and digital technology. Building on the success of the Phase 1 project which saw over 300 female-led business benefit from support, the second phase will see Cheshire partner with the Greater Manchester Business Growth Hub to deliver an inspirational programme to support entrepreneurs and businesses via a range of free workshops, masterclasses, 1-2-1 support and e-learning. The project will run from this autumn through to March 2016.
64. The Superfast Business programme successfully completed delivery in June, having exceeded its target by 13% and providing 12 hours support to a total of 935 businesses. As a result of the programme, 416 businesses are targeted to experience improved Gross Value Added (GVA) performance, equating to a £19.5m GVA uplift, and 161 jobs are to be created or safeguarded. To date the programme has already directly contributed to growth in over 130 businesses, adding £8.8m to the local economy, and over 30 new jobs have been created.
65. Strong progress continues to be made on the Council's major transport schemes. The Strategic Highways Infrastructure Team continues to plan, develop and deliver major highway and transport infrastructure improvements, in conjunction with partner organisations.
66. Current Delivery Schemes include:
  - Poynton Relief Road - Work is now progressing to work up to a planning application which is on track to be submitted in

February 2016. The public consultation is now underway and will be taking place throughout October 2015. Exhibitions have been arranged for a number of dates throughout the month at various locations and times across the Poynton area.

- Congleton Link Road – Work has continued to be pushed in order for our planning application date of September 2015 to be met. The planning application was successfully made on the 30th September 2015.
- Sydney Road Bridge – Approval of the Development Service Agreement with Network Rail has now been agreed, which will firm up the delivery programme and scheme costs.
- Crewe Green Link Road - Problems around the bridge structure are now coming to a conclusion and works on site are taking place with the contractor still showing planned completion of December 2015.
- The A6 SEMMMS scheme is currently under construction with main works starting on the two bridge locations shortly and mainline works currently underway. The technical approvals process and detailed design checks are ongoing. There is a requirement to discharge Cheshire East Council planning conditions in Disley and Handforth, sketch designs are now complete in regards to this. These will require public consultation in early 2016.
- A500 J16 Pinch Point Scheme – This scheme has been implemented to alleviate congestion on the A500 at J16 of the M6 through the addition of a lane to make the section a dual carriageway. Works are now complete at J16 and work continues to close this project out and address final payments.
- Basford West Spine Road – Work is now complete on a new road to provide access to Basford East and West development areas. The new road was opened in July 2015 and housing developments have commenced.

- M6 junction improvements (Highways England scheme) – Work is now complete on improvements at Junction 17 to ease access to and from the motorway. Currently we are awaiting final safety audit alterations.
  - A556 Knutsford to Bowden (Highways England scheme) – This scheme allows for the construction of a new 4.5 mile dual carriageway between M6 junction 19 (near Knutsford) and the M56 junction 7 (near Bowdon). Construction started in November 2014, is progressing well and the scheme is due to complete in 2017.
  - Crewe Green Roundabout – Work has started with option studies currently underway. Crewe Green Roundabout is a five-arm signalised roundabout, forming a major confluence of roads to the east of Crewe. Peak period congestion is severe and traffic modelling shows the opening of Crewe Green Link Road (South) will add approximately 15% more traffic to the junction. A scheme has been developed to manage the revised traffic flows by remodelling the junction and the diversion of one arm of the roundabout.
  - Leighton West Spine Road - Due to the development of Leighton West, new infrastructure is required to enable the additional demands on the network to be handled. Therefore there is a need for the Leighton West Spine Road to be developed and built. Currently work is underway to assess the options around the proposed site.
  - Middlewich Eastern Bypass – Work is underway on the scheme. A route options report has been completed. Currently options are being developed specifically around the Midpoint 18 site.
  - King Street Public Realm Scheme (Knutsford) – Post public consultation any form of scheme surrounding King Street Public Realm is being considered as part of Knutsford Town Council's neighbourhood plan.
67. In addition to the major schemes currently being delivered, the Council is developing an ambitious pipeline of highway and transport infrastructure schemes for future delivery. The schemes under development include Crewe Bus Station, Congleton Public Realm Scheme, M6 Junction 16-19 SMART Motorway (Highways England scheme), and A500 Dualling.
  68. A decision on whether HS2 comes via Crewe is expected on or after 26th November 2015. A wider Growth partnership is being developed with neighbouring authorities and in the Council; plans are being developed to assess growth and regeneration changes linked to a Hub station in Crewe. A decision on HS2 coming to Crewe will increase work requirements across the Economic Growth and Prosperity directorate.
  69. Cheshire East have had input to the Cheshire and Warrington Sub Regional Transport Strategy (Phase 1) documents, beginning a refresh of the Cheshire East Local Transport Plan, as well as continuing the drafting of more detailed documents including a Cycling Strategy and Rail Strategy.
  70. The Transport commissioning service is currently reporting a potential budget pressure of £0.3m. This relates to pressures in a number of areas and additional funding requested by Transport Services Solutions Limited, the Council's wholly owned company.
  71. The pressures arise from non achievement of commissioner-led savings of £150,000 related to Available Walking Routes, and from increased demand in Special Education Needs (SEN) of £131,000.
  72. Following discussions between the S151 Officer, Transport commissioner and the company, it has been agreed that the Council will underwrite the pressures subject to progress during

the year (Available Walking Routes) and evidenced demand information (SEN), respectively.

73. The Highways service is reporting a balanced position against a £11.2m net budget. The Highways commissioning team continue to manage and monitor the Cheshire East Highways contract and no pressures are currently identified.
74. The recent Cabinet-approved decision to outsource the procurement of a replacement winter service fleet comes at a cost that can be part funded and part mitigated within the existing approved annual budget.
75. The accurate prediction of Winter Service costs is challenging due to the unpredictability of the conditions faced. The forthcoming Winter Service has been target costed based on average circumstances with a modest contingency to cover the possibility of worse than average conditions occurring. Highways and Finance will continually monitor expenditure in this area over the coming months to minimise the possibility of potential pressures developing.
76. The Strategic Infrastructure service area now incorporates two new strategic roles in respect of the Crewe High Growth business case. This will be offset by the provision of some external funding and an increase in the level of Section 38 income expected in 2015/16.

#### **Inward Investment**

77. Alderley Park Development Framework was approved by Cabinet in February following revisions as a result of a public consultation. The document will now be given material consideration in the planning process. A planning application for the site is anticipated in October 2015.

78. The Chancellor recently announced a £5m Medicine Technologies Catapult Centre for Alderley Park which will create a national centre of excellence for Research & Development and commercialisation of new therapies, based on the existing high quality facilities and activity on site.
79. The Business Engagement Service has met with 130 companies (against a target of 40) to support their growth and investment plans. The Service has identified growth opportunities with 23 of Cheshire East's top 100 accounts. Should all convert this would lead to the creation of over 994 new skilled jobs and a capital investment in plant, machinery and equipment of approximately £45m. A significant proportion is expected to contract before year end.
80. The Service also has an intensive programme of support with high growth Small and Medium-sized Enterprises (SMEs). To date the Service has helped secure £398,000 of grant funding. In addition, 39 companies have received referrals to high growth business support programmes to improve their productivity. The Service has also coordinated a series of events for small businesses to help companies understand the public sector procurement process and to improve access to finance for the digital and creative sector.
81. To date, the Inward Investment service has responded to 82 enquiries against a target of 200. The Service has supported the creation of 103 new jobs with a pipeline of investment opportunities that could lead to a further 300 new jobs. Recently a US-owned payment and processing company has committed to consolidating their back office functions in Cheshire East, which will lead to the creation of 25 new jobs.
82. The Service is responsible for increasing income generated from Business Rates through enabling development, and has secured an in principal offer of £3.2m for Cheshire Green Employment to

secure finance to fund the infrastructure phase of the development.

83. At First Quarter Review the Economic Growth and Prosperity Directorate were anticipating a broadly balanced Budget position at the year end which remains the position at Mid Year.
84. Within the Growth and Regeneration service area, additional Strategic Asset management and Asset disposals work is being undertaken this year. This will be part funded by the Investment & Sustainability reserve.
85. Within the Investment Service a number of vacancies within Strategic Housing & Business Engagement are anticipated to be filled this year. £250,000 of the Investment reserve has been earmarked for the Manchester Growth Fund – this is included in this service area for 2015/16 and is expected to be fully utilised by the year end.

### **Responsible Business**

86. A food business operator was fined £1,100 for obstructing an officer undertaking an investigation under food hygiene offences.
87. The Licensing team have had two successful court cases where our decision to refuse to issue driver licences has been upheld in both the Magistrates Court and the Crown Court. In both cases we have been awarded costs.

### **3 ~ People have the life skills & education they need in order to thrive Securing the Best Start in Life**

88. Persistent absenteeism in Cheshire East primary schools has fallen significantly since 2011 from 4.3% to 2.8% in 2015 and is better than the national figure. In secondary schools, persistent

absenteeism is 5.7%, which is also better than the national figure. Data from September 2015 will not be comparable to previous years as the government has changed the threshold from 85% to 90% as the indicator for persistent absenteeism. All schools have been informed of these changes.

89. The number of children achieving a good level of development at the Early Years Foundation Stage (EYFS) is 68.4% for the academic year 2014/15; an improvement of 6.4% on last year. In addition there has been an increase of 4.5% in the number of children eligible for free school meals achieving a good level of development. Of the 164 children who had received 2 year old funding, 69.6% achieved a good level of development.
90. The focus continues to be supporting children in areas with the highest deprivation to narrow the gap between their achievement and that of their peers. The achievement gap in relation to the lowest 20% and the rest has narrowed in all areas apart from free school meals eligible children (which has stayed the same). The overall figure is a reduction of 1.3%.
91. In the summer term 869 children accessed the two year old offer. This equates to 70% of eligible two year olds, compared with the national average of 63%. The higher than average take up in Cheshire East reflects the intensive support provided to parents and childcare providers.

### **Highest Achievements for All Learners**

92. Cheshire East continues to have a significantly high number of schools judged as good or outstanding. In Quarter 2 this stood at 93.5% of primaries, 90% of secondaries and 100% of special schools. Work by the monitoring and intervention team has continued to focus on reducing the number of schools judged as

‘requiring improvement’ or ‘inadequate’. This continues to be at a three-year low, reducing from 15.4% of schools in October 2013, to 6.7% in July 2015. Cheshire East is currently third in the national league table of schools with the highest proportion of schools that are good or better.

93. Analysis of the pupils’ achievement and progress given by Key Stage 2 tests shows that in reading, writing and maths there has been a dip in the number of children achieving Level 4+ in all three subjects. From 84% in 2014 to 81% in 2015, however Cheshire East is still above the national figure.
94. Validated data for A-Level results are expected in January 2016. Provisional A-Level results indicate that the students achieved a pass rate of 99%, above the national average of 98%.
95. Around 10% of students in Cheshire East got an A\* compared to 8% nationally. 28% of all students achieved grades A\* to A and 57% achieved an A\* to B grade. Both of these figures are an improvement on last year and above the national average. Based on average point scores per A-Level entry, the average Cheshire East student now achieves a high B grade, up from a high C grade last year.

### **Achieve Aspirations**

96. Cheshire East continues to be the best in the North West for the lowest number of young people not in education, employment and training (NEET). This currently stands at 2.8% or 315 young people. Intensive support is provided for young people by the Youth Support Service through one-to-one or targeted, project based work. Cheshire East also has a very low number of young people whose destination is not known (currently 0.4% or 45 young people) - the best in the North West.

97. New projects currently being developed include a new multi-agency NEET project, and plans are in place to deliver tailored career advice for Cheshire East cared for young people.
98. A partnership between Cheshire East Youth Theatre, Total People and Lyceum Theatre has begun delivery of training sessions for young people at risk of becoming NEET. There are 15 young people currently signed up with more expected to join over the coming weeks.
99. Not Knowns (NCCIS): The number of young people who are not known continues to improve and the percentage of not knowns at the end of July 2015 was 0.4% (49 young people). This is a drop from the same period (July) in 2014 when the not known level was 1.3% (152 young people).
100. Figures from the Department for Education (DfE) show that 98.8% of Year 11 leavers in 2015 had an offer of education or training. This is an improvement on the same time last year when 97.9% of Year 11 leavers in 2014 had an offer.

### **Inclusion**

101. In line with legislative requirements, feedback received from local residents during the period September 2014 to August 2015 regarding Cheshire East’s Local Offer for those with special educational needs and disabilities was published at the end of August, along with the Council’s responses. This can be viewed on the Council’s website at:  
<https://ice.cheshireeast.gov.uk/Information/LOComments>
102. In many areas, steps have already been taken to respond to feedback, for example, following engagement exercises with local parent/carers about our short break and respite offer, steps were



taken to improve the search function of the directory. Further information pages have also been added to the directory to describe how the Local Offer was co-produced by residents and professionals, along with more information to describe how residents and professionals can “tell us what they think”.

103. In order to reduce the reliance on ‘out of area’ provision, an ‘invest to save’ business case to expand the number of places at Cheshire East special schools is currently being developed.
104. The Council is working with a number of further education and training providers to develop supported internship programmes that are designed to lead to employment for our young people with complex SEN. This is part of a grant-funded DfE programme to develop supported employment. We are also working closely to ensure that cared for children and care leavers aged 16 to 18 are supported in education, employment and training.
105. Excluding individuals not available to the market place because of illness, disability or pregnancy/parenting, there are currently 39 care leavers who are not in education, employment and training. Council staff are working closely with these individuals. The ‘care to be different’ project was established in Quarter 2 and is focussing on 16 to 24 year old care leavers who are in poor health or struggling in education. The aim is to provide targeted and specialist support with individuals who can move on to the Cygnet Project if required. The Cygnet Project is currently supporting six individuals in work placements.
106. Based upon provisional data, 25% of cared for children that took their GCSE’s achieved five A\* to C grades, including English and Maths. This is an increase on the performance in the previous year. In addition, three young people taking A-Levels all achieved the

grades they required to access their first choice university and course.

107. The analysis of disadvantaged gaps and overall five A\*- C rates at the end of Key Stage 4 is currently being amended by schools and will be available in Quarter 3.
108. Children and Families is projecting an overspend of £0.4m. The department’s financial position in 2015/16 has been dominated by two main factors, firstly the numbers of Children in Care and secondly, the cost involved in delivering the improvement required by Ofsted.
109. In terms of Children in Care the budget for 2015/16 anticipated further reductions to this cohort (based on the reduction experienced during both 2013/14 and 2014/15) whereas the actual numbers being experienced tell a different story. Numbers have risen over the past twelve months by over 10% to their current level of 390. In addition, complexity has on occasion increased which directly correlates with the costs being incurred by the service. Nevertheless progress continues to be made towards alleviating the financial pressure created by an increase of this size by consistently seeking better value for money placements that both provide the necessary support for vulnerable children but also reducing cost on an individual by individual basis. Moves of this nature are inevitably resource intensive and time consuming and follow on from more intensive packages of care that are needed at the outset.
110. The department is now post Ofsted inspection reviewing all its commitments and is already paring down the level of additional temporary support that was put in place to deliver the requirements of the Improvement Plan.

111. The aim remains a balanced outturn by year end which will be a major achievement bearing in mind not only the above factors but also the level of budget reductions applied to the base this year. This in turn will create the financial stability in order to provide the further efficiencies required as part of the budget setting process for next year.

#### 4 ~ Cheshire East is a green and sustainable place

##### Development Management

112. Civicance (the Council's wholly owned company providing professional services for Building Control, Structural Appraisal, Fire Risk Assessment, Local Land Charges, Address Management, Planning Support and Liaison) are still seeking to improve market share for Building Control under stiff competition from Approved Inspectors which is putting pressure on budgets. However, Land Charges continues to operate very strongly to balance shortfalls. Improvements are now coming forward from the support team with significant benefits on registration of applications and process changes for the Development Management service.
113. Planning application performance has remained strong with an emphasis being maintained on major applications. Challenging conditions remain with high numbers of appeals and applications, which have stretched resources. Additional resource should enable positive progress across all applications to be made over the coming period, while the introduction of a new Priority Application Team and new pre-application processes will strengthen the ability to deliver in a timely manner.
114. Strategic and Economic Planning Service continue to undertake significant additional work with respect to the Local Plan and the need to respond to an increase in the number of planning appeals.

Additional costs of £1m are expected to be incurred this year with respect to this activity, and are largely anticipated to be offset by use of the Planning reserve. This is due to the need to engage the services of a number of external consultants, particularly legal advisors, coupled with the requirement to increase staffing levels within the service.

##### Waste Management

115. **Reduce** – A waste prevention program is delivered through Ansa and their volunteers. Highlights include the Nantwich agricultural show, engaging with primary schools at the Junior Recycling Officer (JRO) final in Styal Mill, working with young students at primary college. Ansa and our waste reduction volunteers continue to promote home composting and 'love food hate waste' at events across the Borough supplying home compost bins through leaflets at events and our website.
116. **Reuse** – the amount of materials that we reuse continues to be around 100 tonnes per month working with the charitable sector and our household waste recycling centres.
117. **Recycle** – figures remain consistently high. An information campaign to all households in the authority is underway to ensure that we maintain clean, loose recycle within the silver bin.
118. **Disposal** – the Council has begun the process of reducing its reliance on landfill and continues to divert a third of its black bin waste to an energy from waste plant in Stoke-on-Trent. At present the remainder is disposed to landfill within Cheshire East. The Council is investing in the infrastructure through the Environmental Hub project to reduce the use of landfill from 2016/17.

119. The Environmental Hub project was granted planning permission at the September strategic planning board and will now move into the construction phase of the new facility.

### **Carbon Management**

120. The 2,500 street lighting column replacement programme started in June, with all new columns being fitted with energy efficient LED lanterns. The LED upgrade to the 9,000 high wattage traffic route lanterns commenced in September and is expected to be completed by the end of February 2016.

### **Environmental Management**

121. The Council has obtained seven Green Flag Awards (a scheme recognising and rewarding the very best green spaces) this year. Awards were announced in July 2015, and were achieved by Bollington Recreation Ground, Brereton Heath, Congleton Park, Sandbach Park, The Moor in Knutsford, Tatton Park and Tegg's Nose. In addition Tatton Park has been awarded Green Heritage accreditation. Satisfaction with Cheshire East Country Parks is currently at 93.4%.
122. The Cheshire East Contaminated Land Strategy has been updated in line with new statutory guidance and has been published on our website.
123. Our Fast Charge electric vehicle (EV) points are up and running and we are starting to receive usage data. Staff usage is subject to reasonable use terms and users are required to register with the authority so that this can be monitored. Data so far indicates that our Macclesfield and Westfields points are reasonably well used and we are hoping that the grant-funded project to update our pool fleet with electric vehicles will see even further use and

reduced vehicle running costs to the authority. Our Rapid Charger project is currently moving through an asset transfer process to our sub-contractor and should be in place by early November making it an accessible resource for local and national EV drivers.

124. The construction of the Environmental Hub has led to a re-profiling of the savings associated with the re-letting of the waste disposal contract that was to be delivered in 2015/16 through the existing Crewe Depot. The reprofiling of savings has been fully mitigated by improvements on the household waste recycling centre contract, including reducing the bonus element. Overall, Environmental Operations (including Bereavement) is projecting a potential budget pressure of £0.2m against a net budget of £27.4m, which is a relatively small variance.
125. Approximately £0.1m of the potential pressure relates to a forecast shortfall in Markets income. This continues the trend of a gradual decline in income over the last few years, specifically in Macclesfield, where low rents of vacant shops and a major trader leaving have contributed to the shortfall. Negotiations over the projected transfer of Crewe Markets to Crewe Town Council are continuing.
126. Bereavement Services are currently projecting a potential budget pressure of £0.1m based on the mid-year income forecast against a net income budget of £1.3m. This relates to a realignment of the original proposed income growth over a period of five years to gradually build market share. The core bereavement income budget, including first year growth is forecast to be achieved.

### **Sustainable Energy**

127. Levels of landfill disposal and energy production are in line with the targets of 16% this year. In the longer term the Council is investing

in the infrastructure through the proposed Environmental Hub project to dramatically change levels of landfill diversion and energy production from 2016/17.

128. In September, Cabinet endorsed market engagement and a procurement process to enable the recycling of food waste with garden waste in the green bin. The Council will now work with industry to procure a preferred bidder and proposal returning to Cabinet in autumn 2016.
129. The Fairerpower scheme is now in its second quarter and has reached over 2,300 customers. The average saving for customers is £250 per annum. A marketing plan has been created to continue to pursue a co-ordinated and proactive approach to promote Fairerpower, including a targeted campaign to staff at Cheshire East Council. Several partner organisations have come forward in expressing interest in the Fairerpower scheme.
130. The Solar Panel installation project for Westfields has now been costed for a 30 Kw system to be installed.
131. The Deep Geothermal bidders day attracted 44 attendees. An open procurement process to secure a 30-year Joint Venture Agreement commenced on 17th August 2015.
132. The Anaerobic digestion facility site longlist has been completed and the business case updated. A paper has been submitted to Cabinet to seek authority for market engagement activity and a Joint Venture partner procurement.

## 5 ~ People live well and for longer

**Facilitating people to live independent, healthier and more fulfilled lives**

133. The Walking to Wellbeing scheme has been well received with over two-thirds of attendees being 51 years or over, and two-thirds being repeat attendees. The led-walks programme is attracting a contingent of people from the local community who really value and appreciate the opportunity to walk with others. These participants would not necessarily have the confidence to go walking on their own, and are enjoying the themed nature of the walks too. The level of support and requests for more walks has led to consideration to continue ranger support for a longer period throughout the autumn.
134. At the end of Quarter 2, public satisfaction with countryside events stood at 98%, having improved from 85% in March 2014.
135. Cheshire and Wirral Partnership NHS Foundation Trust (CWP) are the lead provider for the Cheshire East Substance Misuse Service 'Stepping Stones' for which the contract was awarded in November 2014 by Public Health. Stepping Stones takes a life-course approach, supporting adults and young people. CWP have also subcontracted Catch 22, a voluntary sector organisation who provide individual level case support, group work and information, advice and guidance for young people, as well as working with schools to deliver training and group sessions. Catch 22 are in the process of developing arrangements to be part of the Emotionally Healthy Schools programme, which will enable their support within schools to be delivered through a more targeted and focused approach. The aim of Stepping Stones and the partnership arrangement with Catch 22 is to prevent and reduce alcohol harm amongst young people, therefore reducing the admissions for alcohol-specific conditions among under 18 year-olds. Updated performance data for under 18 admissions will be available by March 2016.

136. During the consultation process in developing the Council's 'Vulnerable and Older Persons' Housing Strategy/ Homelessness Strategy' (VOPHS) and the Commissioning Intentions for our Substance Misuse Service Tender (both in 2014), we identified a need to respond to the needs of people who continue to use alcohol despite losing access to rented accommodation. The VOPHS specifically identified the need to respond to the following:
- People with complex needs (including substance misuse) and not appropriately catered for within the current supply of supported accommodation and may therefore be sofa surfing/rough sleeping
  - People who need support to use abstinent housing provision
  - People engaged in multiple presentations to Council and partner services.
137. In response to this local need, Public Health are therefore working in partnership with Housing colleagues to commission a 'Recovery Based Accommodation' model which provides a safe temporary home to enable Cheshire East residents without accommodation and currently using alcohol or other substances in an uncontrolled manner. The project will aim to support individuals to the point where they can start to work towards maintaining an independent tenancy.
138. A mental health paper has been prepared for Management Group Board and Cabinet. This includes outline business cases for projects that aim to improve emotional health and wellbeing across the lifecourse including: Increased Family Nurse Partnership (FNP) capacity, improving postnatal depression pathways, improving pathways that support school readiness, emotionally healthy schools programme, self-harm and suicide prevention and empowerment. The funding for these business cases is the Public Health budget. However, there is uncertainty over the availability of the budget due to national and local budget decisions.
139. Adult Social Care is forecasting an overspend of £0.7m. The latest projection shows an improvement on that reported at First Quarter Review as the service continues to make progress towards achieving a balanced budget by year end. It is pleasing to report that Care costs remain broadly stable now that the first care periods of 2015/16 have been accounted for and also, that income levels remain buoyant. Both of these are positive given demand levels the service are facing as a result of the demographics within the Borough and provide assurance overall that the existing and new early intervention and preventative measures being introduced are contributing towards this position.
140. The service continues to progress negotiations with Health colleagues around the funding of service users with complex needs, this is being worked through on a detailed client by client basis. The outcome of these negotiations will, given the sums of money involved, prove crucial to the final outturn position of both this (the Council's largest service) and the wider Council position. Progress is now being made in relation to Care Fund Calculator budget savings for 2015/16 that were previously delayed due to a lack of social worker capacity.
141. In addition to moving towards a balanced position for the third successive year the service is actively seeking to create a solid platform from which to deliver the challenging Medium Term Financial Strategy for next year and beyond. Work in progress includes preparing for the introduction of a Resource Allocation System (RAS), detailed review of the usage of respite care and deep examination of the ongoing performance of all external contract expenditure.

142. The Leisure commissioning service is currently forecasting a net nil position, in respect of base budget spend on client and management fee costs, against a net £2.1m budget.

### **Early Intervention, Help and Prevention**

143. There continues to be an increase in multi-agency early help assessments. There has been a 14% increase in the number of Common Assessment Frameworks (CAF's) since the start of the financial year; this is currently standing at 119 per 10,000 of the 0-17 year old population. The majority of these continue to be led by the Cheshire East Family Service or schools, along with Health.
144. There is a comprehensive and free multi-agency CAF training programme aimed at improving engagement with early help; so far there have been three sessions this year, with a further one planned for November 2015. 78 professionals have attended this training and feedback has been extremely positive. In addition to this, bespoke training has been offered to several teams within Cheshire East, Catch 22, Cheshire East Early Years team and a planned session with the SEN team in December.
145. There have been three meetings of the multi-agency CAF audit group which has met to consider the quality of CAF assessments and consider themes and learning points for CAF authors. In total, around 30 CAF assessments have been audited by this group. Added to this, there has been an increase in the amount of CAF's agreed and recommended as an outcome of contacts into Cheshire East Consultation Service (ChECS) over the past few months. ChECS staff are working hard to ensure callers engage parents in CAF at an earlier level of need. The integrated nature of the ChECS front door service (with health, education, and commissioned service representatives) also ensures better communication, co-operation and commitment to CAF.
146. Public Health are developing a project which will introduce a single integrated assessment for lifestyle and wellness services. This will provide access to services that increase physical activity, improve diet, reduce alcohol usage and stop smoking etc thereby improving the health outcomes of local people in the Borough. This will also have the effect of increasing value for money and choice, with services focussed at a community level. This will introduce the new support system by the end of March 2016, and was agreed by Cabinet in September.
147. Progress is continuing to be monitored against Public Health Transformation Fund projects. These are:
- Catch 22 (MyChoice - Holistic Sexual Health Education, Advice and Guidance) – Project continuing to proceed to plan although outreach service being used instead of a drop-in service.
  - Cheshire East CAB (Advice on Prescription) – Action plan has been put in place to tackle disappointing lack of referrals by GPs in Macclesfield although figures are more encouraging from Waters Green (Crewe).
  - Cheshire East Council Public Rights of Way and Countryside Management Service (Walking to Wellbeing) – Project continuing to plan. A programme of walks has been running from July-September which has seen good attendance by members of the public.
  - Cheshire Without Abuse (Safer and Healthier Families) - Project continuing to plan, 16 families in Crewe and Macclesfield are currently being worked with (including two families where fostering would have been initiated without the intervention).
  - End of Life Partnership (Cheshire Living Well, Dying Well) - Currently asset mapping available resources for End of Life

planning in the local community. A project monitoring meeting will be held to verify project progress.

- Food Dudes (Food Dudes in our Schools) - project completed, with an evaluation report now produced.
- NHS SCCCH (Diagnose Cancer Early – campaign) – Project proceeding to plan with strong performance in several areas.
- Peaks and Plains Housing Trust (Keeping Warm, Living Well) – Referrals continue to be strong. Marketing work has been conducted including advertisements in the local press and on the internet.
- Royal Voluntary Service (Staying Home Community Support) – Project proceeding to plan, all milestones achieved.
- St. Luke's Hospice (Volunteer Befriending in Crewe and Nantwich) – Volunteer recruitment slow at first but building now and producing linked increase in individuals helped (currently 9). Work is ongoing to meet targets. Marketing action plan put in place. Follow up to take place on this.
- The Reader Organisation (Reader in Residence Project) – Project began later than most others in April but significant work required to increase number of members of the public attending reading groups. Series of meetings to be held to work on performance.
- CVS (social prescribing project) – four practices have agreed to take part in scheme, however, number of referrals low at present in comparison to targets. Project monitoring meeting to be held where action plan to be drawn up.
- YMCA (healthy conversation project) – 7 learners signed up to programme since project began in June. Progress fair against targets so far given intensive nature of intervention.

148. The new Sexual Health service will commence on 1st October 2015 and provide a change of emphasis in the delivery of services, providing the majority of Sexual Health, genitourinary medicine (GUM) services and health promotion and prevention advice in

local settings, whilst continuing to ensure access to specialist GUM care for those who need it. These will complement other primary care commissioned services with GP practices and pharmacies. This approach is consistent with the direction of travel of both local integration programmes, and is what the public and other stakeholders asked for in the extensive pre-tender consultation work that was undertaken.

149. These plans have also been informed by research conducted for the Joint Strategic Needs Assessment. This identified that:

- The rate of sexually transmitted infections in Cheshire East is low compared to England, but attendances in our GUM commissioned services is high.
- There is a rising trend in the use of open access GUM services for sexual health screening in people without any symptoms of an STI (at both Leighton and East Cheshire Trust sites). In 2013 there were over 5,000 attendances that required no treatment. This is much higher than the regional norm across Cheshire and Merseyside.
- Our specialist hospital-based GUM services are being used to meet the general sexual and reproductive health needs of residents that could be met more appropriately in other settings such as community sexual health clinics.
- There has been a significant rise in the number of patients attending GUM services for contraceptive advice (2,636 in 2013). Some of this activity could be delivered more cost-effectively and appropriately in family planning clinics or primary care in line with patient choice.

150. As a result of the contract change, expectations are to see:

- Continued low levels of sexually transmitted diseases in Cheshire East

- Reduced rate of teenage pregnancy
- Greater access to contraception and sexual health advice for priority groups (in particular young people and men)
- An increase in chlamydia screening and HIV testing for 15-24 year old age group
- Wider sexual health services that are commissioned by others working well with our new services (as explained within a Public Health England publication 'Making it Work – a guide for commissioners', September 2014)

151. Cheshire East Council and East Cheshire Trust will update stakeholders about the changes in services as the contract mobilisation phase progresses towards the launch of the service on the 1st October 2015. Current services remain the same until this point.
152. The current projection is that Public Health will be able to deliver a balanced outturn position from within its grant funded allocation from central government. It should be recognised that this achievement includes delivering an in-year grant reduction of £1m following the summer announcement from the Chancellor of the Exchequer.
153. The Public Health team have now worked through an intensive investment plan that targets their resources on areas of evidenced need, right down to individual ward level. This plan will guide where Public Health resources go in the future as part of the Council's Medium Term Financial Strategy. This plan represents a major stepping stone for future investment and builds on the work undertaken to date, including embedding the service within the Council and working through major contracts inherited from Health partners as part of the transfer across.

## Public Protection and Safeguarding

154. In Quarter 2, Ofsted carried out an unannounced inspection of Children's Services. The inspection covered services for children in need of help and protection, children looked after and care leavers in Cheshire East and a review of the effectiveness of the Local Safeguarding Children Board (LSCB). The Inspection, which was carried out by ten Ofsted Inspectors, took place over a four-week period and included looking in-depth at casework, observing practice and interviewing staff from the Council and partner agencies.
155. Ofsted's judgement was that Cheshire East 'requires improvement' to ensure it is providing good services in the above areas; however, Inspectors were impressed with the Council's adoption services, which they judged to be 'good'. Inspectors found that planning for permanence is improving with a good focus on adoption and children are well supported in their new families. They also stated that support for adopters is a strength.
156. To date, 67 local authority areas have been inspected under the single inspection framework. Almost a quarter of those inspected have been judged as inadequate, over half have been judged as 'requires improvement', less than a quarter are good and none have been judged outstanding.
157. There continues to be an improving picture in the percentage of cases taking 45 days or less from the start of the combined assessment, averaging 95% in Quarter 2. This continues to remain a focus of fortnightly challenge sessions with teams.
158. The three year average adoption scorecard targets are likely to be achieved by 2017; this is due to a number of children being adopted who have been looked after for a significant period of



time. This has resulted in a positive outcome for the young people involved, but reflects negatively on the overall scorecard. For children who have entered care since 2012 the timeliness threshold is below the government threshold. Over 80% of Cheshire East children are placed for adoption in timescales significantly below the government thresholds.

159. Strategies to ensure recruitment of local foster carers continue and there is currently an evaluation underway to determine local in-house residential requirements.

160. Cheshire East continues to monitor the participation of children and young people in their child protection conference through either clear articulation of their wishes and feelings in collective reports or through discussions at visits, as well as direct involvement through a range of options. During Quarter 2 there was evidence of child participation in 95% of cases. However, the intention is to make the participation meaningful and so work has been taking place on different models both in relation to advocacy for those children and the development of a new framework for delivering the child protection conference process intended to promote better planning and engagement. This will help to ensure that this good level of participation is of a good quality.

## **6 ~ A Responsible, Effective and Efficient Organisation**

161. In September, the Council received its annual report from external auditors providing findings for the year ending 31 March 2015. The auditors reported that, “based on our review of the Council's arrangements to secure economy, efficiency and effectiveness in its use of resources, we propose to give an unqualified Value for Money conclusion.” The report went on to state that, “The Council continues to demonstrate good financial performance...”

162. In July, the Council announced its aim to make savings from empty buildings and unneeded sites by selling off surplus assets, for reinvestment in frontline services. The new Strategic Asset Management and Delivery Plan was backed by Cabinet, and called for the creation of a Corporate Property Board to test whether assets should be retained or sold off as surplus to requirements. The Plan sets out a target of raising £25m from asset sales in 2015/16.

163. The Council has significantly reduced the average age of debt invoices at mid-year for the fourth consecutive year following targeted work by its Finance team, achieving a reduction of nearly 40% year-on-year, and 65% since 2012.

164. At the mid-point of the year, the overall budget for Chief Operating Officer Services is forecast to be underspent by £1.4m. Corporate Resources & Stewardship is forecasting an underspend of £1.2m (£1.3m at FQR), with the majority of the underspend (£1.0m) within the energy budget in Facilities Management. The remaining underspend of £0.2m is due to predicted savings from staff vacancies across the service.

165. Underspends against budget are being reported by Organisational Development (£0.1m); Strategic Commissioning (£0.1m); and Communications (£27,000). Balanced positions are being reported by Governance & Democratic, and Monitoring Officer and Head of Legal Services.

## 2. Financial Stability

### Introduction

166. Financial performance has continued to improve compared to previous financial years. Improvements in financial planning, governance and stewardship are having a clear impact on the Council's ability to manage its budget and create greater confidence in the medium term plans.
167. Applying the best fit approach towards commissioning means the Council now wholly owns several supplier companies as well as maintaining relationships with private sector suppliers, charitable trusts and voluntary sector organisations. The financial position of the wholly owned companies will have a direct effect on the financial performance of the Council over time, but to date no forecast profit or loss is being factored in to the outturn position for the Council.
168. **Table 1** provides a service summary of financial performance at Quarter Two. For further details please see Section 1 and the notes below the table. Changes to service net budgets since First Quarter Review are analysed in **Appendix 2**.

**Table 1 - Service Revenue Outturn Forecasts**

	Revised Net Budget	Emerging Pressures	Remedial Actions	Current Forecast Over / (Underspend)	Outcome Number 1 - 5
	£000	£000	£000	£000	
Children & Families	43,449	1,909	-1,471	438	3,5
Adult Social Care & Independent Living	95,297	7,302	-6,558	744	5
Public Health	0	0	0	0	5
Economic Growth & Prosperity	6,143	0	0	0	2
Chief Operating Officer					
Commissioning Services:					
Bldg Control, Land Chges & Planning Support	1,693	0	0	0	2,4,5
Environmental (incl Bereavement)	27,395	462	-283	179	2,4,5
Highways	11,190	0	0	0	2,4,5
Leisure	2,040	30	0	30	2,4,5
Transport	14,601	281	0	281	2,4,5
Communities	9,205	786	-545	241	1,2
Other (e.g Finance, ICT, Legal, Facilities)	39,240	-1,391	0	-1,391	
<b>TOTAL SERVICE OUTTURN</b>	<b>250,253</b>	<b>9,379</b>	<b>-8,857</b>	<b>523</b>	

169. The impact of the projected service outturn position at this stage of the financial year is to decrease balances by £0.5m. Further items impacting on the level of the Council's balances are detailed in the paragraphs below on centrally held budgets.
170. The Council has made considerable improvements in the way it manages its major change programmes. This has included extensive training, a refreshed methodology, the setting up of new monitoring and reporting arrangements and monthly reporting. In April 2013 the Council launched a corporate project and

programme management framework to support achievement of the Three Year Plan. The framework focuses on capital or revenue projects or programmes where the total value exceeds £250,000, or poses significant risk to the Council. Progress is reviewed by a Member-led governance group, called the Executive Monitoring Board, which is supported by a Technical Enabler Group and the Programme Management Office.

171. Monitoring of the current projects and programmes focuses on whether projects are expected to achieve the benefits set out in each business case within the timescales and budget initially agreed. Where progress on a specific project or programme is impacting on the outcomes contained in the Council's Three Year Plan details will be provided in Section 1 of this report. Where projects are not meeting time, quality or cost standards these will be considered by Cabinet as part of a monthly summary report.

### Government Grant Funding of Local Expenditure

172. Cheshire East Council receives two main types of Government grants; specific use grants and general purpose grants. The overall total of Government grant budgeted for in 2015/16 was £366.8m.
173. In 2015/16 Cheshire East Council's specific use grants held within the services was budgeted to be £270.6m based on Government announcements to February 2015. This figure was revised at the first quarter stage to £263.9m and this remains unchanged for mid year review as no further schools have converted to academy status. Spending in relation to specific use grants must be in line with the purpose for which it is provided. General purpose grants were budgeted to be £96.2m, but further in-year grant announcements have increased this figure to £96.7m at mid year stage.

174. An additional general purpose grant of £0.35m for Neighbourhood Planning has been received during the second quarter of 2015/16. A request for the allocation of this additional grant is detailed in **Appendix 10**.
175. **Table 2** provides a summary of the updated budget position for all grants in 2015/16. A full list is provided at **Appendix 3**.

**Table 2 – Summary of Grants to date**

	2015/16 Revised Forecast FQR £m	2015/16 Revised Forecast MYR £m	2015/16 Change £m
<b>SPECIFIC USE</b>			
Held within Services	263.9	263.9	0
<b>GENERAL PURPOSE</b>			
Central Funding	77.8	77.8	0
Service Funding:			
Children and Families	1.0	1.0	0
Adult Social Care and Independent Living	3.3	3.3	0
Economic Growth and Prosperity	0.8	0.8	0
Chief Operating Officer	13.9	13.9	0
Total Service Funding	18.9	18.9	0
TOTAL GENERAL PURPOSE	96.7	96.7	0
<b>Total Grant Funding</b>	<b>360.6</b>	<b>360.6</b>	<b>0</b>

## Collecting Local Taxes for Local Expenditure

176. Cheshire East Council collects Council Tax and Non Domestic Rates for use locally and nationally.

### Council Tax

177. Council Tax is set locally and retained for spending locally. Council Tax was frozen for 2015/16 at £1,216.34 for a Band D property. This is applied to the taxbase.
178. The taxbase for Cheshire East reflects the equivalent number of domestic properties in Band D that the Council is able to collect Council Tax from (after adjustments for relevant discounts, exemptions and an element of non-collection). The taxbase for 2015/16 was agreed at 138,764.49 which, when multiplied by the Band D charge, means that the expected income for the year is £168.8m.
179. In addition to this, Cheshire East Council collects Council Tax on behalf of the Cheshire Police and Crime Commissioner, the Cheshire Fire Authority and Parish Councils. **Table 3** shows these amounts separately, giving a total budgeted collectable amount of £205.8m.

**Table 3 – Cheshire East Council collects Council Tax on behalf of other precepting authorities**

	£m
Cheshire East Council	168.8
Cheshire Police and Crime Commissioner	21.7
Cheshire Fire Authority	9.8
Town and Parish Councils	5.5
<b>Total</b>	<b>205.8</b>

180. This figure is based on the assumption that the Council will collect at least 98.75% of the amount billed. The Council will always pursue 100% collection, however, to allow for non-collection the actual amount billed will therefore be more than the budget.
181. This figure may also vary during the year to take account of changes to Council Tax Support payments, the granting of discounts and exemptions, and changes in numbers and value of properties. The amount billed to date is £210.4m.
182. **Table 4** shows collection rates for the last three years, and demonstrates that 99% collection is on target to be achieved within this period.

**Table 4 – Over 99% of Council Tax is collected within three years**

Financial Year	CEC Cumulative		
	2012/13	2013/14	2014/15
	%	%	%
After 1 year	98.2	98.1	97.9
After 2 years	99.3	99.0	*98.3
After 3 years	99.5	*99.1	**

\* year to date

\*\*data not yet available

183. The Council Tax in-year collection rate for 2015/16 shows a small increase at 48.7% compared to 48.6% for the same period in 2014/15.
184. Council Tax support payments (including Police and Fire) were budgeted at £18.6m for 2015/16 and at the end of the second quarter the total council tax support awarded was £15.6m. The Council Tax Support caseload has reduced since April 2014 and there have been more reductions in the Council Tax Support awards in the year than increased or new awards.
185. Consultation on proposed changes to the Council Tax Support Scheme for 2016/17 was launched in August 2015, with the final scheme to be agreed by full Council later in the year when the results have been reviewed.
186. Council Tax discounts awarded are £18.8m which is broadly in line with the same period in 2014/15.
187. Council Tax exemptions currently awarded total £3.2m which is broadly in line with the same period in 2014/15.

## Non-Domestic Rates (NDR)

188. NDR is collected from businesses in Cheshire East based on commercial rateable property values and a nationally set multiplier. The multiplier changes annually in line with inflation and takes account of the costs of small business rate relief. This is the second year that the multiplier increase was capped by the Government at 2%.
189. The small business multiplier applied to businesses which qualify for the small business relief was set at 48.0p in 2015/16. The non-domestic multiplier was set at 49.3p in the pound for 2015/16.
190. Cheshire East Council has entered into a pooling arrangement with the Greater Manchester (GM) Authorities for the purposes of Business Rates Retention. The purpose of the pool is to maximise the retention of locally generated business rates to further support the economic regeneration of Greater Manchester and Cheshire East Councils. As a pool the members will be entitled to retain the levy charge on growth that would normally be paid over to Central Government. Cheshire East will retain 50% of this levy charge locally before paying the remainder over to the pool.
191. The Cheshire East and GM Pool are also taking part in a pilot scheme where the pool is now able to retain locally the 50% of “additional growth” in business rates which in the usual Business Rates Retention Scheme would be paid directly to DCLG.
192. Part of this arrangement means that the baseline for which growth in rates is set against has been reset to match the estimated rates to be collected as reported in January 2015. This level is £139.5m.
193. Mid year analysis has shown successful appeals have been awarded at a higher level than have currently been provided for.

This issue will be resolved at year end with the business rates retention earmarked reserve being utilised to cover this increased pressure.

194. **Table 5** demonstrates how collection continues to improve even after year end. The table shows how over 99% of non-domestic rates are collected within three years.

**Table 5 – Over 99% of Business Rates are collected within three years**

Financial Year	CEC Cumulative		
	2012/13	2013/14	2014/15
	%	%	%
After 1 year	98.0	98.2	98.1
After 2 years	98.8	99.2	*98.7
After 3 years	99.4	*99.3	**

\* year to date

\*\*data not yet available

195. The business rates in-year collection rate for 2015/16 is currently 46.5% compared to 47.6% for the same period in 2014/15. The reduction is largely due to significant rateable value decreases which have required refunds relating to previous years.

## Capital Programme 2016/19

196. Since the reporting the Capital Programme at the First Quarter Review the overall forecast expenditure for the next three years has increased by £6.1m as shown in **Table 6**.

**Table 6 – Summary Capital Programme**

	Revised Total Forecast Budget FQR 2015/19 £m	Amendments to MYR Forecast Budget 2015/19 £m	Amended MYR Forecast Budget 2015/19 £m	Budget Reductions £m	SCE's £m	Revised Total Forecast Budget 2015/19 £m
Children & Families	62.4	0.0	62.4	-0.1	1.3	63.6
Adult Social Care & Independent Living	3.5	0.0	3.5	0.0	0.0	3.5
Economic Growth & Prosperity	258.8	-11.6	247.2	-1.4	7.9	253.7
Chief Operating Officer - Commissioning	108.4	11.8	120.2	0.0	-0.5	119.7
Chief Operating Officer - Other	37.9	0.0	37.9	0.0	-1.3	36.6
	<b>471.0</b>	<b>0.2</b>	<b>471.2</b>	<b>-1.5</b>	<b>7.4</b>	<b>477.1</b>

197. One of the main changes since the figures were reported at First Quarter Review is due to a proposed Supplementary Capital Estimate for the Crewe Green Roundabout scheme. This will be a five arm signalised roundabout, forming a major confluence of roads to the east of Crewe. Peak period congestion is severe and traffic modelling shows the opening of Crewe Green Link Road (South) will add approximately 15% more traffic to the junction. The scheme will remove a key congestion 'Pinch Point' on the main distributor network in Crewe and will improve access to strategic areas within Crewe. The scheme is fully funded by Local Growth Fund Grant and Section 106 contributions.

198. There is also a further notable Supplementary Capital Estimate request for the Crewe Lifestyle project of £0.4m which relates to an increase in the contingency budget from 2.4% to 5%, which is normal for a project of this size. It is required to ensure the project has the flexibility to conclude the construction phase and draw

down against the contingency for reasonable and necessary client changes. No direct works have been assigned to this amount at this stage and should it not be required the additional budget will be removed at the conclusion of the scheme and the funding returned to the capital programme. This will enable the project to complete without delay should the need to action contingency materialise. This decision was endorsed at the Executive Monitoring Board Meeting on the 23<sup>rd</sup> September 2015.

199. There is a Virement request of £1.8m from the Strategic Pot (£1.3m) and the Macclesfield Town Centre Renewal Project (£0.5m) to the Regeneration and Development programme. This will bring all the budgets available under a single pot to deliver the Macclesfield Town Centre Redevelopment scheme as well as the other town regeneration projects within the borough of Cheshire East.
200. There is a Supplementary Capital Estimate request of £1.2m in respect of the preliminary work required for the proposed Middlewich Eastern By-pass. This project aims to reduce the traffic pressure at the pinch point of Junction 18 of the M6 and Midpoint 18. This project is fully funded from Government Grants.
201. The programme has also been revised to reflect Budget reductions of £1.5m and other Supplementary Capital Estimates of £0.7m contained in **Appendices 5 to 7**.
202. The revised programme is funded from both direct income (grants, external contributions) and the Council's own resources (prudential borrowing, revenue contributions, capital reserve). A funding summary is shown in **Table 7**.

**Table 7 – Capital Funding Sources**

	FQR Total Forecast Budget £m	MYR Total Forecast Budget £m	Variance £m
Grants	210.7	203.2	-7.5
External Contributions	57.7	50.8	-6.9
Cheshire East Resources	202.5	223.1	20.6
	471.0	477.1	6.1

### Capital Budget 2015/16

203. At the Mid year review stage the Council is forecasting expenditure of £139.3m in 2015/16, which is a reduction of £15.3m from the First Quarter Review. This is because project managers have been asked to review their in-year forecast and slip to future years if still required to present a realistic expenditure forecast in 2015/16.
204. The capital programme is to be reported by the stages in the approval process and schemes that are noted as committed and in progress will have slippage monitored against during the year as these schemes should have commenced prior to or during 2015/16 and a detailed forecast expenditure plan should be in place. This equates to £91.6m of forecast expenditure in 2015/16. Schemes will be monitored on their progress during the year and re-categorised quarterly. This includes the net impact in 2015/16 of supplementary capital estimates, virements and budget reductions listed in **Appendices 5 to 8**.

**Table 8 – Changes to the 2015/16 Capital Budget**

Committed Schemes	Revised FQR Budget	Revised MYR Budget	Forecast Expenditure	Current Forecast (Over/ Underspend)
	£m	£m	£m	£m
Children & Families	9.8	10.3	9.6	-0.7
Adult Social Care & Independent Living	0.8	0.5	0.5	0.0
Economic Growth & Prosperity	22.0	27.7	24.3	-3.4
Chief Operating Officer - Commissioning	41.4	43.0	42.5	-0.5
Chief Operating Officer - Other	15.3	14.6	14.7	0.1
<b>Total Committed Schemes</b>	<b>89.3</b>	<b>96.1</b>	<b>91.6</b>	<b>-4.5</b>

205. **Appendix 5** lists approved supplementary capital estimates and virements up to and including £250,000 approved by delegated decision which are included for noting purposes only.
206. **Appendix 6** lists requests for supplementary capital estimates and virements above £250,000 up to £1,000,000 to be approved by Cabinet.
207. **Appendix 7** lists two requests for a supplementary capital estimate. The first is for £5.0m in respect of Crewe Green Roundabout which is fully funded by Government Grants and External Contributions. The second is a request for £1.2m in respect of Middlewich Eastern By-pass which is also fully funded by government grants. A virement has also been requested for £1.8m in respect of the Regeneration and Development Programme and is funded by Cheshire East Resources.
208. **Appendix 8** lists details of reductions of £1.5m in Approved Budgets where schemes are completed, will not be monitored as part of the Council's capital programme and can now be removed. These are for noting purposes only.

## Central Adjustments

### Capital Financing Costs and Treasury Management

209. The capital financing budget includes the amount charged in respect of the repayment of outstanding debt and the amount of interest payable on the Council's portfolio of long term loans. These costs are partly offset by the interest the Council earns from temporary investment of its cash balances during the year. The capital financing budget of £14m accounts for 6% of the Council's net revenue budget.
210. Investment income to September 2015 is £279,000 which is higher than the budgeted income of £100,000 for the period. The level of cash balances has remained high although market interest rates have remained relatively flat. However, investments in the CCLA Investment Management Ltd property fund, longer dated covered bonds and increasing use of corporate bonds has contributed to higher rates of interest earned on investments.
- The average lend position (the 'cash balance') including managed funds up to the end of September 2015 is £71.4m.
  - The average annualised interest rate received on in house investments up to the end of September 2015 is 0.64%.
  - The average annualised interest rate received on the externally managed property fund up to the end of September 2015 is 4.78%.
211. The Council's total average interest rate for 2015/16 up to the end of September is 1.01%. The returns continue to exceed our benchmark, the London Inter-bank Bid Rate for 7 days at 0.46%,



and is consistent with our own performance target of 1.00% (Base Rate + 0.50%).

**Table 9 – Interest Rate Comparison**

Comparator	Average Rate to 30/09/2015
Cheshire East	1.01%
LIBID 7 Day Rate	0.46%
LIBID 3 Month Rate	0.53%
Base Rate	0.50%
Target Rate	1.00%

212. The capital financing budget for interest charges and debt repayment remains on target.
213. All investments are made in accordance with the parameters set out in the Treasury Management Strategy Statement approved by Council on 26th February 2015. Further details of counterparty limits and current investments are given in **Appendix 9**.
214. At the end of the first quarter, a further investment of £2.5m was made in the CCLA managed property fund bringing our total investment to £7.5m. This property fund continues to grow and has demonstrated consistently high returns over the last few years with underlying capital growth being maintained. However, this fund should be judged over a five to six year period as returns and the underlying capital value of the fund can be volatile.
215. Over the last year, regulations concerning the security of funds at banks and financial institutions have changed. The effect is that although Government support has been removed, the risk of

failure has decreased due to increased capital requirements but the effects of failure to Local Authority investments are more serious due to bail-in requirements. The Council is therefore actively seeking to place more investments which are outside of the bail-in requirements. This is being achieved through the use of Covered Bonds and Corporate Bonds with maturity dates no longer than two years to tie in with our cash flow forecasts.

216. Covered Bonds provide security as they are backed up by collateral and still provide a good level of return. The Council has three investments in covered bonds totalling £7.5m due to mature between March 2016 and November 2016.
217. Corporate Bonds are not protected by collateral but are generally exempt from any bail-in requirements. Investment in Corporate Bonds are only made on advice from our Treasury Management advisors who review the company, the market and country in which they operate, the ranking of the bond and the credit worthiness assigned to it. As at 30th September the Council had investments in five Corporate bonds totalling £12.8m. Full details are shown in **Appendix 9**.

### Central Contingencies and Contributions

218. A budget of £1.0m is held centrally to meet past service Employer Pension contributions relating to staff transferred to the new supplier companies. It is forecast that spending will be in line with the budget.

### Allocation of Additional Grant Funding

219. The Council's budget provides for the receipt of known specific grants. However, where additional non-ringfenced grant funding is received, services wishing to increase their expenditure budgets

are required by Finance Procedure Rules to seek approval to use this additional funding. This report seeks approval to services' requests to incur additional expenditure in 2015/16 fully funded by additional grant. Details of the allocations are contained in **Appendix 10**.

## Debt Management

220. The balance of outstanding debt has increased by £1.9m since First Quarter review. Balances remain within forecast levels and adequate provisions have been made. A summary of outstanding invoiced debt by Service is contained in **Appendix 11**.

## Outturn Impact

221. The impact of the projected service outturn position could reduce balances by up to £0.5m as reported above (**para 169**).
222. Taken into account with the central budget items detailed above and the approved use of general reserves below (**paras 225-226**), the financial impact described in this report could decrease balances by £2.7m as summarised in **Table 10**.

**Table 10 – Impact on Balances**

	£m
Service Net Budget Outturn	-0.5
Central Budgets Outturn	0.0
Use of Reserves approved by Council	-2.2
<b>Total</b>	<b>-2.7</b>

## Management of Council Reserves

223. The Council's Reserves Strategy 2015/18 states that the Council will maintain reserves to protect against risk and support investment. The Strategy forecasts that the risk assessed level of reserves is likely to remain at £12.5m throughout the medium term.
224. The opening balance at 1st April 2015 in the Council's General Reserves is £14.7m as published in the Council's Statement of Accounts for 2014/15.
225. At the February 2015 meeting, Council approved the use of £1.7m of general reserves in 2015/16, to be transferred to earmarked reserves to meet additional planning costs, potential increased insurance claims, and to support investment in sustainability.
226. At First Quarter Review, Council approved that £0.5m be transferred from balances to an earmarked reserve for Early Intervention initiatives.
227. The overall impact of service budgets, central budgets and Council decisions is identified in **Table 10** above. **Table 11** shows how this impacts on the forecast closing balance of general reserves.

**Table 11 – Change in Reserves Position**

	£m
Opening Balance at 1 <sup>st</sup> April 2015	14.7
Impact on Balances at Quarter 2	-2.7
<b>Forecast Closing Balance at March 2016</b>	<b>12.0</b>

228. The projected balance of £12.0m reflects the current forecast that risks associated with budget achievement in 2015/16 may not actually materialise and this is slightly below the level planned in the 2015/18 Reserves Strategy. Actions to continue managing current risk will continue to be explored in the remaining months of the financial year. Overall the Council remains in a strong financial position given the major challenges across the public sector.
229. The Council also maintains Earmarked Revenue reserves for specific purposes. At 31st March 2015 balances on these reserves stood at £49.1m, excluding balances held by Schools. A contribution of £0.2m to the Emergency Assistance earmarked reserve was approved as part of the 2015/16 budget. Council also approved the transfer of a further £1.7m from general reserves into earmarked reserves in 2015/16 to provide for additional costs in Planning, and on Insurances, and to support investment in sustainability. These items brought the earmarked reserves balance available in 2015/16 to £51.0m. At First Quarter Review, Council approved the transfer of £0.5m to an earmarked reserve for Early Intervention Initiatives.
230. During 2015/16, an estimated £25.8m will be drawn down and applied to fund service expenditure specifically provided for. Service outturn forecasts take account of this expenditure and funding.
231. A full list of earmarked reserves at 1<sup>st</sup> April 2015, and estimated movement in 2015/16 is contained in **Appendix 12**.

## 3. Workforce Development

232. This section sets out the Council's activities and progress in relation to HR, Organisational Development, Health and Safety, Workforce Development plans and changes to staffing levels.
233. The Council has continued to offer a range of staff benefits such as green car scheme, bike to work scheme, childcare vouchers and additional annual leave. These salary sacrifice schemes offer a saving to both the employee and Council by allowing a portion of an employee's salary to be exchanged to purchase an accredited scheme. Work is underway to establish an online platform through which colleagues can more easily access a wider range of benefits.
234. Work is continuing to implement the Living Wage for directly employed staff with effect from 1<sup>st</sup> November 2015. This involves amending the Council's pay structure to add a scale point which equates to the Living Wage (£7.85 per hour). As this change could affect the benefits payable to some people, the Council's Benefits team have offered to run confidential surgeries around the time of implementation to help individual staff understand the potential impact on their household.
235. The learning, development and staff improvement training programme, in conjunction with all Directorates continues to grow its offering for all employees comprising of statutory, mandatory, vocational and professional themes and topics. This ensures that the Council creates a workforce which is safe, knowledgeable and competent in performing their duties to the highest possible standard, providing the best quality services to the residents and businesses. We have offered 42 courses on the training programme between July and September 2015, with percentage take up of places slightly ahead of expectation.
236. The delivery of 19 different City and Guilds accredited vocational courses through Cheshire East Council Virtual College, in Health and Social Care, Business Administration and ATE (Adult Teaching), continues to support teams across the organisation with Level 2, 3, 4 and 5 qualifications, with the addition this year of an Advocacy, Information and Advice NVQ. We currently have 468 employees from across the organisation registered on these courses.
237. The Management Development Programme continues with the delivery of ILM levels 3 & 5 in Leadership and Management. There are currently 85 registered on these qualifications. A new 'Aspiring Managers' programme has also started with the new academic year. Offered to those identified through the PDP process as future managers, there are 11 candidates in the first cohort.
238. Workforce development has continued to support the development of staff and their teams. 6 applications for individual funding support have been approved through the CPD virtual panel and four teams have started team development programmes.
239. Services continue to request apprentices, with the current cohort being 44. The majority of this cohort is working towards a Business Admin NVQ, followed by five studying for a finance qualification, one for a customer service qualification and one for an agricultural qualification. The Chief Operating Officer's service employs 19,

Economic Growth and Prosperity 13, Adult Social Care 5, Children & Families 6 and one is employed by Public Health. During the last quarter 4 apprentices secured a position with the Council.

240. An awards ceremony was held in July to recognise and celebrate the learning and qualifications achievements of colleagues across the Council over the last academic year. A range of nationally accredited qualifications were represented from all 5 directorate areas. The award for the A\* Apprentice of the Year 2015 was also made at the event.
241. In August a new traineeship /pilot work readiness programme, entitled the Cygnet Pathway was launched to help prepare cared-for young people into work. Six young people are on the six month programme.
242. Cheshire East Council continues to offer a Graduate Programme, which includes Graduate Internships and a Graduate Development Programme. In this quarter, one Graduate Internship appointment has been made, bringing the total internships across the Council to 6 (including Education, Legal, HR, C&F). One further position is currently advertised (Business Intelligence) and one is awaiting paperwork (Regeneration). One intern (Legal) has been extended and one intern (Education) has passed their 6 month probation review with high praise. In terms of the Graduate Development Programme, 18 graduates from across the Council have taken part in development events.
243. Other important developments since April to note which have had a significant impact on workforce development are the introduction of the Care Certificate, the closure of the College of Social Work and the introduction of the Care Act.

244. The Wellbeing and Resilience Group continues to develop interventions to help the organisation and staff become more resilient. Training sessions have been run for managers and staff, and short lunch time and team resilience sessions have also been well received. Three clinics for male staff were run during men's health promotion week.

245. The HR consultancy offer to schools and academies has been extended to include one and three year contracts from September 2015. The service still offers a Gold or Silver Package and the Gold package now includes Mediation Support and one place on the Headteacher Workshop. The Three Year Gold Package has been popular with sixty three schools and academies signing up.

246. The Health & Safety buy-back period for schools remains open until 30<sup>th</sup> September 2015 - currently 92% of schools have purchased a service for the 2015/16 academic year.

### **Staffing Changes**

247. The employee headcount at the end of September 2015 was 3,799, a 0.29% decrease from June 2015.

**Table 12 - Corporate core CEC employee headcount and FTE figures for July, August and September 2015**

Directorate/Service (excludes ASDVs and Schools)	Jul-15		Aug-15		Sep-15	
	Headcount	FTE	Headcount	FTE	Headcount	FTE
Public Health	23	20.4	26	23.4	26	23.4
Media (Communications and PR)	8	7.9	8	7.9	8	7.9
Strategic Commissioning	2827	2075.7	2847	2095.0	2827	2081.2
Adults Social Care & Independent Living	1134	862.8	1148	875.3	1137	867.8
Children's Services	1170	776.0	1178	785.7	1171	781.3
Commissioning and Client Support	25	24.2	25	23.8	25	23.8
Communities	498	412.7	496	410.2	494	408.3
Chief Operating Officer	589	479.1	593	484.0	595	487.0
Commissioning	48	44.5	47	44.0	46	43.0
Corporate Resources & Stewardship	316	253.2	315	252.6	316	253.4
Democratic Services & Governance	90	58.1	88	56.1	87	56.1
Legal Services	35	30.9	35	30.9	36	31.9
People and OD	60	53.4	60	53.4	59	52.6
Apprentices	39	38.0	46	45.0	50	49.0
Economic Growth & Prosperity	355	282.6	360	282.4	355	282.3
Assets	25	24.0	24	23.0	24	23.0
Crewe – High Growth City	3	3.0	3	3.0	3	3.0
Investment	87	78.8	87	78.6	86	77.4
Strategic and Economic Planning	63	61.0	66	64.0	66	64.0
Strategic Infrastructure	8	7.5	9	7.5	9	8.5
Visitor Economy, Culture & Tatton Park	164	103.6	166	101.6	162	101.9
<b>Cheshire East Council Total</b>	<b>3790</b>	<b>2866.6</b>	<b>3821</b>	<b>2893.6</b>	<b>3799</b>	<b>2882.7</b>

248. **Table 13** demonstrates that throughout the second quarter in 2015/16 the cumulative average days lost to sickness was lower than the same period in 2014/15.

**Table 13 - Comparison of average days lost to sickness in the second Quarter of 2015/16 to the same period in 2014/15 (whole Council excluding Schools – year to date cumulative effect)**

	Jul	Aug	Sep
Q2 2015/16	3.46	4.24	5.19
Q2 2014/15	3.79	4.63	5.58

## Voluntary Redundancies

249. The Council's voluntary redundancy scheme continues to support organisational change and the delivery of the planned programme of change in the Council Plan. The effective use of voluntary redundancy in this way enables the Council to achieve its planned savings and efficiencies and also helps to maintain good employee relations within the Authority and minimises the prospect of compulsory redundancy.
250. Four people have left the Council under voluntary redundancy terms in quarter 2, two of whom held posts within the management grades (Grade 10 or above). The total severance cost, for all four employees was £144,228, inclusive of redundancy and actuarial costs. Over the next five years, these reductions are estimated to save the Council over £627,800 (which is the combined accumulated costs of the deleted posts).

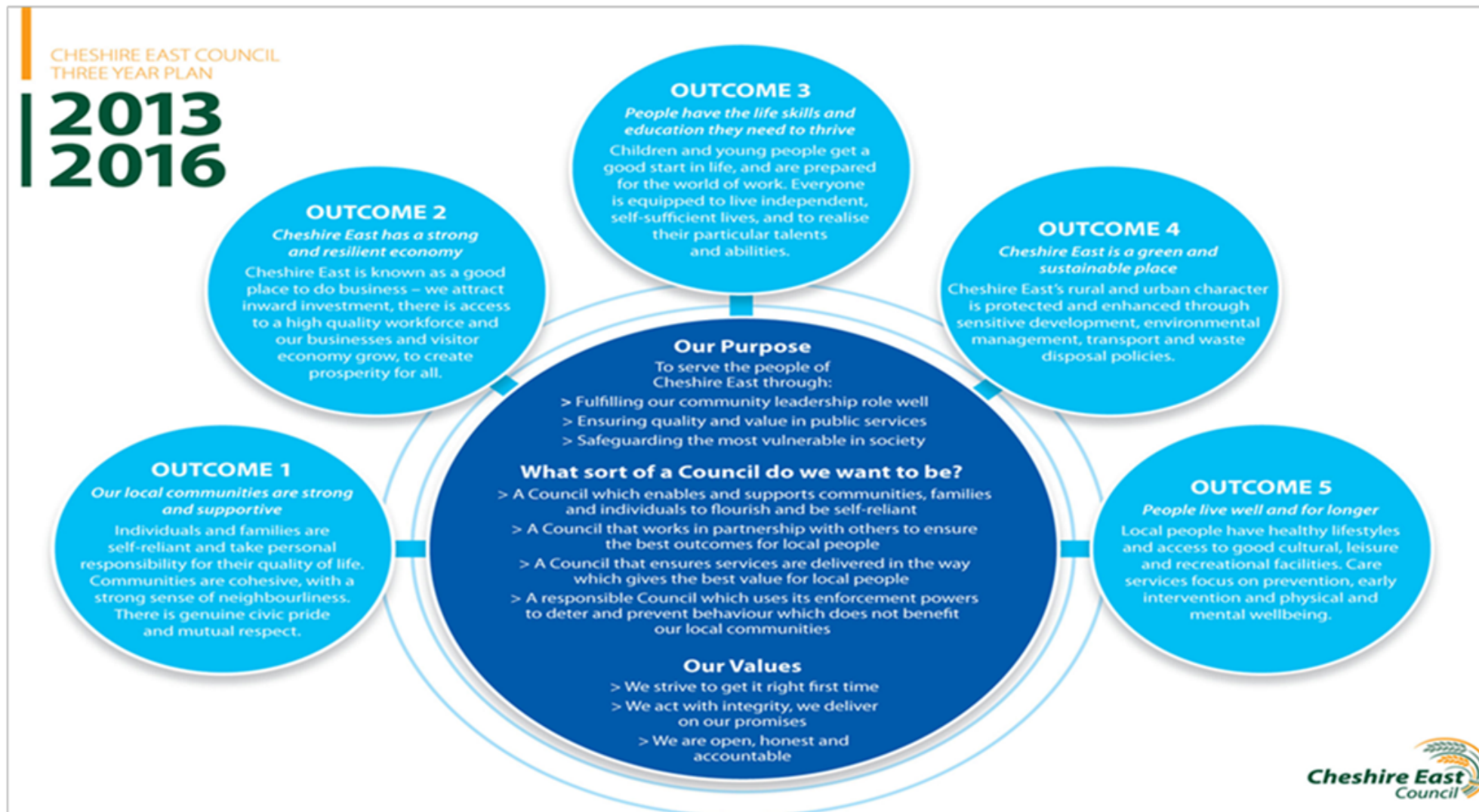
# **Appendices to the Mid Year Review of Performance 2015/16**

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**November 2015**



# Appendix 1 Cheshire East Council Three Year Plan



# Appendix 2 Changes to Revenue Budget 2015/16 since First Quarter Review


	Quarter 1 Net Budget £000	Additional Grant Funding £000	Restructuring & Realignments £000	Other Virements £000	Quarter 2 Net Budget £000
Children & Families	43,366			83	43,449
Adult Social Care & Independent Living	95,080			217	95,297
Public Health	0				0
Economic Growth & Prosperity * see note	6,290	35		-182	6,143
Chief Operating Officer:					
Commissioning Services:					
Building Control, Land Charges and Planning Support * see note	1,715			-22	1,693
Bereavement	-1,292				-1,292
Environmental	28,769			-82	28,687
Highways	11,108			82	11,190
Leisure	2,130			-90	2,040
Transport * see note	14,683			-82	14,601
	57,113	0	0	-194	56,919
Communities	9,187			18	9,205
Other (e.g Finance, ICT, Legal, Facilities)	39,182			58	39,240
<b>TOTAL SERVICE BUDGET</b>	<b>250,218</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>250,253</b>
Central Budgets					
Specific Grants	-18,894	-35			-18,929
Capital Financing	14,000				14,000
Corporate Contributions	1,008				1,008
Contribution to / from Reserves	241				241
	-3,645	-35	0	0	-3,680
<b>TOTAL BUDGET</b>	<b>246,573</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>246,573</b>

\* Since February Council, the budgets for Transport, and for Building Control, Land Charges & Planning Support have been moved from Economic Growth and Prosperity to Commissioning Services.

# Appendix 3 Corporate Grants Register

Corporate Grants Register 2015/16 Mid Year Review		Revised Forecast FQR 2015/16 £000	Revised Forecast MYR 2015/16 £000	Change 2015/16 £000	SRE / Balances (Note 2)
	Note				
<b>SPECIFIC USE (Held within Services)</b>					
<b>Schools</b>					
Dedicated Schools Grant	1	154,136	154,136	0	
Pupil Premium Grant	1	6,795	6,795	0	
Sixth Forms Grant	1	4,164	4,164	0	
<b>Total Schools Grant</b>		<b>165,095</b>	<b>165,095</b>	<b>0</b>	
Housing Benefit Subsidy		84,518	84,518	0	
Public Health Funding		14,274	14,274	0	
Restorative Justice Development Grant		8	8	0	
<b>TOTAL SPECIFIC USE</b>		<b>263,894</b>	<b>263,894</b>	<b>0</b>	
<b>GENERAL PURPOSE (Held Corporately)</b>					
<b>Central Funding</b>					
Revenue Support Grant		39,182	39,182	0	
Business Rates Retention Scheme		38,607	38,607	0	
<b>Total Central Funding</b>		<b>77,789</b>	<b>77,789</b>	<b>0</b>	

Corporate Grants Register 2015/16 Mid Year Review		Revised Forecast FQR 2015/16 £000	Revised Forecast MYR 2015/16 £000	Change 2015/16 £000	SRE / Balances (Note 2)
	Note				
<b>GENERAL PURPOSE (Held Corporately)</b>					
<b>Children &amp; Families</b>					
Troubled Families		332	332	0	
Troubled Families - Co-ordinator		200	200	0	
Youth Justice Grant		326	326	0	
Youth Rehabilitation Order - Junior Attendance Centre		33	33	0	
Extended Rights to Free Transport		128	128	0	
Staying Put Grant		73	73	0	
<b>Adult Social Care &amp; Independent Living</b>					
Local Reform and Community Voices Grant		195	195	0	
Independent Living Fund		749	749	0	
Adult Social Care New Burdens		2,272	2,272	0	
Social Care in Prison Grant		70	70	0	
<b>Economic Growth &amp; Prosperity</b>					
Skills Funding Agency		628	628	0	
Neighbourhood Planning Grant		20	55	35	SRE
Right to Move		3	3	0	
Property Searches New Burdens - Tinklers		5	5	0	
<b>Chief Operating Officer - Commissioning Services:</b>					
<b>Environment</b>					
Lead Local Flood Authorities		35	35	0	
Lead Local Flood Authorities - technical advice on surface water proposals		82	82	0	

Corporate Grants Register 2015/16 Mid Year Review	Revised Forecast		Change	SRE / Balances
	FQR	MYR		(Note 2)
	2015/16 £000	2015/16 £000	2015/16 £000	
<i>Note</i> 				
<b>GENERAL PURPOSE (Held Corporately)</b>				
<b>Communities</b>				
Housing Benefit and Council Tax Administration	1,549	1,549	0	
NNDR Administration Grant	559	559	0	
Implementing Welfare Reform Changes	53	53	0	
<b>Chief Operating Officer - Other:</b>				
Education Services Grant	3,000	3,000	0	
Council Tax Freeze Grant 2015/16	1,840	1,840	0	
New Homes Bonus 2011/12	870	870	0	
New Homes Bonus 2012/13	1,844	1,844	0	
New Homes Bonus 2013/14	1,037	1,037	0	
New Homes Bonus 2014/15	1,356	1,356	0	
New Homes Bonus 2015/16	1,200	1,200	0	
Affordable Homes 2012/13	85	85	0	
Affordable Homes 2013/14	82	82	0	
Affordable Homes 2015/16	63	63	0	
New Homes Bonus 2015/16 - return of topslice	126	126	0	
Individual Electoral Registration	101	101	0	
<b>Total Service Funding</b>	<b>18,915</b>	<b>18,950</b>	<b>35</b>	
<b>TOTAL GENERAL PURPOSE</b>	<b>96,704</b>	<b>96,739</b>	<b>35</b>	
<b>TOTAL GRANT FUNDING</b>	<b>360,598</b>	<b>360,633</b>	<b>35</b>	

## Notes

1 The Dedicated Schools Grant, Pupil Premium Grant and Sixth Form Grant (Education Funding Agency) figures are based on actual anticipated allocations. Changes are for in-year increases/decreases to allocations by the DfE and conversions to academy status.

2 SRE - Supplementary Revenue Estimate requested by relevant service.

# Appendix 4 Summary Capital Programme and Funding

Service	In-Year	SCE's	SCE's	Revised	Forecast Expenditure		
	Budget	Virements	Virements	In-Year			
	MYR	Reductions	Reductions	Budget	2015/16	2016/17	2017/18 and
	2015/16	2015/16	2015/16	2015/16	2015/16	2016/17	Future Years
	£000	£000	£000	£000	£000	£000	£000
<b>Children and Families</b>							
Committed Schemes - In Progress	10,065	0	202	10,267	9,577	1,707	948
Committed Schemes at Gate 1 Stage	2,663	0	9	2,672	2,672	1,028	0
Medium Term and Rolling Programme	5,154	0	-79	5,075	5,076	5,481	5,944
Longer Term Proposals	100	0	0	100	100	0	30,975
<b>Adult Social Care and Independent Living</b>							
Committed Schemes - In Progress	484	0	0	484	484	0	0
Committed Schemes at Gate 1 Stage	280	0	60	340	340	0	0
Medium Term and Rolling Programme	1,128	0	0	1,128	1,128	800	800
<b>Commissioning Services:</b>							
<b>Leisure</b>							
Committed Schemes - In Progress	10,332	0	400	10,732	9,732	1,000	0
Committed Schemes at Gate 1 Stage	500	0	0	500	500	3,150	5,065
Longer Term Proposals	0	0	0	0	0	250	0
<b>Environment</b>							
Committed Schemes - In Progress	3,099	32	0	3,131	3,131	0	0
Medium Term and Rolling Programme	9,077	0	0	9,077	8,887	7,346	0
Longer Term Proposals	470	4,000	0	4,470	2,470	10,303	0
<b>Highways</b>							
Committed Schemes - In Progress	27,681	30	51	27,762	28,409	7,414	5,000
Medium Term and Rolling Programme	500	-500	0	0	0	12,927	12,637

Service	In-Year	SCE's	SCE's	Revised	Forecast Expenditure		
	Budget	Virements	Virements	In-Year			
	MYR	Reductions	Reductions	Budget	2015/16	2016/17	2017/18 and
	2015/16	2015/16	2015/16	2015/16	2015/16	2016/17	Future Years
	£000	£000	£000	£000	£000	£000	£000
<b>Communities</b>							
Committed Schemes - In Progress	1,415	0	0	1,415	1,225	229	0
<b>Economic Growth and Prosperity</b>							
Committed Schemes - In Progress	28,011	0	-350	27,661	24,312	5,748	2,127
Committed Schemes at Gate 1 Stage	150	500	1,659	2,309	2,159	720	4,650
Medium Term and Rolling Programme	6,295	0	857	7,152	3,494	6,724	2,275
Longer Term Proposals	32,143	-4,000	-200	27,943	15,398	30,768	155,337
<b>Chief Operating Officer</b>							
Committed Schemes - In Progress	15,311	0	-660	14,651	14,698	200	5,997
Committed Schemes at Gate 1 Stage	0	0	660	660	660	300	0
Medium Term and Rolling Programme	608	0	0	608	608	9,903	0
Longer Term Proposals	5,550	0	-1,292	4,258	4,258	0	0
<b>Committed Schemes - In Progress</b>	<b>96,398</b>	<b>62</b>	<b>-357</b>	<b>96,103</b>	<b>91,568</b>	<b>16,298</b>	<b>14,072</b>
<b>Committed Schemes at Gate 1 Stage</b>	<b>3,593</b>	<b>500</b>	<b>2,388</b>	<b>6,481</b>	<b>6,331</b>	<b>5,198</b>	<b>9,715</b>
<b>Medium Term and Rolling Programme</b>	<b>22,762</b>	<b>-500</b>	<b>778</b>	<b>23,040</b>	<b>19,193</b>	<b>43,181</b>	<b>21,656</b>
<b>Longer Term Proposals</b>	<b>38,263</b>	<b>0</b>	<b>-1,492</b>	<b>36,771</b>	<b>22,226</b>	<b>41,321</b>	<b>186,312</b>
<b>Total Net Position</b>	<b>161,016</b>	<b>62</b>	<b>1,317</b>	<b>162,395</b>	<b>139,318</b>	<b>105,998</b>	<b>231,755</b>

Funding Sources	2015/16	2016/17	2017/18 and
	£000	£000	Future Years
Grants	41,369	37,904	123,963
External Contributions	14,836	14,616	21,348
Cheshire East Council Resources	83,113	53,478	86,444
<b>Total</b>	<b>139,318</b>	<b>105,998</b>	<b>231,755</b>

# Appendix 5 Approved Supplementary Capital Estimates and Virements up to £250,000

Capital Scheme	Amount Requested £	Reason and Funding Source
<b>Summary of Supplementary Capital Estimates and Capital Virements that have been made up to £250,000</b>		
<b>Supplementary Capital Estimates</b>		
<b>Children and Families</b>		
Kitchens block (Gas interlock)	43,845	Contributions from schools delegated budgets towards works being undertaken to improve kitchen facilities
Suitability/Minor Works/Accessibility Block Provision - Lindow Primary School	20,784	Works to be undertaken at Lindow Primary School , funded from contributions from the school and the SEN Support budget, to adapt the school to better enable the one to one support of children with special needs
CyPad Tablets	180,000	To introduce CyPad Tablets within Catering services at schools, funded from a revenue contribution
<b>Adult Social Care and Independent Living</b>		
Adults Case Management	60,000	Additional Grant funding has been secured to fund the ongoing development of the Adults Case Management System.
<b>Leisure</b>		
Squash Court Refurbishment - Macclesfield	6,117	The budget has been re-instated to cover the final stages of the project
<b>Highways</b>		
Capacity enhancement - A534 Nantwich Rd	51,000	Demolition costs of 22 South Street to assist with the traffic management amendments to Pedley Street and Gresty Road, to be funded by S106 contributions



Capital Scheme	Amount Requested £	Reason and Funding Source
<b>Summary of Supplementary Capital Estimates and Capital Virements that have been made up to £250,000</b>		
<b>Supplementary Capital Estimates</b>		
<b>Economic Growth &amp; Prosperity</b>		
Central Heating Fund	180,340	Fully funded by a specific grant for an energy efficiency project, to be spent by 30 June 2016
NEA Technical Innovation Fund	198,822	Funding has been secured from National Energy Action for energy innovation in domestic properties, to trial the use of energy storage devices with solar panels and for full insulation of park homes.
Regeneration & Development Prog	5,000	Police Crime Commissioner Funding of £5,000 for Macclesfield regeneration
<b>Chief Operating Officer</b>		
Asset Management Maintenance Programme	25,000	Insurance settlement for wall repairs at Tatton Park following an accident
<b>Total Supplementary Capital Estimates</b>	<b>770,908</b>	

Capital Scheme	Amount Requested £	Reason and Funding Source
<b>Capital Budget Virements</b>		
<b>Children and Families</b>		
Lacey Green PS - Basic Need	6,585	Virements of Capital Maintenance grant to meet the cost of feasibility works incurred on this project
Kitchens block (Gas interlock)	76,806	Contributions from schools Devolved Formula Capital Allocations towards works being undertaken to improve kitchen facilities
Manor Park - Basic Needs	7,201	Virement to merge projects relating to Manor Park Primary School
Ngage Provision - Alternative Pupil Referral Unit	1,524	Virement to reallocate residual grant from Suitability/Minor Works/Accessibility Block Provision
Suitability/Minor Works/Accessibility Block Provision - Shavington Primary School	41,000	Virement to merge projects relating to Shavington Primary School
Universal free school meals	2,800	Contributions from schools Devolved Formula Capital Allocations towards works being undertaken to improve kitchen facilities
Children's Financials	10,000	Virement to meet the costs of integration between between the Liquidlogic and ContrOCC systems for case management and finances
Capital Maintenance Central Allocation	27,267	Residual grant from the completed schemes at Buglawton and Mossley CofE Primary Schools and Ruskin High School
<b>Total Capital Budget Virements Approved</b>	<b>173,183</b>	
<b>Total Supplementary Capital Estimates and Virements</b>	<b>944,091</b>	

# Appendix 6 Request for Supplementary Capital Estimates and Virements above £250,000

Capital Scheme	Amount Requested £	Reason and Funding Source
Cabinet are asked to approve the Supplementary Capital Estimates and Virements above £250,000 up to and including £1,000,000		
<b>Supplementary Capital Estimates</b>		
<b>Leisure</b>		
Lifestyle Centre Crewe	5,400	Transfer of budget from Adults for the Sensory Room at Crewe Lifestyle Centre, this is grant funded.
	10,000	Revenue contribution from Adults for the Medical Room changes.
	379,000	Additional budget required as part of the contingency costs. If the budget is not required at the end of the project it will be returned to the capital programme. This decision was endorsed at the Executive Monitoring Board meeting on the 23rd September 2015.
<b>Total Supplementary Capital Estimates Requested</b>	<b>394,400</b>	

Capital Scheme	Amount Requested £	Reason and Funding Source
<b>Cabinet are asked to approve the Supplementary Capital Estimates and Virements above £250,000 up to and including £1,000,000</b>		
<b>Capital Budget Virements</b>		
<b>Children and Families</b>		
Hollinhey Primary School	250,766	This virement is for the condition works at Hollinhey Primary School, approved at Gateway 1 and will be fully funded by Grant.
<b>Economic Growth &amp; Prosperity</b>		
Handforth Mitigation Package	400,000	The Handforth Mitigation Package and A6 Corridor Improvements projects both relate to the same project. This virement from the A6 Corridor Improvements project will bring the Handforth Mitigation Package project upto the level of grant funding available from Stockport MBC. The scheme will be renamed "SEMMMS Mitigation (Disley/Handforth)".
<b>Chief Operating Officer</b>		
Schools Capital Maintenance	960,176	Children's Services allocate, to Facilities Management, a sum of money each year from the Capital Maintenance Grant for essential schools maintenance works. Historically this has been incorporated into the block allocation for non schools buildings. For reasons of future transparency, a separate project has been set up for the schools works afunded by the grant allocation.
<b>Total Capital Budget Virements Requested</b>	<b>1,610,942</b>	
<b>Total Supplementary Capital Estimates and Virements</b>	<b>2,005,342</b>	

# Appendix 7 Request for Supplementary Capital Estimates and Virements above £1m

Capital Scheme	Amount Requested £	Reason and Funding Source
Cabinet are asked to request Council to approve the Capital Virements and SCEs over £1,000,000		
<b>Supplementary Capital Estimates</b>		
<b>Economic Growth &amp; Prosperity</b>		
Crewe Green Roundabout	5,000,000	This is a new scheme for a five armed roundabout that will ensure that once the new Crewe Green Link Road opens in early 2016 the increased traffic flow will not cause additional congestion at this junction. The scheme is fully funded by Local Growth Grant funding and S106 contributions
Middlewich Eastern By-pass	1,200,000	This project will utilise the Local Growth Funding already received by the Council to start preliminary work on the proposed by-pass in Middlewich to ease the pinchpoint areas from Junction 18, via Midpoint 18 through to the surrounding routes out of Middlewich.
<b>Total Supplementary Capital Estimates Requested</b>	<b>6,200,000</b>	

Capital Scheme	Amount Requested £	Reason and Funding Source
<b>Cabinet are asked to request Council to approve the Capital Virements and SCEs over £1,000,000</b>		
<b>Capital Budget Virements</b>		
<b>Economic Growth &amp; Prosperity</b>		
Regeneration & Development Programme	1,792,123	The Council's regeneration programme is focussed on realising the potential of Cheshire East. This budget virement aligns the budget for both the Macclesfield Town Redevelopment and the existing regeneration and development programme in to one budget. This scheme is funded by Cheshire East Resources
<b>Total Capital Budget Virements Requested</b>	<b>1,792,123</b>	
<b>Total Supplementary Capital Estimates and Virements</b>	<b>7,992,123</b>	

# Appendix 8 Capital Budget Reductions

Capital Scheme	Approved Budget £	Revised Approval £	Reduction £	Reason and Funding Source
<b>Cabinet are asked to note the reductions in Approved Budgets</b>				
<b>Education Strategy</b>				
Springfield Special School (School Funded Project)	1,252,000	1,146,903	-105,097	Reduction of schools contribution as the budget is no longer required
Suitability/Minor Works/Accessibility Block Provision - Buglawton and Mossley CofE Primary Schools	1,470,827	1,462,151	-8,676	Reduction in budget is required as the project is now complete
<b>Economic Growth &amp; Prosperity</b>				
Crewe Rail Exchange	6,963,838	6,614,129	-349,709	This project is now complete and has been handed over. This residual budget was to be funded by external funding and will no longer be received
A6 Corridor Improvements	1,600,000	600,000	-1,000,000	The full budget approval is no longer required due to the revised SEMMMs Mitigation scheme
<b>Total Capital Budget Reductions</b>	<b>11,286,665</b>	<b>9,823,183</b>	<b>-1,463,482</b>	

# Appendix 9 Treasury Management

## Counterparty Limits and Investment Strategy

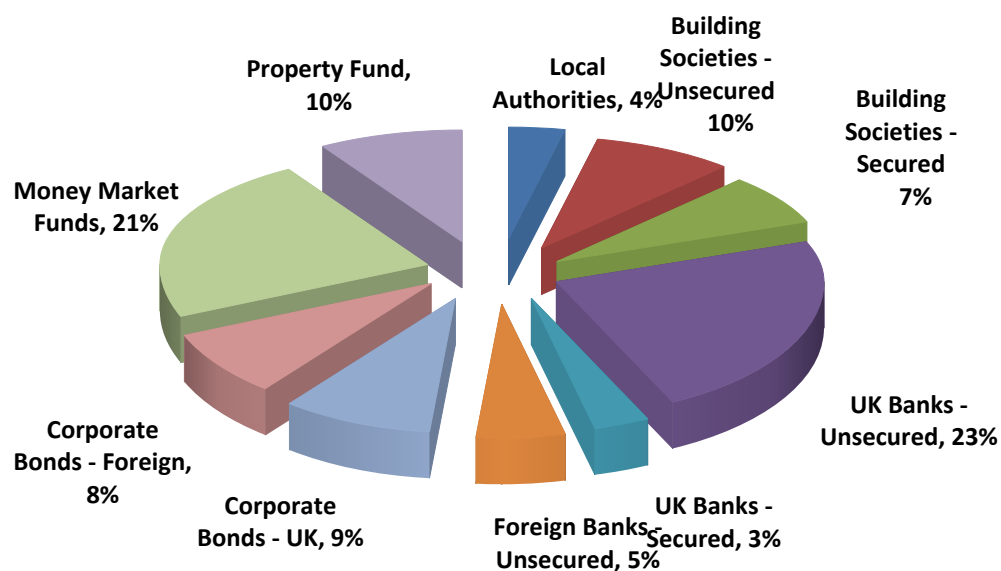
1. The maximum amount that can be invested with any one organisation is set in the Treasury Management Strategy Report. The maximum amount and duration of investments with any institution depends on the organisations credit rating, the type of investment and for banks and building societies, the security of the investment. Generally credit rated banks and building societies have been set at a maximum value of £5m for unsecured investments and £10m for secured investments. Any limits apply to the banking group that each bank belongs to. Limits for each Money Market fund have been set at a maximum value of £10m per fund with a limit of 50% of total investments per fund although operationally this is limited to 10% in line with updated guidance. There is also a maximum that can be invested in all Money Market Funds at any one time of 50% of the value of all investments. Due to their smaller size, unrated Building Societies have a limit of £1m each.
2. The limits in the Treasury Management strategy also apply to investments in foreign banks subject to an overall limit of 40% of our total investments in foreign countries and a limit of £10m per country. Foreign investments held at 30th September 2015 total £10m over four countries.
3. To maintain diversification of investments over a broader range of counterparties, the Council is also investing with other Local Authorities and some unrated Building Societies on advice from our treasury advisors who are monitoring their financial standing in the absence of any normal credit rating.
4. Banks' credit ratings are kept under continual review. There have been some changes in 2015/16 following the regulatory changes and withdrawal of Government support although these changes have not been as severe as expected. Government support has generally been replaced by greater loss absorbency capability. However, as the impact of any bank failure on Council investments is now greater, the following measures are being taken to reduce the risk of being bailed in:
  - a. Invest in more secure financial instruments such as Covered Bonds and Repurchase Agreements (REPO's)
  - b. Invest in highly rated Corporate Bonds which will not be subject to any 'bail-in risk'
5. Covered Bonds are fixed period investments (typically three to ten years) which are tradeable and where the investment is backed by collateral. These bonds are exempt from any 'Bail-in' requirements and gives the Council protection in the event the Counterparty gets into difficulties. Bonds are rated depending on their collateral so it is possible that a bond is acceptable to the Council where an unsecured deposit would not be.
6. REPO's are where the Council purchases assets from a counterparty with an agreement that the counterparty repurchases those assets on an agreed future date and at an agreed price. The future price will include interest on the investment. The assets purchased will vary in value over the term of the trade so a third party is used (at the cost of the other party, not the Council) to hold those assets on our behalf and obtain additional assets if the value falls below the level of the investment at any time. It is the quality of the purchased assets that governs



the credit quality of the investment rather than the actual counterparty. The Council is making arrangements with Clearstream who can provide the third party facilities and are internationally regarded.

7. **Chart 1** shows an analysis of the investments by counterparty type. A full analysis of the types of investment and current interest rates achieved is given in **Table 1** with the maturity profile in **Chart 2** which also shows the value of investments potentially subject to bail-in in the event of counterparty failure and those which are exempt from bail in requirements.

**Chart 1 – Current Investments by Counterparty Type**



**Table 1 – Types of Investments and Current Interest Rates**

Instant Access Accounts	Average Rate %	£m
Instant Access Accounts	0.45	2.5
Money Market Funds	0.43	15.4

Notice Accounts	Notice Period	Average Rate %	£m
Lloyds Bank	180 days	0.75	3.0

Fixed Term Deposits (Unsecured)	Start	Maturity	Rate %	£m
Standard Chartered CD	01/04/2015	01/10/2015	0.82	5.0
Lancashire County Council	25/06/2015	18/12/2015	0.47	3.0
Nationwide Building Society	31/07/2015	18/01/2016	0.64	2.0
Landesbank Hessen-Thuringen CD	31/07/2015	29/01/2016	0.70	2.0
Nationwide Building Society	03/08/2015	18/01/2016	0.62	1.0
Lloyds Bank	03/08/2015	18/03/2016	0.77	2.0
National Counties Building Society	05/08/2015	13/11/2015	0.54	1.0
Santander UK	05/08/2015	29/01/2016	0.72	2.8
Cumberland Building Society	13/08/2015	18/11/2015	0.53	1.0
Vernon Building Society	28/08/2015	04/12/2015	0.53	1.0
Close Bros	11/09/2015	11/03/2016	0.60	2.0
Santander UK	22/09/2015	18/03/2016	0.67	1.0
Mansfield Building Society	25/09/2015	18/03/2016	0.72	1.0
Santander UK	28/09/2015	24/03/2016	0.67	1.3

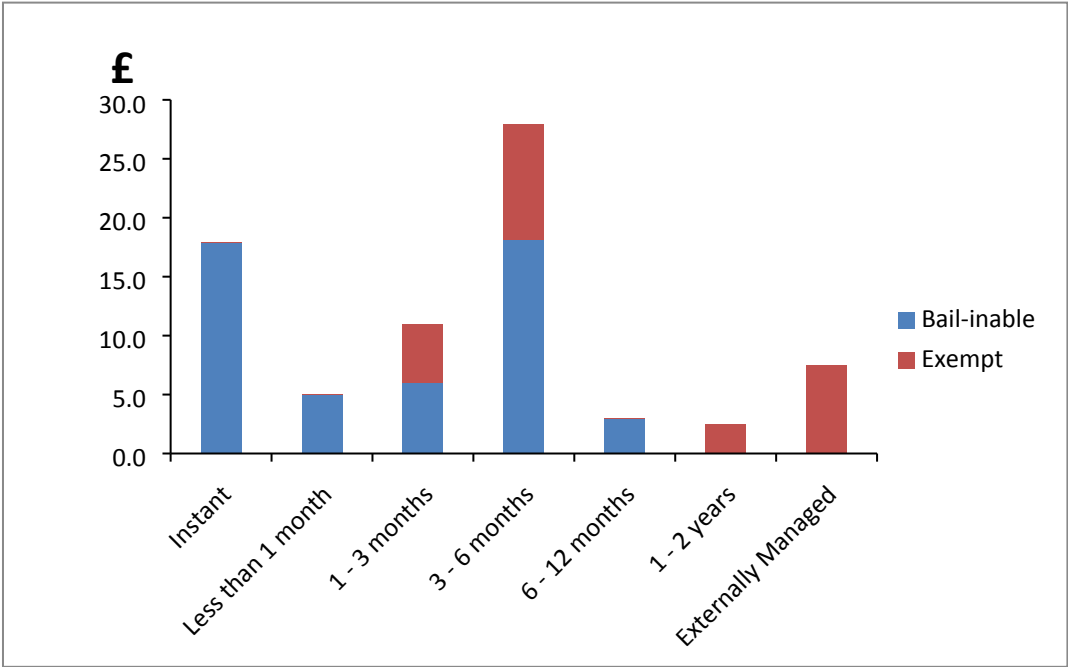
Secured Deposits	Start	Maturity	Rate %	£m
Yorkshire Building Society	05/11/2014	16/03/2016	0.73	3.0
Yorkshire Building Society	16/12/2014	16/03/2016	0.73	2.0
Bank of Scotland	17/06/2015	08/11/2016	0.84	2.5

Corporate Bonds	Start	Maturity	Rate %	£m
Volkswagen Financial Services	27/04/2015	23/05/2016	0.90	3.0
Heathrow Funding Ltd	08/05/2015	31/03/2016	0.90	2.8
Daimler International Finance	21/07/2015	10/12/2015	0.88	2.0
United Utilities	22/07/2015	29/12/2015	1.02	3.0
GE Capital UK Funding	28/08/2015	18/01/2016	1.08	1.0
Heathrow Funding Ltd	01/09/2015	31/03/2016	1.02	1.0

Externally Managed Funds	£m
Property Fund	7.5

Summary of Current Investments	£m
<b>TOTAL</b>	<b>74.8</b>

Chart 2 – Maturity Profile of Investments



# Appendix 10 Requests for Allocation of Additional Grant Funding

Service	Type of Grant	£000	Details
Economic Growth and Prosperity	Neighbourhood Planning Grant  (General Purpose)	35	A grant of £35,000 is to be provided to the Council by the Department for Communities and Local Government for four designated Neighbourhood Areas. This is to support these local communities to prepare a neighbourhood plan. This is the first designation this financial year. The grant is not ring fenced to Neighbourhood Planning so can be used to support the wider Spatial Planning function.
<b>Total</b>		<b>35</b>	

# Appendix 11 Debt Management

1. In addition to the collection of Council Tax and National Non-Domestic Rates the Council also issues invoices to organisations or individuals for certain key services. Performance related to Council Tax and Non-Domestic Rates is contained in Section 2 of this report.
2. Annually, the Council raises invoices with a total value of around £50m. This includes around £25m in Adult Social Care relating to client contributions towards care packages and income from Health on pooled budget and partnership arrangements.
3. Total Invoiced Debt at the end of September 2015 was £12.8m. After allowing for £2.7m of debt still within the payment terms, outstanding debt stood at £10.1m. This is £1.9m higher than at the end of the first quarter and is largely within the Adult Social Care area.
4. The total amount of service debt over six months old is £2.4m which is broadly in line with the end of the first quarter.
5. Services have created debt provisions of £2.7m to cover this debt in the event that it needs to be written off.
6. The Council uses a combination of methods to ensure prompt payment of invoices. Recovery action against unpaid invoices may result in the use of debt collectors, court action or the securing of debts against property.

	Outstanding Debt £000	Over 6 months old £000	Debt Provision £000
Children & Families	268	13	13
Adult Social Care & Independent Living	8,291	1,807	2,133
Public Health & Wellbeing	4	0	0
Economic Growth & Prosperity	425	154	113
Chief Operating Officer: Commissioning Services:			
Environmental	362	116	116
Highways	403	291	291
Leisure	11	0	0
Communities	36	17	17
Other	257	38	62
	<b>10,057</b>	<b>2,436</b>	<b>2,745</b>

# Appendix 12 Earmarked Reserves

Name of Reserve	Opening Balance 1 <sup>st</sup> April 2015 £000	Forecast Movement in 2015/16 £000	Estimated Balance 31st March 2016 £000	Notes
<b>Children &amp; Families</b>				
Long Term Sickness	350	0	350	Carried forward surplus of contributions paid by schools ~ operated as a trading account.
Education All Risks (EARS)	343	0	343	Carried forward surplus of contributions paid by schools ~ operated as a trading account.
Children's Social Care	377	-277	100	To support implementation of Children's Social Care bill.
Early Intervention Initiatives	0	150	150	A recommendation to set up this reserve at £500,000 will be considered by Council on 22 October. Planned use in year of £350,000 to develop and implement a plan to improve the emotional health and wellbeing of young people.
<b>Adult Social Care &amp; Independent Living</b>				
Extra Care Housing PFI	1,681	198	1,879	Surplus grant set aside to meet future payments on existing PFI contract which commenced in January 2009.
Individual Commissioning	309	-309	0	To provide capacity to perform Deprivation of Liberties and Best Interest reviews of care customers following recent case law.
NHS Section 256	3,535	-3,535	0	To support adult social care which also has a health benefit, as agreed with Eastern Cheshire and South Cheshire Clinical Commissioning Groups and governed by Cheshire East Health and Wellbeing Board.
<b>Public Health</b>	1,972	-1,172	800	Ring-fenced underspend to be invested in areas to improve performance against key targets. Including the creation of an innovation fund to support partners to deliver initiatives that tackle key health issues.
<b>Environmental</b>				
Crematoria	160	-160	0	Mercury abatement income set aside to fund potential replacement cremators as per the capital programme.

Name of Reserve	Opening Balance 1 <sup>st</sup> April 2015 £000	Forecast Movement in 2015/16 £000	Estimated Balance 31st March 2016 £000	Notes
<b>Highways</b>				
Winter Weather	240	120	360	To provide for future adverse winter weather expenditure.
<b>Communities</b>				
Communities Investment	1,788	-1,363	425	Amalgamation of promoting local delivery; grant support; new initiatives and additional funding from outturn to support community investment.
Emergency Assistance	845	-400	445	Carry forward of underspend on previous years' schemes to provide for future hardship payments.
<b>Economic Growth &amp; Prosperity</b>				
Building Control	168	0	168	Ring-fenced surplus (could be used to offset service deficit, if applicable)
Tatton Park	222	0	222	Ring-fenced surplus on Tatton Park trading account.
Economic Development	141	0	141	Support for town centres and economic development initiatives.
Planning Costs and Investment Service Structure	1,000	-1,000	0	To meet potential costs within the Planning Service and Investment Service Structure.
<b>Chief Operating Officer</b>				
Elections	604	-604	0	To provide funds for Election costs every 4 years.
Climate Change	67	-67	0	Renewable Energy project.
Insurance & Risk	2,695	305	3,000	To settle insurance claims and manage excess costs.
Investment (Sustainability)	8,681	-7,622	1,059	To support investment that can increase longer term financial independence and stability of the Council.
Pension Contributions	173	-173	0	To meet impact of reduced workforce on fixed contribution to Past Service Pensions deficit.
Business Rates Retention Scheme	4,648	3,552	8,200	To manage cash flow implications as part of the Business Rates Retention Scheme. Includes liabilities that will not be paid until 2016/17.
Financing	4,820	0	4,820	To provide for financing of capital schemes, feasibility studies, and other projects and initiatives.



Name of Reserve	Opening Balance 1 <sup>st</sup> April 2015 £000	Forecast Movement in 2015/16 £000	Estimated Balance 31st March 2016 £000	Notes
<b>Cross Service</b>				
Trading Reserve	36	-36	0	The Authority's share of ASDVs net surplus to be spent in furtherance of the ASDV's objectives.
Service Manager carry forward	5,244	-3,615	1,629	Allocations for Cost of Investment or grant funded expenditure.
Revenue Grants - Dedicated Schools Grant	8,184	-8,184	0	Unspent specific use grant carried forward into 2015/16.
Revenue Grants - Other	2,733	-1,570	1,163	Unspent specific use grant carried forward into 2015/16.
<b>TOTAL</b>	<b>51,016</b>	<b>-25,762</b>	<b>25,254</b>	

**Notes:**

1. Figures exclude Schools balances of £7.499m at 1st April 2015

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