

Council

Date of Meeting:	24 February 2022
Report Title:	High Speed Rail (Crewe - Manchester) Bill Petition
Report of:	Jayne Traverse, Executive Director of Place
Ward(s) Affected:	All Wards

1. Purpose of Report

- 1.1. This report outlines the process the Council needs to follow to petition against the High Speed Rail (Crewe - Manchester) Bill; the purpose of which is to negotiate enhancements and mitigations for the benefit of Cheshire East residents and businesses.
- 1.2. The report seeks a Full Council resolution and delegated authorities to petition against the High Speed Rail (Crewe - Manchester) Bill, including to withdraw any aspect of the Council's Petition against the Bill if this is no longer the appropriate course of action, and to settle or agree any basis for the withdrawal.
- 1.3. The report outlines the proposed approach to member engagement in preparing and progressing a petition.

2. Executive Summary

- 2.1. On 24 January 2022, the Government deposited the High Speed Rail (Crewe - Manchester) Bill (the 'Bill') in Parliament. The Bill is a Hybrid Bill and includes proposals for the HS2 line between Crewe and Manchester between 2035 and 2041. The scheme is sometimes referred to as Phase 2b of HS2 or Phase 2b western leg of HS2. It follows on from Phase 2a which concerned the route from Fradley to Crewe, which gained Royal Assent in February 2021.
- 2.2. The proposals for Cheshire East in the Bill include:
 - 2.2.1. The HS2 main line, comprising 10.8km of new railway, including 6.5km in new tunnels beneath Crewe town centre;

- 2.2.2. Two tunnel portals, one to the south of A500 Shavington Bypass in Crewe, and one to the north of B5076 Bradfield Road, connecting the underground and overground sections of the new railway;
 - 2.2.3. Two ventilation shafts at Cowley Way and Middlewich Street in Crewe, required to keep the tunnelled sections ventilated and provide access in an emergency;
 - 2.2.4. A grade-separated railway junction at Crewe, linking the new HS2 railway to the West Coast Main Line, facilitating future Northern Powerhouse Rail ('NPR') connections and enabling high speed services to stop at Crewe (the Crewe North Connection);
 - 2.2.5. The Crewe North Rolling Stock Depot, for the stabling and maintenance of the new HS2 trains (located in Cheshire West and Chester);
 - 2.2.6. Passive provision for a connection between HS2 and a future NPR route between London and Liverpool, known as the NPR London to Liverpool junction. This will include the earthworks and civil engineering structures to be provided to support the London to Liverpool line to cross over the HS2 mainline and HS2 Spur near Hoo Green Lane. This would increase the height of infrastructure in this area by up to 15m;
 - 2.2.7. Passive provision for a connection between HS2 and a future NPR route between Manchester and Liverpool known as the NPR Manchester to Liverpool junction; and
 - 2.2.8. An infrastructure maintenance base-rail (IMB-R) at Ashley, which would be used to support the maintenance of the new HS2 railway and structures.
- 2.3. Whilst the Bill would provide the critical infrastructure to allow for the step-change in connectivity to 5/7 HS2 trains per hour calling at Crewe, to support the Crewe hub vision, it does not include the necessary investments at Crewe hub station to deliver this vision. Petitioning against the Bill provides the Council the opportunity to seek that Government review their plans for Crewe to enhance the benefits of the resultant Bill for Crewe and the Borough and ensure the station meets the requirement of a 21st Century transport hub.
- 2.4. The scheme and construction proposals presented in the Bill will have significant impacts on the environment and the ecology of Cheshire East and cause disruption to residents along the route. Petitioning against the Bill provides the final opportunity for the Council to influence the proposals to minimise these impacts or secure additional mitigation measures against them. However, petitioning does not provide an opportunity to oppose the merits of HS2 or the

principle of the scheme itself. (Broadly speaking, the principle of the scheme is that there will be a railway from Crewe to Manchester).

- 2.5. The Bill could have its second reading in late February 2022 with a 25 day petitioning period, commencing the following day. Any individual, group of individuals or organisations “directly and specially affected” by the Bill has the right to petition against it. Examples of objections raised are those relating to:
 - 2.5.1. route alignment;
 - 2.5.2. noise impacts and how they can be reduced and mitigated;
 - 2.5.3. traffic issues including access to and from construction sites, how spoil is disposed of and whether better alternative sites in the locality exist;
 - 2.5.4. the impact of changes to the road network, footpaths and bridleways;
 - 2.5.5. measures to protect or preserve wildlife, flora and fauna;
 - 2.5.6. impact on development opportunities.
- 2.6. Petitioning provides the opportunity for the Council to formally raise its concerns regarding proposals within the Bill and the methodology to deliver them, before the House of Commons Select Committee. If a petition is not deposited, the Council will not be able to present its case to the Select Committee.
- 2.7. There will be a further opportunity to petition against any future Additional Provisions to the Bill and to petition the Bill in the House of Lords in due course.
- 2.8. An Additional Provision is essentially a “mini-Bill” and the process for promoting one is largely the same as for the promotion of the current Bill. If the Council is concerned about any Additional Provision, it will be possible for the Council to petition against it in due course.
- 2.9. Without petitioning against the Bill, the Council would have negligible opportunity to influence the proposals further for Crewe or seek additional mitigations against the impacts of delivery and operation of the scheme, before they become an Act of Parliament.
- 2.10. A Full Council resolution for Cheshire East is required for the Council to petition against the Bill and future Additional Provisions during the relevant petitioning periods in the House of Commons and the House of Lords in relation to those aspects of the Bill that prejudice Cheshire East Council.
- 2.11. On 10 February 2022, Corporate Policy Committee recommended that a resolution from Full Council is sought to petition against the Bill.

3. Recommendations

- 3.1. Notwithstanding the Council's:
 - 3.1.1 support for the principle of the Bill, it is resolved – ;

- 3.1.2 That Cheshire East Council is satisfied that it is expedient to oppose the High Speed Rail (Crewe – Manchester) Bill introduced in the 2021-22 session of Parliament and to seek, amongst other things,
- 3.1.2.1 enhancements to the scheme proposals to maximise the benefits of the Crewe hub; and
 - 3.1.2.2 improved mitigation and compensation against the negative impacts of the scheme on the local environment and to residents.
- 3.1.3 Delegate the authority to the Executive Director of Place, in consultation with the Chair of the Corporate Policy Committee and Chair of the Highways and Transport Committee, to take all necessary and expedient steps to give effect to the resolution above.
- 3.1.4 Delegate to the Director of Governance and Compliance the authority to seal any necessary documents and confirm that Sharpe Pritchard LLP (Parliamentary Agents) be authorised to deposit and, if necessary, sign the Petition of the Council against the Bill.
- 3.1.5 Delegate the authority to the Executive Director of Place, in consultation with the Chair of the Corporate Policy Committee and the Chair of the Highways and Transport Committee, to withdraw any aspect of the Council’s Petition against the Bill if this is no longer the appropriate course of action, and to settle or agree any basis for the withdrawal.
- 3.1.6 Note the member engagement in the preparation and progress of the Bill as outlined in Section 7.

4 Reasons for Recommendations

- 4.1** Cheshire East has been an advocate of HS2 in recognition of the wider economic and regeneration potential that it can unlock. This support remains conditional on the following assumptions:
- 4.1.1 That an enhanced hub station is delivered, capable of serving 7 HS2 stopping trains per hour with direct HS2 connectivity to Manchester, Birmingham and London; and
 - 4.1.2 The appropriate levels of mitigation and compensation are secured for Cheshire East.
- 4.2** The Bill, as deposited, and the supporting information released alongside the Bill, including the Environmental Statement, will enable the Council to assess the proposals against the position in 4.1 and outline any areas where it feels it doesn’t meet either or both of the conditions in 4.1.1 and 4.1.2.
- 4.3** The Council has the opportunity to influence the proposals and mitigation measures by petitioning against the Bill. The petitioning process is the final opportunity to influence the proposals before the Bill becomes an Act of

Parliament. The petitioning process ultimately results in a hearing at Select Committee.

- 4.4** It is not unusual for an organisation such as a local authority which, in principle, supports a Bill to petition against it in order to seek (for instance) better mitigation for its area. This happened during the promotion of the Phase 1 and Phase 2a Bills and resulted, in some cases, in changes to the proposals in line with the local authority's petitioning position.
- 4.5** The Council petitioned against the HS2 Phase 2a Bill and, as a result, secured a number of assurances. This included a £700,000 Landscape and Environment Enhancement Fund to provide additional environmental and ecological mitigations in and around the line of route. This Fund was increased to £850,000 following the petition of Cheshire Wildlife Trust.
- 4.6** The Council's petition will be informed by the strategic concerns within the Bill. The Council understands that there will be a number of local issues across the line of route. Officers will engage with town and parish councils directly impacted by the scheme, to understand the local concerns and offer guidance on how to petition in their own right. These issues and concerns will be fed into the Petition Reference Group as outlined in Section 7. This process will also ensure the Council fully understands the local issues and can agree which asks will be pursued by the Cheshire East Council and which by the local parish and town councils.
- 4.7** Officers will engage with ward members to explain the petitioning process and gain an understanding of local concerns. These issues and concerns will be fed into the Petition Reference Group as outlined in Section 7. The Petition reference group will act as a sounding board in the preparation and progression of the Council's petition in line with the Council's overall strategic position with regards to the scheme.
- 4.8** It is recommended to authorise the Executive Director of Place, in consultation with the Chair of the Corporate Policy Committee and Chair of the Highways and Transport Committee, to take all steps necessary to present the Council's case to the select committee or, in the alternative, to negotiate and agree appropriate Assurances and / or Undertakings on behalf of the Council on the best terms available. (Assurances and Undertakings are discussed further at paragraph 6.19).
- 4.9** Whilst the Council will seek through the Petition Reference Group to develop as much of the negotiating position in advance, experience tells us that further delegation will be required to complete the negotiations.
- 4.10** In November 2017, the Council appointed Sharpe Pritchard, a firm of recognised Parliamentary Agents, following a procurement process, to provide specialist advice and support in relation to the Council's options and position with regards to petitioning against the Phase 2a Bill and Phase 2b Bill. The Council is working closely with these agents and it was concluded that the most appropriate approach was for the Council to petition against the Bill.

- 4.11** The Council recognises the implications of petitioning on Council resources and the input that is required from services across the Council. The delivery of the petition will be managed within existing Council resources, and supplemented by external consultancy support, where needed which will be funded through the HS2 revenue budget. The Project team will work closely with the Council's legal team on all aspects of the petitioning process in line with the delegations within this report.
- 4.12** An additional role will be required to manage the engagement with members and town and parish councils as outlined in Section 7. This role will be required throughout the petitioning process, including when petitioning against any future Additional Provisions and within the House of Lords if required. This role can be funded from the existing HS2 budget.

5 Other Options Considered

- 5.1** The opportunities that the arrival of HS2 could deliver for the Borough and sub-region are significant. However these are predicated on securing the right level of HS2 train service patterns at Crewe and an enhanced Crewe hub station.
- 5.2** The Bill's proposals for a Crewe North Connection would allow for 5/7 HS2 stopping trains per hour at Crewe station and support significant economic growth across the Borough. The petitioning process allows the Council the chance to seek additional enhancements to the Crewe hub proposals to support the local and regional HS2 regeneration and growth plans.
- 5.3** However, delivery of the scheme would see impacts to the Borough's landscape, environment and ecology along the line of route and cause disruption to residents for several years as it is constructed.
- 5.4** By petitioning against the Bill the Council is in a stronger position to negotiate with Government for changes to the proposals, and to secure enhanced mitigation, to minimise the impacts to Cheshire East residents and businesses both during construction, and when the scheme is open.
- 5.5** The only other option is to not petition. Without petitioning against the Bill it could be considered that the Council is satisfied with the current proposals and the Council's further influence on the scheme would be negligible.

Option	Impact	Risk
<p>Do nothing – the Council doesn't resolve to petition.</p>	<p>The Council cannot submit a petition against the Bill and lose their opportunity to appear before the Select Committee.</p>	<p>The Council would not be able to influence the scheme and would be forced to accept the proposals and mitigation measures as they are presented in the Bill. These are likely to be below the standards expected by residents and businesses.</p>

6. Background

Scheme Development

- 6.1** The then Secretary of State for Transport, the Rt Hon Patrick McLoughlin MP, announced the initial preferred line of route and station options for Government's proposed new high speed rail line (HS2) in January 2013 and the first round of public consultation ran until the end of January 2014.
- 6.2** The scheme was divided into two principal sections; Phase 1 between London and Birmingham; and Phase 2 between Birmingham and Manchester and Birmingham and Leeds.
- 6.3** In November 2015 the Secretary of State made the decision on the final preferred option for the Line of Route. This included splitting Phase 2 into two sections; Phase 2a between Fradley and Crewe; and Phase 2b between Crewe and Manchester (known as the western leg) and between Birmingham and Leeds (known as the eastern leg).
- 6.4** Phase 2a was accelerated ahead of Phase 2b and a Hybrid Bill for Phase 2a was deposited in September 2017. The Bill gained Royal Assent in February 2021 and is now an Act of Parliament.
- 6.5** In October 2018, Government consulted on a Working Draft Environmental Statement (WDES) and a Working Draft Equality Impact Assessment Report (EIA) for HS2 Phase 2b. This provided a brief outline of their proposals for the scheme and its impacts.
- 6.6** In June 2019, Government launched a Phase 2b Design Refinements Consultation which consulted on several proposed changes to the scheme. These changes included proposals for a temporary construction railhead and permanent maintenance facility near Ashley and passive provision for two NPR junctions (known as touchpoints) near High Legh.

- 6.7** In October 2020, Government launched a Phase 2b Western Leg Design Refinements Consultation which consulted on further proposed changes to the scheme. These included proposals for a Crewe Northern Connection to enable HS2 services to return to the High Speed network north of Crewe. This consultation also sought views on proposed changes to the design of Crewe North Rolling Stock Depot.
- 6.8** On 24 January 2022, the Bill was deposited in Parliament. The Bill includes proposals for the line of route between Crewe and Manchester.
- 6.9** The second reading of the Bill is due to take place in the forthcoming months and possibly as soon as late February 2022. Unless an alternative timetable is set by Government the second reading will trigger a 25 day petitioning period commencing the day after the second reading in Parliament. Therefore, petitions may need to be submitted by as early as March 2022.

Hybrid Bill Process

- 6.10** A Hybrid Bill is a set of proposals for introducing new laws, or changing existing ones. Hybrid Bills are quite rare. They are generally used to secure powers to construct and operate major infrastructure projects of national importance. Hybrid Bills were used for the Channel Tunnel, Crossrail and HS2 Phases 1 and 2a.
- 6.11** Hybrid Bills are able to address both public and private matters. Unlike public Bills, which propose legislation that affects everyone equally, and Private Bills, which change the law in a way that affects some individuals in a different way from others, a hybrid Bill addresses both matters within a single Bill.
- 6.12** A Hybrid Bill will pass through both Houses of Parliament before receiving Royal Assent to become an Act of Parliament. For HS2, the Act of Parliament will grant Government planning permission to build the HS2 network and also give it powers to:
- 6.12.1 operate and maintain HS2 and its associated works;
 - 6.12.2 compulsorily acquire interests in the land required;
 - 6.12.3 affect or change rights of way, including stopping up or diverting highways and waterways (permanently or temporarily);
 - 6.12.4 modify infrastructure belonging to other organisations (like utility companies);
 - 6.12.5 carry out work on listed buildings and demolish buildings in Conservation Areas; and
 - 6.12.6 carry out protective works to buildings and third-party infrastructure

- 6.13** There will be several readings of a Hybrid Bill as it passes through both Houses. The first reading is the date the Hybrid Bill is deposited in the House which, as mentioned above, for this Bill was 24 January 2022.
- 6.14** The petitioning period will begin after the Bill gets its second reading. Individuals, organisations or public bodies who are directly impacted by the proposals in the Bill can petition against the Bill in the form of a written petition, submitted within 25 days from the day after the second reading, unless the House agrees to a different petitioning period.
- 6.15** Petitioning provides an opportunity to seek changes to the scheme or additional mitigation measures across a number of areas. However, a petition cannot be used to argue for or against the scheme itself as the principle of the scheme is approved at second reading.
- 6.16** Government has the opportunity to challenge all or part of a petition and, if so, petitions will progress towards select committee. There will be a specific and separate select committee established to consider each HS2 Hybrid Bill.
- 6.17** The select committee hearings provide the opportunity for petitioners to present their case before the select committee to consider alongside Government's case. Hearings before select committee will be time limited and petitioners will need to prioritise which issues to present to the committee.
- 6.18** The "asks" of petitioners before select committee will need to be within the remit of the committee. The select committee are able to:
- 6.18.1 Make changes to route alignment – so long as they are within the railway's "broad alignment".
 - 6.18.2 Amend the Bill and/or the deposited plans.
 - 6.18.3 Require Government (via the Secretary of State for Transport) to give an undertaking/assurance on a particular matter.
 - 6.18.4 Require one of the Bill's supporting documents to be amended.
 - 6.18.5 "Encourage" the Government and Petitioner to reach agreement.
 - 6.18.6 Make recommendations to Government/give "warm words"
- 6.19** Concessions made by the Government to a petitioner will be set out in either a parliamentary assurance or an undertaking. An assurance will be contained in a letter (usually from the Secretary of State for Transport and HS2 Ltd.) and recorded in a public register. Assurances are enforceable by the Secretary of State in Parliament. Undertakings are legally binding formal agreements, enforceable in the courts in the usual way.

7 Consultation and Engagement

- 7.1** The potentially tight deadline between the Bill deposit and petition submission will limit the level of consultation and engagement that can be undertaken as significant officer resource will be required to review the documentation and prepare the petition.
- 7.2** As was the case with the Council's petition against Phase 2a, it will not be possible to undertake public engagement or consultation within the tight deadlines the Council will have to prepare its petition. Residents who are directly impacted by the scheme will have the opportunity to petition directly. As with Phase 2a, the Council will engage with local ward members and town and parish councils to understand the local issues and explain how they can petition in their own right.
- 7.3** The Council will establish a Town and Parish Council Group. This group will comprise a representative member from the town and parish councils directly impacted by the scheme and Council officers. This group will enable the Council to support town and parish councils through the petitioning process and to understand the local issues.
- 7.4** Member engagement has been a crucial part of the Council's response to HS2 to date. During the petitioning process, Members will engage in the process via two member groups.
- 7.4.1 A ward member liaison group, comprising all ward members directly impacted by the route. This group will enable the Council to support ward members through the petitioning process and to understand the local issues.
- 7.4.2 A HS2 Phase 2b Petition Reference Group will comprise the following members:
- Cllr Sam Corcoran
 - Cllr Craig Browne (Chair)
 - Cllr Kate Parkinson
 - Cllr Laura Crane
 - Cllr Janet Clowes
 - Cllr Rod Fletcher
- 7.4.3 The HS2 Phase 2b Petition Reference Group will act as a sounding board in the preparation and progression of the Council's petition. As set out in the report recommendations, the Executive Director of Place, will have delegation in consultation with the Chair of the Corporate Policy Committee and the Chair of the Highways and Transport Committee, to withdraw any aspect of the Council's Petition against the Bill if this is no

longer the appropriate course of action, and to settle or agree any basis for the withdrawal.

8 Implications

8.1 Legal

8.1.1 Petitioning against a Bill requires specialist knowledge and expertise in drafting the petition and presenting this to the Select Committee. Parliamentary Agents are solicitors approved by the House of Commons and Lords to undertake this work on behalf of bodies seeking to petition. The Council has appointed Parliamentary Agents to assist with this process.

8.1.2 Section 239 of the Local Government Act 1972 enables a local authority to oppose a hybrid bill where it is satisfied that it is expedient to do so, but only in accordance with the procedure laid down in the Act. There is a requirement under section 239 for a local authority to pass a resolution of full Council to deposit a petition in Parliament against a hybrid bill. A majority of all Council Members must vote in favour of the resolution. A specific public notice concerning the proposal to petition against the Bill must be published in at least one local newspaper and there must be 10 clear days between the date of publication and the date of the meeting. .

8.2 Finance

8.2.1 The costs associated with petitioning including internal recharges, consultants' costs, the costs of parliamentary agents and a QC will be funded by HS2 earmarked reserves and the existing HS2 revenue budget. This budget has been set on the expectation that the Council will petition against the Bill as is normal for a local authority when planning for such a project.

8.2.2 The costs of petitioning against the Bill will depend on the number of issues the Council wishes to petition against, the level of resources (internal and external) that are required to develop the evidence base to support the case before the select committee and the number of stages of the hybrid bill process the Council chooses to petition in both Houses. The overall costs could be in the order of £200,000 to £700,000 including internal staff resources. (It should be remembered that the Council could deposit two petitions against the Bill (and more against any Additional Provision) and appear before a Select Committee in the House of Commons and the House of Lords. Such appearances require significant preparation).

8.3 Policy

8.3.1 A major national project such as HS2 has national policy objectives. Addressing the development impacts of a project of this scale will cover all the Council's aims within the corporate plan.

8.3.2 The petitioning objections put forward by the Council will be in accordance with its policies.

8.4 Equality

8.4.1 An Equality Impact Assessment Report for the scheme will be published as part of the hybrid bill deposit. This will be reviewed in accordance with Cheshire East's own equality and diversity policies.

8.4.2 Any petition of the Council to the proposals within the Bill will support equality and diversity within the borough.

8.5 Human Resources

8.5.1 The preparation and progression of a petition will have human resource implications across the Place Department, particularly across the planning and highways teams.

8.5.2 Where possible, the Council will manage the work using existing resources and external consultations where required. However, the national shortage of planners could impact the availability of resources to deliver both the petition and the high volume of planning applications received by the Council.

8.5.3 In order to undertake the member engagement outlined in section 7, a new role of Community and Engagement Manager will be required. The costs associated with this role will be funded from existing HS2 budgets.

8.5.4 The Community and Engagement Manager role will be required to be filled as early as possible from deposit of the Bill and throughout the duration of the Council's petitioning process. This will depend on both the speed at which HS2 progress the Bill through both Houses and whether the Council petitions against future Additional Provisions and within the House of Lords. The role will be periodically reviewed as the Bill progresses.

8.5.5 It is to be noted that the Community Engagement Manager role is specifically in relation to supporting the Council's petition against the Bill. An assessment of the resource requirements for the Council's wider HS2 programme including its role in the Phase 2a line of route, Phase 2b line of route and Crewe hub station and resources needs and resource requirements will be reported separately and through the appropriate budget setting processes.

8.6 Risk Management

8.6.1 It is considered that preparing a robust petition will increase the ability of the Council to maintain its influence as a key stakeholder and achieve the best possible final decisions for the Borough.

8.6.2 There is a risk that the Council could petition but does not get what it wants, having incurred the costs of consultants, Parliamentary Agents and a QC. This will be mitigated by the Council by only taking forward petition “asks” that are supported by a strong evidence base and that we consider would have a reasonable chance of gaining support from the select committee.

8.7 Rural Communities

8.7.1 The proposals within the Bill will have significant impacts on a number of rural communities across the Borough, particularly during the construction period.

8.7.2 The Council’s petitioning objections will seek maximum mitigation against the environmental impacts of HS2 on our communities.

8.7.3 The petitioning process is the final opportunity for the Council to secure improved mitigation measures to minimise disruption to the rural communities across the Borough before the Bill becomes an Act of Parliament.

8.8 Children and Young People/Cared for Children

8.8.1 The proposals in the Bill could have implications on walking routes to school for residents within the Borough which will be reviewed, and where necessary petitioned against, through the petitioning process.

8.8.2 The delivery and economic impacts of HS2 will create significant new job opportunities for young people across the Borough in which residents of Cheshire East are well placed to benefit from.

8.9 Public Health

8.9.1 A Council petition would seek to ensure that maximum levels of mitigation are secured, including those against the negative environmental impacts of the HS2 proposals. This could include, for example, impacts on air quality and noise pollution.

8.10 Climate Change

8.10.1 This is not a Council led scheme and HS2 Ltd has its own published carbon strategy. The petitioning process enables the Council to seek changes to the delivery of the scheme that could reduce its carbon impact.

Access to Information	
Contact Officer:	Hayley Kirkham Hayley.kirkham@cheshireeast.gov.uk 01270 686881
Appendices:	<ol style="list-style-type: none"> 1. HS2 Route Map 2. Access to High Speed Rail (Crewe - Manchester) Bill and supporting papers
Background Papers:	<p>Cheshire East Council High Speed Rail 2 (HS2) Consultation Response, January 2014 HS2 Consultation Response - report final.pdf (cheshireeast.gov.uk)</p> <p>High Speed Rail -(West Midlands Crewe) Bill (HS2 Phase 2a) Petitioning, December 2017 Cabinet paper template (cheshireeast.gov.uk)</p> <p>High Speed Rail (Crewe - Manchester) Bill Petition, February 2022 (Agenda for Corporate Policy Committee on Thursday, 10th February, 2022, 10.00 am Cheshire East Council)</p>