

Highways and Transport Committee

Agenda

Date: Thursday, 13th January, 2022
Time: 10.30 am
Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

PLEASE NOTE –This meeting is open to the public and anyone attending this meeting will need to wear a face covering upon entering and leaving the venue. It is advised that this only be removed when speaking at the meeting.

The importance of undertaking a lateral flow test in advance of attending any committee meeting. Anyone attending is asked to undertake a lateral flow test on the day of any meeting before embarking upon the journey to the venue. Please note that it can take up to 30 minutes for the true result to show on a lateral flow test. If your test shows a positive result, then you must not attend the meeting, and must follow the advice which can be found here:

https://www.cheshireeast.gov.uk/council_and_democracy/council_information/coronavirus/testing-for-covid-19.aspx

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 top of each report.

It should be noted that Part 1 items of Cheshire East Council decision making meetings are audio recorded and the recordings will be uploaded to the Council's website.

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

1. Apologies for Absence

To note any apologies for absence from Members.

2. Declarations of Interest

For requests for further information

Contact: Sarah Baxter

Tel: 01270 686462

E-Mail: sarah.baxter@cheshireeast.gov.uk with any apologies

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

3. **Minutes of Previous Meeting** (Pages 5 - 10)

To approve as a correct record the minutes of the previous meeting held on 9 December 2021.

4. **Public Speaking/Open Session**

In accordance with paragraph 2.24 of the Council's Committee Procedure Rules and Appendix on Public Speaking, set out in the [Constitution](#), a total period of 15 minutes is allocated for members of the public to put questions to the committee on any matter relating to this agenda. Each member of the public will be allowed up to two minutes each to speak, and the Chair will have discretion to vary this where they consider it appropriate.

Members of the public wishing to speak are required to provide notice of this at least three clear working days' in advance of the meeting.

5. **2021/22 Financial Year Review** (Pages 11 - 46)

To consider a report on the 2021/22 Financial Year Review.

6. **Medium Term Financial Strategy 2022/23 - 2025/26** (Pages 47 - 88)

To consider a report on the Medium Term Financial Strategy 2022/23 - 2025/26.

Appendix Two-To Follow

7. **Ward Members Highways Budget Pilot Scheme - Update** (Pages 89 - 94)

To consider a report on the uptake of the Ward Members Budget Pilot Scheme to date ahead of any decisions on the future of this, or similar schemes.

8. **Sustainable Transport Programmes - Update** (Pages 95 - 118)

To consider a report updating the Committee on the programme of sustainable transport initiatives and improvements across the Borough.

9. **Work Programme** (Pages 119 - 122)

To consider the Work Programme and determine any required amendments.

10. **Minutes of the Public Rights of Way (PROW) Sub-Committee** (Pages 123 - 132)

To receive the minutes of the Public Rights of Way (PROW) Sub-Committee.

11. **A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme** (Pages 133 - 364)

To consider a report authorising the making of a Compulsory Purchase Order and Side Roads Order for the delivery of the A500 Dualling scheme from Meremoor Moss Roundabout to M6 Junction 16.

Appendix F to the report contains exempt information as defined in paragraphs 1,2,3 and 5 of Part 1 of Schedule 12A to the Local Government Act 1972. It may therefore be necessary for the Committee to exclude the press and public in order to consider the Appendix.

Membership: Councillors S Akers Smith, M Benson, C Browne (Chair), L Braithwaite, B Burkhill, L Crane (Vice-Chair), H Faddes, A Gage, L Gilbert, A Harewood, M Hunter, M Sewart, D Stockton and P Williams

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee**
held on Thursday, 9th December, 2021 in the The Capesthorne Room - Town
Hall, Macclesfield SK10 1EA

PRESENT

Councillor C Browne (Chair)
Councillor L Crane (Vice-Chair)

Councillors M Benson, B Evans (Substitute), H Faddes, A Gage, L Gilbert,
M Hunter, D Stockton and P Williams

COUNCILLOR IN ATTENDANCE

Councillor D Murphy

OFFICERS IN ATTENDANCE

Mrs S Baxter (Democratic Services Officer), Mr D Brown (Director of
Governance and Compliance), Mr C Hindle (Head of Infrastructure), Ms J
Wilcox (Head of Financial Management), Mr J Thomas (Principal Planning
and Highways Solicitor) and Mrs M Withington (Principal Lawyer)

35 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Akers Smith, L
Braithwaite, B Burkhill and M Sewart.

36 DECLARATIONS OF INTEREST

There were no declarations of interest.

37 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the previous meeting held on 16 November 2021 be
approved as a correct record and signed by the Chair.

38 PUBLIC SPEAKING/OPEN SESSION

There were no members of public present.

39 MIDDLEWICH EASTERN BYPASS-TO AUTHORISE THE MAKING OF A COMPULSORY PURCHASE ORDER, SIDE ROADS ORDER AND BRIDGE SCHEME FOR THE DELIVERY OF THE MIDDLEWICH EASTERN BYPASS SCHEME

Consideration was given to a report requesting the Committee to authorise the making of a Compulsory Purchase Order, Side Roads Order and Bridge Scheme for the delivery of the Middlewich Eastern Bypass Scheme.

RESOLVED

1. That it be noted that recommendation 2.1 made by the Cabinet on 15 January 2019 meant that the Council approved the underwriting and forward funding of the costs of the Scheme up to £25.5m up to the submission of the Full Business Case to the Department for Transport.

2. That the ongoing requirement to forward fund expenditure on the Scheme in lieu of external contributions be noted. And it be noted that this presented financial risks as outlined in the financial implications of the report.

3. That confirmation be given that the acquisition of the land identified in the Map accompanying The Cheshire East Council (A533 Middlewich Eastern Bypass) Compulsory Purchase Order 2022 ("the Order Map") attached to the report was necessary for highway purposes.

4. That the draft Statement of Reasons, the draft CPO (including the form and contents of the Schedules to the CPO ("the Order Schedules") and the draft Order Map both substantially in the form annexed to the report for the purposes of the CPO be approved.

5. That the draft plans accompanying The Cheshire East Borough Council (A533 Middlewich Eastern Bypass) (Classified Road) (Side Roads) Order 2022 ("the SRO Plans") substantially in the form annexed to the report for the purposes of the SRO be approved.

6. That the draft SRO Schedule substantially in the form annexed to the report for the purposes of the SRO be approved.

7. Is notified of the Statutory Blight regime that requires the Council to respond to Statutory Blight Notices pursuant to Part VI, Chapter II of the Town and Country Planning Act 1990 (as amended) ("the Act") as a consequence of the relevant land becoming blighted by virtue of relevant trigger events as contained within Schedule 13 of the Act.

8. Is notified of the submission of the Full Business Case to the Department for Transport Large Local Majors Scheme funding and any material changes to the Scheme funding.

9. That the Director of Highways and Infrastructure in consultation with the Director of Governance and Compliance be authorised;

- (i) To make minor modifications to the draft Statement of Reasons, draft CPO and draft Order Map as necessary.
- (ii) To make minor modifications to The Cheshire East Borough Council (A533 Middlewich Eastern Bypass) (Classified Road) (Side Roads) Order 2022 and the SRO Plans as necessary.
- (iii) To determine the form and contents of the Schedules to the CPO ("the Order Schedules"), which identify the interests in the land and new rights to be acquired pursuant to the CPO, as identified within the Order Map.
- (iv) To make if necessary, any a minor or technical amendment to the CPO and SRO and Bridge Scheme, prior to the making of the CPO and SRO and the Bridge Scheme.
- (v) In the event that any local Public Inquiry was convened to consider objections to the CPO, SRO and/or Bridge Scheme (as the case may be) to prepare and submit such evidence as was necessary in support of the CPO, SRO and/or Bridge Scheme, including enlisting the assistance of outside consultants and Counsel to assist in the preparation and presentation of such evidence.

10. That the Director of Governance be authorised to;

- (i) To make The Cheshire East Council (A533 Middlewich Eastern Bypass) Compulsory Purchase Order 2022 ("the CPO") pursuant to Sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980, and Section 3, Parts II and III of Schedule 2 and Schedule 3 to the Acquisition of Land Act 1981 and all other powers as appropriate for the purpose of acquiring the land and new rights shown on the Order Map and described in the Schedules to facilitate the construction of the Scheme, and that the Common Seal of the Council be affixed to the CPO and to the Order Map.
- (ii) To make The Cheshire East Borough Council (A533 Middlewich Eastern Bypass) (Classified Road) (Side Roads) Order 2022 ("the SRO") under Sections 8, 14 and 125 of the Highways Act 1980 and all other necessary powers to improve, stop up existing highways, stop up and/or amend private means of access and provide replacement private means of access, and construct lengths of new highway as

required to deliver the Scheme, and that the Common Seal of the Council be affixed to the SRO and the SRO Plans.

- (iii) To make The Cheshire East Council (A533 Middlewich Eastern Bypass -Trent and Mersey Canal Bridge) Scheme 2022 under Section 106(3) of the Highways Act 1980 to enable the construction of a road bridge over the Trent and Mersey Canal and that the Common Seal of the Council be affixed to the Bridge Scheme.
- (iv) To submit the CPO, the SRO and the Bridge Scheme to the Secretary of State for Transport for confirmation and to comply with all associated requirements in respect of personal, press and site notices, and to take all other relevant action thereon to promote the confirmation of the Orders, including any necessary modification.
- (v) In the event that no objections are received to the CPO (or if any objections made are subsequently withdrawn, or the Director of Governance and Compliance certifies that they may be legally disregarded) and no modifications are required to be made to the CPO, to obtain the appropriate Certificate under Section 14A of the Acquisition of Land Act 1981 enabling the Council to confirm the CPO as made.
- (vi) That as soon as the CPO, SRO and/or Bridge Scheme have been confirmed and become operative, to comply with all associated requirements in respect of personal and press notices and to make and give notice of a General Vesting Declaration under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or Notices to Treat and Notices of Entry in respect of the land and rights to be acquired compulsorily.
- (vii) In the event that any question of compensation in respect of such interests or rights is referred to the Upper Tribunal (Lands Chamber) for determination, to take all necessary steps in relation thereto including advising on the appropriate uses and compensation payable and issuing the appropriate certificates and appointing external legal advisors (including Counsel where required) to represent the Council in respect of any such reference.
- (viii) In respect of Statutory Blight, delegate authority to the Monitoring Officer in consultation with the Finance Sub-Committee Chair and the Executive Director (Corporate

Services) (as necessary) to agree appropriate terms in accordance with statutory provisions.

11. That the Head of Estates be authorized to;

- (i) Negotiate and agree terms to seek to acquire the land and rights (or extinguish the same) required for the Scheme by agreement and to instruct the Director of Governance and Compliance to negotiate and enter into the legal agreements necessary to facilitate any such agreements.
- (ii) Negotiate and approve the payment of any relevant and reasonable professional fees incurred by landowners and others with compensatable interests in taking professional advice in connection with the acquisition of their interests required for the Scheme and to negotiate, approve and document by way of settlement or other legal agreement payment of all related compensation claims in advancing the development or implementation of the Scheme, including the advance payment of compensation pursuant to Section 52 of the Land Compensation Act 1973 and the settlement of any claims made pursuant to Part 1 of the Land Compensation Act 1973.

(During consideration of the item, Councillor D Stockton arrived to the meeting).

40 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

That the press and public be excluded from the virtual meeting during consideration of the following item pursuant to Section 100(A)4 of the Local Government Act 1972 as amended on the grounds that it involves the likely discussion of exempt information as defined in Paragraphs 1, 2, 3 and 5 of Part 1 of Schedule 12A to the Local Government Act 1972 and the public interest would not be served in publishing the information.

41 MIDDLEWICH EASTERN BYPASS-TO AUTHORISE THE MAKING OF A COMPULSORY PURCHASE ORDER, SIDE ROADS ORDER AND BRIDGE SCHEME FOR THE DELIVERY OF THE MIDDLEWICH EASTERN BYPASS SCHEME (APPENDIX G)

Consideration was given to appendix G of the report.

RESOLVED

That appendix G be noted.

The meeting commenced at 10.30 am and concluded at 10.48 am

Councillor C Browne (Chair)



Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	13 January 2022
Report Title:	2021/22 Financial Year Review
Report of:	Alex Thompson, Director of Finance and Customer Services (Section 151 Officer)
Report Reference No:	HT/20/21-22
Ward(s) Affected:	Not Applicable

1. Recommendations

That Highways and Transport Committee:

- 1.1. Notes the report of the Finance Sub-Committee ([Agenda for Finance Sub-Committee on Wednesday, 1st December, 2021, 2.00 pm | Cheshire East Council](#)), specifically the recommendations of that committee.
 - 1.1.1. Finance Sub-Committee recommend Service Committees to:
 - 1.1.1.1. note the financial update and forecast outturn relevant to their terms of reference.
 - 1.1.1.2. note that officers will seek to improve outcomes and the financial outturn across all Committees to mitigate the overall forecast overspend of the Council.
- 1.2. Notes Appendix 5 and the following sections specific to this Committee:
 - Changes to Revenue budget 2021/22
 - Policy Proposals Update
 - Corporate Grants Register
 - Debt Management
 - Capital Strategy
 - Reserve Strategy

2. Reasons for Recommendations

- 2.1.** Committees are responsible for discharging the Council's functions within the Budget and Policy Framework provided by Council. The Budget will be aligned with Committee and Head of Service responsibilities as far as possible.
- 2.2.** Budget holders are expected to manage within the budgets provided by full Council. Committee and Sub-Committees are responsible for monitoring financial control and making decisions as required by these rules.

Access to Information	
Contact Officer:	Alex Thompson Director of Finance and Customer Services (Section 151 Officer) alex.thompson@cheshireeast.gov.uk
Appendices:	Finance Sub Committee – 2021/22 Financial Year Review which includes: Covering Report Annex 1: Appendix 5 Highways and Transport Committee.
Background Papers:	Medium Term Financial Strategy 2021-25



Working for a brighter future together

Finance Sub-Committee

Date of Meeting:	01 December 2021
Report Title:	2021/22 Financial Year Review
Report of:	Alex Thompson, Director of Finance and Customer Services (Section 151 Officer)
Report Reference No:	To be provided by Democratic Services
Ward(s) Affected:	Not Applicable

1. Executive Summary

- 1.1.** This report outlines how the Council is managing resources to provide value for money services during the 2021/22 financial year. The report highlights financial activity that supports the achievement of outcomes contained within the Corporate Plan.
- 1.2.** The Council operates a financial cycle of planning, monitoring and reporting. This review is part of the monitoring cycle but reflects on the impact of reporting last year's performance and on planning for next year's budget. This report supports the Council priority of being an open and enabling organisation, ensuring that there is transparency in all aspects of council decision making (Source: CEC Corporate Plan Feb 2021).
- 1.3.** Local Authority budgets across the UK are being managed against the backdrop of the Covid-19 pandemic as well as inflation rises and increasing demand for services. The Council's budget has been affected in an unprecedented way due the response required to protect both the health and economic wellbeing of local people and businesses during the Covid-19 Pandemic. However, the statutory duties of the Council must still be delivered within the relevant parameters and the associated inspection frameworks.
- 1.4.** The report sets out the financial performance of the Council with and without the impact of Covid-19. This is helpful due to the separate

approaches to funding the impact of Covid-19 which was not factored into the original 2021/22 Budget.

- 1.5.** The headline findings of the review are:
 - 1.5.1.** Placement costs within Children's Social Care are exceeding budget by £2.8m, which reflects the ongoing pressure articulated in the outturn reporting of the 2020/21 budget.
 - 1.5.2.** Other pressures within Children's Social Services (£1.8m) including costs relating to an increase in the number of children being fostered and an increase in rates paid to foster carers.
 - 1.5.3.** Care Cost budgets remain under pressure and are supported by significant amounts of temporary funding streams in 2021/22 forecasts (net pressure £0.7m).
 - 1.5.4.** Car parking income is forecast to under-achieve the estimates within the current budget by £0.5m (further amounts relating to Covid-19 are included within 1.5.6 below).
 - 1.5.5.** There are vacancies in several service areas, where recruitment is challenging given the prevailing labour market or where activities are delayed due to Covid-19 response work. This is creating underspending of £3.6m overall, most significantly in Care4CE, Prevention, Planning and Corporate Services.
 - 1.5.6.** Covid-19 related expenditure, and losses in income, of £9.8m are not forecast to exceed funding set-aside within the approved budget.
- 1.6.** The position, excluding Covid-19, presents a forecast overspend of £2.2m (0.7% variance to budget).
- 1.7.** There is a further risk linked to the nationally negotiated Local Government pay award which is exceeding forecasts within the Council's Medium Term Financial Strategy and remains uncertain due to the national position of a pay dispute lodged by the Trade Unions. Further analysis is required and the pressure will be managed by use of the Medium Term Financial Strategy reserve if necessary.
- 1.8.** The year-end forecasts that, subject to further changes in demand or mitigating activity may be subject to change. With robust action it is expected that the outturn position will return in line with budget by the end of the year. Any remaining variation to budget at year-end will be managed through the Council's Medium Term Financial Strategy Earmarked Reserve.
- 1.9.** Members should recognise that spending on Children's Social Care Placements, the pay award and losses on car parking income are items that are expected to significantly impact development of the MTFS as they are likely to require recurring increases in budget. Underspending on vacancies is not expected to recur as service levels are returned to meeting existing un-met demand.

- 1.10. Forecast expenditure in the year on the capital programme is £143.7m.
- 1.11. The attached report, **Annex 1**, sets out details of how the Council is performing in 2021/22. It is structured into:
 - 1.11.1. **Section 1 Financial Stability** - provides an update on the Council's overall financial position.
 - 1.11.2. **Appendices** to the annex demonstrate how spending in 2021/22 has been funded, including the service budgets, policy proposals, grants, debt management, capital strategy and reserves by Committee. Updates are provided on the Treasury Management Strategy and Investment Strategy.

2. Recommendations

- 2.1. Finance Sub-Committee is asked to note the contents of the report and each appendix.
- 2.2. Finance Sub-Committee is asked to approve:
 - 2.2.1. supplementary revenue estimates for general purpose grants coded centrally up to and including £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 1, Section 3 Corporate Grants Register, Table 1**.
 - 2.2.2. capital virements up to and including £5,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 1, Section 5 Capital Strategy, Table 5**.
- 2.3. Recommend to Council to approve:
 - 2.3.1. fully funded supplementary revenue estimates for general purpose grants coded centrally over £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 1, Section 3 Corporate Grants Register, Table 1**.
 - 2.3.2. fully funded supplementary revenue estimates for specific grants coded directly to services over £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 1, Section 3 Corporate Grants Register, Table 2**.
 - 2.3.3. supplementary capital estimates over £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 1, Section 5 Capital Strategy, Table 6**.
- 2.4. Recommend to Service Committees to:
 - 2.4.1. note the financial update and forecast outturn relevant to their terms of reference.
 - 2.4.2. note that officers will seek to improve the financial outturn across all Committees to mitigate the overall forecast overspend of the Council.

- 2.4.3.** approve supplementary revenue estimates for specific grants coded directly to services up to and including £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 2-7, Section 3 Corporate Grants Register, Table 2.**

3. Reasons for Recommendations

- 3.1.** The Finance Sub-Committee has a function to “co-ordinate the management and oversight of the Council’s finances”. This function is facilitated through receiving a regular cycle of published reports as part of the financial cycle or planning, monitoring and reporting.
- 3.2.** The review reflects financial and operational performance and provides the opportunity for members to note, approve or recommend changes in line with the Council’s Financial Procedure Rules.
- 3.3.** The overall process for managing the Council’s resources focus on value for money and good governance and stewardship. Financial changes that become necessary during the year are properly authorised and this report sets out those areas where approvals are now required, and the relevant justification.
- 3.4.** The recommendations continue to highlight compliance with the CIPFA Financial Management Code, whilst also meeting the requirements of the CIPFA Code of Practice for Treasury Management in the Public Services and the Prudential Code for Capital Finance in Local Authorities.

4. Other Options Considered

- 4.1.** Not applicable.

5. Background

- 5.1.** Managing performance is essential to the achievement of outcomes. This is especially important in evidencing the achievement of value for money across an organisation the size of Cheshire East Council. The Council is the third largest in the Northwest of England, responsible for over 500 services, supporting over 386,000 local people. Gross annual spending is over £641m, with a revised net revenue budget for 2021/22 of £311.9m.
- 5.2.** The management structure of the Council is organised into four directorates: Adults, Health and Integration; Children’s Services; Place; and Corporate Services. The Council’s reporting structure provides forecasts of a potential year-end outturn within each directorate during the year, as well as highlighting activity carried out in support of each outcome contained within the Corporate Plan.
- 5.3.** The political structure of the Council is organised into seven Committees, with financial responsibilities aligned to the management structure. Performance against the 2021/22 Budget within each Committee is outlined in Table 1 below.

5.4. Table 1 – Revenue Outturn Forecast by Committee

2021/22 (GROSS Revenue Budget £492.7m)	Revised Budget (NET) £m	Forecast Outturn Including Covid £m	Forecast Covid Expenditure £m	Forecast Outturn Excluding Covid £m	Forecast Over / (Underspend) Excluding Covid £m
Committee					
Adults and Health	119.0	120.8	1.6	119.2	0.2
Children and Families	68.8	74.2	1.1	73.1	4.3
Economy and Growth	21.8	22.4	0.4	22.0	0.2
Environment and Communities	42.3	45.5	3.7	41.8	(0.5)
Highways and Transport	11.2	14.0	2.1	11.9	0.7
Corporate Policy	35.5	35.3	0.9	34.4	(1.1)
Finance Sub	(298.6)	(310.0)	(9.8)	(300.2)	(1.6)
TOTAL	-	2.2	-	2.2	2.2

5.5. The Council set a balanced net revenue budget of £311.1m at its meeting in February 2021. Current forecasts against the revised budget of £311.9m, when excluding the financial impacts from Covid-19, shows a potential net expenditure of £314.1m. This position reflects the increase in demand led pressures in the Children's Services Directorate relating to Children in Care, higher costs relating to care in Commissioning and unachievable income targets in Highways and Infrastructure. These pressures are offset by costs that are lower than budgeted, particularly in the Corporate Services Directorate, for example staff vacancies, lower costs of staff training, increased income due to demand of registrar services following the lifting of restrictions and reduced revenue costs due to delays in some capital projects. Past service employer pension contributions are also lower than budgeted and flexible use of capital receipts will fund some revenue costs associated with the B4B project.

5.6. The potential financial pressure from Covid-19 remains uncertain. Some additional funding from Covid-19 grants and the compensation scheme linked to income losses from Sales, Fees and Charges has continued into 2021/22. Negotiations between Local Government and Central Government continue which means government funding may increase, reducing the local effect on the Council's Medium Term Financial Strategy. Contrary to this position the Council must balance the risk of further increases in expenditure or reductions in income based on further outbreaks of Covid-19 or from the Council's recovery processes.

5.7. General Reserve balances are risk assessed and it is clear that a number of risks, particularly associated with demand led service provision and the pandemic, have materialised, but have been managed through the actions detailed in this report.

6. Consultation and Engagement

6.1. As part of the budget setting process the Pre-Budget Consultation provided an opportunity for interested parties to review and comment on the

Council's Budget proposals. The budget proposals described in the consultation document were Council wide proposals and that consultation was invited on the broad budget proposals. Where the implications of individual proposals were much wider for individuals affected by each proposal, further full and proper consultation was undertaken with people who would potentially be affected by individual budget proposals.

7. Implications

7.1. Legal

- 7.1.1.** The legal implications surrounding the process of setting the 2021 to 2025 Medium Term Financial Strategy were dealt within the reports relating to that process. The purpose of this paper is to provide a progress report for 2021/22.
- 7.1.2.** Other implications arising directly from this report relate to the internal processes of approving supplementary estimates and virements referred to above which are governed by the Finance Procedure Rules.
- 7.1.3.** Legal implications that arise when activities funded from the budgets that this report deals with are undertaken, but those implications will be dealt within the individual reports to Members or Officer Decision Records that relate.

7.2. Finance

- 7.2.1.** Reserve levels are agreed, by Council, in February each year and are based on a risk assessment that considers the financial challenges facing the Council. If spending associated with in-year delivery of services, or the response and recovery to Covid-19, is not contained within original forecasts for such activity it may be necessary to vire funds from reserves. This could require the Council to deliver a greater level of future savings to replenish reserve balances and / or revise the level of risks associated with the development of the Reserves Strategy in future.
- 7.2.2.** As part of the process to produce this report, senior officers review expenditure and income across all services to support the development of mitigation plans that will return the outturn to a balanced position at year-end.
- 7.2.3.** Forecasts contained within this review provide important information in the process of developing the Medium Term Financial Strategy. Analysis of under or over spending during the year will identify whether such performance is likely to continue and this enables more robust estimates to be established.
- 7.2.4.** Any overall shortfall in government funding for local activity linked to Covid-19 will add financial pressure to the Council's Medium Term Financial Strategy. In addition, the Medium Term Financial Strategy will need to take account of any longer impacts relating to income, for

example, longer term impact on the Council's income and/or demand on its services.

7.3. Policy

- 7.3.1. This report is a backward look at Council activities and predicts the year-end position.
- 7.3.2. The forecast outturn position, ongoing considerations for future years, and the impact on general reserves will be fed into the assumptions underpinning the 2022 to 2026 Medium Term Financial Strategy.

7.4. Equality

- 7.4.1. Any equality implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.5. Human Resources

- 7.5.1. This report is a backward look at Council activities and states the forecast year-end position. Any HR implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.6. Risk Management

- 7.6.1. Performance and risk management are part of the management processes of the Authority. Risks are captured at Strategic and Operational levels, 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.
- 7.6.2. Risks identified in this report are used to inform the overall financial control risk contained in the Strategic Risk Register; CR3 Financial Resilience. Updates on the scoring and management of strategic risks are provided to the Council's Audit and Governance Committee, and the ongoing challenges to the Council's funding and financial position has been recognised in the Annual Governance Statement.
- 7.6.3. 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 2020/21 budget and the level of general reserves were factored into the 2021/22 financial scenario, budget and reserves strategy.

7.7. Rural Communities

- 7.7.1. The report provides details of service provision across the borough.

7.8. Children and Young People/Cared for Children

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

7.9. Public Health

7.9.1. Public health implications that arise from activities that this report deals with will be dealt with as separate reports to Members or Officer Decision Records as required.

7.10. Climate Change

7.10.1. Any climate change implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

Access to Information	
Contact Officer:	Alex Thompson Director of Finance and Customer Services (Section 151 Officer) alex.thompson@cheshireeast.gov.uk
Appendices:	Annex 1 – 2021/22 Financial Year Review which includes: Appendix 1 Finance Sub-Committee. Appendix 2 Corporate Policy Committee. Appendix 3 Adults and Health Committee. Appendix 4 Children and Families Committee. Appendix 5 Highways and Transport Committee. Appendix 6 Economy and Growth. Appendix 7 Environment and Communities Committee. Appendix 8 Treasury Management Strategy. Appendix 9 Investment Strategy.
Background Papers:	Medium Term Financial Strategy 2021-25



2021/22 Financial Year Review

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December 2021

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

Anyone wanting to comment is invited to contact the Council at:

shapingourservices@cheshireeast.gov.uk

Introduction

Cheshire East Council is the third largest Council in the Northwest of England, supporting over 386,000 local people with annual spending of over £641m.

Local government is going through a period of financial challenges, with a combination of the impact of the Coronavirus pandemic, increasing demand for services and rising costs. There is also increasing uncertainty associated with income from business rates and government grants.

Demand for Council services is increasing, with more individuals and families needing support and services than ever before. This reflects an increase in population but also reflects changes in demographics. Excluding the impact of Covid-19 this demand is resulting in revenue pressures of £6.7m, with the most significant impact within the rising complexity of needs in Children's Social Care. Pressures are being temporarily offset by underspends across council services resulting in a forecast outturn of £314.1m against a net revenue budget of £311.9m.

The Council's budget continues to be affected by the pandemic. The Council continues to receive funding related to an array of activities in response to the situation. But current forecasts remain consistent with the Budget, in that the Council is not aiming to use reserves to fund Covid-19 costs in 2021/22.

When the 2021/22 budget was set, in February 2021, it was highlighted that the use of reserves was not sustainable in the medium term. Net spending therefore needs to be contained within the estimates of expenditure that form the budget. This issue, and how Covid-19 affects this is considered as part of the ongoing planning for the Medium Term Financial Strategy. The forecasts at mid-year highlight temporary underspends due to vacant posts and some beneficial underspending on pension costs. Whilst those issues are likely to be temporary in nature, the overspending on

Children's Social Care, pay inflation and car parking will almost certainly affect the medium term finances of the Council. This situation must be addressed as part of the MTFS process for 2022 to 2026.

To support openness and transparency, and provide evidence of strong governance, the report has a main section, to provide background and context, and then nine supporting appendices with detailed information about allocation and management of public money during 2021/22:

Section 1 provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2021/22 is being funded, including the positions on overall service budgets, centrally held budgets, council tax and business rates. Further details are contained in the appendices.

- **Appendix 1** Finance Sub-Committee.
- **Appendix 2** Corporate Policy Committee.
- **Appendix 3** Adults and Health Committee.
- **Appendix 4** Children and Families Committee.
- **Appendix 5** Highways and Transport Committee.
- **Appendix 6** Economy and Growth Committee.
- **Appendix 7** Environment and Communities Committee.
- **Appendix 8** shows updates to the Treasury Management Strategy.
- **Appendix 9** shows updates to the Investment Strategy.

Alex Thompson

Director of Finance and Customer Services
(Section 151 Officer)

Note Section 2 Workforce Development Plan has been removed from the Review and will be reported to Corporate Policy Committee as a separate report.

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2021/22 Outturn Forecast - Financial Position

2021/22 (GROSS Revenue Budget £492.7m)	Revised Budget (NET) £m	Forecast Outturn Including Covid £m	Forecast Covid Expenditure £m	Forecast Outturn Excluding Covid £m	Forecast Over / (Underspend) Excluding Covid £m	For further information please see the following sections
SERVICE DIRECTORATES						
Adult, Health and Integration	119.0	120.8	1.6	119.2	0.2	Section 1 - Paragraphs 6-7, 31
Children's Services	68.8	74.2	1.1	73.1	4.3	Section 1 - Paragraphs 8-21, 32
Place	75.3	81.9	6.2	75.7	0.4	Section 1 - Paragraphs 22-25, 33-35
Corporate Services	35.5	35.3	0.9	34.4	(1.1)	Section 1 - Paragraphs 26-30, 36-37
Total Services Net Budget	298.6	312.2	9.8	302.4	3.8	
CENTRAL BUDGETS						
Capital Financing	14.0	14.0	-	14.0	-	Appendix 1 Section 5
Transfer to/(from) Earmarked Reserves	2.2	1.7	(0.5)	2.2	-	Appendix 1 Section 6
Corporate Contributions / Central Budgets	(2.9)	(4.5)	-	(4.5)	(1.6)	Section 1 - Paragraph 38
Total Central Budgets	13.3	11.2	(0.5)	11.7	(1.6)	
TOTAL NET BUDGET	311.9	323.4	9.3	314.1	2.2	
Business Rates Retention Scheme	(49.1)	(49.1)	-	(49.1)	-	Section 1 - Paragraphs 56-60
Specific Grants	(20.0)	(29.3)	(9.3)	(20.0)	-	Appendix 1 Section 3
Council Tax	(242.8)	(242.8)	-	(242.8)	-	Section 1 - Paragraphs 44-55
Sourced from Collection Fund	-	-	-	-	-	
Central Budgets Funding	(311.9)	(321.2)	(9.3)	(311.9)	-	
FUNDING POSITION	-	2.2	-	2.2	2.2	
	Planned Contribution 2021/22 £m			Forecast Variance Outturn £m	Impact on Reserves Outturn £m	
Impact on Reserves	-			(2.2)	(2.2)	
General Reserves Balance	2021/22 Budget			Forecast		
	£m			£m		
Opening Balance April 2021	11.5			Actual	11.5	
2021/22 Impact on Reserves (see above)	-			Forecast	(2.2)	Section 1 - Paragraphs 41-42
Closing Balance March 2022	11.5			Forecast	9.3	

1. Financial Stability

Introduction

1. The Council has a strong track record of sound financial management. Nevertheless, in common with all UK local authorities the Council finds itself in a position where pressures on the revenue budget are intensifying as a result of the Coronavirus pandemic, increased costs, growing demand and reducing Government grant. The Council has continued to receive some funding in response to the pandemic, as there is still a need to protect both the health and economic wellbeing of local people and businesses.
2. Demand and increasing complexity in cases for Children's and Adults' Social Care remains the most significant financial pressure for the Council in the medium term, particularly in Children's services where overspending is occurring compared to budget.
3. **Table 1** provides a service summary of financial performance. The current forecast is that services will be £3.8m over budget in the current year on normal activities. The Financial Narratives provide further details and changes to service net budgets since the Medium Term Financial Strategy are analysed in **Appendix 1**.
4. Further items impacting on the level of the Council's balances are detailed in the paragraphs below on Central Budgets and Funding.

Table 1 - Service Revenue Outturn Forecasts

2021/22	Revised Budget	Forecast Outturn Including Covid	Forecast Covid Expenditure	Forecast Outturn Excluding Covid	Forecast Over / (Underspend) Excluding Covid
(GROSS Revenue Budget £492.7m)	(NET)				
	£m	£m	£m	£m	£m
SERVICE DIRECTORATES					
Adult Social Care - Operations	28.1	27.8	0.4	27.4	(0.7)
Commissioning	90.9	93.0	1.2	91.8	0.9
Public Health	-	-	-	-	-
Adult, Health and Integration	119.0	120.8	1.6	119.2	0.2
Directorate	0.9	0.8	-	0.8	(0.1)
Children's Social Care	43.2	48.4	0.5	47.9	4.7
Prevention & Early Help	8.3	8.0	0.1	7.9	(0.4)
Education & 14-19 Skills	16.4	17.0	0.5	16.5	0.1
Children's Services	68.8	74.2	1.1	73.1	4.3
Directorate	0.9	0.9	-	0.9	-
Environment & Neighbourhood Services	42.3	45.5	3.7	41.8	(0.5)
Growth & Enterprise	20.9	21.5	0.4	21.1	0.2
Highways & Infrastructure	11.2	14.0	2.1	11.9	0.7
Place	75.3	81.9	6.2	75.7	0.4
Directorate	0.4	0.3	-	0.3	(0.1)
Finance & Customer Services	12.0	12.7	0.5	12.2	0.2
Governance & Compliance Services	9.1	8.8	0.4	8.4	(0.7)
Transformation	14.0	13.5	-	13.5	(0.5)
Corporate Services	35.5	35.3	0.9	34.4	(1.1)
TOTAL SERVICES NET BUDGET	298.6	312.2	9.8	302.4	3.8

Note the costs of Covid-19 are reviewed regularly, the figures shown are based on the November Tracker.

Financial Narratives

5. The financial narrative is split into three parts: Non Covid-19 Service performance narrative; Covid-19 Service performance narrative; and Central Budgets and Funding.

Part 1 - Non Covid-19 Service Performance

Adult, Health and Integration

6. The Adult Social Care (Operations and Commissioning) and Public Health budgets remain under continued pressure across the country. The rising cost of Social Care in Cheshire East is driven by two main factors: increasing demand for services and increasing costs of providing them. Demand for Social Care is not driven exclusively by an ageing population, the prevalence of disability among working-age adults has also increased over recent years. In addition to increasing demand, the unit cost of providing care services is also going up, driven mainly by workforce costs and this has been recognised in the 2021/22 budget where growth has been allocated.
7. There are significant risks to the Adults budget linked to many factors. Risks such as the long term impact of Covid-19 on individuals, the risk and impact of the temporary funding streams discontinuing, and the workforce and capacity issues in the Social Care market all have the potential to result in additional and unplanned costs. The financial impact of the new Social Care Reform is also unclear at this early stage, and may have significant implications for the Adults budgets. Changes in legislation around Liberty Protection Safeguards will also bring increased responsibilities, work loads and training to the service, with no clarity around the associated additional burden funding.

Children's Services

8. The budget for the Children and Families Directorate for 2021/22 at mid-year is £68.8m.
9. There are a number of key pressures within the Directorate resulting in a forecast overspend of £4.3m against budget.
10. The position is summarised in the following table:

Table 2 – Children's Services Outturn Forecasts

Review - forecast outturn	Budget	Outturn Variance	Covid Costs	Net of Covid Costs
	£m	£m	£m	£m
Executive Director	0.9	-0.1	-	-0.1
Children's Social Care	43.2	5.2	0.5	4.7
Prevention and Early Help	8.3	-0.3	0.1	-0.4
Education and Skills	16.4	0.6	0.5	0.1
Revised Total	68.8	5.4	1.1	4.3
DSG - in year pressure				15.5
DSG Deficit Balance B/F				10.0
DSG Deficit Balance as at 31 March 2022				25.5

11. Particular issues are set out in the paragraphs below.

Children's Social Care

12. The overspend is forecast at £4.7m. This is mainly as a result of pressure from Agency Placements of £2.8m due to:
 - Additional pressures at outturn 2020/21 that exceeded the growth available in the MTFS (based on earlier forecasts) by £1.7m.

- The high numbers of children in care at 519 at September 2021. This is down from 531 in May 2021 and an average of 535 throughout 2020/21. The reduction is positive but numbers in care remain higher than in previous years.
 - The increase in unit costs for all types of placement due to market inflation. The average cost of an external placement has increased by 14% over the 2020/21 average cost. Within that overall figure, the average cost for a residential placement has increased by 23% since last year.
 - The continuing roll out of the residential services contract and a delay in seeing the full benefit of the new homes through reduced agency placement costs.
 - Offsetting savings by reduced use of the short breaks contract.
 - Analysis of recent years shows that the spend on agency placements has risen by an average of 9% per annum. Therefore, the figures assume a further 4.5% increase in pressure to 31 March 2022.
13. The service is also experiencing pressure from:
- Internal Fostering in terms of an increase in rates paid to foster carers and an increase in the number of children being fostered. This equates to a £0.9m pressure.
 - Staffing pressures of £0.4m which includes a legacy saving target on management and admin staff that cannot be delivered under current demand levels.
 - Use of Early Help and Independence Payments – there has been a significant increase in demand with 500 clients compared to the budgeted level of 300. This has resulted in a forecast pressure of £0.3m.
- The Commissioning Contracts budget pressure continuing at £0.12m
- Prevention and Early Help**
14. The department is forecasting an underspend of £0.4m from holding vacancies.
- Education and Skills**
15. The Department is currently reflecting an overspend of £0.1m excluding Covid-19 costs. The key issues are:
- Transport ~ TSS is currently forecasting a pressure of £0.3m as a result of increased demand for SEND and cared for children transport where the journey is often out of borough so longer and more expensive. There is also an issue with the shortage of drivers resulting in significant price increases.
- After allowing for other transport grants and budgets of £0.2m, the service is forecasting a £0.1m overspend against transport.
- This position is under review as part of the Company's quarter 2 forecasts that take into account the results of the new academic year.
- Significant work is underway relating to the transfer of TSS back into the Local Authority as from 1st April which will allow for greater clarity in terms of financial management.
- Educational Psychologists / SEND Staffing ~ these two areas are broadly balanced forecasts but additional locum staff and SEN staff are urgently needed to maintain

timeliness levels which would result in a pressure over the coming years.

- Other parts of the Education and Skills Service are reporting an underspend of £0.1m
- Catering ~ the service has worked hard to successfully secure an increase in income levels albeit still less than pre Covid-19. In addition, significant cost pressures are being seen due to food costs and delivery issues. At this stage the reduction in income and cost pressures are giving a shortfall of £0.1m.

The service is considering a range of options moving forward including the scope to increase school meal charges to schools

Dedicated Schools Grant (DSG)

16. This is ring-fenced funding received for:
 - schools
 - high needs / special educational needs
 - early years provision
 - a number of central services including statutory costs and certain support functions.
17. The key pressure on DSG relates to the high needs block. For 2021/22 high needs DSG funding is £48.1m representing an increase of £3.6m (8.1%) on 2020/21.
18. The DSG Reserve deficit balance carried forward from 2020/21 is £10m.
19. The forecasts reflect expected overspending on high needs offset by underspending against early years and the central DSG blocks to give an in year pressure of £15.5m. This takes the DSG reserve deficit forecast to £25.5m at 31 March 2022.

20. This is in line with the budget gap as determined the Council's DSG Management Plan that was approved by Cabinet in March 2021 and set out the planned expenditure and income on high needs over the medium term. Specific issues for 2021/22 include pressures on external placements and local provision.
21. The Council is working to deliver the mitigations set out in the DSG Management Plan but demand exceeds the current rate of local expansion. Additional key projects are being developed over the next 6 – 9 months including expansion of Springfield Special School in Crewe and the need for a centrally located special school. The service will be seeking to secure additional capital investment over the medium term.

Place Directorate

Place Directorate

22. Non Covid-19 underspends are forecast of £17,000. These arise from a staffing vacancy and additional income received towards staffing costs, partially offset by a forecast pay rise which was unbudgeted.

Environment & Neighbourhood Services

23. Excluding the impact of Covid-19, an underspend is forecast on Environment and Neighbourhood Services of £0.5m. This is predominantly from staffing savings made up of part year vacancies, maternity leave savings and budgeting for staff not in the pension scheme, offset by a forecast pay rise which was not budgeted.

Growth & Enterprise

24. There is a non Covid-19 pressure of £0.2m for Growth and Enterprise. This is made up of staffing underspends and control of costs within Tatton, Public Rights of Way and

Economic Development offset by income and cost pressures within Assets. Facilities Management have pressures arising due to increased energy costs and business rates but these have been mitigated by a forecast underspend on water and the control of costs such as responsive maintenance within the service. The majority of the pressure is for a forecast pay rise which was not included in the budget.

Highways & Infrastructure

25. Non Covid-19 pressures within Highways and Infrastructure total £0.7m. There is a £0.5m pressure in year because of proposed parking charges not going ahead as planned. Pressures of £170,000 also exist for Transport resulting from unachievable savings targets for Flexi Link advertising and fares and the restructure of the company. A forecast pay rise has also been included in the forecast totalling £78,000, this was not budgeted. These pressures have been partially mitigated by savings within Parking, mainly due to part year staff vacancies.

Corporate Services

26. The £35.4m budget for Corporate Services, which includes the Housing Benefits (HB) Payments Centre, is currently forecast to underspend by £1.2m at year end. There is a £0.3m pressure associated with implementing the Best4Business (B4B) programme. Members will be aware that B4B is the change programme implementing Unit4 ERP, a complex, technical solution designed to administer all HR, Payroll and Finance functions across both Cheshire East and Cheshire West and Chester councils, schools, academies, and council companies. The financial pressures reported in 2021/22 are mainly one-off additional costs of the revised timeline of Go Live 2 (HR and payroll) (November 2021) which cannot be charged to the capital project and which will be mitigated from the revenue budget wherever possible. Most of the pressure (£0.2m) sits in ICT Service Delivery from

loss of income due to staff working on B4B project work. Further pressure of £0.1m in Finance & Customer Services is mainly because of additional implementation staffing costs.

Corporate Directorate

27. The Corporate Services Directorate area includes the cost of the Chief Executive, the Executive Director of Corporate Services and associated budgets. These budgets are forecast to underspend by £0.1m.

Finance & Customer Services

28. Finance and Customer Services, which includes the HB Payments Centre, is forecast to overspend by £0.2m. This is mainly attributable to a £0.4m overspend on the Transactional Service Centre hosted by Cheshire West and Chester, and £0.1m pressures from unbudgeted costs linked to implementing the B4B System, savings in Business Solutions relating to the introduction of B4B that will not be fully achievable until next financial year (£40,000), and the contribution to Corporate Services efficiency savings (£56,000). The overspend is partially offset by a £0.4m underspend in Customer Services as a result of delaying restructures, delaying filling vacancies, and savings on certain non-staff costs.

Transformation

29. Transformation is forecast to underspend by £0.5m, mainly due to a £0.1m underspend on the Director's cost centre, and £0.4m underspend in HR due to in-year staff vacancies, and underspending on central training, and Organisational Development budgets. In addition, the overall ICT budget is forecast to underspend by £0.2m. ICT Strategy is forecast to underspend by £1.0m but is offset by an overspend in ICT Service Delivery of £0.8m. The underspend in strategy has arisen in part from a delay in certain revenue consequences of capital projects hitting the revenue budget for which

revenue growth was included in this year's MTFS and in part from cost falling into the shared service rather than the strategy area where growth had been given. The shared service has worked hard to mitigate the impact of lost revenue however the extent of the loss of income is such that it has been difficult to offset without affecting standard business delivery. Rising in-year contract costs are adding to the pressure. The Shared Services Joint Committee is monitoring the overall budget pressures. There has also been further income lost due to B4B project work not being charged at the standard rate per hour. The overall Transformation Directorate underspend is further offset by the contribution to Corporate Services efficiency savings (£96,000), and £50,000 savings from staff travel being temporarily held in Corporate Services before the actual savings are allocated to individual services.

Governance & Compliance

30. Governance & Compliance is forecast to underspend by £0.7m. Within Governance & Democratic, the underspend of £0.4m is mainly due to increased marriage income in the Registrations Service as a result of surges in demand following the easing of restrictions put in place during the pandemic, Legal Services (£0.2m) due to underspends on staffing budgets, and Audit & Risk is forecasting a £0.3m underspend on staffing costs due to carrying staff vacancies but this is offset by pressures within Insurance due to a fall in school buy-back income, and increased premium costs. These underspends are being partially offset by unbudgeted costs being incurred relating to Standards work, and the contribution to Corporate Services efficiency savings (£45,000).

Part 2 - Covid-19 Service Performance

Adult, Health and Integration

31. Covid-19 for the social care and health system has thrown into turmoil what we normally accept as the status quo. Whilst the human, social and economic cost of Covid-19 has been inexorably high, the pandemic challenged Cheshire East on the way services were delivered meaning reduced costs in some areas as services had to be closed/stopped in line with government guidance, and pressures in other areas where demand has increased. Utilisation of Covid-19 Funding has meant that the services have responded by diverting resources to the most critical services during this challenging year, as well as supporting our NHS Partners.

Children's Services

32. At this stage the key Covid-19 pressures identified relate to:
 - Children's Social Care - £0.5m from the necessary use of unregulated placements at much higher costs rates than elsewhere.
 - Prevention and Early Help - £30,000 from loss of rental income from hire of room space, £0.15m from additional emotional support to young people and enabling the continuation of Duke of Edinburgh courses.
 - Education and Skills - loss of income of £20,000 from fixed penalty notices plus a reduction in school meals income of £0.5m.
 - Capital programme - the Education and Skills service is also experiencing cost increases of 20% on capital schemes in terms of labour and material costs. An element of that is a result of Covid-19.

Place Directorate

Environment & Neighbourhood Services

33. There are covid pressures of £3.7m within Environment and Neighbourhood Services. £1.9m of these relate to Ansa for increased waste tonnage as more people are working from home, cover for sickness and isolation and some unrealisable route and rota optimisation savings. Income pressures of £1.2m also exist for Planning and Building Control, Licensing, Libraries and Markets. There is a £0.4m pressure to ensure service continuity for the Councils leisure centres. Additional costs also exist for the provision of PPE and cleaning materials, increased public funerals, and help to cover backlogs of work within Planning.

Growth & Enterprise

34. Forecast covid pressures of £0.4m exist for Growth & Enterprise. These are mainly due to loss of income at Tatton Park, ticket income in Visitor Economy, rental income within Assets and public path order income in Public Rights of Way. There are also some additional costs for cleaning of temporary accommodation for the Housing service.

Highways & Infrastructure

35. There are covid pressures within Highways and Infrastructure of £2.1m. The majority of this is from the Parking service with lower income received on pay and display car parks and from penalty charge notices. Covid pressures also exist in Highways due to loss of productivity and extra costs of service delivery.

Corporate Services

36. Additional cost pressures within Corporate Services as a result of the Covid-19 pandemic are forecast at £0.9m.

37. The main pressures are within Finance & Customer Services, with the Housing Benefits (HB) payments centre forecasting a £0.3m under-recovery of HB overpayments due to the pandemic, lost court costs income of over £0.1m and the Revenues Service incurring £0.1m additional staff overtime, and additional agency staff costs supporting business as usual in contact centres. Elsewhere, Covid-19 pressures include £0.4m additional staff, travel, and facilities costs, and a reduction in income across services within Governance & Compliance.

Part 3 - Central Budgets and Funding

Table 3 – Central Outturn Forecasts

2021/22	Revised Budget	Forecast Outturn Including Covid	Forecast Covid Expenditure	Forecast Outturn Excluding Covid	Forecast Over / (Underspend) Excluding Covid
(GROSS Revenue Budget £492.7m)	(NET)				
	£m	£m	£m	£m	£m
CENTRAL BUDGETS					
Capital Financing	14.0	14.0	-	14.0	-
Transfer to/(from) Earmarked Reserves	2.2	1.7	(0.5)	2.2	-
Corporate Contributions / Central Budgets	(2.9)	(4.5)	-	(4.5)	(1.6)
Central Budgets	13.3	11.2	(0.5)	11.7	(1.6)
Business Rates Retention Scheme	(49.1)	(49.1)	-	(49.1)	-
Specific Grants	(20.0)	(29.3)	(9.3)	(20.0)	-
Council Tax	(242.8)	(242.8)	-	(242.8)	-
Central Budgets Funding	(311.9)	(321.2)	(9.3)	(311.9)	-

38. It is currently forecast that there will be a £1.6m underspend variance to budget on the central budget. This is due to the over recovery of past service employer pension contributions compared to the budget set and flexible use of capital receipts will fund some revenue costs associated with the B4B project. Budgeted transfers of £1.3m to earmarked reserves have taken place in-year as planned. Grants relating to business rates have been received centrally in-year that are additional to budget which will be transferred to reserves for future use.
39. Specific grants include the unring-fenced Local Authority Support grant and an estimate for the Compensation scheme

linked to income losses from Sales, Fees and Charges which are currently funding the costs associated with Covid-19. The Covid-19 reserve, which holds the unused grant from 2020/21, will also fund this expenditure.

40. Details of grants received and reserves can be found within the individual Service Committee Appendices.

Outturn Impact

41. The impact of the projected service outturn position is to maintain balances as reported above (**paragraph 3**). With the central budget items detailed above (**paragraph 38**), the financial impact could result in a decrease in balances of £2.2m. Any deficit in non Covid-19 related expenditure / income remaining at the end of the year will be drawn down from the Medium Term Financial Strategy Earmarked Reserve which is used to smooth the effects of variations in spending / income in any specific year.
42. The Council will continue to manage and review the financial forecasts in response to emerging guidance and the local response to the pandemic and how this affects the Council's revenue budget.

Collecting Local Taxes for Local Expenditure

43. Cheshire East Council collects Council Tax and Non Domestic Rates for use locally and nationally.

Council Tax

44. Council tax is set locally and retained for spending locally. Council tax was set for 2021/22 at £1,579.03 for a Band D property. This is applied to the taxbase.

45. 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 2021/22 was agreed at 153,796.10 which, when multiplied by the Band D charge, means that the expected income for the year is £242.8m.

46. 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 4** shows these amounts separately, giving a total budgeted collectable amount of £299.0m.

47. This figure is based on the assumption that the Council will collect at least 99% 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.

48. 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 £303.1m.

Table 4 – Cheshire East Council collects Council Tax on behalf of other precepting authorities

	£m
Cheshire East Council	242.8
Cheshire Police and Crime Commissioner	34.7
Cheshire Fire Authority	12.4
Town and Parish Councils	9.1
Total	299.0

49. **Table 5** shows collection rates within three years, and demonstrates that 99% collection is on target to be achieved within this period.

Table 5 – Over 99% of Council Tax is collected within three years

Financial Year	CEC Cumulative			
	2017/18	2018/19	2019/20	2020/21
	%	%	%	%
After 1 year	98.3	98.2	97.9	97.4
After 2 years	99.1	99.0	98.8	**
After 3 years	99.3	99.2	**	**

**data not yet available

50. The council tax in-year collection rate for the period up to the end of September 2021 is 56.3%. This is an increase of 0.7%

on the previous year and shows positive signs of reverting to pre Covid-19 levels. Caution should be exercised however in view of the imminent end to furlough arrangements and the impact that may have on residents' ability to pay.

51. Council tax support payments were budgeted at £18.0m for 2021/22 and at the end of September the total council tax support awarded was £17.6m.
52. The Council Tax Support scheme remains the same for 2021/22, other than the uprating of the income bands in line with the Consumer Price Index in September 2020. The scheme was confirmed by full Council in December 2020.
53. A review of the Council Tax Support scheme for 2022/23 is underway and will be finalised later this year.
54. Council tax discounts awarded are £26.8m which is a slight increase on the same period in 2020/21. This is mainly due to an increase in single person discounts following the postponement of the discount review during Covid-19.
55. Council tax exemptions awarded is £6.6m which is an increase on the same period in 2020/21. This has been impacted by the postponement of exemption reviews during Covid-19.

Non-Domestic Rates (NDR)

56. 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.
57. The small business multiplier applied to businesses which qualify for the small business relief was set 49.9p in 2021/22.

The non-domestic multiplier was set at 51.2p in the pound for 2021/22.

58. During 2020/21 Cheshire East Council was in a pooling arrangement with the Greater Manchester (GM) Authorities (also included Cheshire West and Chester) to maximise business rate retention locally and support the economic regeneration of Greater Manchester and Cheshire Councils. Pool members were entitled to retain the levy charge on growth that would normally be paid over to Central Government. Cheshire East retained 50% of this levy charge locally before paying the remaining half over to the pool. The pooling arrangement has ceased for 2021/22 due to the continued uncertainty around business rates levels and the possibility of LA's falling below the safety net threshold as the pandemic continues.

59. **Table 6** 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 6 – Over 99% of Business Rates are collected within three years

Financial Year	CEC Cumulative			
	2017/18	2018/19	2019/20	2020/21
	%	%	%	%
After 1 year	97.7	98.5	98.2	92.4
After 2 years	99.2	99.4	98.4	**
After 3 years	99.8	99.4	**	**

**data not yet available

60. The business rates in-year collection rate for the period up to the end of September 2021 is 48.25%. Although this is a reduction on previous years it does not stand comparison due to the introduction of the Extended Retail Discount scheme which has impacted the annual debit part way through the year. Additionally, normal processes to recover unpaid business rates will only commence during the second half of this year as Government grant schemes come to an end.

Appendices to 2021/22 Financial Year Review

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December 2021

Appendix 5

Highways and Transport Committee

1. Changes to Revenue Budget 2021/22 since Medium Term Financial Strategy

	MTFS Net Budget £000	Additional Grant Funding £000	Restructuring & Realignments £000	Revised Net Budget £000
Highways and Transport				
Highways & Infrastructure	11,241	-	3	11,244
	11,241	-	3	11,244

Note additional grant funding is the expenditure budget relating to general purpose grants (none for this committee). Additional specific grants income and expenditure budgets held in the service area (section 3, tables 2 and 3 of this appendix) do not appear as they net to nil.

2. Policy Proposal Update

Budget Policy Proposal	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	In Year Update
[90] Community Transport	-25				Following market testing no savings will be achieved in 21/22, position in fares for community transport will be reviewed once Covid support for local bus ends.
[88] Parking Strategy – Review of Charges	-327	-955			Behind schedule following Committee decision in September, on-going work to re-scope the parking review leading to future year income.
[23] Urban Grass Cutting	-67				On track
[24] Improving customer experience – Highways correspondence	-50	-50			<p>This exercise is now part of the council wide Brighter Future Together Customer Experience Workstream, specifically the corporate Formal Correspondence Pilot. The first stage of the pilot (July – September) was focussing on MP and Member Enquiry Service formal correspondence.</p> <p>A paper is currently being written for the pilot to be extended and to capture</p>

					all types of formal correspondence – any savings will be dependent on the recommendations and outcomes of the pilot.
[33] Commercialisation of the Highway Service Contract	-80				Commercialisation of the Highway Service Contract – Behind schedule, work on going to identify acceptable contractual mechanism. No savings will be achieved in 21/22, some savings may be achieved in the 22/23 financial year.
[87] Carbon Reduction - Replacement of existing illuminated signs and bollards with LED units		30	-4	-31	Year one of two year programme on track. Identified efficiencies likely to be achieved.
[89] Local Supported Buses	-33	-117			On track for FY 21/22, options for FY22/23 will be identified through discussions on the new Enhanced Partnership with bus operators.

3. Corporate Grants Register

Table 1 – Corporate Grants Register

Grants 2021/22	Original Budget	Revised Forecast	Change from Original Budget	Treatment of Grant
	2021/22 £000	2021/22 £000	2021/22 £000	Notes 2 - 5
HIGHWAYS and TRANSPORT				
Specific Use (Held within Services)	348	949	601	
General Purpose (Held Corporately)				
TOTAL HIGHWAYS and TRANSPORT	348	949	601	

Notes

1 The Dedicated Schools Grant, Pupil Premium Grant, Sixth Form Grant and Other School Specific Grant from the Education Funding Agency (EFA) 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.

3 ODR - Officer Decision Record to approve immediate budget change to relevant service.

4 Reserves - transfer to reserves at year end.

5 Balances - amount will be included as a variance to budget.

3.1 Cheshire East Council receives two main types of Government grants; specific use grants and general purpose grants. Specific use grants are held within the relevant service with a corresponding expenditure budget. Whereas general purpose grants are held in central budgets with a corresponding expenditure budget within the allocated service area.

3.2 The increase in specific grants relates mainly to bus services. Requests for the allocation of the additional specific grants received are detailed in **Table 2**. Previously approved additional specific grants are detailed in **Table 3**.

3.3 Spending in relation to specific use grants must be in line with the purpose for which it is provided.

Table 2 – Supplementary Revenue Estimate Requests for Allocation of Additional Grant Funding (Specific Purpose)

Committee	Type of Grant	£000	Details
Highways and Transport	Bus Service Operators Grant	92	The Bus Service Operators Grant is a grant paid to operators of eligible bus services and community transport organisations to help them recover some of their fuel costs. The amount each bus operator receives is based on their annual fuel consumption.
Highways and Transport	Bus Capacity Grant	247	Funding to support LTAs in developing local bus proposals as outlined in the National Bus Strategy.
Specific Purpose Allocations less than £500,000		339	
Total Specific Purpose Allocations		339	

Table 3 - Summary of Grants already Approved (Specific Purpose)

Committee	Type of Grant	£000	Details
Highways and Transport (July report)	Local Authority Capability Fund	171	The grant is awarded to enable the authority to deliver the objectives as set out in the Capability Fund bid. The Local Authority Capability Fund supports the commitment made in Gear Change, the Prime Minister's Cycling and Walking Plan, in July 2020, to increase the capabilities of local authorities to plan good active travel infrastructure, including building more expertise and undertaking more evidence-based planning.
Highways and Transport (July report)	Covid-19 Bus Services Support Grant (Restart) - Tranche 6	91	Covid-19 Bus Services Support Grant can only be spent on supporting bus services that have been affected by or need to be adjusted because of the impact of Covid-19. It is to be used as additional support on top of normal funding for local bus services, not as a replacement of that funding.
Specific Purpose allocations already Approved		262	

4. Debt Management

	Outstanding Debt £000	Over 6 months old £000
Highways and Transport Committee		
Highways and Infrastructure	750	710

5. Capital Strategy

Highways and Transport

CAPITAL

CAPITAL PROGRAMME 2021/22- 2024/25														
Scheme Description	Total Approved Budget	Prior Years £000	Forecast Expenditure				Total Forecast Budget 2021/25 £000	Forecast Funding					Total Funding £000	
			Forecast Budget 2021/22 £000	Forecast Budget 2022/23 £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000		Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000		
Committed Schemes														
Highways and Infrastructure														
A51/A500 Corridor Nantwich	250	231	19	0	0	0	19						19	19
A50/A54 Holmes Chapel	603	66	10	200	327	0	537		537					537
A500 Dualling Scheme	9,329	7,506	1,822	0	0	0	1,822	2,702					-881	1,822
A537 Safer Road Fund Scheme	2,490	0	527	1,963	0	0	2,490	2,490						2,490
A54/A533 Leadsmithy St, Middlewich	563	115	45	403	0	0	448		448					448
A556 Knutsford To Bowdon	504	337	80	87	0	0	167		167					167
A6 Marr Cmm - Disley	2,122	1,612	100	410	0	0	510			56			454	510
A6 Marr Cmm Handforth	800	461	75	264	0	0	339	257		48			34	339
A6Marr Design Checks & Ta	473	268	205	0	0	0	205	72		133				205
Air Quality Action Plan	147	0	147	0	0	0	147	147						147
Alderley Edge Bypass Sch Impm	60,611	60,313	298	0	0	0	298						298	298
Bridge Maintenance Minor Wks	2,987	0	2,987	0	0	0	2,987	1,569					1,419	2,987
Congleton Link Road (Complete)	90,443	65,028	11,020	2,111	3,383	8,901	25,416	316	15,169				9,931	25,416
Client Contract And Asset Mgmt	388	0	388	0	0	0	388	388						388
Crewe Green Link Road Ph2	25,747	24,905	150	692	0	0	842			653			189	842
Crewe Green Roundabout	7,500	7,047	193	180	40	40	453			453				453
Crewe Rail Exchange	6,712	6,693	19	0	0	0	19	19						19
Davenport Lane, Arclid	352	50	302	0	0	0	302	245	57					302
Flowerpot Phs 1 & Pinch Point	5,500	1,007	936	392	2,838	327	4,493	2,437					2,057	4,493
Future High Street Funding - Adaptive Signals	306	0	82	53	153	18	306	306						306
Future High Street Funding - Earle Street Link	1,148	0	0	250	250	648	1,148	1,148						1,148
Future High Street Funding - Flag Lane Link	1,458	0	118	300	1,040	0	1,458	1,458						1,458
Future High Street Funding - Southern Gateway	3,054	0	58	284	1,786	926	3,054	3,054						3,054
Highway Maintenance Minor Wks	12,259	0	12,259	0	0	0	12,259	10,659					1,600	12,259
Highway Pothole/Challenge Fund	20,170	6,734	1,395	3,242	0	0	4,637						4,637	4,637
Highways S106 Funded Schemes	1,062	406	622	34	0	0	656	-36	692					656
Infrastructure Scheme Development	125	0	75	50			125	125						125
Jack Mills Way Part 1 Claims	300	277	23	0	0	0	23		23					23
Local Area Programme	1,012	0	711	301	0	0	1,012	1,011						1,011
Macclesfield Movement Strategy	100	31	0	69	0	0	69	69						69
Middlewich Eastern Bypass	25,518	13,802	7,506	4,211	0	0	11,717	6,938	4,779					11,717
Middlewich Rail Study	20	0	20	0	0	0	20	20						20
North-West Crewe Package	36,500	5,637	2,023	15,888	12,952	0	30,863	11,518	12,249			1,730	5,365	30,863
Old Mill Rd/ The Hill Junction	1,325	91	70	150	1,014	0	1,234		1,234					1,234
Part 1 Claims	79	0	41	38	0	0	79	79						79
Poynton Relief Road	50,657	18,367	14,995	8,371	356	8,569	32,290	10,833	6,200			1,000	14,257	32,290
Programme Management	200	0	200	0	0	0	200	200						200

CAPITAL PROGRAMME 2021/22- 2024/25

Scheme Description	Total Approved Budget	Prior Years £000	Forecast Expenditure				Total Forecast Budget 2021/25 £000	Forecast Funding					Total Funding £000
			Forecast Budget 2021/22 £000	Forecast Budget 2022/23 £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000		Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000	
Committed Schemes													
Highways and Infrastructure													
Road Network & Linked Key Inf	83	78	5	0	0	0	5	5					5
Road Safety Schemes Minor Wks	455	0	424	31	0	0	455	455					455
Safer Roads Fund A532	1,030	128	528	468	0	0	996	996					996
Safer Roads Scheme A536	2,310	237	1,479	594	0	0	2,073	2,073					2,073
Sydney Road Bridge	10,501	10,127	73,532	300,000	0	0	374	50	324				374
Winter Service Facility	999	287	276	436	0	0	712	136				576	712
							0						0
Transport & Parking							0						0
Accessibility: Public Transp'T	99	0	99	0	0	0	99	99					99
Active Travel Fund (Covid-19)	724	260	464	0	0	0	464	464					464
Active Travel (Cycle/Walking Route) Investment	528	0	528	0	0	0	528	518		10			528
Replace Route Planning System	195	172	23	0	0	0	23			23			23
Broadway Meadow Car Park	49	0	49	0	0	0	49					49	49
Car Parking Improvements	73	0	15	28	30	0	73			14		59	73
Digital Solutions - Parking	140	93	26	21	0	0	47					47	47
Pay And Display Parking Meters	620	531	0	40	49	0	89					89	89
Sustainable Travel Access Prog	3,274	1,487	1,387	400	0	0	1,787	1,240	309			238	1,787
Sustainable Travel To Schools	256	0	256	0	0	0	256	256					256
Town Studies	450	278	120	52	0	0	172	172					172
HS2 Programme													
Crewe Hs2 Hub Project Dev	12,701	6,671	6,029	0	0	0	6,029					6,029	6,029
Total Committed Schemes - In Progress	407,302	241,334	71,305	42,312	24,218	19,428	157,263	64,487	43,530	47	2,730	46,467	157,262
													0
New Schemes													0
Highways and Infrastructure													
Highways S106 Funded Schemes	6	0	6	0	0	0	6		6				6
Traffic Signs and Bollards - LED Replacement	1,250	0	625	625	0	0	1,250					1,250	1,250
Traffic Signal Maintenance	500	0	250	250	0	0	500	500					500
Integrated Transport Block - LTP	5,961	0		1,987	1,987	1,987	5,961	5,961					5,961
Maintenance Block - LTP	25,227	0		8,409	8,409	8,409	25,227	25,227					25,227
Incentive Fund - LTP	5,253	0		1,751	1,751	1,751	5,253	5,253					5,253
Transport & Parking													
Local Access - Crewe Transport Access Studies	150	0	75	75	0	0	150	150					150
Local Access - Macclesfield Transport Access Studies	150	0	75	75	0	0	150	150					150
													0
Total New Schemes	38,497	0	1,031	13,172	12,147	12,147	38,497	37,241	6	0	0	1,250	38,497
Total Capital Schemes	445,799	241,334	72,336	55,484	36,365	31,575	195,760	101,728	43,536	47	2,730	47,717	195,759

6. Reserves Strategy

Name of Reserve	Opening Balance 1st April 2021 £000	Forecast Movement in Reserves 2021/22 £000	Forecast Closing Balance 31st March 2022 £000	Notes
Highways and Infrastructure (Highways and Transport Committee)				
Flood Recovery Works	430	(215)	215	27 locations identified for repair works as a result of the 2019 flood events. There are also a further 16 which require investigation to ascertain the scope of the works required.
Well Managed Highway Infrastructure Delay	200	(100)	100	Due to the call in of WMHI, the savings proposed relating to winter service cannot be realised and the forecast service costs have increased.
Highways Procurement Proj	103	(26)	77	To finance the development of the next Highway Service Contract.
HS2	303	0	303	To support the Council's ongoing programme in relation to Government's HS2 investment across the borough and Transport for the North's Northern Powerhouse Rail Business Case.
Parking Pay and Display Machines / Parking Studies	178	0	178	Purchase of Pay and Display machines and town centre parking studies.
TOTAL	1,214	(341)	873	

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	13 January 2022
Report Title:	Medium Term Financial Strategy 2022/23 – 2025/26
Report of:	Alex Thompson, Director of Finance and Customer Services (Section 151 Officer)
Report Reference No:	HT/21/21-22
Ward(s) Affected:	Not Applicable

1. Executive Summary

- 1.1. The purpose of this report is to capture the Committee members' response to consultation on the Medium-Term Financial Strategy 2022 to 2026.
- 1.2. The Council's Medium-Term Financial Strategy sets out the financial implications of the Council's Corporate Plan and how spending plans can be funded over the next four years. The Council is required by law to approve a balanced budget, where gross expenditure is matched by gross income and appropriate use of reserves, on an annual basis.
- 1.3. The consultation document includes proposals to update the current MTFS that was approved by Council in February 2021.
- 1.4. The current MTFS was balanced over the four-year period 2021 to 2025 and assumed that spending linked to the pandemic would be matched by government funding. The proposals recognised the risk of ongoing reductions in Government Grants as well as growth in demand, particularly within Adult and Children's and Waste services. Additional impacts were included for inflation such as staff pay and spending on utilities. Mitigation for increasing costs included savings, and additional income from some user charges. Mitigation also included increases in

Council Tax of 4.99% for 2021/22 and a further annual increase of 1.99% from 2022/23.

- 1.5. The MTFS 2022 to 2026 consultation reflects financial pressures identified in the In-Year Review of Finance. The consultation also recognises high-level implications of the 2021 Central Government Spending Review.
- 1.6. This report sets out the activities to date and current estimated timescales and assumptions. All Committees are being asked to provide feedback in relation to their financial responsibilities as identified within the Constitution and linked to the budget alignment approved by the Finance Sub-Committee in July 2021.
- 1.7. Responses to the consultation will be reported to the Corporate Policy Committee to support that Committee in making recommendations to Council on changes to the current financial strategy. The Chief Finance Officer will report on the robustness of estimates and the adequacy of reserves in relation to the final proposals.

2. Recommendations

That Highways and Transport Committee:

- 2.1. Review the MTFS 2022 to 2026 Consultation Document (**Appendix 1**) and provide feedback to the Corporate Policy Committee on the proposals relevant to the responsibilities of the Committee as outlined in the Constitution, which are:
 - 23) Parking service – postponement of review of charges (page 21)
 - 24) Local Supported Buses (page 21)
- 2.2. Notes those proposals that are rolling forward from the MTFS 2021-25 relevant to the committee (as part of **Appendix 1** (Appendix A)).
 - 87) Carbon Reduction - Replacement of existing illuminated signs and bollards with LED units (page 36)
- 2.3. Notes the impact of the local government financial settlement as provided at **Appendix 2** on the MTFS Consultation Document.
- 2.4. Comments on any other element of the MTFS Consultation Document related to the responsibilities of the Committee (including WOC Business Plans, and Reserves levels).
- 2.5. Notes that the minutes of this meeting will form the consultation response of the Committee for the consideration by the Corporate Policy Committee.

3. Reasons for Recommendations

- 3.1. The Council is required to consult on the proposals within the annual budget. This is required in general terms with businesses but may also require consultation with service users on specific proposals, although where proposals relate to universal services the requirements can be covered through a single consultation document on the overall budget.
- 3.2. The Council must set a balanced budget for each financial year based on robust estimates and supported by adequate reserves. This requirement is significantly supported by meaningful consultation as this improves the assurance that proposals will be delivered within manageable levels of risk.
- 3.3. Establishing key dates for the consultation process manages expectations for stakeholders.
- 3.4. The financial parameters within the MTFS have been reviewed and options for proposals that could be included in a revised MTFS have been put forward.
- 3.5. **Appendix 1** contains the Budget Engagement document including the survey questions that have been used during the consultation period (closed 4 January 2022).

4. Other Options Considered

- 4.1. Delay the publication of budget proposals until after the local government finance settlement had been confirmed, which is usually late December, and adopt the minimum level of engagement. This was not desirable because it is not transparent and does not give enough time to consider future budget changes by stakeholders.

5. Background

- 5.1. Proposals to vary the current budget have been set out as part of the Budget Engagement document that was launched on 24 November 2021. These are continuing to be developed in line with the priorities included within the Corporate Plan and refined as further funding announcements are confirmed.
- 5.2. Proposals will recognise growth and savings requirements to ensure the published MTFS is both robust and transparent and supports members in making informed decisions.
- 5.3. On 27 October, the Chancellor announced the spending review 2021 that will cover the next 3 years (2022/23 to 2024/25). Details of the actual

funding allocations for each local authority were not announced until the provisional settlement on 16 December 2021. At the time of publishing the Budget Consultation in November it had been confirmed that broadly there is due to be an extra £1.6bn for local authorities in each of the next three years. This funding will help the council in managing the increasing costs of complex care, stabilisation of the care market and rising inflation as well as including funding to manage cyber threats.

- 5.4. Planning for the MTFS is an ongoing process, and the Council has, in most years, followed a path of establishing the parameters for the planning process, then proposing variations to achieve a sustainable strategy and then consulting on the proposals. The launch of the consultation process has taken place in November/December in recent years and for the 2022-26 MTFS, the consultation launched on 24 November 2021 and ran until 4 January 2022.
- 5.5. The Provisional Settlement announced on 16 December has varied the assumptions contained in the Budget Engagement document. **Appendix 2** sets out the changes announced and the impact on the estimated funding envelope.
- 5.6. Corporate Policy Committee and each Service committee will provide feedback on their individual proposals and then Corporate Policy Committee will make the final recommendation to full Council at the February meeting.

6. Consultation and Engagement

- 6.1. The budget consultation involves engagement with local people and organisations to ensure that we seek feedback from all stakeholders:
 - 6.1.1. With regards to the Budget consultation, the 6-week public consultation period ran from 24 November 2021 to 4 January 2022. During this time, residents, members and stakeholders were able to provide their views in a number of ways.
 - 6.1.2. A dedicated engagement hub provided access for all stakeholders to get information about the proposals being consulted upon within the Budget consultation and encouraged the submission of comments, views and suggestions. The Council's social media accounts promoted the dedicated website.
 - 6.1.3. The Council's Digital Influence Panel, Councillors, Town and Parish Councils, Public Service partner agencies, voluntary, community and faith sector stakeholders and Trade Unions have also been invited to give their views. The Council also sought to engage with representative

groups for young people, disabled people and older people in the community.

6.1.4. The feedback is being collated and analysed and used to enable transparent decision making.

7. Implications

7.1. Legal

7.1.1. The Medium-Term Financial Strategy is a part of the Council's Budget and Policy Framework and as such requires approval by Council.

7.1.2. The Council should have robust processes so that it can meet statutory requirements and fulfil its fiduciary duty.

7.1.3. Any legal implications arising from this report will be addressed through the budget setting process.

7.2. Finance

7.2.1. The current Medium-Term Financial Strategy estimates a balanced budget over the next four years.

7.2.2. The Budget Engagement document sets out the estimated revised position, based on up-to-date information and forecasts, and maintains that balanced four-year position.

7.2.3. Changes as a result of the provisional settlement are set out in Appendix 2.

7.3. Policy

7.3.1. The Corporate Plan sets out the vision, values, aims and priorities for Cheshire East. It is a sister document to the MTFS.

7.4. Equality

7.4.1. An Equality Impact Assessment will be completed to support the MTFS, setting out the implications and mitigation.

7.5. Human Resources

7.5.1. Consultation on the proposals will include staff. Any changes involving staff will be managed in consultation with staff and Trade Unions.

7.6. Risk Management

7.6.1. There are significant risks associated with the financial consequences of the pandemic, recovery and COVID-scarring. These are set out in more detail in the Strategic Risk Register.

7.7. Rural Communities

7.7.1. There are no direct implications for rural communities.

7.8. Children & Young People/Cared for Children

7.8.1. There are no direct implications for children and young people.

7.9. Public Health

7.9.1. The Coronavirus pandemic has had a significant impact on public health.

7.10. Climate Change

7.10.1. The Corporate Plan has a very strong environmental thread throughout with a specific aim for the Council to be 'Greener'.

7.10.2. A number of priorities and activities are underway which will support the Council's commitment of being carbon neutral by 2025, including the delivery of an Environmental Strategy and a Carbon Action Plan.

Access to Information	
Contact Officer:	<p>Alex Thompson</p> <p>Director of Finance and Customer Services (Section 151 Officer)</p> <p>alex.thompson@cheshireeast.gov.uk</p>
Appendices:	<p>Appendix 1 – Budget Engagement Document</p> <p>Appendix 2 – Provisional Settlement</p>
Background Papers:	<p>Medium Term Financial Strategy 2021-25</p> <p>2021/22 In-Year Review of Finance</p>

Cheshire East Council

Budget Engagement 2022 - 26



Your **views** matter



Purpose of our Budget Engagement

The Council must set a balanced budget each year, meaning we cannot spend more than our income. To help improve value for money we need to seek the views of residents and businesses about priorities for the year ahead. Your views and feedback as local people, businesses, organisations, councillors and staff are very important and will help us to understand the impact of any changes required to achieve a financially balanced position.

We are responsible for managing annual expenditure of around **£700million**. After taking account of all the income we receive for specific purposes, such as conditional grants for schools, we have an annual net revenue budget of approximately **£300million**. This must be funded from the local taxes paid by households and businesses, and some general government grants, and will cover the day-to-day running costs of our vital services. The net budget equates to approximately **£16** per week for every resident living in the borough.

As well as providing day-to-day services to support children and adults who need our help, or emptying the

bins and managing the highways, the Council also manages a range of capital projects. These projects include building new schools, new roads, information and digital technology and regenerating our town centres. The total value of projects being managed over the next four years alone, is almost **£400million**.

This document outlines the key financial issues that we need to tackle, including those that relate to the ongoing pandemic. It also includes our proposed response to these financial challenges and our plans for spending next year. Your views will be captured and will help inform councillors in making the decisions regarding the council's budget.

Giving your feedback



This PDF document is for information only – to let us know what you think about this budget engagement document please use one of the methods below. Please submit your feedback by 4th January 2022:



- Complete a paper survey, available at all Cheshire East libraries, and return it to Research and Consultation, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ
- Email RandC@cheshireeast.gov.uk
- Write to Research and Consultation, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ
- Tweet [@CheshireEast](https://twitter.com/CheshireEast) #CECBudget

- Comment on our budget consultation comments board at www.cheshireeast.gov.uk/BudgetEngagement

For any queries about this engagement, for example if you would like to receive this questionnaire in an alternative format, or submit your response in a different way, please call Customer Services 0300 123 5500 or email our Research and Consultation Team

RandC@cheshireeast.gov.uk

Your confidentiality is assured

Any personal information you supply will remain strictly confidential and will be used in line with the Data Protection Act 2018.

To find out more about how we use your information see our privacy policy at

www.cheshireeast.gov.uk/Privacy



Content

This budget engagement document covers the below topics :

1 | Our corporate priorities

2 | Spending within resources

3 | Spending on our priorities for next year

4 | Summary position for 2022/23

5 | Open investment and savings proposals

6 | Fairer investment and savings proposals

7 | Greener investment and savings proposals

8 | Central budgets and funding activity

9 | Final budget consultation comments

1 | Our corporate priorities

Our corporate plan sets out the vision and priorities over the next four years. Our vision is for a more **Open**, **Fair** and **Green** Cheshire East.

Our Vision

An Open, Fairer,
Greener Cheshire East

Open

Fair

Green

Open - We will provide strong community leadership and work transparently with our residents, businesses and partners to deliver our ambition in Cheshire East.

Fair - We aim to reduce inequalities, promote fairness and opportunity for all and support our most vulnerable residents

Green - We will lead our communities to protect and enhance our environment, tackle the climate emergency and drive sustainable development

- The vision is ambitious, long-term and includes actions that will help us towards achieving our priorities.

- Our ability to achieve them all will depend on the resources we have at our disposal. This means that our corporate plan and the budget are intrinsically linked.

- The plan also relies on the council demonstrating a set of values that support success.

Our Priorities

An open and enabling organisation

- Ensure that there is transparency in all aspects of council decision making
- Listen, learn and respond to our residents, promoting opportunities for a two-way conversation
- Support a sustainable financial future for the council, through service development, improvement and transformation
- Look at opportunities to bring more income into the borough
- Support and develop our workforce to be confident, motivated, innovative, resilient and empowered
- Promote and develop the services of the council through regular communication and engagement with all residents

A council which empowers and cares about people

- Work together with residents and partners to support people and communities to be strong and resilient
- Reduce health inequalities across the borough
- Protect and support our communities and safeguard children, adults at risk and families from abuse, neglect and exploitation
- Be the best Corporate Parents to our children in care
- Support all children to have the best start in life
- Increase opportunities for all children and young adults with additional needs
- Ensure all children have a high quality, enjoyable education that enables them to achieve their full potential
- Reduce the reliance on long term care by improving services closer to home and providing more extra care facilities, including dementia services

A thriving and sustainable place

- A great place for people to live, work and visit
- Welcoming, safe and clean neighbourhoods
- Reduce impact on the environment
- Be a carbon neutral council by 2025
- A transport network that is safe and promotes active travel
- Thriving urban and rural economies with opportunities for all

Our Values

We are
flexible

We
innovate

We take
responsibility

We deliver
the **service**
that customers
need

We use
**effective
teamwork**

2 | Spending within resources

Cheshire East Council gets income from council tax, business rates, government grants and local fees and charges.

Since 1st April 2019 the council has not received any central government general-purpose revenue support grant (it was worth £55.9million to us in 2013/14). To maintain spending on vital services the council has therefore had to increase council tax and fees and charges.

We receive more money when new houses are built, and new residents begin to pay council tax. However, increasing population, and a population that is living longer with new needs, does increase overall costs of services. It is a difficult challenge to manage increases in demand as well as unavoidable costs such as inflation on the things we use and the wages we pay.

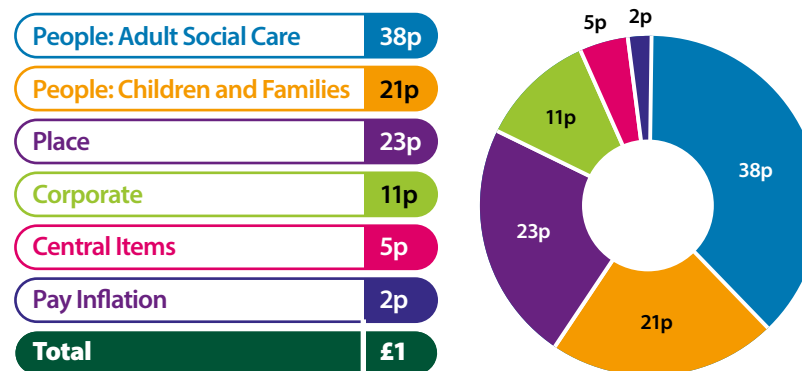
Almost 40% of the budget is spent on supporting older people in care homes or in the community, people with a physical or learning disability or mental ill health. About 20% is spent protecting our most vulnerable young people who need to come into the care of the local authority or ensuring our children with SEND (Special Educational Needs and Disability) are supported to live full and active lives.

The council's finances are audited, with reports to central government and independent external auditors that provide an opinion on the quality of the council's arrangements. Services are also inspected by external bodies such as OFSTED, CQC and the Local Government Ombudsman. If there ever is a risk that a council is not going to achieve a balanced budget in-year or in the future, it must take immediate action.

When the council agreed its budget in February 2021, it was balanced for a four year period. This consultation again sets out a balanced position, but with several potential changes within that reflecting improved estimates and emerging information on costs and financial pressures.

How is £1 of your Council Tax spent?

In February 2021, Cheshire East Council agreed it would spend each £1 of its budget for the year April 2021 to March 2022 in the following areas:



2 | Spending within resources cont'd

Within budget so far

The good news is that this year, the council is again living within its means. The Financial Review 2021/22 is balanced to within 0.7% of the revised budget that was agreed for the year. In-year spending on Children's Services reflects the most significant ongoing financial pressure. This challenge was identified at the end of last year and is a significant factor in the changes to the financial plans looking ahead. Mitigating action across all services will continue during the final quarter of the year to try and achieve an overall balanced position without having to rely on reserves.

COVID-19 continues to have a local impact, with council spending (or lost income) of £10m in excess of what would normally be expected. Government grants and good financial control locally means the council is currently forecasting that the impact of COVID-19 should not reduce council reserves. Longer term effects of COVID-19 are still a factor in public sector finances and the council continues to work with government and our partners to support local people and businesses in an appropriate affordable way.

Council Tax and funding allocations

Since setting the financial strategy in February 2021 the council has experienced ongoing increases in the costs of caring for children, and although the budget was increased for 2021/22 it has not been sufficient. The council is also having to manage increasing costs from a nationally negotiated pay award and local decisions not to increase income targets in car

parking. There is further significant financial pressure on some care providers partly due to changes brought about by COVID-19 and increases to minimum wages. There continues to be ongoing growth in costs for adult social care and waste services due to an increasing population. These financial pressures are addressed within this consultation document through efficiencies and increasing income from council tax and government grants.

On 27th October, the Chancellor announced the Spending Review 2021 that will cover the next 3 years (2022/23 to 2024/25). Details of the actual funding allocations for each local authority will not be announced until the provisional settlement in December 2021 but broadly there is due to be an extra £1.6bn for local authorities in each of the next three years. This funding will help the council in managing the increasing costs of complex care, stabilisation of the care market and rising inflation as well as including funding to manage cyber threats.

Council tax thresholds will remain at similar levels to recent years, with the threshold for "core" council tax increases remaining at 1.99%. There is also an expectation from central government that some demand growth in adult social care will be funded by a further annual precept of 1%.

Final confirmation of the threshold limits will be in the provisional settlement in December but for the purpose of presenting these budget estimates we have **increased council tax in each year by 2.99%** in order to manage ongoing demand for services.

Government have also made announcements about the Social Care Levy, funded from increasing national insurance contributions. The levy will support the NHS and help keep down the overall care costs for individuals. At this stage the full financial implications on the council are not known. This consultation therefore assumes that any new income from the new levy will be matched by expenditure. We have therefore taken the approach of not including it within this consultation. As more information is shared, we will be able to publicise the impact on local people and organisations.

Use of Reserves

It is essential to balance resources against forecast spending levels, as the council continues to have relatively low levels of reserves. Reserves cannot therefore be used to regularly manage the risk of potential reductions in income or unachievable savings proposals. Therefore, the proposals contained within this document aim to address all key areas of risk and cover the planned and estimated increases in spending to keep up with demand. Reliance on reserves is kept to a minimum to manage in-year variations and specific spending.

3 | Spending on our priorities for next year (Summary)

We will continue to invest in our priorities, support our most vulnerable residents and meet the needs of a growing population. Detailed proposals to change the 2022/23 budget are included in Section 5. Proposals previously consulted on are also included at [Appendix A](#). The total of all these budget changes result in a net change to each Directorate as follows:

Service Area (+£ Net increase)	Spending Priorities
+£2.9m in 2022/23 for Children's Services (Services include Social Care for Children, Education and Prevention services)	Despite significant financial challenges, we plan to invest in children's services. There will be increases in spending to meet the needs of the growing numbers of children in care, care leavers, education (including more school places) and early help. Social Care spending is proposed to increase by £4m, which is mitigated by lower travel costs and removing one-off transformation funding provided in 2021/22. There will also be investment in SEND services.
+£0.3m in 2022/23 for Adult Services (Services include Social Care for Adults, Public Health and Communities)	We plan to increase spending by £4m to meet the needs of the growing numbers of older people who often have complex care needs and younger adults who are living with very complex needs. However, we aim to transform care services where possible to mitigate some of the growing cost pressures and drive efficiencies in every aspect of the service to provide best value for money.
+£0.6m in 2022/23 for Place Services (Services include Highways, Waste, Environmental Management, Economic Development, Planning and Leisure)	As more houses are being built, we need to ensure we can increase the level of services such as waste collection to meet this demand. The financial strategy previously included additional potential income from car parking, but local decisions not to proceed with this approach mean income must be made up in other ways. These requirements will be offset by service reviews and efficiencies elsewhere within the Directorate.
+£0.4m in 2022/23 for Corporate Services (Services include Legal and Democratic Services, ICT, Finance, HR and Customer Services)	We continue to invest in modern technology and efficient ways of working. We have completely changed how we work since the pandemic and all staff who can work from home continue to do so for the majority of the time. This will help us to reduce our premises and mileage costs to allow us to invest in other parts of our support services.
+ Additional Budgets (Across all services to manage items such as pay inflation and the ongoing costs of the capital programme)	Pay inflation is set to increase the budget by £5.5m in 2022/23 as we also need to catch up from the unbudgeted, likely, nationally agreed pay increase from 2021/22. The costs of the capital programme which reflect the Council's requirement to borrow money to fund significant infrastructure schemes will also increase by £4m for next year.

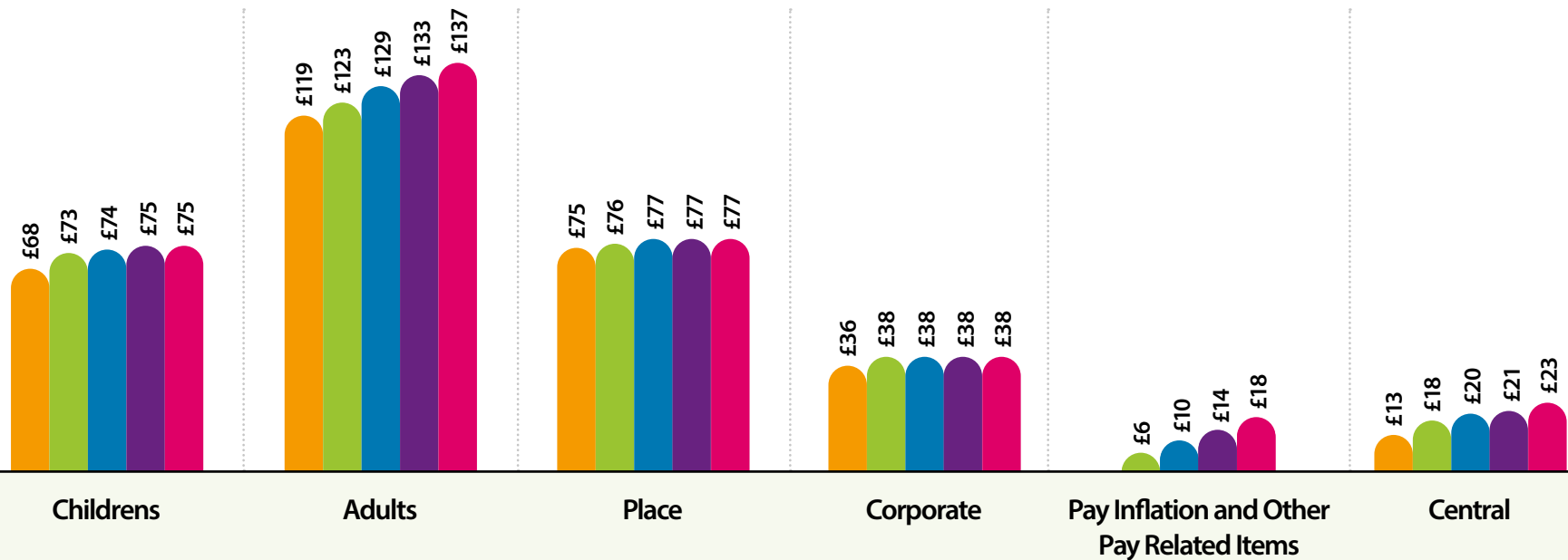
3 | Spending on our priorities for next year (Summary) cont'd

Revenue Budget (for day-to-day spending)

MTFS Budgets, by service area (£million)

This chart shows the proposed budget for each year up to 2025/26 for each of the directorates at Cheshire East, plus the planned budget increases required for pay inflation and central services.

There is planned increased investment overall in all areas over the medium term. The increase in budgets is growing at a faster rate in our people based services for Children and Adults.



● 2021/22 ● 2022/23 ● 2023/24 ● 2024/25 ● 2025/26

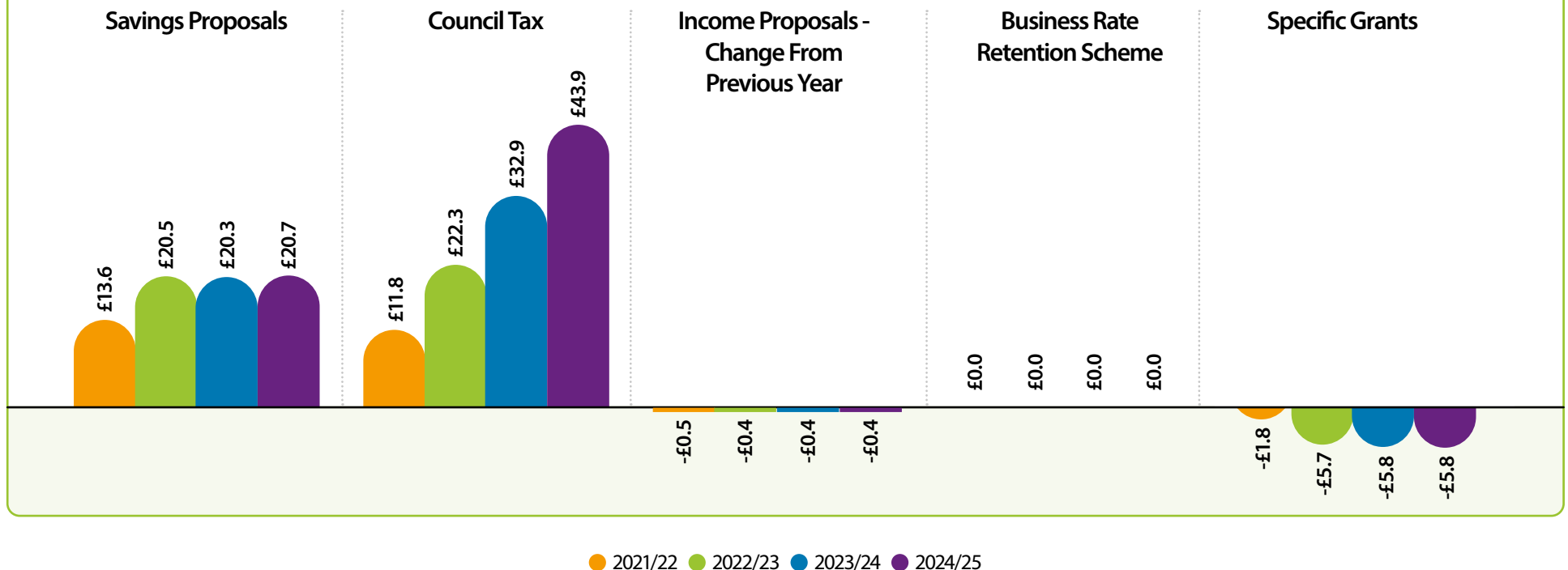
3 | Spending on our priorities for next year (Summary) cont'd

Funding, income and savings

Funding, income and savings proposals - cumulative change (£million)

This chart shows the change in funding, income and savings proposals over the medium term. Council tax is steadily increasing while business rates are forecast to plateau due to the uncertainties around the future of the Business Rates Retention Scheme. Specific grants available to support the general revenue budget continue to decline over the

medium term (although this remains a prudent estimate until firm allocations are released in December 2021). Some proposed car parking charge increases are no longer being implemented as planned (as shown by the negative income stream compared to current budget levels).



3 | Spending on our priorities for next year (Summary) cont'd

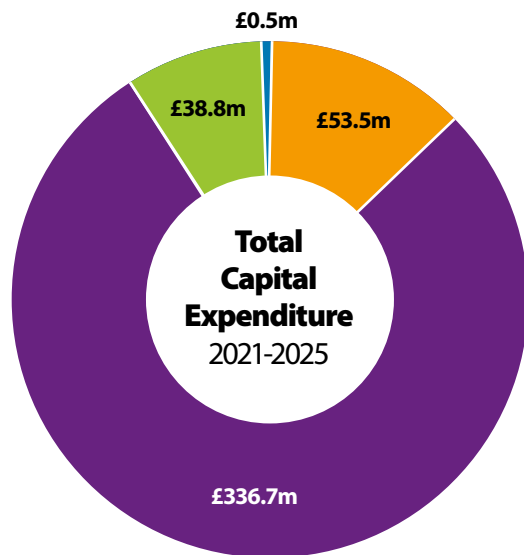
Capital Budget (for spending on projects)

These charts show the 2021-2025 Capital Programme expenditure for the council as well as how the programme is to be funded.

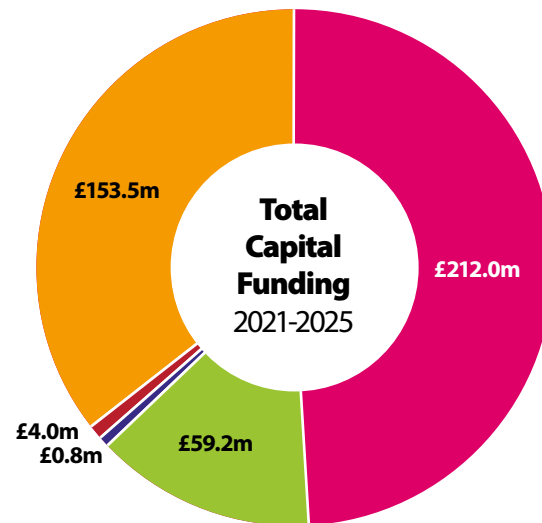
The Place Directorate, which is responsible for Highways and Regeneration projects, is responsible for almost 80% of the programme overall.

Over 60% of the programme is to be funded from external resources, such as government grants and contributions from developers.

Borrowing is mainly funded from the council's net budget.

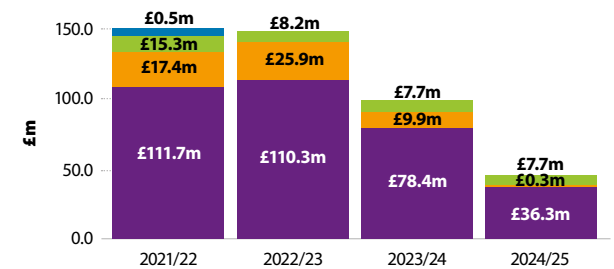


● Adults, Health and Integration
 ● Children's Services
 ● Place
 ● Corporate



● Government Grants
 ● Prudential Borrowing
 ● Revenue Contributions
 ● External Contributions
 ● Capital Receipts

Capital Expenditure
2021/22 to 2024/25



● Adults, Health and Integration
 ● Children's Services
 ● Place
 ● Corporate

4 | Summary position for 2022/23

We are consulting on our plans to increase spending each year across the range of council priorities.
To fund the increasing cost of services the council expects to increase council tax in line with government inflation targets.

Estimated Net Budget				
	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Service Budgets	298.5	309.1	315.5	324.6
Proposed changes as follows:				
Open	+2.2	+2.2	+4.2	+4.1
Fair	+6.6	+3.7	+4.5	+4.4
Green	+1.8	+0.5	+0.4	-
Total Service Budgets	309.1	315.5	324.6	333.1
Total Central Budgets (Net of Reserves)	12.1	12.1	13.7	16.1
TOTAL Service + Central Budgets	321.2	327.6	338.3	349.2
Funded by				
Council Tax	-254.7	-265.1	-275.8	-286.7
Business Rate Retention Scheme	-49.1	-49.1	-49.1	-49.1
Revenue Support Grant	-	-	-	-
Specific Unringfenced Grants	-17.4	-13.4	-13.4	-13.4
TOTAL Funded by	-321.2	-327.6	-338.3	-349.2
Balanced Position	-	-	-	-



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

To what extent do you agree or disagree that the council spends money wisely?

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

5 | Open Investment and Savings Proposals

New or revised investment proposals

The following table presents the 'Open' investment proposals that are new or revised within this year's budget setting process – you can comment on any of these proposals in the following survey. Investments are areas where the council is proposing to increase spending.

Please note within the following tables positive numbers represent a budget growth, while negative numbers represent a budget saving.

	Open – Investment	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Listen. Learn	1) Improving Digital Customer Experience [New for 2022/23 Budget] This proposal directly supports the implementation of the agreed Customer Experience Strategy which will improve customer responsiveness and delivery.	0.110	-	-	-
	2) Pay inflation [Change to item 3 in 2021/22 Budget] This proposal includes incremental increases for eligible staff and nationally negotiated pay awards. Average increases are forecast at c.2.5%. This may not apply evenly across pay bands due to implications of the Living Wage. The proposals recognise the additional delayed impact of the 2021/22 pay negotiations that also affect the 2022/23 budget.	5.536	3.873	3.964	4.062
Financial Sustainability	3) National Insurance increase at 1.25% for social care funding [New for 2022/23 Budget] The planned introduction of a national Social Care Levy will increase national insurance contributions for all employers. As the council is part of the public sector, government will provide compensation for such payments. Although not confirmed these costs are currently mitigated in full through increased grant.	0.913	-	-	-
	4) Improved Debt Recovery and correcting budgeted court costs income targets to reflect actual levels [Change to item 16 in 2021/22 Budget] Improving debt collection will reduce income from court costs, which are already forecasting a budget shortfall. This is positive in many respects, although it does reflect an income deficit. The council will continue to innovate with debt collection improvements that recognise the circumstances of those in debt.	0.337	0.013	-0.024	-

5 | Open Investment and Savings Proposals cont'd

	Open – Investment	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Commercial Opportunities	5) Transactional Service Centre additional funding [New for 2022/23 Budget] Transactional Service is a shared service with Cheshire West and Chester. The TSC Team budget is again unbalanced due to a loss of income (primarily from schools opting out), additional costs of the new Unit4 governance and support team, and inflation costs to the base budgets.	0.238	-	-	-
	6) Vendor Management Phase 3 [New for 2022/23 Budget] Continuing improvements to the council procurement and contract management process have seen the rollout and adoption of a new system. The system, Atamis, is a cloud-based contract lifecycle management (CLM) solution across Cheshire East Council, by the Corporate Procurement Team.	0.175	-0.089	0.071	-
	7) Unified IT Communications [Change to item 44 in 2021/22 Budget] Additional funding required to modernise the communication systems including telephony and video conferencing, to further enable the Flexible and Mobile Working (FMW) strategy by enabling corporate calling from most devices in most locations and improve video calling between corporate locations.	0.110	0.009	0.017	-
Workforce	8) IT Security and Compliance [New for 2022/23 Budget] Cyber threats are increasing in both quantity and sophistication, with sources ranging from individuals, professional groups, and international actors. Additional investment would be needed from CEC to ensure the council continues to have an appropriate security and compliance posture, capability, and capacity across our ICT platforms.	0.097	0.006	0.006	-
	9) IT Procurements and Application Lifecycle Management [Change to items 45, 46, 47 in the 2021/22 Budget] Additional funding would be needed for the council's key line of ICT business systems from initial procurement, to implementation, maintenance and decommissioning. The benefits of robust Application Lifecycle Management (ALM) will be modern business systems that are secure, supportable and compliant.	0.075	0.075	0.078	-
	10) Information Assurance and Data Management Phase 3 [New for 2022/23 Budget] The Information Assurance and Data Management (IADM) programme phase 3, will deliver key projects that will underpin the safeguarding of information and enhance its use.	0.040	-	-	-
	Open – Investment	7.631	3.887	4.112	4.062

5 | Open Investment and Savings Proposals cont'd



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised investments under **Open?**

Investments are areas where the council is proposing to increase spending. Please tick one box only in each row:

	Support	Oppose	No opinion / Don't know
1 Improving Digital Customer Experience	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 Pay inflation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 National Insurance increase at 1.25% for social care funding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Improved Debt Recovery and correcting budgeted court costs income targets to reflect actual levels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5 Transactional Service Centre additional funding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 Vendor Management Phase 3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7 Unified IT Communications	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8 IT Security and Compliance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9 IT Procurements and Application Lifecycle Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10 Information Assurance and Data Management Phase 3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you wish to comment on any of the new or revised investments under **Open** please do so below – Please clearly state which investment you are commenting on. Please write in below:


5 | Open Investment and Savings Proposals cont'd

New or revised savings proposals

The following table presents the 'Open' savings proposals that are new or revised within this year's budget setting process – you can comment on any of these proposals in the following survey. Savings are areas where the council is proposing to decrease spending.

	Open – Savings	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Financial Sustainability	11) Removal of temporary implementation budget and investment to run the new Financial System [Change to Item 5 in the 2021/22 Budget] Implementation costs for the council core financial system can now be removed from the ongoing revenue budget. Inflation costs of the new system need to be reflected to ensure estimates are robust in respect of the whole life costs of the system.	-0.453	0.006	0.006	0.006
Workforce	12) Staff Travel and related savings [Change to item 14 in the 2021/22 Budget] Staff travel savings will be derived from changes to working practices since COVID-19, some of which will continue in the future. A review of other terms and conditions will be undertaken to ensure that the council is aligned with other Local Authorities in its application of terms and conditions.	-0.525	-	-	-
	Open – Total savings	-0.978	0.006	0.006	0.006
	Open – Net budget change	6.653	3.893	4.118	4.068

5 | Open Investment and Savings Proposals cont'd



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised savings under Open?

Savings are areas where the council is proposing to decrease spending. Please tick one box only in each row

	Support	Oppose	No opinion / Don't know
11 Removal of temporary implementation budget and investment to run the new Financial System	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12 Staff Travel and related savings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you wish to comment on any of the new or revised savings under **Open** please do so below – Please clearly state which savings you are commenting on. Please write in below:

Previously agreed proposals

The following table presents the 'Open' investment and savings proposals agreed during last years' budget setting process that have not changed since then. Detail on these can be found in the [MTFS 2021-25](#).

	Open – Previously approved MTFS proposals – February 2021	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
	See Appendix A (for further details see MTFS 2021-25)	-4.394	-1.656	0.076	-

6 | Fair Investment and Savings Proposals

New or revised investment proposals

The following table presents the 'Fair' investment proposals that are new or revised within this year's budget setting process – you can comment on any of these proposals in the following survey. Investments are areas where the council is proposing to increase spending.

Please note that within the following tables positive numbers represent a budget growth, whilst negative numbers represent a budget saving.

	Fair – Investment	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Reduce Reliance	13) Investment in Adult Social Care [Change to item 57 in the 2021/22 Budget] The Adult Social Care (Operations and Commissioning) and Public Health budgets remain under continued pressure across the country. The rising cost of social care in Cheshire East is driven by two main factors: increasing demand for services and the increasing costs of providing them. Unit costs are driven mainly by workforce costs and reflect current difficulties with the recruitment of staff. Demand for social care is related directly to the number of people who need personal care or support to help them live their lives.	4.000	3.500	4.000	4.000
	14) Care fee uplifts [New for 2022/23 Budget] Cheshire East Council has a duty under the Care Act 2014 to “promote the efficient and effective operation of a market in services for meeting care and support needs.” In delivering this obligation, councils must ensure the sustainability of the market and that there are sufficient high-quality services available to meet the care and support needs of adults in the area. This business case proposes a fee uplift for delivering care at home.	-	2.000	-	-
Safeguard Children	15) Investment in Cared for Children and Care Leavers and other pressures [Change to items 75, 77 in the 2021/22 Budget] Cheshire East Council has corporate parenting responsibility for over 500 cared for children and young people. The COVID-19 pandemic has increased demand and complexity across the spectrum of need. The pandemic has also impacted upon our ability to recruit new foster carers at the pace that we require and fully mobilise our block residential contract, resulting in a financial pressure. The impact of the pandemic remains visible nationally in relation to demand for statutory services and sufficiency challenges. Figures are under review and may be revised following further analysis of demand and pressures.	4.000	0.400	0.400	0.400

6 | Fair Investment and Savings Proposals cont'd

	Fair – Investment	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Safeguard Children	16) Increase capacity to support Statutory SEND service [New for 2022/23 Budget] Additional SEND service capacity required due to the growth in the number of children with Education Health and Care Plans (EHCP) and the need to comply with statutory timescales for annual reviews, ensure co-production and improve communications with families. Figures are under review and may be revised following further analysis of demand and pressures.	0.400	0.200	0.120	-
	17) Revenue costs for Crewe Youth Zone [New for 2022/23 Budget] Growth for running costs of Crewe Youth Zone for three years (to be funded through restructure of Early Help Budget).	-	-	-	0.400
	18) Safeguarding Children – legacy staffing pressure [New for 2022/23 Budget] In previous years children's social care has increased its frontline capacity due to increased demand and particularly in relation to the need for agency placement. The service continues to experience high demand and is not in a position to offset legacy savings. This has been exacerbated by the impact of the pandemic where complexity across the spectrum of need has increased and frontline capacity is essential.	0.390	-	-	-
	19) Growth in Children & Families Commissioning Contracts [New for 2022/23 Budget] Growth to correct a legacy pressure in the Children and Families commissioning budget.	0.180	-	-	-
	20) Increase capacity to support Statutory Education Psychology Service [New for 2022/23 Budget] Growth in the number of children with Education Health and Care Plans requires additional Educational Psychology capacity to carry out statutory work. Figures are under review and may be revised following further analysis of demand and pressures.	0.125	0.063	-	-
	Fair – Total investment	9.095	6.163	4.520	4.800

6 | Fair Investment and Savings Proposals cont'd



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised investments under Fair?

Investments are areas where the council is proposing to increase spending. Please tick one box only in each row.

	Support	Oppose	No opinion / Don't know
13 Investment in Adult Social Care	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14 Care fee uplifts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15 Investment in Cared for Children and Care Leavers and other pressures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16 Increase capacity to support Statutory SEND service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
17 Revenue costs for Crewe Youth Zone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18 Safeguarding Children – legacy staffing pressure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19 Growth in Children & Families Commissioning Contracts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20 Increase capacity to support Statutory Education Psychology Service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you wish to comment on any of the new or revised investments under **Fair** please do so below – Please clearly state which investment you are commenting on: Please write in below:

6 | Fair Investment and Savings Proposals cont'd

New or revised savings proposals

The following table presents the 'Fair' savings proposals that are new or revised within this year's budget setting process – you can comment on any of these proposals in the following survey. Savings are areas where the council is proposing to decrease spending.

Fair – Savings		2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Safeguard Children	21) A redesign of Early Help Services into a Locality model [Change to items 10, 11, 50, 72 in 2021/22 Budget] We will redesign Early Help Services to a Locality Model. This will support us to achieve better outcomes for children as it will enable services to be strongly connected to communities which will support strong joint partnership working and information sharing. The redesign will result in a reduction in the budget for Early Help Services, but this will be offset by funding from external grants, including the Supporting Families Grant.	-0.424	-	-	-
	22) Restructure Early Help Budget to fund Crewe Youth Zone [New for 2022/23 Budget] Restructure of Early Help Budget to fund Crewe Youth Zone for three years.	-	-	-	-0.400
Fair – Total savings		-0.424	-	-	-0.400
Fair – Net budget change		8.671	6.163	4.520	4.400

6 | Fair Investment and Savings Proposals cont'd



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised savings under Fair?

Savings are areas where the council is proposing to decrease spending. Please tick one box only in each row.

	Support	Oppose	No opinion / Don't know
21 A redesign of Early Help Services into a Locality model	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22 Restructure Early Help Budget to fund Crewe Youth Zone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you wish to comment on any of the new or revised savings under **Fair** please do so below – Please clearly state which savings you are commenting on: Please write in below:

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Previously agreed proposals

The following table presents the 'Fair' investment and savings proposals agreed during last years' budget setting process that have not changed since then. Details on these can be found in the [MTFS 2021-25](#).

	Fair – Previously approved MTFS proposals	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
	See Appendix A (for further details see MTFS 2021-25)	-2.100	-2.450	-	-

7 | Green Investment and Savings Proposals

New or revised investment proposals

The following table presents the 'Green' investment proposals that are new or revised within this year's budget setting process – you can comment on any of these proposals in the following survey. Investments are areas where the council is proposing to increase spending.

Please note that within the following tables positive numbers represent a budget growth, whilst negative numbers represent a budget saving.

	Green – Investment	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Transport	23) Parking service – postponement of review of charges [Change to item 88 in 2021/22 Budget] This business case updates a prior year's proposal to align parking operational arrangements with corporate priority outcomes through changes to the borough's car parking provision. Following a decision at the Highways Committee in September 2021, these proposals will not be taken forward at this time.	0.504	-	-	-
	24) Local Supported Buses [Change to item 89 in 2021/22 Budget] The planned efficiency savings are no longer considered to be achievable at this time following market testing of options and taking into account the bus sectors prolonged recovery from the pandemic.	0.008	-0.012	-	-
	25) School Transport [Change to item NEW in 2021/22 Budget] Review of current school transport budget requirements as a result of an increase in eligible children, in particular those with SEND, and rising costs of school transport provision. Figures are under review and may be revised following further analysis of demand and pressures.	0.150	-0.050	-0.150	-
	Green – Total investment	0.662	-0.062	-0.150	-

7 | Green Investment and Savings Proposals cont'd



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised investments under **Green?**

Investments are areas where the council is proposing to increase spending. Please tick one box only in each row.

23 | Parking service – postponement of review of charges

Support

Oppose

No opinion / Don't know

☐
☐
☐

24 | Local Supported Buses

☐
☐
☐

25 | School Transport

☐
☐
☐

If you wish to comment on any of the new or revised investments under **Green** please do so below – Please clearly state which investment you are commenting on: Please write in below:

7 | Green Investment and Savings Proposals cont'd

New or revised savings proposals

There are no new or revised Green savings proposals being put forward this year.

Previously agreed proposals

The following table presents the 'Green' investment and savings proposals agreed during last years' budget setting process that have not changed since then. Detail on these can be found in the [MTFS 2021-25](#).

	Green – Previously approved MTFS proposals	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
	See Appendix A (for further details see MTFS 2021-25)	1.158	0.524	0.536	-

7 | Green Investment and Savings Proposals cont'd

Assessing the carbon impact of proposals

As part of our Environment Strategy, the council has committed to its operations becoming carbon neutral by 2025 and to influencing carbon reduction across the borough.



We are also proposing that as part of our Medium-Term Financial Strategy (MTFS), we assess the estimated 'net carbon impact' of all new saving and investment proposals that are put forward, to understand how they will contribute to carbon reduction, or the extent of any work we will need to do to compensate for any additional carbon.



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Generally speaking, do you support or oppose the introduction of "net carbon impact" assessments for all new saving and investment proposals that are put forward?

Please tick one box only

Support

Oppose

No opinion / Don't know



If you wish to you can comment on the introduction of "net carbon neutral" assessments for proposals below – this could include comments on anything you would like to see the council do to help combat climate change and reduce emissions. Please write in below:

.....

.....

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8 | Central budgets and funding activity

To ensure openness and transparency the council identifies the use of reserves and other impacts of the council's balance sheet. It considers how these affect the overall requirement to raise council tax to fund local services in a sustainable way.

General reserves were increased by £1.2million at the end of 2020/21 which was achieved ahead of planned targeted increases as a result of a more favourable outturn in April 2021. This takes the level of general reserves to £11.5million to reflect the increasing size of the budget and the associated risks from managing demand led services. However, at the same time, built up reserves from COVID-19 Grants, capital spending and the collection fund will be used to manage the impact of COVID-19 and ongoing costs of borrowing to fund infrastructure costs.

Costs of capital financing will still increase significantly over the medium term though (costing £21million over four years).

The previous strategy for year-on-year increases to contributions to the pensions fund has created a more sustainable position and contributions do not need to continue increasing which will continue to save money over the MTFS (saving £4million over four years).

Council tax provides the most significant funding source for local services and cumulative increase over the MTFS as a result of increased homes and proposed 2.99% annual increases, which will be significant (providing £110million over four years).

Overall, unringfenced grant funding continues to reduce over the medium term despite Spending Review announcements that local government is due to receive an extra £4.8billion over the next three years. There is widespread uncertainty around the allocation methods and the future of the New Homes Bonus Grant and business rates, so at this stage the council is not factoring-in these additional grants.

If the government settlement provides additional funding compared to the forecasts in this document it will help the council improve funding for local priorities and create additional flexibility to respond to the consultation responses.

Investment proposals

The following table presents the 'central budgets and funding activity' investment proposals that are within this year's budget setting process – you can comment on any of these proposals in the following survey. Investments are areas where the council is proposing to increase spending.

Please note within the following tables positive numbers represent a budget growth or reduction in funding, whilst negative numbers represent a budget saving or increased income.

8 | Central budgets and funding activity cont'd

Central budgets and funding activity – Investment / reduction in income		2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Financial Sustainability	26) Minimum Revenue Provision (MRP) Councils are required to charge a minimum amount to their revenue account each year, to finance the cost of capital expenditure. This ensures that the revenue costs of repaying debt are spread over the life of the asset. The budget for MRP is included in the capital financing budget along with interest charges, offset by income received on investments. MRP will rise significantly over the period of the MTFS due to the number of major schemes in the capital programme that are to be funded by borrowing. These include: Highways Improvements; Crewe and Macclesfield Town Centre regeneration schemes; Congleton Leisure Centre; Poynton Relief Road and investment in the council's assets and ICT infrastructure.	4.000	1.000	1.000	-
	27) Changes to unringfenced specific grant estimates Unringfenced grant funding estimates continue to reduce over the medium term despite Spending Review announcements that local government is due to receive an extra £4.8billion over the next three years. Prudent estimates have been factored in at this stage due to uncertainties around allocation methods and the future of the New Homes Bonus Grant.	1.755	3.969	0.046	-
Central budgets and funding activity – Total investment / reduction in income		5.755	4.969	1.046	-



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised investments under 'central budgets and funding activity'?

Investments are areas where the council is proposing to increase spending. Please tick one box only in each row

Support

Oppose

No opinion / Don't know

26 | Minimum Revenue Provision



27 | Change to unringfenced specific grants estimates



If you wish to comment on any of the new or revised investments under 'central budgets and funding activity' please do so below – Please clearly state which investment you are commenting on: Please write in below

8 | Central budgets and funding activity cont'd

Savings proposals

The following table presents the central budgets and funding activity savings proposals that are within this year's budget setting process – you can comment on any of these proposals in the following survey. Savings are areas where the council is proposing to decrease spending.

Central budgets and funding activity – Investment / reduction in income		2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Financial Sustainability	28) Council tax Each new home brings additional council tax revenue as well as a New Homes Bonus and Community Infrastructure Levy (if applicable). But homes also create additional costs, such as education, waste collection and highways. The council ensures that any subsidy from its general funding sources is carefully examined to achieve maximum value to ensure council tax increases for residents are kept to an overall minimum.	-4.527	-2.807	-2.728	-2.639
	Percentage increases in the base council tax charge brings in additional income to help fund demand growth in vital service areas but has to be considered against the impact on Cheshire East residents (1.99%). Extra adult social care precepts are ringfenced specifically to fund demand led growth in this area (1.00%).	-7.306	-7.622	-7.952	-8.293
	29) Business Rates Retention Scheme New commercial developments can result in additional income being retained to fund local services as well as benefiting local economic wellbeing. This supports the Council's approach to invest in economic growth through unlocking development land and supporting inward investment. Since the baseline funding level for business rates retention was set back in 2013/14, there have been many policy changes around reliefs for different business types. With each policy change, all local authorities are compensated for their share of business rates foregone. Up to and including 2018/19, these compensation grants have been set aside to help smooth changes in business rates that can arise when businesses are revalued or move out of the area. From 2019/20, some of the compensation grants being received are being used to fund the revenue budget. There are no changes forecast to the budget over the medium term due to uncertainties around the future of the Business Rates Retention Scheme.	-	-	-	-

8 | Central budgets and funding activity cont'd

Savings proposals

The following table presents the central budgets and funding activity savings proposals that are within this year's budget setting process – you can comment on any of these proposals in the following survey. Savings are areas where the council is proposing to decrease spending.

Central budgets and funding activity – Investment / reduction in income		2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m
Financial Sustainability	30) Central Pension adjustment For 2020/21 and 2021/22, the past service deficit element of the draw from service budgets is clawing back more than is required to be paid over to the Pensions Service. This is due to the fact the service pension oncost rate was calculated then the rate required by Pensions was reduced. This will result in three years' worth of over recoupment from service budgets from 2020/21 to 2022/23 (if budgets remain at current levels). This is creating a surplus in the central pension budget which is available to support the wider revenue budget.	-2.500	2.100	-	-
	31) Bad Debt Provision – change in provision Outstanding debt is reviewed on a quarterly basis and the bad debt provision is adjusted to reflect the current position. The provision generally increases during the year and this proposal provides an annual budget for a low level of increase to the provision during the year. There is also a plan to reduce adult social care debt by £800,000 by 2023/24.	0.200	-0.800	0.600	-
	32) Use of Earmarked Reserves Some of the proposals within this budget will be funded from specific earmarked reserves set aside to cover planned expenditure, or conversely, money is being put aside to cover future planned projects. Over the medium term, money that has been set aside to cover COVID-19 related shortfalls is being released to help smooth the transition back to normal activity levels. The council continues to have relatively low levels of reserves therefore they cannot be used to regularly manage the risk of potential reductions in income or unachievable savings proposals. Reliance on reserves is kept to a minimum.	-2.270	-2.252	-0.066	2.465
Central budgets and funding activity – Total savings / increases income		-16.403	-11.381	-10.146	-8.467

8 | Central budgets and funding activity cont'd



Your views matter

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

Do you support or oppose each of the new or revised savings under 'central budgets and funding activity'?

Savings are areas where the council is proposing to decrease spending. Please tick one box only in each row.

	Support	Oppose	No opinion / Don't know
28 Council tax	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
29 Business rates	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
30 Central Pension adjustment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
31 Bad Debt Provision – change in provision	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
32 Use of Earmarked Reserves	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you wish to comment on any of the new or revised savings under 'central budgets and funding activity' please do so below – Please clearly state which saving you are commenting on: Please write in below

9 | Final budget engagement comments

For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

If you would like to comment on any other aspect of this budget engagement, please write in below:



Your views matter

On a scale of 0 to 10 how do you rate this budget engagement overall, where 0 is "not good at all", and 10 is "very good"? Please tick one box only:

- ☐ 1 Not good at all
 - ☐ 2
 - ☐ 3
 - ☐ 4
 - ☐ 5 Average
 - ☐ 6
 - ☐ 7
 - ☐ 8
 - ☐ 9
 - ☐ 10 Very Good

How could we improve the way we conduct budget engagements? Please write in below

[illegible]

10 | About you



For options on how to complete this survey, including digitally or in paper format, please see 'Giving your feedback' on page 2.

It would help us to check that we are providing services fairly if you would answer the questions below.

Information you give will be used to see if there are any differences in views for different groups of people, and to check if services are being delivered in a fair and accessible way. You do not need to answer any of the following questions if you do not wish to.

Which of the following best describes how you are you responding to this consultation.

(Please write in the space below):

- ☐ On behalf of a group, organisation or club
- ☐ On behalf of a local business
- ☐ As an individual (e.g. local resident)
- ☐ As a Cheshire East Council employee
- ☐ As an elected Cheshire East Ward Councillor, or Town/Parish Councillor
- ☐ Other (Please write in the space below):

If you are responding on behalf of a group, organisation, club, business, Town / Parish Council, or a Ward please state the name and postcode below if you wish to (you do not need to complete the rest of the 'About you' section).

(Please write in the space below):

What is your home postcode?

We ask this so we can be sure we have obtained a range of views from across the borough.

(Please write in the space below):

What is your gender identity? Please tick one box only:

- ☐ Male
- ☐ Female
- ☐ Prefer not to say
- ☐ Prefer to self-describe (Please write in the space below):

What age group do you belong to?

Please tick one box only:

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85 and over
- ☐ Prefer not to say

10 | About you cont'd



Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

This includes problems related to old age.

Please tick one box only:

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

What is your ethnic origin?

Please tick one box only

- ☐ White British / English / Welsh / Scottish / Northern Irish / Irish
- ☐ Any other White background
- ☐ Mixed: White and Black Caribbean / African / Asian
- ☐ Asian / Asian British
- ☐ Black African / Caribbean / Black British
- ☐ Prefer not to say
- ☐ Prefer to self-describe (Please write in the space below):

Which of the following best describes your religious belief / faith?

Please tick one box only:

- ☐ Buddhist
- ☐ Christian
- ☐ Hindu
- ☐ Jewish
- ☐ Muslim
- ☐ Sikh
- ☐ None
- ☐ Prefer not to say
- ☐ Prefer to self-describe (Please write in the space below):

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

Please tick one box only:

- ☐ No
- ☐ Yes, 9 hours a week or less
- ☐ Yes, 10 to 19 hours a week
- ☐ Yes, 20 to 34 hours a week
- ☐ Yes, 35 to 49 hours a week
- ☐ Yes, 50 or more hours a week

Appendix A - MTFS approved February 2021

Open

Fair

Green

The following proposals were consulted on in developing the 2021/22 budget. Most are not proposed for amendment in 2022/23, but where changes are being proposed they are marked as 'Revised' and are included in the tables in the main part of this document. Please note the reference number in the tables below refers to last year's budget reference numbers.

Ref No	Detailed list of proposed budget changes – service budgets - Open	2022/23 £m	2023/24 £m	2024/25 £m
[NEW]	CSC Transformation and OFSTED Response	-1.500	-	-
3	Pay inflationary increase	Revised [see proposal number 2]		
5	Core Financial System	Revised [see proposal number 11]		
6	Mitigation of reduction in the Dedicated Schools Grant (Corporate Services)	0.042	0.033	0.027
7	Mitigation of the year-on-year reduction in the Dedicated Schools Grant (ICT)	0.065	0.089	0.109
9	Continuing Healthcare Reviews	-1.000	-0.500	-
10	Prevention and Early Help Service – Reduction in the cost of Prevention Services	Revised [see proposal number 21]		
11	Reduce the numbers of Business Support Staff in line with the repurposing of Children and Family Centres	Revised [see proposal number 21]		
12	Reduce Base budget assigned to Community Grants	-0.100	-	-
13	Efficiency savings and Restructures within Corporate Services	-0.350	-	-
14	Review Staff Terms and Conditions	Revised [see proposal number 12]		
15	Shared services review	-	-0.200	-
16	Improved Debt Recovery and correcting budgeted court costs income targets to reflect actual levels	Revised [see proposal number 4]		
21	Review of corporate subscriptions	-0.015	-	-
24	Improving customer experience – Highways correspondence	Removed		
25	Transfer of Congleton Visitor Information Centre	-0.020	-0.010	-0.020
26	Regulatory Services and Environmental Health ICT procurement	-0.009	-	-
27	CCTV migration to wireless networks	-0.085	-	-

Appendix A - MTFS approved February 2021

Open

Fair

Green

Ref No	Detailed list of proposed budget changes – service budgets - Open	2022/23 £m	2023/24 £m	2024/25 £m
29	Orbitas income and management fee	0.021	-	-
31	Everybody Sport and Recreation Annual Management Fee	-0.042	-0.041	-0.040
34	Brighter Futures Together Programme Customer Experience	-0.133	-0.081	-
37	Establish an Education Psychologist traded service to enable a proactive early support and intervention offer	-0.025	-0.075	-
38	Establish a traded service for non-statutory elements of Attendance Service	-0.035	-0.035	-
39	Review of governance of ASDVs and seeking increased opportunities for savings/ commercial opportunities	-0.225	-0.100	-
42	Strategic Leisure Review	-0.250	-	-
43	Infrastructure Investment Programme	0.127	0.224	-
44	Unified Communications	Revised [see proposal number 7]		
45	People Directorate - ICT Procurements	Revised [see proposal number 9]		
46	Place Directorate - ICT Procurements	Revised [see proposal number 9]		
47	Corporate Directorate - ICT Procurements	Revised [see proposal number 9]		
48	Productivity and Efficiency in Adult Social Care	-0.500	-0.500	-
49	Estates Transformation - Office Accommodation	-0.100	-0.460	-
50	Prevention and Early Help Service – Locality working and changes to the management structure of the Family Service	Revised [see proposal number 21]		
51	Neighbourhood Estate Review	-0.260	-	-
Total service budget change (February 2021)		-4.394	-1.656	0.076

Appendix A - MTFS approved February 2021

Open

Fair

Green

Ref No	Detailed list of proposed budget changes – service budgets - Fair	2022/23 £m	2023/24 £m	2024/25 £m
57	Investment in Adult Social Care	Revised [see proposal number 13]		
61	Direction of travel for the Communities Team to focus more on the Intervention and Prevention Agenda to make cost savings, growth and future cost avoidance	-0.500	-0.750	-
63	Day Opportunities, Redesign, Strategy and Savings	-0.070	-0.150	-
64	Mental Health Services Review	-0.500	-	-
67	Electronic Call Monitoring Reclamation	-0.030	-	-
72	Move to Integrated Early Help Locality Service model	Revised [see proposal number 21]		
73	Learning Disabilities Future Service Development and Review	-1.000	-1.250	-
75	Reduction in cost of external placements for cared for children	Replaced [see proposal number 15]		
76	Development and Partnerships Service	-	-0.300	-
77	Investment in Cared for Children and Care Leavers	Revised [see proposal number 15]		
Total service budget change (February 2021)		-2.100	-2.450	0.000

Appendix A - MTFS approved February 2021

Open

Fair

Green

Ref No	Detailed list of proposed budget changes – service budgets - Green	2022/23 £m	2023/24 £m	2024/25 £m
80	Tatton Park	-0.006	-0.028	-0.046
81	Asset / Service Transfer	-0.030	-0.020	-
84	Waste Contract Inflation and Tonnage Growth	0.644	0.657	0.613
85	Environment Strategy and Carbon Neutrality	0.020	-0.081	-
86	Tree Risk Management	0.500	-	-
87	Carbon Reduction - Replacement of existing illuminated signs and bollards with LED units	0.030	-0.004	-0.031
88	Parking Strategy	Replaced [see proposal number 23]		
89	Local Supported Buses	Replaced [see proposal number 24]		
[NEW]	Review of Children and Families Transport Policies and delivery arrangements	Replaced [see proposal number 25]		
	Total service budget change (February 2021)	1.158	0.524	0.536



Working for a brighter future together

Highways & Transport Committee

Date of Meeting:	13 January 2022
Report Title:	Ward Members Highways Budget Pilot Scheme – Update
Report of:	Andrew Ross, Director of Infrastructure & Highways
Report Reference No:	HT/27/21-22
Ward(s) Affected:	All Cheshire East wards

1. Executive Summary

- 1.1. The ward members highway budget pilot scheme was introduced following the Full Council decision in February 2021. The ward budgets pilot replaced the former Area Highways Group arrangements, including its funding.
- 1.2. This report details the work that has been done to develop and then roll out the pilot and updates members of the committee on its operation to date and the level of uptake.

2. Recommendations

- 2.1. That the Committee note both this report and the intention to submit a further report to this Committee later in 2022 to seek a decision on the future approach to ward budgets.

3. Reasons for Recommendations

- 3.1. To inform the committee on the uptake of the Ward Members Budget Pilot Scheme to date ahead of any decisions on the future of this, or similar schemes.

4. Other Options Considered

- 4.1. Not applicable. It is intended that a report be presented to a future meeting of this Committee, which considers options following this pilot.

5. Background

- 5.1.** Following the Full Council decision in February 2021 and in the lead up to the new committee system, the former relevant Place Portfolio Holders were briefed on the development of a Ward Members Highways Budget Pilot Scheme. The relevant approved amendment to the council resolution on the Medium Term Financial Strategy was :

.....to establish devolved ward member highways budgets of at least £4,200 per Ward Member for the financial year 2021/2022, with the proposal to be funded from the current allocation of Capital Grant funding to the Area Highway Groups of £350,000 and that the Committee System review achievements of the ward budgets scheme in 2021/22 with a view to widening the scheme in 2022/23 and beyond with a significant increase in the budget amount to be allocated to each Ward Member.

- 5.2.** The scheme developed involved the transfer of the previous £350,000 budget for the Area Highway Groups (AHG's) to individual ward members resulting in a £4,200 fund for each member to spend on additional highway and transport services.
- 5.3.** Given the nature of the works under consideration in the ward member pilot, it was decided to open the scheme up to Town and Parish Councils to enable them to buy additional highway services if they wished.

6. Ward Members Fund Pilot Scheme

6.1. Development of Pilot Scheme

A briefing on the scheme were presented to Ward Councillors on the 7th May 2021 (See slides attached). The briefing outlined the scheme in terms of what sorts of highway works may be eligible and gave an indication of the likely costs and sought comments and feedback from members.

- 6.1.1.** Following the briefing, amendments were made to the proposal and the scheme was launched in June 2021.
- 6.1.2.** A key consideration with the pilot has been the source of the funding, being capital grant from the Department for Transport (DfT) Local Transport Plan Block. The Council has previously determined, including in its returns to the DfT, that this funding is spent on improvements to the highway and transport networks within the borough.
- 6.1.3.** The ward budget pilot has been developed to be consistent with this requirement. This restriction has led to some frustrations from those members who hoped to use the budget on more community-based initiatives, for example on park benches or provision of litter bins.
- 6.1.4.** A few requests have been for highway related work but have been declined as they run counter to current council policy or were for work on private roads which are not maintainable at public expense.

- 6.1.5.** Some members have been disappointed with the level of funding available especially given the size of their wards as this can limit their ability to deliver any meaningful works. This is to some degree addressed by the fact that the pilot is to run over two financial years, from 1st June 2021 to 1st July 2022. This means that there is more time to take up the opportunity of spending the budget, as well as raising the possibility of combining two years of funding if a similar budget is made available for 2022/23. Subject to this funding being available, then then applications will be able to be made up to the end of the scheme (1st July 2022) to combine 2 years funding, for delivery in the 2022/23 financial year. This will also allow time for Town and Parish Councils to consider utilising the scheme when setting budgets for the financial year 2022/23.
- 6.1.6.** During the early stages of the pilot, enquiries were extremely slow in being submitted but started to pick up following a reminder sent to members by Cllr Browne.
- 6.1.7.** At the time of writing, the requests have started to come through steadily and so far we have received 26 applications from 16 Members outlining areas where they would like to spend their budgets.
- 6.1.8.** Members can spend their ward budgets on a variety of highway assets or activities and so far, successful schemes have included street lighting upgrades, footway patching, carriageway patching, additional road signage, replacement road name plates, drainage works and road markings.
- 6.1.9.** There are many other elements of work the budget can be spent on including additional maintenance works such as non-routine improvement works and transport related items such as cycle stands and bus stop flag and pole replacement.
- 6.1.10.** Although there have been 26 formal applications, there have also been a large number of enquiries that have been raised and need to be responded to. In total, this has cost approximately £3,000 to answer these enquiries and process the 26 official applications.
- 6.1.11.** Progress on the 26 official applications received since the commencement of the pilot is as follows:

Progress on official applications:	No. of Schemes
Initial assessment: 7 - Highways Team 3 - Parking Team	10
Awaiting Final Estimates	6
Programmed for delivery	1
Delivered	1
Declined: 2 - Not compliant with council policy 5 - Already in Highway Service core programme 1 - Requires extensive work already being considered in Highway Service core forward programme	8
Total No. of Schemes To date	26

6.1.12. The two requests that were declined as not compliant with council policy were:

- Request for additional winter gritting
- Replacement of a streetlight on a private road.

6.3 Next Steps

6.3.1 The pilot scheme will continue to run through to 1st July 2022.

6.3.2 Following the close of the pilot scheme a full review of will be carried out and it is proposed to present a report on the findings to the Highways and Transport committee later in 2022. A survey to obtain members views on the operation of the scheme will be undertaken to inform the review. This is to enable a discussion and decisions on whether to make the pilot scheme permanent, vary it and continue, or to end the scheme and consider other options.

7. Implications

7.1. Legal

Update report only, so no direct legal implications

7.2. Finance

The capital budget is approved within the 2021-25 Medium Term Financial Strategy as part of the Local Transport Plan Block (LTP) annual allocation of £2.003m.

The Integrated Transport Block grant is the allocation granted from the Department of Transport for local Council's to spend on transport capital improvement schemes. The definition of capital is expenditure on a new asset or additions/improvements to an existing asset.

Work of a non-routine nature, i.e., significant enough to make an improvement can be treated as highways capital expenditure and therefore includes the work undertaken for the devolved ward member budgets.

The purpose of the Integrated Transport Block grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them. Grant paid to a local authority under this determination may be used only for the purposes that a capital receipt may be used for in accordance with regulations made under section 11 of the Local Government Act 2003.

The claims are required to be audited each financial year by the Council's internal auditors and a signed copy of the declaration is sent to the Department of Transport confirming that the all the expenditure is eligible under the capital accounting rules as per the Local Government Act 2003 and the CIPFA Code of Practice and that the spend has met the objectives as stated above.

7.3. Policy

No policy implications

7.4. Equality

No equality implications

7.5. Human Resources

No human resource implications

7.6. Risk Management

No risk management implications

7.7. Rural Communities

No rural community implications

7.8. Children and Young People/Cared for Children

No children and young people implications.

7.9 Public Health

No direct implications for public health.

7.10 Climate Change

Update report only, so no climate change implications.

Access to Information	
Contact Officer:	Chris Hindle Head of Infrastructure Chris.hindle@cheshireeast.gov.uk
Appendices:	None
Background Papers:	None



Working for a brighter future together

Highways and Transport Committee

Date of Meeting: 13 January 2022

Report Title: Sustainable Transport Programmes - Update

Report of: Andrew Ross, Director of Highways and Infrastructure

Report Reference No: HT/18/21-22

Ward(s) Affected: All wards

1. Executive Summary

- 1.1. The Council has clear ambitions for delivering sustainable and inclusive economic growth and environmental improvement. A key element of achieving these ambitions is delivering investment in transport infrastructure that supports cycling, walking and public transport.
- 1.2. A step change in levels of walking, cycling and using public transport across Cheshire East will contribute to the Council's strategic outcomes for environmental improvement, health and wellbeing, the local economy and communities. Cheshire East Council has committed to delivering local action to tackle the climate change emergency by encouraging and supporting more people to walk, cycle and use public transport, making an important contribution to this imperative.
- 1.3. The purpose of this report is to provide the Committee with an update on the programme of sustainable transport initiatives and improvements across the Borough. The report contributes to the following priority outcomes identified in the Corporate Plan:
 - 1.3.1. **GREEN** – through delivering improved routes, the Council will encourage increases in the number of people walking, cycling and using public transport. This will positively contribute both to our response to the climate emergency and also to reducing the incidence of air quality problems, especially in urban areas.
 - 1.3.2. **FAIR** – through delivering improved walking and cycling networks the Council will provide low-cost travel options for all residents and

visitors to work, school, and other everyday destinations. By improving the network in line with high quality and accessibility guidance this will improve access onto routes for people with mobility aids and adapted cycles.

2. Recommendations

- 2.1.** Highways and Transport Committee is recommended to endorse the Sustainable Transport programmes, as set out in this report.

3. Reasons for Recommendations

- 3.1.** Funding for these Sustainable Travel Programmes was approved as part of the Council's overall capital programme for highways and transport, at the start of financial year 2021/22.
- 3.2.** Significant progress has been made in the delivery of these programmes, with this report being an opportunity to provide Committee with an update.
- 3.3.** The schemes included within the programmes are consistent with the Council's wider policy and strategy framework.

4. Other Options Considered

- 4.1.** No other options have been considered.

5. Background.

- 5.1.** The Department for Transport (DfT) places an obligation on local transport authorities to provide high quality sustainable travel journey options. Over the last 20-30 years a body of research and evidence has emerged which demonstrates the benefits of sustainable travel choices, including reduced congestion, improved air quality and health benefits. Both nationally and locally, encouraging sustainable travel is well established as part of mainstream transport policy.
- 5.2.** The role of active travel increased significantly during the Covid-19 pandemic. Nationally, 2020 saw the highest level of cycling on the highway since the 1960s and the greatest year-on-year increase in post-war history. The Council have taken advantage of opportunities to capitalise on the central Government funding made available for active travel.
- 5.3.** Walking and cycling can significantly improve wellbeing and community cohesion. Walking and cycling routes using well designed transport routes incorporating green spaces have been shown to increase the emotional wellbeing and resilience of those using them. There are additional benefits of more attractive communities and transport networks with associated reductions in crime and antisocial behaviour. Walking and cycling helps to easily achieve recommended levels of physical activity and also improves physical and mental health and reduces the probability of cardiovascular diseases and cancer.
- 5.4.** Cheshire East is committed to encouraging more sustainable travel to and from schools through the implementation of its Sustainable Modes of Travel

to School (SMOTS) strategy. It establishes a framework which supports schools, pupils and parents/carers to travel more sustainably for all journeys to school, recognising that travel habits are formed at a young age. It will enable healthier and more active lifestyles for staff, students and parents/carers, whilst reducing congestion on local roads around schools with associated improvements in air quality and road safety.

- 5.5.** In July 2021, the Government published the Transport Decarbonisation Plan which sets out a programme of commitments to deliver a step change in transport carbon emissions reductions to reach net zero. The plan sets out strong policy support for sustainable travel and notes that future funding for local transport authorities will be linked to the effectiveness of Local Transport Plans (LTP) to deliver decarbonisation. The sustainable travel agenda is set to grow significantly in future years.

Walking & Cycling

- 5.6.** It is the Council's ambition to improve walking and cycling facilities within the Borough. Investing in high quality cycling and walking infrastructure to give people safe and attractive routes is an important factor in encouraging the uptake of walking and cycling for commuting and leisure.
- 5.7.** The Cheshire East Cycling Strategy, adopted in 2017, outlines the target to double the number of people cycling once per week for any journey purpose in Cheshire East by 2027, which also aligns to the Government's ambition set out in the national Cycling and Walking Investment Strategy (CWIS).
- 5.8.** Following the publication of the CWIS by the DfT in 2017, local authorities have been encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to provide a strategic approach to identify walking and cycling improvements which are required at a local level. DfT has stated that 'whilst the preparation of LCWIPs is non-mandatory, local authorities who have plans will be well placed to make the case for future investment'. There are clear indications that authorities with complete and adopted LCWIPs are more likely to receive DfT funding in future years, as part of national funding programmes such as "Gear Change".
- 5.9.** The LCWIPs for Crewe, Congleton, Macclesfield and Wilmslow have identified a sequenced programme of potential routes and infrastructure improvements for future investment. A report was provided to the committee in November 2021 setting out the forward implementation plan for schemes identified in the LCWIPs. Plans are also being developed to improve active travel infrastructure across the Borough in other towns as part of the STEPs programme and Local Transport Delivery Plans.
- 5.10.** Cheshire East benefits from an extensive public rights of way network with generally good provision for walkers. However, gaps continue to exist and for cyclists, horse riders and users with mobility impairments in particular, the network remains fragmented. The Rights of Way Improvement Plan (ROWIP) has identified the need to improve, upgrade and connect the existing network by:

- Filling gaps in the existing network;
- Improving access opportunities for horse riders, cyclists and people with reduced mobility;
- Providing information and signs to inform use;
- Partnering with local businesses and the visitor economy to promote routes and trails; and
- Maintaining the network and improving surfacing.

Public Transport

- 5.11.** In October 2021, the Council submitted a Bus Service Improvement Plan (BSIP) to Government setting out proposals to work with local communities, bus users and local operators to improve services and deliver transformational change across the network. The plan seeks to deliver better quality, more reliable and more frequent buses, with simpler, integrated ticketing between bus routes and other public transport. It will also build on the success of the Council's existing FlexiLink service and recently launched 'Go-too' demand-responsive bus service.

6. Sustainable Transport Enhancement Programmes (STEPS)

- 6.1.** The Council is developing and delivering a broad programme of work to provide high quality sustainable travel journey options across the borough. The total value of the programme in 2021/22 is £1.6m which includes funding from the Council's annual LTP capital programme and external sources of funding, including grants from DfT (see table below).
- 6.2.** Appendix 1 provides a high-level overview of the programme and extracts from the financial dashboard which is used to manage and monitor delivery and track expenditure throughout the year. It is forecast that a full programme will be delivered against allocated budgets in 2021/22.

LTP Integrated Transport Block	21/22 Budget
Active Travel	£527,738
Sustainable Modes of Travel to School	£255,236
Public Transport Infrastructure	£99,073
Available Walking Routes	£1,000
Public Rights of Way (PROW)	£80,000
<u>Total</u>	<u>£963,047</u>
External Funding	21/22 Grant Allocation
DfT Active Travel Fund	£463,827
DfT Capability Fund (revenue)	£170,615
<u>Total</u>	<u>£634,442</u>
PROGRAMME TOTAL	£1,597,489

- 6.3.** The allocated budgets within the Council's LTP capital programme include some carry forward from the 2020/21 financial year and the new allocations for the 2021/22 financial year.
- 6.4.** Previously the Council have delivered "Available Walking Route" projects, however, for confirmation, there is limited funding for 2021-22 to cover the cost of reviewing Route Assessments by qualified Road Safety Officers.
- 6.5.** The grants from the DfT Active Travel Fund have been allocated to local transport authorities in "tranches" since the start of the Covid-19 pandemic. In Autumn 2020, eight temporary trial schemes were delivered as part of the Council's Covid-19 Recovery Plan. Reviews are being conducted on a scheme-by-scheme basis to determine the future shape of schemes or whether they should be removed. Tranche 2 schemes in Wilmslow and Tytherington are being delivered in 2021/22 and an application was submitted in August 2021 for a further round of funding (Tranche 3). DfT awarded £743,000 in Tranches 1 and 2, with approximately £280,000 spent in 2020/21.
- 6.6.** The DfT Capability Fund is a grant allocation issued to local transport authorities on a formula basis to promotion of cycling and walking by the development of infrastructure plans, including drawing up bids for capital funding that are compliant with local transport note (LTN) 1/20 and carrying out promotional activities, such as training and awareness raising. The DfT has confirmed that due to the timing of the award (August 2021) that all funding must be committed by March 2022 and all funded activities completed by November 2022.
- 6.7.** The Council is working in partnership with Sustrans to deliver pedestrian and cycle improvements to the National Cycle Network Route 55 at the junction of Hurdsfield Road and Black Lane in Macclesfield, linking to the Middlewood Way. The aim is to provide a safer and more coherent route through the junction including linking to the traffic free section of the Middlewood Way to the north of Tesco and to the south of Hurdsfield Road, towards the town centre. Other complementary measures on the Middlewood Way are also being investigated. The grant approval of £568,620 is currently being finalised.
- 6.8.** The Local Growth Fund aims to improve connectivity in the region and has funded two multi-year schemes in Wilmslow (£1.1M) and Crewe (£1.85M). The Wilmslow strategic walking and cycling scheme filled key gaps in the network to connect Wilmslow rail station and the town centre to Wilmslow High School, the Royal London campus and further south towards Alderley Park. This scheme was delivered in Spring 2021 and following feedback from stakeholders additional minor works are planned for early 2022 to provide additional signage on the route. The A530 scheme in north west Crewe will provide improved walking and cycling links to Bentley Motors, Leighton Hospital, Leighton Academy, existing residential areas and the

new homes to be constructed within the Local Plan sites 4 and 5. It is due for construction in 2022.

7. Scheme Delivery

- 7.1. Schemes included in the Sustainable Transport Enhancement Programme (STEP) are prioritised against the objectives of the LTP, as well as assessing the technical feasibility, value for money and whether a scheme is likely to attract additional funding.
- 7.2. This year's programme includes feasibility studies, detailed designs and construction of schemes that have been identified through the LCWIPs, the DfT's Active Travel funding in response to the Covid-19 recovery, Sustrans scheme development funding and engagement with stakeholders including councillors, schools and community groups.
- 7.3. Delivery of schemes is subject to external influences, including design constraints, landowner agreement and objections to legal processes. Therefore, a degree of flexibility will be applied to schemes delivered where appropriate.
- 7.4. The table below summarises the schemes being developed and delivered across the Borough in 2021-22, with the details of each scheme included as Appendix 2.

Theme	Description	£'s
Active Travel	15 schemes being developed and delivered across the borough to improve the existing walking and cycling network, fill in gaps or create new infrastructure.	£527,738
SMOTS	12 schemes being developed and delivered across the borough to improve sustainable access to schools.	£255,236
Public Transport Infrastructure	13 bus stops/shelters being installed or upgraded across the borough to improve the waiting facilities for bus users.	£99,073
Available Walking Routes	This allocation covers the cost of reviewing formal walking route to school assessments by qualified Road Safety Officers.	£1,000
Public Rights of Way (PROW)	Delivery of multiple schemes to improve the assets on Public Rights of Way, encompassing investment to enhance the infrastructure of the network	£80,000
DfT Active Travel Fund	Tranche 2: the Manchester Road (Wilmslow) and Manchester Road (Tytherington) schemes are currently being developed and are due for delivery in Spring 2022.	£463,827

DfT Capability Fund (revenue)	<p>Development of schemes identified through LCWIP process.</p> <p>Promotional activities including Travel Cheshire website developments and active travel challenges.</p> <p>Practical support including business and school travel planning for schools and businesses, cycle infrastructure maps and helping in access to employment.</p>	£170,615
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8. Ward Members Affected

8.1. All Ward Members may be implemented by the Borough-wide programme.

9. Implications of the Recommendations

9.1. Legal Implications

- 9.1.1. As the local transport authority, Cheshire East Council has a legal duty to maintain a safe and efficient highway network. Developing a coordinated, high quality walking and cycling network will contribute to fulfilling this legal duty.
- 9.1.2. In developing individual schemes, the appropriate legal processes will need to be followed for the implementation of schemes e.g. Traffic Regulation Orders. This will be completed for specific schemes as they come forward for development and implementation.
- 9.1.3. Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.
- 9.1.4. There is no statutory duty to consult on proposals to change the way in which a local authority carries out its duties but there is an expectation enshrined in case law that any local authority making decisions affecting the public will do so fairly and in a way that cannot be said to be an abuse of power.

9.2. Finance Implications

- 9.2.1. The STEPS Programme for 2021/22 is fully funded through the approved capital programme from the Local Transport Plan Integrated Transport Block, developer funding such as Community Infrastructure Levy, Section 106 & 278 Agreements, and external funding from the Department for Transport.

LTP Integrated Transport Block	20/21 Carry Forward	21/22 Allocation	21/22 Budget
Active Travel	£127,738	£400,000	£527,738
Sustainable Modes of Travel to School (SMOTS)	£125,236	£130,000	£255,236
Public Transport	£24,073	£75,000	£99,073
Available Walking	£0	£0	£1,000*
Public Rights of Way	£0	£80,000	£80,000
Total	£277,047	£685,000	£963,047
External Funding	20/21 Spend	21/22 Budget	21/22 Grant Allocation
DfT Active Travel	£279,173	£463,827	£463,827
DfT Capability Fund	£0	£170,615	£170,615
Total	£279,173	£634,442	£634,442
21/22 PROGRAMME TOTAL	£277,047	£1,319,442	£1,597,489

* £1,000 nominal value allocated from SMOTS to support AWR initial assessments

- 9.3.** In addition to the funding outlined above, the Council is delivering two schemes funded through the Local Growth Fund. These schemes have more significant budgets than most STEPS schemes and as a Minor Major scheme have been reported separately.

9.4. P	Scheme	Previous years spend	21/22 Budget	22/23 Budget
	Crewe	£185,869	£328,021	£1,336,110
	Wilmslow	£328,020	£781,229	£0

Policy Implications

- 9.4.1.** The STEPS Programme will assist in the delivery of the Local Transport Plan (LTP), Cycling Strategy, SMOTS Strategy and the LCWIP Implementation Plan.

- 9.4.2.** The STEPS programme contributes to delivery of the Council's Environment Strategy by improving infrastructure to support more sustainable travel choices, reducing reliance on cars.

9.5. Equality Implications

- 9.5.1.** Specific Equality Impact Assessments (EIAs) are being developed as appropriate for schemes as they come forward for development and delivery.

9.6. Human Rights Implications

- 9.6.1.** There are no direct implications for Human Rights.
- 9.6.2.** Consultation with users, residents and other directly affected stakeholders takes place during the delivery of individual projects within the STEPS programme.

9.7. Human Resources Implications

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

9.8. Risk Management Implications

- 9.8.1.** Development and delivery of specific schemes are governed by Project Boards chaired by the Head of Strategic Transport. Officers from finance, legal, research and consultation, estates, and highways are invited as required to ensure appropriate project governance and strategic direction. Project risk registers are prepared and maintained detailing risk mitigation measures.

9.9. Rural Communities Implications

- 9.9.1.** The STEPS programme is Borough-wide and links to other transport improvements identified as part of the Local Transport Delivery Plans connecting into rural areas.

9.10. Implications for Children and Young People/Cared for Children

- 9.10.1.** The STEPS Programme includes delivery of SMOTS schemes, which aims to improve walking and cycling routes to schools.
- 9.10.2.** Delivery of School Travel Plans contributes to positive educational outcomes according to research linking active travel – walking and cycling – to enhanced learning and attentiveness in schools.

9.11. Public Health Implications

- 9.11.1.** The public health benefits of active travel are well established. Greater reliance on walking and cycling helps people meet the recommended physical activity targets, improves physical and mental health, whilst reducing the risks of poor health and premature death.

9.12. Climate Change Implications

- 9.12.1.** The Council has committed to becoming carbon neutral by 2025 and to encourage all businesses, residents and organisations in Cheshire East to reduce their carbon footprint. The STEPS Programme is aligned with this ambition by delivering schemes to improve walking and cycling infrastructure, which will enable more convenient and routine sustainable travel choices.

10. Consultation and Engagement

- 10.1.** Engagement and consultation is conducted on a scheme-by-scheme basis, both during the design stage and before delivery on site begins. Engagement and consultation activities are usually proportionate to the size and impact of the proposed scheme.
- 10.2.** The DfT Active Travel Fund Tranche 2 schemes have undergone an extensive public consultation in February 2021, with a further round of engagement planned in early 2022. Schemes with benefits and impacts for fewer stakeholders are consulted on in a proportionate way, to ensure the views of local users, residents and members are understood.

11.Contact Information

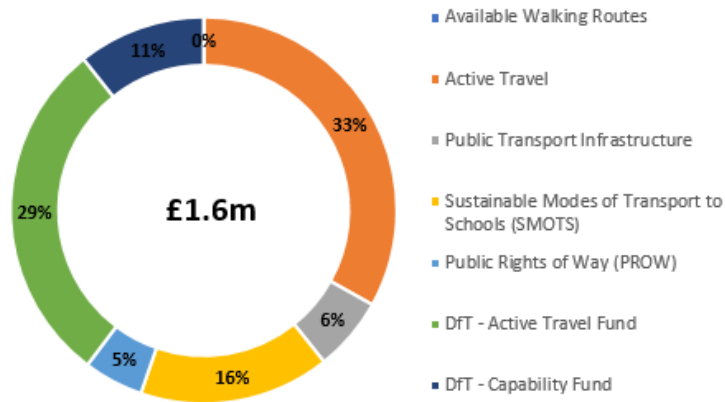
- 11.1** Any questions relating to this report should be directed to the following officer:

Contact Officer:	Richard Hibbert, Head of Strategic Transport Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	Appendix 1 STEPS Financial Summary Appendix 2 STEPS Scheme Progress
Background Papers:	Highways & Transport Committee Report - LCWIP Implementation Plan, November 2021

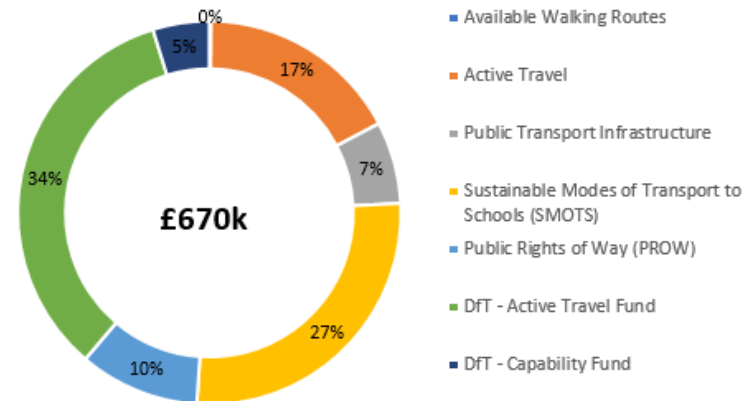
Sustainable Travel Enhancement Programme

October 2021

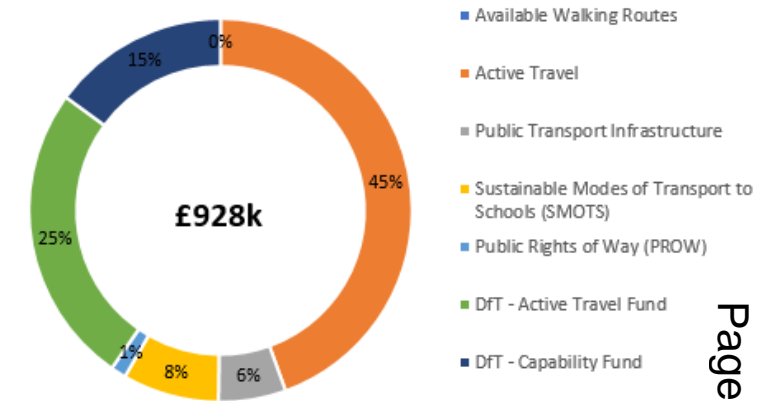
Total Budget by programme - FY21/22



Spend & Commitment to date - FY21/22



Remaining to be Commissioned- FY21/22



Programme	Total Budget by programme FY21/22	Spend & Commitment to date FY21/22	Remaining to be Commissioned FY21/22
Active Travel	£527,738	£114,684	£413,054
Sustainable Modes of Transport to Schools (SMOTS)	£255,236	£179,590	£75,647
Public Transport Infrastructure	£99,073	£46,269	£52,804
Available Walking Routes	£1,000	£999	£0
Public Rights of Way (PROW)	£80,000	£68,000	£12,000
DfT - Active Travel Fund	£463,827	£227,670	£236,157
DfT - Capability Fund	£170,615	£31,844	£138,771
Total	£1,597,490	£669,057	£928,432

Sustainable Travel Enhancement Programme

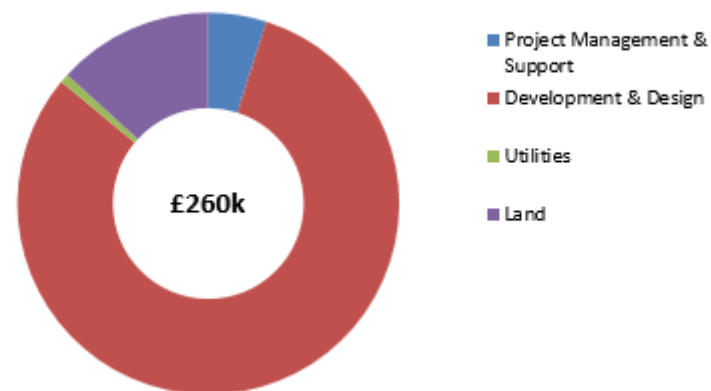
October 2021

Key Risks

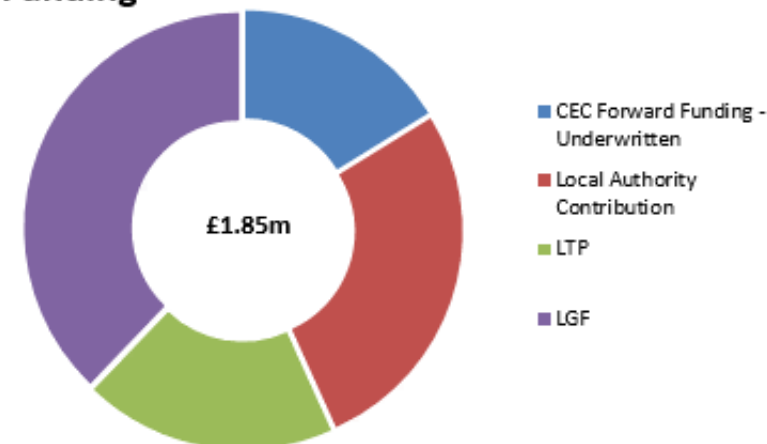
- Programme - Potential for minor delays to schemes due to objections as a result of on-site advertising for TROs
- Ayrshire Way – Delays due to Network Rail legal team approval for proposed changes affecting their land
- Altrincham Road – Land acquisition is not yet complete and may affect works being programmed for delivery

Crewe LGF Walking and Cycling Scheme

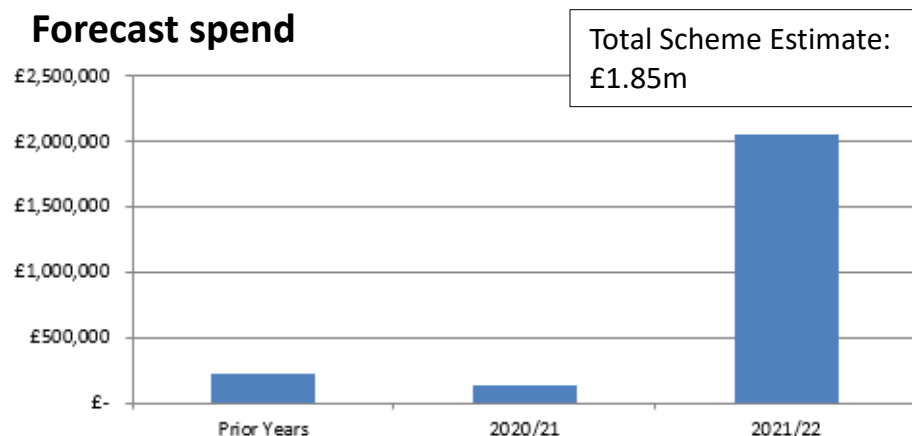
Total Scheme Actual Spend



Funding



Forecast spend



Milestones

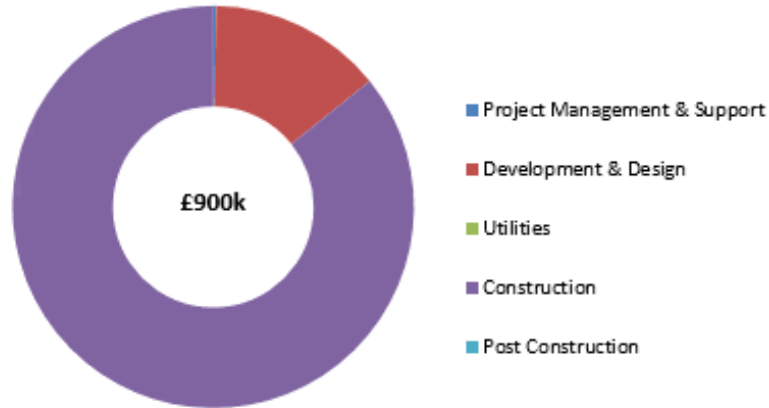
- Phase 1A (Boulderstones Bridge section) design complete - Oct '21
- Phase 2 detailed design complete – Oct '21
- Phase 2 RSA Stage 2 – Oct '21
- Land acquisition complete - Nov '21
- Construction commence – Jan '22
- Construction completion – July '22

Issues

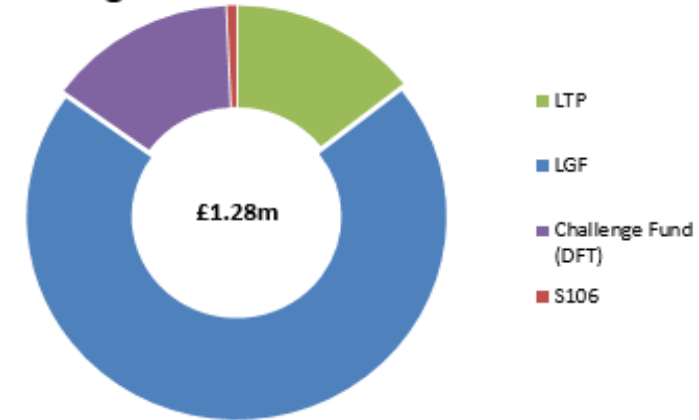
- None to report

Wilmslow LGF Walking and Cycling Scheme

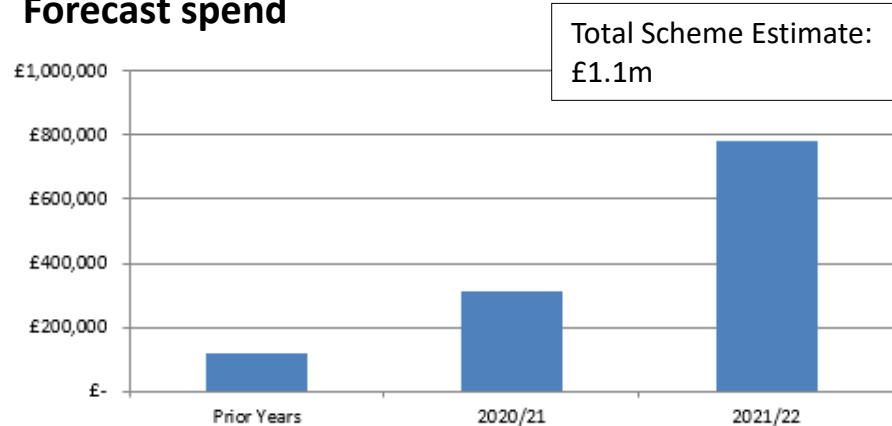
Actual Spend



Funding



Forecast spend



Milestones

- Stage 2 detailed design complete – Oct '20
- Target cost submission – Dec '21
- Construction commencement – Jan '21
- Contract completion - April '21

Issues

- Scheme constructed and now open to the public.
- Snagging works to be finalised.

APPENDIX 2 – SUSTAINABLE TRAVEL ENHANCEMENT PROGRAMME (STEP)

1. Active Travel

Site/Route	Location	Town/Parish	Scope	Progress
STAGE 3 CONSTRUCTION				
Borough-wide various locations	Various	Various	Continued monitoring of pedestrian and cyclist usage at sites across the borough.	New supplier to be commissioned to provide higher quality pedestrian and cycle usage data, linked to active travel infrastructure investment priorities.
A530 Middlewich Road	Rising Sun pub towards Pym's Lane	Crewe	New high quality traffic free cycle route	Scheme progressing with delivery expected in Summer 2022. Funded through the Local Growth Fund.
Station Road & Alderley Road	Rail Station towards Alderley Road	Wilmslow	New high quality traffic free and quiet on-road cycle route	Scheme constructed. Funded through the Local Growth Fund.
A538 Altrincham Road	Altrincham Road	Wilmslow	New high quality segregated cycle route	Land acquisition legal process nearing completion. Aiming for construction delivery by Spring 2022
A34/A536 Congleton shared path	Macclesfield Road	Congleton	Stage 2 detailed design and Stage 3 construction by March 2022 to improve the National Cycle Network 55 at Lower Heath.	Alternative route to be delivered via planning conditions to north of gyratory to be pursued
Congleton Rail Station – town centre route improvements	Townsend Road, Severn Close, Sefton Avenue, Derwent Drive	Congleton	Stage 2 detailed design and Stage 3 construction to improve pedestrian and cycle access to the rail station from the highway network, linking with improvement works at Ayrshire Way.	Construction programmed for Nov 21

A50 Brereton Green	Newcastle Road North (A50) junction with Back Lane and Newcastle Road South	Brereton, Congleton	Completion of feasibility study and initial designs to improve the crossing facilities for pedestrians and cyclists, using Sustrans Regional Route 71.	Scheme on hold, as Sustrans unable to commit to funding at this time.
STAGE 2 DESIGN DEVELOPMENT				
Crewe Rail Station to town centre cycle route	Route via Mill Street	Crewe	Stage 2 detailed design, building on 2020/21 Stage 1 works on potential routes via Mill Street.	Stage 1 report completed. Scheme on hold, as more direct route via new tunnel structure on Mill Street proposed with funding being sought from the Towns Fund.
Ayrshire Way - Park Lane junction	Ayrshire Way, Park Lane	Congleton	Stage 2 detailed design to improve pedestrian and cycle facilities on Ayrshire Way/Park Lane.	Network Rail currently reviewing proposed improvements that impact on their car park access. Once agreement is reached, design work can continue
Alderley Park access	A34 Congleton Road	Alderley Edge	Stage 2 refresh of traffic modelling, engagement and detailed design	Engagement with local cycling representatives determined an alternative approach to study required. Work commissioned to undertake feasibility study of options
Station Road, Handforth	Station Road, Handforth	Handforth	Stage 2 detailed design to improve pedestrian links on Station Road between the Rail Station and the planned Park and Ride site.	Additional works commissioned to understand impact of underground services on Stage 1 options
STAGE 1 FEASIBILITY DESIGN				
Knutsford A50 to Radbroke Hall	A50	Knutsford	Stage 1 feasibility to investigate route options for A50 from	Works commissioned and progressing

			Leycester Road to Radbroke Hall	
Middlewood Way ramp replacement	Middlewood Way	Bollington	Stage 1 feasibility to investigate suitable replacement of existing failing structure	Works commissioned and progressing
Bridge connecting Canal Fields and Foden Test Track housing developments	Heron Way/Redshank Pace	Sandbach	Stage 1 feasibility to investigate suitable replacement of existing structure for use by pedestrians and cyclists	Scheme on hold, as existing structure can not be adopted by CEC. Continuing to engage with housebuilders and management company
Canal Access improvements	Borough-wide	Borough-wide	Joint scoping study with Canal and River Trust	Works commissioned and progressing

2. SMOTS (Sustainable Modes of Travel to School)

Site/Route		Location	Town/Parish	Scope	Progress
STAGE 3 CONSTRUCTION					
Holmes Chapel Comprehensive		Selkirk Drive	Holmes Chapel	Monitoring of experimental Traffic Regulation Order (TRO) for parking restrictions, determination of permanent solution.	Works commissioned and progressing. Scheme currently being advertised on site prior to determining Stage 3 construction cost estimate.
Hungerford Primary		School Crescent	Crewe	Construction to improve drainage on footpath to rear of school.	Works completed
Middlewich High		St Ann's Road	Middlewich	Construction of two uncontrolled crossings.	Pre-construction vibration monitoring completed. Scheme to be reviewed due to escalating costs.
Cranberry Academy		Crewe Road	Alsager	Construction of zebra crossing.	Works completed. SMOTS provided match funding for S106 funding from local development.
STAGE 2 DESIGN DEVELOPMENT					
Macclesfield Academy		Ryle's Park Road	Macclesfield	Detailed design for footway realignment to remove potential conflict between users at school entrance.	Works commissioned and progressing. Scheme currently being advertised on site.
Shavington Academy		Rope Lane	Crewe	Detailed design for improvements for cyclists crossing Ropegreen Bridge.	Works commissioned and progressing. Construction costs to be determined.

Bollington St John's Primary		Grimshaw Lane/Hurst Lane	Bollington	Stage 2 feasibility to improve pedestrian facilities.	Works commissioned and progressing. Construction costs to be determined.
STAGE 1 FEASIBILITY DESIGN					
Pebble Brook Primary School		Balmoral Avenue	Crewe	Feasibility of providing additional pedestrian access to school grounds via Firwood Walk.	Stage 1 report completed. Need to rescope works due to land ownership issues
Lacey Green Primary		Barlow Road	Wilmslow	Feasibility of options to reduce vehicle movements outside school.	Works commissioned and progressing. ATC surveys completed
Lower Park Primary		Hazelbadge Road	Poynton	Monitoring of experimental TRO for school street closure, determination of permanent solution.	Stage 1 report completed. Road safety concerns to be addressed by approved planning application.
Dane Bank Avenue area neighbourhood study		Dane Bank Avenue/Valley Road wider area	Crewe	Study to understand wider traffic issues beyond Dane Bank Avenue and impact of school traffic to determine if there are any potential solutions.	Works commissioned and progressing. Evidence and data gathering underway.
Alderley Edge Girls School		Brook Lane / Wilmslow Road	Alderley Edge	Stage 1 feasibility to improve pedestrian and cycle facilities.	Works commissioned and progressing. ATC surveys completed.

3. Public Transport Infrastructure

Site/Route	Location	Town/Parish	Scope	Progress
Stage 3 Construction				
Commercial service 3 Commercial services 37 and 38	Crewe Road, Crewe Green	Crewe	Replace Shelter that was removed following RTI	Programmed work to be completed 2021/22
Service 199 every 30 minutes	Disley Rail Station	Disley	Relocate existing infrastructure	Programmed work to be completed 2021/22
Commercial service 8 3 services per hour	Middlewich Street, Crewe x 2 locations	Crewe	Upgrade 3 existing bus stops with no bus stop boxes or have existing marking badly faded.	Programmed work to be completed 2021/22
Commercial service 8 3 services per hour	Remer Street, Crewe x 2 locations	Crewe	Upgrade 2 existing bus stops with no bus stop boxes or have existing marking badly faded.	Programmed work to be completed 2021/22
Service 318/ 5 journeys/ day	Spring Bank, Scholar Green	Odd Rode	Replace existing with new pole, CEC flag and timetable frame	Programmed work to be completed 2021/22
Service 42 hourly	Delamere Road, West Heath -	Congleton	Install yellow bus stop road markings together with Pole Flag & TT Frame	Programmed work to be completed 2021/22
Service 391/ service 10	Henshall Road / Southwest Ave -	Bollington	Replace shelter that was taken down as unsafe after RTI	Programmed work to be completed 2021/22
Commercial service 37 & 38 Half hourly	Crewe Rd/Hindheath Rd, -	Wheelock	Provide new bus shelter	Programmed work to be completed 2021/22
Commercial First Bus service 3 Half-hourly	Oakhanger, opposite Methodist church	Oakhanger	Provide new shelter	Programmed work to be completed 2021/22
Service 42	Holmes Chapel Road	Congleton	Provide new bus stop	Programmed work to be completed 2021/22

4. Available Walking Routes (AWR)

A flexible approach to AWR is used to reflect the approach defined in the Home to School travel policies. There are currently no new available walking routes being introduced, however assessment checks are regularly carried out on existing routes together with the collating of collision data. This provides essential up to date information and ascertains that an existing route to school is still safe for students to walk.

5. PROW

Site/Route	Location	Town/Parish	Scope	Progress
Various route accessibility improvements	Borough-wide	Borough-wide	Investment in metal gates as replacement to wooden of stiles, resulting in reduced maintenance, increased longevity of the asset, reduced liabilities and more accessible routes.	Continued delivery throughout year - multiple works completed and programmed
Various route accessibility improvements	Borough-wide	Borough-wide	Resurfacing works to improve year-round accessibility	Continued delivery throughout year - multiple works completed and programmed
Various route accessibility improvements	Borough-wide	Borough-wide	Investment in bridges to replace and increase longevity of assets and reduce liabilities	Continued delivery throughout year - multiple works completed and programmed

6. DfT Active Travel Fund

Site/Route	Location	Town/Parish	Scope	Progress
Tranche 1 (Emergency Covid-19 Measures)	Lodge Road (Alsager), Coronation Street (Crewe), Crewe	Various towns including Alsager, Crewe, Congleton,	Low Traffic Neighbourhoods, improving crossing points, and enabling	All schemes were delivered in Autumn 2020 as part of the Council's Covid-19 Recovery Plan. The Lodge Road (Alsager) scheme was removed following a review, with measures being developed

	Town Centre, Congleton Town Centre, Macclesfield Town Centre, Ivy Road (Macclesfield), Old Middlewich Road (Sandbach), Broad Walk (Wilmslow)	Macclesfield, Sandbach, Wilmslow	cycling through some areas of Town Centres	to provide a permanent scheme that responds to the concerns raised by stakeholders. The traffic calming planters on Broad Walk (Wilmslow) have been removed following a review, however the 20mph speed limit trial is being continued to evaluate whether this element should be made permanent. The cycle lane on Old Middlewich Road (Sandbach) has been removed following a review, with the 20mph speed limit trial being continued to evaluate whether this element should be made permanent.
Tranche 2	Manchester Road (Wilmslow) and Manchester Road (Tytherington)	Wilmslow and Macclesfield	Upgrading cycle lanes to light segregation and improving crossing points for pedestrians and cyclists	Public consultation conducted in early 2021 with broad support received for proposals. Further design work has been conducted to develop proposals to respond where practicable to concerns raised as part of consultation. A further public consultation is planned for early 2022 with schemes planned for delivery in Spring 2022.

7. DfT Capability Fund

Site/Route	Location	Town/Parish	Scope	Progress
Clayton Bypass	Barn Road to fire station roundabout	Congleton	Stage 1 feasibility to determine potential LTN 01/20 compliant walking and cycling measures to complement the effects and take advantage of the expected change in traffic flows throughout	Works commissioned and potential options to provide high quality, attractive, coherent and meaningful walking and cycling routes to be identified by March 2022. Scheme selected on basis of DfT funding criteria.

			the town centre following the opening of the Congleton Link Road in 2021.	
Vernon Way	Vernon Way, West Street, Badger Avenue	Crewe	Stage 1 feasibility to determine potential LTN 01/20 compliant walking and cycling measures, building on initial concepts defined in the Crewe LCWIP, and complementing proposed works funded through the DfT's Safer Roads Programme.	Works commissioned and potential options to provide high quality, attractive, coherent and meaningful walking and cycling routes to be identified by March 2022. Scheme selected on basis of DfT funding criteria.
Promotional activities			Update of Travel Cheshire website. Active Travel Challenges.	Initial review of Travel Cheshire website undertaken and briefing for Web Team to be developed. Procurement of third-party supplier underway to run challenges and provide practical support to encourage walking and cycling for schools and businesses.
Practical support for businesses and schools			Travel Planning Support	Licences in place for Modeshift Education, Business and Communities to support development of travel plans. To be linked with Active Travel challenges. Schools and businesses that are close to high quality infrastructure to be identified (eg Wilmslow High School, Tytherington High School, various primary schools, Bentley Motors, AstraZeneca, Royal London and Alderley Park).

	Active Travel maps	Engaging with local cycling groups to update/develop maps to improve awareness of walking and cycling routes
	Access to employment	Working in partnership with TSS, local community groups and JobCentre Plus to provide practical support including monthly bus tickets or 'cycle package' (bike, accessories, training) for those re-entering the jobs market.

8. Sustrans Paths for All Fund

Site/Route	Location	Town/Parish	Scope	Progress
STAGE 3 CONSTRUCTION				
Hurdsfield Road/Black Lane junction and link along Black Lane to Middlewood Way	Black Lane and Hurdsfield Road	Macclesfield	Stage 2 detailed design and Stage 3 construction by Spring 2022 to improve pedestrian and cycle facilities at Hurdsfield Road/Black Lane junction and link along Black Lane to Middlewood Way	Completed consultation on design in early 2021. Detailed design currently being developed. Construction is expected to complete in Summer 2022. Sustrans has agreed to fund the scheme delivery as the junction is part of the Middlewood Way on the National Cycle Network. The grant approval is currently being finalised.

Highways and Transport Committee Work Programme

Ref No	Committee Date	Report title	Purpose of Report	Report Author/ Senior Officer	Consultation and Engagement Process and Timeline	Equality Impact Assessment Required and Published (Y/N)	Part of Budget and Policy Framework (Y/N)	Corporate Plan Priority	Exempt Item and Paragraph Number (Y/N)
HT/22/21-22	2 March 2022	Highways and Transport 2022/23 Programme approval	To approve the programme of activities for Highways and Transport services in the forthcoming year.	Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place	N
HT/23/21-22	2 March 2022	Pavement Parking Policy Update	To approve the proposed pavement parking policy for the borough.	Richard Hibbert/Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place	N
HT/33/21-22	2 March 2022	Local Transport Delivery Plans	To approve the remaining Local Transport Delivery Plans.	Richard Hibbert/Andrew Ross	tbc	tbc	tbc	A thriving and sustainable Place	N
HT/34/21-22	2 March 2022	Review of Winter Service Changes	To inform the Committee of the outcomes from implementing the new policy and the basis of the review.	Chris/Hindle Andrew Ross	N	Y	N	A thriving and sustainable Place	N

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Highways and Transport Committee Work Programme

HT/15/21-22	2 March 2022	HS2 Programme Update	To seek approval for the Local Transport Authority bid for Levelling Up Funding and the preferred solution for the Crewe Hub Project and provide any further updates on the HS2 programme including Phases 2a and 2b line of routes and Crewe Hub station.	Hayley Kirkham/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place	N
HT/32/21-22	2 March 2022	Service Performance Review	To inform Committee of Service Performance.	All	N/A	N/A	N/A	All	N
HT/39/21-22	2 March 2022	Enhanced Partnership for Buses	To approve the proposals for an Enhanced Partnership Agreement relating to local buses services	Richard Hibbert / Andrew Ross	Y	N	Y	A thriving and sustainable place	N

Highways and Transport Committee Work Programme

HT/40/21-22	2 March 2022	Referral of Notice of Motion: Second Winter Gritting Consultation	Full Council (15 December 2021) resolved to refer Councillor J Clowes' Notice of Motion 'Second Winter Gritting Consultation to the Highways and Transport Committee to determine whether or not the Motion be adopted.	Andrew Ross/Chris Hindle	tbc	tbc	tbc	A thriving and sustainable place	N
HT/26/21-22	June 2022 TBC	Flowerpot Junction Improvement Scheme	<p>Authorise to make Compulsory Purchase Orders and Side Roads Orders for the delivery of the Flowerpot Junction Improvement Scheme.</p> <p>Approve the forward funding of the additional developer contributions in accordance with the capital programme.</p>	Chris Hindle/ Andrew Ross	Y	Y	Y	A thriving and sustainable Place	Y Part confidential

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Public Rights of Way Sub Committee**
held on Monday, 6th December, 2021 in the Committee Suite 1,2 & 3,
Westfields, Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor L Crane (Chair)
Councillor S Edgar (Vice-Chair)

Councillors H Faddes, L Gilbert, R Moreton and D Stockton

OFFICERS IN ATTENDANCE

Genni Butler, Acting Public Rights of Way Manager
Vicky Fox, Planning Lawyer
Jennifer Ingram, Definitive Map Officer
Marianne Nixon, Public Path Orders Officer
Andrew Poynton, Planning and Highways Lawyer
Karen Shuker, Democratic Services Officer

9 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor S Akers-Smith.

10 DECLARATIONS OF INTEREST

No declarations of interest were made.

11 MINUTES OF PREVIOUS MEETING

That the minutes of the meeting held on 13 September 2021 to be confirmed as a correct record.

12 PUBLIC SPEAKING TIME/OPEN SESSION

There were no public speakers.

13 WILDLIFE & COUNTRYSIDE ACT 1981- PART III, SECTION 53 REF. NO. MA/5/267, TO AMEND THE ALIGNMENT OF FP15 IN THE PARISH OF DISLEY

The Committee considered a report which detailed the investigation to amend the Definitive Map and Statement by modifying the alignment of Public Footpath No. 15 in the Parish of Disley.

Under Section 53(2)(b) of the Wildlife and Countryside Act 1981, the Council had a duty to keep the Definitive Map and Statement under

continuous review and make such modifications to the Map and Statement as appear requisite in consequence of the occurrence of certain events:-

One such event under section 53(3)(c)(iii) was where

“(c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:-

(iii) that there is no public right of way over land shown in the map and statement as a highway of any description, or any other particulars contained in the map and statement require modification.

The evidence could consist of documentary/historical evidence or user evidence or a mixture of both. All the evidence must have been evaluated and weighed and a conclusion reached whether, on the ‘balance of probabilities’ the particulars proposed to be amended would be a correct record of the public’s rights. Any other issues, such as safety, security, suitability, desirability or the effects on property or the environment, would not be relevant to the decision.

Documentary evidence included Ordnance Survey Maps, O.S County Series 25” to 1 mile, 1st, 2nd and 3rd Editions, Conveyance from the Deeds to the property ‘Pemberley’ 1920, 1934 and the documents produced as part of the Definitive Map process under the National Parks and Access to the Countryside Act 1949.

The affected landowners, Ward Councillor, Parish Council and user groups had been consulted and no objections to an Order being made had been received.

The Committee considered the documentary evidence and the Definitive Map Officer’s conclusion and considered that the particulars proposed to be amended would be a correct record of the public’s rights. The Committee considered that on the balance of probabilities there was sufficient evidence to show that the correct alignment of Public Footpath No.15 Disley was along the proposed route.

The Committee unanimously

RESOLVED: That

- (1) An Order be made under Section 53(3)(c)(iii) of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement by amending the alignment of Public Footpath No.15 Disley, from the current route as shown between points A-B on Plan No. WCA/024, to its correct alignment between points C-D on Plan No. WCA/024;
- (2) Public notice of the making of the Order be given and, in the event of there being no objections within the specified period, or

any objections received being withdrawn, the Order be confirmed in exercise of the power conferred on the Council by the said Act.

- (3) In the event of objections to the Order being received, Cheshire East Borough Council be responsible for the conduct of any hearing or public inquiry.

14 HIGHWAYS ACT 1980 S119 APPLICATION FOR THE DIVERSION OF PUBLIC FOOTPATH NO 4 (PARTS), PARISH OF HENHULL

The Committee considered a report which detailed the investigation to divert parts of Public Footpath No4 in the Parish of Henhull.

An application had been received from Stone MC Ltd on behalf of a consortium of housing developers (the north west divisions of Taylor Wimpey, Redrow Homes and David Wilson Homes), requesting that the Council make an order under section 119 of the Highways Act 1980 to divert two sections of Public Footpath No. 4 in the Parish of Henhull.

In accordance with Section 119(1) of the Highways Act 1980 it was within the Council's discretion to make the Order if it appeared to the Council to be expedient to do so in the interests of the public or of the owner, lessee or occupier of the land crossed by the path.

A former application for this diversion had been made in 2018 under section 257 of the Town and Country Planning Act 1990 (TCPA 90 s257) as it was considered necessary to do so to enable the Kingsbourne residential development in Nantwich, to go ahead as detailed in the outline planning application (13/2471N), and the reserved matters application, 16/4601N. Specifically, it was necessary to divert one section of Footpath No. 4 Henhull to enable the building of a house, garage and gardens whose footprints lay across the current definitive alignment of the footpath section such that they would otherwise unlawfully obstruct it.

The diversion proposal was progressed, and an Order had been made. The Order remained unopposed following formal advertising and the next stage of the process was to install the diversion route before the final administrative stages of the diversion process could be completed.

A site inspection revealed that before the diversion was completed, on the alignment of the current route to be diverted, a house, garage, and gardens had been constructed. This had voided the diversion under TCPA 90 s257 because the legal test was no longer applicable as it was then no longer necessary to divert the footpath to enable construction of the house, garage, and gardens since they had already been constructed. Development had already gone ahead.

Consequently, the incomplete diversion under TCPA 90 s257 was abandoned, and the developers sought the same diversion under the legislation of section 119 of the Highways Act 1980, to rectify the situation.

Under section 119 of the Highways Act 1980 the Council may accede to an applicant's request if it considered it expedient in the interests of the landowner to make an order to divert the footpath.

The land over which run both the sections of footpath to be diverted, and the diversion routes, was owned by the applicant.

It was noted that two sections of Henhull Footpath No.4 were proposed for diversion, both linked by a short section of the current footpath.

No objections had been received following a consultation and engagement exercise with the ward Councillor, Parish and Town Councils, user groups, statutory undertakers, and the Council's Nature Conservation Officer.

The Committee considered that the proposed route would not be substantially less convenient than the existing route and diversion of two footpath sections would benefit the landowner by realigning the footpath as per the permitted development that had been granted, and by resolving an obstruction issue. It was considered that the proposed route would be a satisfactory alternative to the current one and that the legal tests for the making and confirming of a Diversion Order were satisfied.

The Committee unanimously

RESOLVED: That

- (1) That an Order be made under Section 119 of the Highways Act 1980, as amended by the Wildlife and Countryside Act 1981, to divert parts of Public Footpath No.4 Henhull by creating a new public footpath and extinguishing the current path as illustrated on Plan No. HA/147 on the grounds that it is expedient in the interests of the owner of the land crossed by the path.
- (2) Public Notice of the making of the Order be given and in the event of there being no objections within the period specified, the Order be confirmed in the exercise of the powers conferred on the Council by the said Acts.
- (3) In the event of objections to the Order being received and not resolved, Cheshire East Borough Council be responsible for the conduct of any hearing or public inquiry.

15 TOWN AND COUNTRY PLANNING ACT 1990 S257 APPLICATION FOR THE DIVERSION OF PUBLIC BRIDLEWAY NO'S 10 AND 11 (PART), PARISH OF ARCLID

The Committee considered a report which detailed the investigation to divert Public Bridleway No.10, and part of Public Bridleway No.11 in the Parish of Arclid. The proposal had been put forward as an application had been received from Bathgate Silica Sand Ltd, following planning consent.

In accordance with Section 257 of the Town and Country Planning Act 1990 as amended by Section 12 of the Growth and Infrastructure Act 2013:

“(1A) Subject to section 259, a competent authority may by order authorise the stopping up or diversion in England of any footpath, bridleway or restricted byway if they are satisfied that—

an application for planning permission in respect of development had been made under Part 3, and if the application were granted it would be necessary to authorise the stopping up or diversion in order to enable the development to be carried out.

It was considered necessary to divert Public Bridleway No. 10 and part of Public Bridleway No. 11 in the Parish of Arclid to enable the sand excavations to go ahead as detailed within the Planning Application, reference no. 19/3951W.

The new bridleway sections would be installed to the same specification as the current routes to be diverted. The land over which the new alignments would run was pastureland and arable farmland. The sand excavations would change the nature of the land but, once completed, a comprehensive restoration plan would be undertaken to restore and relandscape the area. The land was owned by the applicant.

No objections had been received following a consultation and engagement exercise with the Ward Councillor, neighbouring ward Councillors, Parish Council, user groups, the statutory undertakers and the Council's Nature Conservation Officer.

The Committee considered the application and concluded that it was necessary to divert Public Bridleway No.10 and part of Public Bridleway No.11 in the Parish of Arclid to enable the sand excavations to go ahead as detailed within the approved planning application.

The Committee unanimously

RESOLVED: that

- (1) That an Order be made under Section 257 of the Town and Country Planning Act 1990 to divert Public Bridleway No 10 and

part of Public Bridleway No. 11 in the Parish of Arclid, as illustrated on Plan No TCPA/068 on the grounds that the Council is satisfied that it is necessary to do so to allow development to take place.

- (2) Public Notice of the making of the order be given and in the event of there being no objections within the period specified the Order be confirmed in the exercise of the powers conferred on the Council by the said Act.
- (3) In the event of objections to the Order being received and not resolved, Cheshire East Borough Council be responsible for the conduct of any hearing or public inquiry.

16 TOWN AND COUNTRY PLANNING ACT 1990 S257 APPLICATION FOR THE DIVERSION OF PUBLIC FOOTPATH NO'S 43 AND 46 (PARTS), PARISH OF POYNTON WITH WORTH

The Committee considered a report detailing the investigation to divert parts of Public Footpath No's 43 and 46 in the Parish of Poynton with Worth. The proposal had been put forward as an application had been received from Elan Homes, following a planning consent (Planning reference: 17/547M).

In accordance with Section 257 of the Town and Country Planning Act 1990 as amended by Section 12 of the Growth and Infrastructure Act 2013:

“(1A) Subject to section 259, a competent authority may by order authorise the stopping up or diversion in England of any footpath, bridleway or restricted byway if they are satisfied that—

an application for planning permission in respect of development has been made under Part 3, and if the application were granted it would be necessary to authorise the stopping up or diversion in order to enable the development to be carried out.

It was reported that in paragraphs 5.5 and 5.6 of the report, it should read that Elan Homes purchased land off Hazelbadge Road directly from the landowner. Persimmon Homes never owned the land.

Diversion of parts of Public Footpath No.s 43 and 46 had been requested since their current alignment would otherwise be obstructed by several of the residential properties within the development

The land over which run both the sections of footpath to be diverted and the diversion routes, were owned by the applicant.

The Committee considered the application and noted the comments received from Poynton Town Council, the East Cheshire Ramblers, the Peak and Northern Footpath Society (PNFS), along with the Public Rights of Way Officer's responses and noted further information reported verbally.

At paragraph 6.11 of the report, the Peak and Northern Footpath Society questioned the height of the new diversion route for Poynton with Worth Footpath No.43 above the brook and it was reported that this would be approximately 2.6 metres and that tree roots growing within the riverbank would help to stabilise it.

Further to paragraph 6.12 of the report, it was clarified that the alignment of the new route for Poynton with Worth Footpath No. 43, would connect to Poynton with Worth Footpath No.88 as shown at point E on Plan No. TCPA/067.

The Committee concluded that it was necessary to divert part of Public Footpath No's 43 and 46 in the Parish of Poynton with Worth to enable the residential development to go ahead as detailed within Planning Application: 17/6471M.

The Committee unanimously

RESOLVED: That

- (1) That an Order be made under Section 257 of the Town and Country Planning Act 1990 to divert part of Public Footpath No's 43 and 46 in the Parish of Poynton with Worth, as illustrated on Plan No TCPA/067 on the grounds that the Council is satisfied that it is necessary to do so to allow development to take place.
- (2) Public Notice of the making of the Order be given and in the event of there being no objections within the period specified, the Order be confirmed in the exercise of the powers conferred on the Council by the said Act.
- (3) In the event of objections to the Order being received and not resolved, Cheshire East Borough Council be responsible for the conduct of any hearing or public inquiry.

17 APPLICATION FOR THE STOPPING UP OF A STRIP OF LAND TO THE REAR OF 205A MOW COP ROAD, MOW COP UNDER THE PROVISIONS OF SECTION 116 HIGHWAYS ACT 1980.

The Committee considered a report in respect of an application for the stopping up for a strip of land to the rear of 205A Mow Cop Road, Mow Cop under the provisions of Section 116 Highways Act 1980.

Following an application being lodged for registration of a piece of land to the rear of 205A Mow Cop Road, Mow Cop in 2018 the Council lodged an objection with the Land Registry on the basis that the land formed part of the width of Footpath No.59 Odd Rode. Negotiations led to the Council agreeing to suspend any enforcement act whilst the applicant sought to resolve the matter.

A further application was received in 2020 from the applicant.

Section 116(1) of the Highways Act 1980 states:

“Subject to the provisions of this section, if it appears to a magistrates’ court, after a view, if the court thinks fit, by any two or more of the justices composing the court, that a highway (other than a trunk road or a special road) as respects which the [highway] authority have made an application under this section—

(a) is unnecessary

.....

the court may by order authorise it to be stopped up or, as the case may be, to be so diverted.

”

A “highway” is defined under section 328(1) of the Highways Act 1980 as:

“the whole or a part of a highway”. It therefore follows that “part of a highway” can apply to the width of a highway.

The Committee noted that the land in question had been unavailable for a significant length of time, no services were under the land, the public would not suffer any detriment compared to the current position should an Order be approved. The footpath would have historically connected with a path to the rear of “the Mill” which had been converted to shared open space for the occupants: the purpose for which the land was used, to transport materials and people to and from the mill, had ceased.

The Committee considered the application and noted the comments received from Odd Rode Parish Council, the Peak and Northern Footpaths Society and the Open Spaces Society.

The Committee concluded that the strip of land was considered unnecessary in accordance with Section 116(1)(b) of the Highways Act 1980 and that the proposals were consistent with the Council’s Policy on obstructions (where long standing and impractical to remove) and were in accordance with Section 116 of the Highways Act 1980.

The Committee unanimously

RESOLVED: That

the Public Rights of Way Sub Committee declare unnecessary the area of highway land shown on the plan in Appendix 2 and authorise the submission of an application to the Magistrates’ Court, for all highway rights to be stopped-up over this area, in accordance with Section 116 of the Highways Act 1980.

The meeting commenced at 2.00 pm and concluded at 2.45 pm

Councillor L Crane (Chair)

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	13 th January 2022
Report Title:	A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme
Report of:	Jayne Traverse, Executive Director of Place David Brown, Director of Governance and Compliance
Report Reference No:	HT/13/21-22
Ward(s) Affected:	Haslington Ward

1. Executive Summary

- 1.1. The purpose of the report is to seek the Committees approval to proceed with the making of the Compulsory Purchase Order and Side Roads Order for the A500 Dualling Scheme (" the Scheme") . The Compulsory Purchase Order is required to enable land and any other interest in the land not within the ownership or control of the Council to be acquired to allow the Scheme to be built. The Side Roads Order will enable work to be carried out on existing highways and to alter private means of access of adjacent premises to enable the Scheme to be built.
- 1.2. Since the Cabinet approval in May 2020 , further detailed design has taken place which has resulted in the identification of additional land being required for the proposed Scheme which was not included in the original report and it is therefore necessary to bring this matter back to the Committee for approval.

- 1.3. The Council has set out a clear vision and strategy for sustainable economic growth in the adopted Local Plan. A key element of this strategy is a significant investment programme in transport to support housing and jobs in the Borough.
- 1.4. The dualling of the A500 will deliver an improved highway network for Crewe and the surrounding area, it will relieve congestion in a number of locations, improve journey times on the wider highway network and will assist with the development of a number of local plan sites at Basford East and Basford West and the South Cheshire Growth Village.
- 1.5. The Dualling of the A500 between the M6 at Junction 16 and Meremoor Moss Roundabout ("the Scheme") is a key component of the Council's overall plan to support the regeneration and development of Crewe and supports strategic access to the HS2 Crewe Hub Station. The Scheme supports the aim to deliver environmental, social and economic benefits to residents of Crewe and the surrounding area.
- 1.6. The Scheme will convert an existing length of 3.3km of single carriageway into a 9.5m wide dual carriageway connecting the junction with the A531 and B5472 at Meremoor Moss Roundabout, to the west and the M6 Junction 16 roundabout to the east. The Scheme will also include the widening to the two lanes on the approach to Meremoor Roundabout and the widening of the existing three lanes at the M6 Junction for 650m, and as part of the Scheme it will be necessary to alter private means of access to properties, with the closure of the current access and a new access being created.
- 1.7. The A500 is a key route which connects Crewe and Nantwich to the M6 at Junction 16; and to Stoke and Staffordshire. The section of the A500 between Junction 16 and the junction with the A531 and B5472 at Meremoor Moss Roundabout is single carriageway and is the only section of the A500 corridor that isn't built to dual carriageway standard.
- 1.8. Currently congestion is experienced on the westbound A54, eastbound B5500, both north and southbound A530 and westbound A500. The dualling of the A500 will increase the network capacity and reduce the delays experienced. The current stretch of carriageway has a higher frequency of serious and fatal accidents compared with the remainder of the A500, by carrying out the works the carriageways will be separated and congestion and delay will be reduced.
- 1.9. The Council have been previously made aware of the proposed Scheme as their approval was sought to develop the Scheme through the former Cabinet system. This included the assessment of the extent of land required, the financial costs and the risk implications to the Council of progressing the Scheme, including the requirement to forward fund the Scheme until the submission to and approval of the Full Business Case to the Department for Transport ("DfT"). It is intended that a report will be presented to a future meeting of this Committee to approve the Full Business Case prior to its submission.
- 1.10. The Scheme's delivery programme, including for a CPO public inquiry, is for the main works to start in late 2023, with an estimated construction period of 27 months. Should it be determined that a public inquiry is not required then it may be possible to start the main works in early 2023. The overall expenditure on the Scheme is expected to be £68.7m which includes the initial grant of £1.8m from the DfT. The programme is subject to the timing of the completion of land

acquisition and the submission and DfT approval of the Full Business Case, which releases the Government funding.

- 1.11. The Council's Medium-Term Financial Strategy, as reported to Cabinet in February 2021, makes provision for this expenditure, where £9.3m is included in the approved Capital Programme and £59.4m in the Addendum, pending completion of the Full Business Case and approval from the Department of Transport Local Majors grant funding approval to the value of £55.1m .
- 1.12. In May 2020 Cabinet approval was sought for the making of Compulsory Purchase Orders and Side Road Orders for the Scheme. Subsequently, through the development of the Scheme and detailed design, the Scheme requires more land than previously shown in the documents considered by the Cabinet in May 2020 and the Compulsory Purchase Order has been amended to reflect the increased land requirements and changes to any rights required over the land.
- 1.13. Accordingly, it is now necessary to seek the Committee's authorisation to consider the use of compulsory purchase powers to acquire the land and new rights required for the construction of the Scheme, and to make The Cheshire East Council (A500 Dualling) Compulsory Purchase Order 2022 ("the CPO"). This will be in parallel with negotiations to acquire the land and new rights required by agreement, reflecting the land requirement that has now being established as necessary to deliver the Scheme.
- 1.14. To bring the Scheme forward and to make the necessary changes to the existing highway network and to alter private means of access to adjacent premises, it is necessary to make The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022 ("the SRO").
- 1.15. This report details the affected landowners and plots required to deliver the Scheme, with such further detail allowing the Council to make a fully informed decision on the proper consideration of the use of powers of compulsory purchase.
- 1.16. The Council has initiated discussions and will continue to seek to negotiate the acquisition of all the legal interests in the land required for the construction of the Scheme by agreement. However, the Council needs to ensure it has the ability to use compulsory purchase powers if it considers that it may not be possible to agree terms for the acquisition of all the remaining interests in the land required to allow the Scheme to come forwards. The use of such powers would be as a matter of last resort and would be in parallel to continued efforts to negotiate private acquisitions.

2. Recommendations

2.1 That the Committee:

- 2.1.1 Notes that recommendation 2 made by the Cabinet on 15 January 2019

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- means that the Council approved the underwriting and forward funding of the costs of the Scheme up to £54.79m up to the submission of the Full Business Case to the Department for Transport
- 2.1.2 Notes the ongoing requirement to forward fund expenditure on the Scheme in lieu of external contributions, and notes that this presents financial risks as outlined in the financial implications of the report.
- 2.1.3 Confirms that the acquisition of the land identified in the Map accompanying The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022 ("the Order Map") attached to the report is necessary for highway purposes.
- 2.1.4 Approves the draft Statement of Reasons, the draft CPO (including the form and contents of the Schedules to the CPO ("the Schedules") and the draft Order Map both substantially in the form annexed to the report for the purposes of the CPO.
- 2.1.5 Approves the draft plans accompanying The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022 ("the SRO Plans") substantially in the form annexed to the report for the purposes of the SRO.
- 2.1.6 Approves the draft SRO Schedule substantially in the form annexed to the report for the purposes of the SRO.
- 2.1.7 Is notified of the Statutory Blight regime that requires the Council to respond to Statutory Blight Notices pursuant to Part VI, Chapter II of the Town and Country Planning Act 1990 (as amended) ("the Act") as a consequence of the relevant land becoming blighted by virtue of relevant trigger events as contained within Schedule 13 of the Act.
- 2.1.8 Is notified of the submission of the Full Business case to the Department for Transport and any material changes to the Scheme funding.
- 2.2 Authorises the Director of Highways and Infrastructure in consultation with the Director of Governance and Compliance to;-
- 2.2.1 To make minor modifications to the draft Statement of Reasons, draft CPO and draft Order Map as necessary.
- 2.2.2 To make minor modifications to The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022 ("the SRO Plans") as necessary.
- 2.2.3 To determine the form and contents of the Schedules to the CPO ("the Order Schedules"), which identify the interests in the land and new rights to be acquired pursuant to the CPO, as identified within the Order Map.
- 2.2.4 To make if necessary, any a minor or technical amendment to the CPO and the SRO, prior to the making of the CPO and the SRO.

2.2.5 In the event that any local Public Inquiry is convened to consider objections to the CPO and/or the SRO (as the case may be) to prepare and submit such evidence as is necessary in support of the CPO and/or the SRO, including enlisting the assistance of outside consultants and Counsel to assist in the preparation and presentation of such evidence.

2.3 Authorises the Director of Governance to;

2.3.1 To make The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022 ("the CPO") pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980, and Section 3, Parts II and III of Schedule 2 and Schedule 3 to the Acquisition of Land Act 1981 and all other powers as appropriate for the purpose of acquiring the land and new rights shown on the Order Map and described in the Schedules to facilitate the construction of the Scheme, and that the Common Seal of the Council be affixed to the CPO and to the Order Map.

2.3.2 To make The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2021 ("the SRO") under Sections 14 and 125 of the Highways Act 1980 and all other necessary powers to improve, stop up existing highways, stop up and/or amend private means of access and provide replacement private means of access, and construct lengths of new highway as required to deliver the Scheme, and that the Common Seal of the Council be affixed to the SRO and the SRO Plans.

2.3.3 To submit the CPO and the SRO to the Secretary of State for Transport for confirmation and to comply with all associated requirements in respect of personal, press and site notices, and to take all other relevant action thereon to promote the confirmation of the Orders, including any necessary modification.

2.3.4 In the event that no objections are received to the CPO (or if any objections made are subsequently withdrawn, or the Director of Governance and Compliance certifies that they may be legally disregarded) and no modifications are required to be made to the CPO, to obtain the appropriate Certificate under Section 14A of the Acquisition of Land Act 1981 enabling the Council to confirm the CPO as made.

2.3.5 That as soon as the CPO and the SRO have been confirmed and become operative, to comply with all associated requirements in respect of personal and press notices and to make and give notice of a General Vesting Declaration under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or Notices to Treat and Notices of Entry in respect of the land and rights to be acquired compulsorily.

2.3.6 In the event that any question of compensation in respect of such

interests or rights is referred to the Upper Tribunal (Lands Chamber) for determination, to take all necessary steps in relation thereto including advising on the appropriate uses and compensation payable and issuing the appropriate certificates and appointing external legal advisors (including Counsel where required) to represent the Council in respect of any such reference.

- 2.3.7 In respect of Statutory Blight, delegate authority to the Monitoring Officer in consultation with the Finance Sub-Committee Chair and the Executive Director (Corporate Services) (as necessary) to agree appropriate terms in accordance with statutory provisions.

2.4 Authorises the Head of Estates to;

- 2.4.1 Negotiate and agree terms to seek to acquire the land and rights (or extinguish the same) required for the Scheme by agreement and to instruct the Director of Governance and Compliance to negotiate and enter into the legal agreements necessary to facilitate any such agreements.
- 2.4.2 Negotiate and approve the payment of any relevant and reasonable professional fees incurred by landowners and others with compensatable interests in taking professional advice in connection with the acquisition of their interests required for the Scheme and to negotiate, approve and document by way of settlement or other legal agreement payment of all related compensation claims in advancing the development or implementation of the Scheme, including the advance payment of compensation pursuant to Section 52 of the Land Compensation Act 1973 and the settlement of any claims made pursuant to Part 1 of the Land Compensation Act 1973.

3. Reasons for Recommendations

Compulsory Purchase Order

- 3.1. The acquisition of the land enables the Council to proceed with the development and delivery of the Scheme A Scheme plan can be found at Appendix *.
- 3.2. The Scheme involves the construction and widening of the existing A500 for 3.3km from Meremoor Moss Roundabout to the east to the roundabout servicing the M6 at Junction 16.
- 3.3. The Scheme has been identified as a key piece of infrastructure vital for the successful delivery of new development sites and is explicitly listed in the Cheshire East Infrastructure delivery Plan within the Local Plan the Scheme is stated as a key development in the Local Plan and Local Transport Plan necessary to improve the capacity of the road network.
- 3.4. The Scheme will enable future development across the region and support

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major investment opportunities, including High Speed Two (“HS2”) and the Crewe Hub for HS2. A number of sites from the Cheshire East Local Plan Strategy 2010-2030 (adopted July 2017) (“the Local Plan”) are also located within close proximity to the Scheme including; Basford East/West (LPS2/LPS3), the South Cheshire Growth Village (LPS8), the Radway Green Extension (LPS24) and the White Moss Quarry in Alsager (LPS20).

- 3.5. The Scheme is stated in the CEC Infrastructure Delivery Plan (2015-2030) as a necessary improvement to the local road network: “there is a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road”
- 3.6. The Scheme is well integrated into the wider growth plan for both Crewe and Cheshire East, contributing to Cheshire and Warrington Strategic Economic Plan (SEP) aims through contributing to economic growth via improving access to HS2 and attracting increased levels of investment.
- 3.7. Through increasing the capacity of the highway network and improving local and regional connections, the Scheme significantly contributes to the wider growth plan. The development of the HS2 Crewe hub will generate a significant amount of traffic and attract a considerable amount of investment to the area. The scheme proposes to increase the capacity of the highway network and support the operation of HS2.
- 3.8. The construction of the Scheme cannot be achieved without the acquisition of the land and the new rights identified on the Order Map. The acquisition of the land and new rights enables the Council to proceed with the development and delivery of the Scheme.
- 3.9. Acquiring the necessary land and rights by negotiation is preferable and the Council must be able to demonstrate that it has made all reasonable efforts in this regard. However, it may not be possible to conclude voluntary acquisitions with all affected parties and for all land title issues to be dealt with within the funding window for this Scheme. Accordingly, the authorisation of compulsory purchase powers is sought so that the project programme can be maintained and to demonstrate the Council’s intention to proceed with the Scheme. The Council will continue to make every effort to acquire by negotiation all necessary interests that are needed to deliver the Scheme (and will continue to do so in parallel to the compulsory purchase process), but it recognises that it may not be possible to agree terms for the acquisition of all interests. Without the acquisition of all interests, the delivery of the Scheme will be impinged and/or unable to proceed.
- 3.10. The Scheme will require a total of 46 hectares of land and new rights. This includes the acquisition of 14 hectares of land for the new road, drainage works, and environmental mitigation areas, and a further 1 hectare of land over which new rights are to be created. C17ha of the land is the existing highway land, currently registered to National Highways, plus a small parcel of land that is already owned by the Council. The remaining 14 hectares is required for site compounds, temporary haul routes, and proposed private

means of accesses, and the intention would be to return this land to the pre-existing landowner on completion of the Scheme. The interests of 6 freeholders, 1 leasehold and 7 tenancies are affected. The Order Map will be available for inspection by members at the meeting and a reduced size version is annexed to this report (Appendix C).

- 3.11. The land to be acquired is predominantly agricultural land and the Scheme does not require the acquisition of any residential property (save for part of the garden at Bluemire Farm). The Scheme does not require the acquisition of land in any of the categories where land must be provided in exchange, such as common land or public open space.
- 3.12. Some of the areas where the freehold interest is to be acquired are needed for ecological mitigation works necessary because of the Scheme and, subject to negotiation, it may be possible for the freehold interest to be retained by the landowners, subject to the landowners entering into binding legal obligations with the Council providing for pre-agreed maintenance works to be undertaken by the landowner following construction of the Scheme.
- 3.13. Some areas where the freehold title is to be acquired will not be required for the permanent works and, subject to negotiation, is expected to be offered back to the current owners along with the payment of compensation in due course in accordance with the Crichel Down rules.
- 3.14. Some areas of land required for the Scheme are within the ownership of the Duchy of Lancaster, under section 293(1) of the Town and Country Planning Act 1990 this is deemed to be Crown Land. Unlike other land, interests in Crown land cannot be compulsory acquired, therefore land required for the Scheme will need to be acquired through negotiation and bilateral agreement. However, the Scheme will impact upon 6 tenancies, it will therefore be necessary to acquire the tenant's rights and interests in the land with the use of CPO powers once the Council has acquired the freehold to the land.
- 3.15. Discussions are proceeding with the Statutory Undertakers and these may disclose additional requirements for service diversions for which land or rights may require to be obtained under the CPO.
- 3.16. The land that is proposed to be acquired is the minimum considered to be reasonably required to achieve the selected design option.
- 3.17. In the event that the Scheme is not completed, the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 and the wider Cheshire East, Stoke and Staffordshire region.

Side Roads Order

- 3.18. The SRO will authorise the stopping-up, diversion and creation of new lengths of highway or reclassification of existing highways, together with the stopping

up and/or amendments to private means of access to adjacent premises and agricultural land, and re-provision of private means of access to those premises and agricultural land.

- 3.19. The CPO will include land that is required to enable the works authorised by the SRO to be carried out and makes provision for the acquisition of land and new rights to enable new, replacement private means of access to be provided as part of the Scheme.
- 3.20. All beneficiaries of any stopped up private means of access will be provided with a reasonably convenient and commodious alternative means of access unless there is no need for an alternative access to be provided.
- 3.21. The plans of the works and alterations to be authorised by the SRO will be available for inspection by members at the meeting.

4. Other Options Considered

4.1. Land Acquisition by Negotiation

- 4.1.1 Land acquisition could be pursued solely by negotiation and subsequent agreement. However, relying on land acquisition by agreement alone does not guarantee that the land required for the scheme will be secured and may delay the delivery of the Scheme.
- 4.1.2 It is intended to acquire all the land for the Scheme by agreement where possible and to only use the powers under the Highway Act to compulsory purchase land and interests (where these powers are applicable) that cannot be acquired through agreement beforehand to support deliverability of the Scheme.

4.2. Cancel the Scheme

If a decision is made to cancel the Scheme, there will be no benefit from monies spent to date. Furthermore, the benefits derived from the Scheme will not be delivered.

5. Background

- 5.1. Since the Cabinet approval in May 2020 , further detailed design has taken place which has resulted in the identification of additional land being required for the proposed Scheme which was not included in the original report and it is therefore necessary to bring this matter back to the Committee for approval
- 5.2. The Scheme is the making into dual carriageway the single carriageway section of the A500 between the M6 at Junction 16 and the junction with the A531 and B5472 at Meremoor Moss Roundabout.
- 5.3. The Dualling of the A500 is a key component of the Council's overall plan to

support the regeneration and development of Crewe and supports strategic access to the HS2 Hub Station. The scheme supports the aim to deliver environmental, social and economic benefits to residents of Crewe and the surrounding areas.

- 5.4. The A500 is a key route which connects Crewe and Nantwich to the M6 at Junction 16; and to Stoke and Staffordshire. The section of the A500 between Junction 16 and the junction with the A531 and B5472 at Meremoor Moss Roundabout is single carriageway and is the only section of the A500 corridor that isn't built to dual carriageway standard.
- 5.5. The A500 will serve as the main route from the M6 to the centre of Crewe and the HS2 Hub Station. Without dualling there would be significant congestion on this part of the road network. The dualling therefore facilitates the council's plans for Crewe, will reduce congestion and improve air quality as a result.
- 5.6. The Scheme is identified in the Cheshire East Local Transport Plan (2019–2024) and in the Cheshire East Local Plan Infrastructure Delivery Plan (2015–2030) as a necessary improvement to the local road network.
- 5.7. Planning permission was originally granted on 24th April 2019 for the original application for the Scheme (application reference: 18/3766N). Following the approval of the planning permission, the construction contractor identified a number of changes required to the design of the Approved Scheme and in April 2020, a planning application for the amended scheme design was submitted (application reference: 20/1709N). The Strategic Planning Board in August 2020 resolved approve the application, subject to confirming the final amount of biodiversity off-setting. In addition, there was an outstanding objection by the Environment Agency regarding the detail of the Barthomley Brook culvert. As the carriageway is to be extended it will increase the extent of the existing Barthomley Brook culvert under the A500, which would result in a reduction in the length of natural watercourse and this would have a negative impact on riverbank ecology. The solution, agreed in principle with the EA, is to re-align part of the remaining natural watercourse to create more riverbank and to provide some additional riverbank planting.
- 5.8. A number of further design changes were subsequently identified, in particular associated with the re-alignment of Barthomley Brook following ongoing discussions with the Environment Agency. These amendments were submitted to the Council (as local planning authority) in November 2021 to be incorporated into the pending planning application reference: 20/1709N. The planning officer is currently carrying out a consultation on the amended design and will prepare a short report in due course for the planning committee chair/development control manager to agree.
- 5.9. Currently the Scheme affects three major pipelines, two National Grid high Pressure gas mains and the Mainline Pipelines Ltd fuel oil pipeline (this part of the national network of pipeline that carries a variety of fuels around the country). The proposed Scheme will require the diversion of one of the

National Grid gas mains and the protection of the Mainline Pipelines Ltd fuel oil pipeline. The cost estimate of the Scheme includes an estimate costs of the works required but the final costs will not be known until the Council fully understand the requirements of the utility companies.

- 5.10. The current programme is, subject to the timing of DfT final funding approval and the completion of the land acquisition without the need for a CPO Public Inquiry, for the main works to start by the end of 2022, with an estimated construction period of 27 months.
- 5.11. To meet the programme for the Scheme, the Council will need to undertake further work as follows:
 - 5.11.1. Negotiations with affected landowners to secure land required for the Scheme by agreement whilst proceeding with the making of a CPO and SRO should agreements fail, and statutory powers of acquisition need to be used.
 - 5.11.2. A market-tested cost estimate for the main works is required for inclusion in the Full Business Case to be submitted to DfT to obtain the Large Local Majors scheme grant funding.
 - 5.11.3. Advance works are required to be completed in sufficient time to ensure ecological mitigations and utilities diversions are sufficiently progressed to enable the main works to commence on time.
 - 5.11.4. A suitable supply chain is required, including local companies as far as is possible, to ensure timely commencement of the main works.
- 5.12. The majority of the land required for the Scheme is in the ownership of the Duchy of Lancaster. The Council cannot rely on powers of compulsory purchase to acquire the Crown's interest in the land and must secure this land by agreement.
- 5.13. The Duchy of Lancaster has confirmed its support for the scheme and the intention to reach an agreement with the Council for the acquisition of its land that is required for the scheme. The Duchy has agreed to the inclusion in the CPO of the land interests of its tenants that are within the Scheme CPO boundary and to the Council exercising its powers of compulsory acquisition to acquire new rights and/or other interests in this land.
- 5.14. It is intended to acquire all of the land for the Scheme by agreement where possible and to only use the powers under the Highways Act to compulsorily acquire land and new rights (where these powers are applicable) that cannot be acquired through agreement beforehand to support the deliverability of the Scheme. The remainder of the land required to deliver the Scheme can be acquired compulsorily but the Council is required to demonstrate that it has sought to engage with landholders to agree acquisition only relying on CPO powers as a last resort.
- 5.15. The Council has appointed an external consultant and solicitors to undertake

preparatory work, including the drafting of the Orders required to deliver the Scheme. Chartered surveyors have also been appointed to deal with negotiations on land acquisition by agreement with a view to securing all land necessary to deliver the Scheme by agreement. However, voluntary acquisitions of all the land affected and rights required may not be possible.

- 5.16. Whilst acquisition of land by agreement will be pursued, initiating the CPO process over the third-party land holdings required for the Scheme affords greater certainty that the Scheme will proceed if negotiations break down. This is in line with national guidance on the use of CPO powers set out in “Guidance on Compulsory Purchase Process and the Crichel Down Rules” (July 2019) (“the Guidance”).
- 5.17. It is expected that the CPO and the SRO will be made during early 2022. The Secretary of State for Transport will consider whether the CPO and the SRO should be confirmed, and such confirmation may be considered following a local Public Inquiry to deal with objections.
- 5.18. Mitigation against the adverse environmental effects of the construction and subsequent operation of the new highway will be subject to agreements made under section 253 of the Highways Act 1980 with the owners of land in the vicinity of the highway. This will provide for mitigation areas which will result in a net gain in biodiversity and include tree and shrub planting. The intention is that the areas will be managed by the landowners according to arrangements set out in the agreements which will include detailed maintenance schedules approved by the local planning authority.
- 5.19. The Council’s overall expenditure on the Scheme is expected to be £68.7m as reported to Cabinet in May 2020. The Council has so far invested around £9.0m on developing the Scheme, £1.8m of which was DfT grant for the Outline Business Case and £1.6m S106 contributions.
- 5.20. The Outline Business Case submitted to the Department for Transport (DfT) in May 2019 was based on the total scheme cost of £68.7m. The total requested contribution from the DfT was £55.1m with the total local contribution therefore being £13.6m.
- 5.21. The Council’s Medium-Term Financial Strategy (“MTFS”), as reported to Cabinet in February 2021, makes provision for this expenditure, where £9.3m is included in the approved Capital Programme and £59.4m in the Addendum making up the scheme total of £68.7m. The 2022-26 Capital Programme is due to be considered by the Corporate Policy Committee for recommendation to Full Council in February 2022, where updates will be made to include the total scheme cost in the Budget’s Capital Programme.
- 5.22. In June 2020 the DfT confirmed that the Scheme had entry onto the Large Local Majors Schemes Programme and secured commitment to £53.3m in government grant funding in addition to the £1.8m already received from the

DfT, subject to DfT approval of the Final Business Case.

- 5.23. The Highways and Transport Committee approval will be sought prior to the submission of the Full Business Case to access the Department for Transport Local Majors grant funding to the value of £53.3m.
- 5.24. The local funding contribution, anticipated to be £13.6m, is a combination of direct Council funding and developer Section 106 (S106) contributions. The current estimate of funding from S106 developer contributions is in the range of £2.4m to £6.7m based on developments that may be released by the Scheme as set out in the Local Plan Strategy. The Council have agreed to forward fund the Scheme with the funding covered in the MFTS.
- 5.25. A draft Statement of Reasons has been prepared which sets out the reasons for building the Scheme and explains the need for the CPO and the SRO. This can be found in draft at Appendix E.

The need and justification for the Compulsory Purchase Order

- 5.26. The purpose of seeking to acquire land and new rights compulsorily is to enable the Scheme to be constructed. These proposals would enable the Council to meet its statutory purposes and highway objectives within the shortest realistic timescale in the most appropriate way.
- 5.27. The Council recognises that a CPO for the Scheme can only be made if there is a compelling case in the public interest which justifies the acquisition of private rights and interests in land and the creation of new rights sought to be acquired. A compelling case exists here. A CPO is necessary and justifiable in the public interest.
- 5.28. The Council would be making the Order to secure the outstanding interests and new rights required to enable implementation of the Scheme, which is necessary to achieve the Council's objectives for the area. Discussions have taken place with landowners and the owners of relevant interests in an attempt to reach agreement but the CPO remains necessary to ensure that the Scheme can proceed.
- 5.29. The draft CPO can be found at Appendix D and the draft plans referred to in the CPO at Appendix C.

The need and justification for the Side Roads Order

- 5.30. The purpose of the Side Roads Orders ("SRO") is to maintain access to all land and property directly affected by the Scheme and to make necessary changes to the highway network. In order to build the new road, it is necessary to improve, or stop up existing highways and construct new highways to link into the new road. It will also be necessary to stop up some existing private means of access to land or premises and to replace those where necessary with new means of access. To enable it to carry out those

works the Council is promoting the SRO.

- 5.31. The draft SRO can be found at Appendix B and the draft plans referred to in the SRO at Appendix A.

6. Statutory Blight

- 6.1. The Town and Country Planning Act 1990 (as amended) (“the Act”) contains trigger events within Schedule 13 relating to when land will become the subject of potential statutory blight claims. Members need to be aware that once a Schedule 13 trigger event (or a number of them) has been engaged, members of the public are able to submit a Statutory Blight Notice.
- 6.2. On submission of a Statutory Blight Notice, the claimant needs to evidence that the land is blighted in accordance with Schedule 13 and that they have met the statutory requirements for qualifying criteria and eligibility. The lack of this evidence does not, however, preclude a Statutory Blight Notice being submitted and the Council needs to have a defined process for dealing with such Statutory Blight Notices in place. This approval is being sought to ensure that due process is undertaken and officers are given authority to proceed.
- 6.3. Statutory Blight refers to situations where the impact of proposed public infrastructure, development or regeneration schemes causes the value of land and/or property to fall or renders it unsaleable because it is “on-line” of the Scheme, i.e., some part of it is physically identified within the Scheme area.
- 6.4. Statutory Blight does not include land that is “off-line” of the Scheme (i.e., not physically included within the area identified by the Council), notwithstanding that it may be in close proximity. This land may be subject to generalised blight, but this is different to Statutory Blight and is not the subject of this Report.
- 6.5. The primary purpose of the Statutory Blight provisions is to bring forward the public acquisition of private land to a time which suits the owner’s wishes, rather than at the convenience of the capital programme of the acquiring public authority. This is achieved by service of a Statutory Blight Notice under the provisions of the Act and is commonly referred to as compulsory purchase in reverse. Not all owners of statutorily blighted land have a right to serve a Statutory Blight Notice. To qualify, various legislative criteria must be met and evidenced and there must be a qualifying interest:
- 6.6. A person will have a ‘qualifying interest’ provided they satisfy the following criteria:
- 6.6.1. The land must be either a dwelling, business premises or mixed dwelling/business premises, or an agricultural unit and all or part of it is within ‘blighted land’; and

- 6.6.2. The person has either an eligible interest in the land as:
 - 6.6.2.1. a residential owner-occupier of a private dwelling;
 - 6.6.2.2. an owner-occupier of business premises, with a net annual (rateable) value not exceeding £44,200 in Greater London and £36,000 in the rest of England); or
 - 6.6.2.3. an owner-occupier of an agricultural unit or part of an agricultural unit.
- 6.7. A resident owner-occupier of a dwelling and an owner-occupier of a business premises must also show that they have a freehold interest or a leasehold/tenancy interest with not less than 3 years unexpired term. They must also show that they were in occupation of the whole or part of the blighted land for the 6 months preceding the service of a Statutory Blight Notice or, where the blighted land has been unoccupied for a period of not more than 12 months, that they were in occupation for the 6 months preceding that unoccupied period. The definition of owner-occupier of an agricultural unit is subject to the same requirements except that they must show that they were in occupation of the whole of the agricultural unit.
- 6.8. Unless the ‘blighted land’ is subject to a compulsory purchase order, the claimant must show that they have made reasonable endeavours to sell the land at a realistic ‘unblighted’ price and that they have been unable to do so except at a substantially lower price. There is no standard marketing requirement or defined period of time that such marketing should take place, nor is there any definition of what constitutes “substantially lower”. If challenged by the relevant authority, then it is a matter of judgement of the Upper Tribunal (Lands Chamber). In this case, once the CPO has been sealed and made by the Council, there will be no need to evidence this element.
- 6.9. It is not considered that any properties present a threat of Statutory Blight on this Scheme. There are no residential properties online of the Scheme and non-residential land is not subject to the occupancy requirements that would result in a qualifying interest, . To the extent that any Statutory Blight Notice be served on the Council, the contingency within the Scheme budget allows for these notices to be appropriately dealt with in accordance with statutory provisions.

7. Implications of the Recommendations

7.1. Legal Implications

- 7.1.1. The Council is the Local Highways Authority (the “LHA”) for the area in which the Order Land is situated. By virtue of Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Section 3, Parts II and III of Schedule 2 and Schedule 3 to the Acquisition of Land Act 1981 and all other powers as to the

Acquisition of Land Act 1981, the Council has the power to acquire compulsorily any land and new rights in its area for highway purposes.

- 7.1.2. In resolving to make the CPO and the SRO, the Council would be proceeding under powers contained in the Highways Act 1980, authorising the compulsory purchase of land and new rights required to deliver the Scheme, together with improvements, stopping up of highways, rights of way and private means of access and providing replacement of private means of access.
- 7.1.3. Part XII of the Highways Act 1980 includes a number of CPO powers to support the delivery of highways. These include the following:
 - 7.1.3.1. Section 239 of the 1980 Act pursuant to which the highway authority for the area may acquire land required for the construction of a highway, other than a trunk road, which is to become maintainable at the public expense, as well as any land required for the improvement of a highway.
 - 7.1.3.2. Section 240 of the 1980 Act, pursuant to which the highway authority may acquire land required for use in connection with construction or improvement of a highway and the carrying out of a diversion or other works to watercourses.
 - 7.1.3.3. Section 246 of the 1980 Act pursuant to which the highway authority can acquire land for the purpose of mitigating any adverse effect which the existence or use of a highway constructed or improved by them has or will have on the surroundings of the highway.
 - 7.1.3.4. Section 249 of the 1980 Act prescribes distance limits from the highway for the acquisition of land for certain purposes.
 - 7.1.3.5. Section 250 of the 1980 Act allows the highway authority to acquire rights over land, both by acquisition of those that are already in existence, and by the creation of new rights.
 - 7.1.3.6. Section 260 authorises the clearance of the title to land already held by the Council and required for the scheme and which might otherwise interfere with the Council's activities in exercising its statutory powers to construct the works.
- 7.1.4. The delivery of the Scheme will require the Council to make a CPO using the powers set out above.
- 7.1.5. According to the Guidance, compulsory purchase powers should only be used where there is a compelling case in the public interest that the benefits of the scheme outweigh the interference with private rights and interests. Compulsory purchase powers are only

to be used as a last resort and the land proposed to be acquired should be the minimum considered to be reasonably required to achieve the selected design option.

- 7.1.6. In submitting the CPO to the Secretary of State for Transport for confirmation, the Council must demonstrate that there are no impediments to implementation of the CPO. To do so, the Council must provide substantive information as to the sources of funding available for both acquiring the land and implementing the Scheme for which the land is required.
- 7.1.7. In order to progress the Scheme, the Council will be required to underwrite and forward fund the Scheme costs as detailed below in 7.2.2, until all third-party funding has been received, this therefore remains as a risk to the Council.
- 7.1.8. In addition to the Guidance, guidance included in Department for Transport Circular 2/97 is also relevant to CPOs made under Highways Act powers. This provides that the Secretary of State for Transport will not confirm a CPO unless he is satisfied that there are no impediments to the Scheme.
- 7.1.9. The Council must also show that the Scheme is unlikely to be blocked by any physical or legal impediments to implementation; including any need for planning permission or any other agreement, consent or licence that may be required by the Scheme.
- 7.1.10. An order under section 14 of the 1980 Act authorises a highway authority to stop up, improve, raise, lower or otherwise alter a highway that crosses or enters the route of a classified road. It also provides for the construction of new highways for purposes concerned with any such alterations or related purposes. Section 125 of the 1980 Act provides that a SRO may authorise the highway authority to stop up private means of access to premises and to provide new means of access to premises. In all instances where stopping up of either highway or private means of access is proposed, the Secretary of State must be satisfied that either no access to premises is reasonably required or that other reasonably convenient means of access to the premises are available to the premises or will be provided. Circular 1/97, as referred to above, is also of relevance to side roads orders.
- 7.1.11. Included as Appendix E is the draft of the Statement of Reasons, which provides a detailed justification for the CPO and the SRO and sets out why officers believe there is a compelling case in the public interest for making all of these orders. Committee is requested to consider the matters set out in the draft Statement of Reasons in coming to a decision on whether to authorise the use of compulsory purchase powers and to proceed with the SRO.

- 7.1.12. In order to mitigate the adverse effects on the surroundings of a highway of its construction, improvement or use, Section 253 of the Highways Act 1980 authorises the Council as highway authority to enter into agreements with landowners of land adjoining or in the vicinity of the highway, restricting or regulating the use of that land either permanently or for a specified period.
- 7.1.13. The Council has powers to purchase land by agreement pursuant to section 120 of the Local Government Act 1972.
- 7.1.14. As a result of any Schedule 13 trigger event, Statutory Blight will be triggered and any Statutory Blight Notices received will need to be dealt with by the Council. A key financial implication is dealing with issues of Statutory Blight pursuant to Part VI, Chapter II and Schedule 13 of the Act. Statutory Blight affects those properties that are 'on-line' of the scheme where their purchase (or part thereof) is required for the scheme.
- 7.1.15. One of the key tenets of Statutory Blight is that there are defined legislative timescales for processing Statutory Blight Notices that are lodged. These timescales cannot be extended and require action to be taken promptly.
- 7.1.16. From the date of service of a Statutory Blight Notice, the Council has a period of two calendar months within which to respond. That response may be acceptance of the Statutory Blight Notice or objection by way of a Counter-Notice. It is key to note that even if a Statutory Blight Notice is not considered valid (i.e., the land is not blighted or the qualifying and/or legislative criteria has not been met) the Council must still respond to it in accordance with the process outlined below.
- 7.1.17. Acceptance of a Statutory Blight Notice results in what is termed a "deemed Notice to Treat". This compels the Council to purchase the entirety of the claimant's interest subject to agreeing the compensation payable. The compensation is assessed in accordance with the Compensation Code, being the compensation principles derived from statute and case law. This extends to more than just the market value of the land, with additional heads of claim being available. If agreement cannot be reached on the level of compensation, either party has the ability to refer the determination of compensation to the Upper Tribunal (Lands Chamber), who will give a binding judgment on the issue. The Upper Tribunal (Lands Chamber) is part of the justice system, administered by Her Majesty's Courts and Tribunals Service, which decides disputes concerning land.
- 7.1.18. It is key to note that although only part of a property may be "on-line" of a scheme, a Statutory Blight Notice relates to the entirety of the claimant's interest and so may compel the Council to acquire more

than is necessary for the scheme in question.

- 7.1.19. The Council is also able to use one or a number of the statutory grounds for Counter-Notice contained within the Act to oppose a Statutory Blight Notice. There are seven Counter-Notice grounds and the ability to use them depends upon the nature of the land required and which Schedule 13 trigger event the claimant has utilised. Any Counter-Notice must be served within two calendar months of the service of the Statutory Blight Notice and the Counter-Notice grounds must be carefully considered, as they cannot be amended once the Counter-Notice is lodged.
- 7.1.20. A claimant has one month to respond to a Counter-Notice. Such response can either be acceptance of the Counter-Notice, at which point the Statutory Blight issue falls away, or a reference to the Upper Tribunal (Lands Chamber) to have the issue of Statutory Blight determined. If the Tribunal finds in favour of the claimant and reject the Council's Counter-Notice, this also results in a "deemed Notice to Treat" and the Council is compelled to purchase the entirety of the claimant's interest.
- 7.1.21. It is understood that none of the properties or land affected by the Scheme could be considered to qualify for statutory blight for the following reasons;
- The Scheme does not require any land from any residential properties within third party ownership that would qualify as an interest.
 - The planning application for the scheme and the published route alignment do not extent to any residential properties.
 - The Scheme does not affect any commercial premises with a Rateable Value of less than £36,000.
- 7.1.22. Wider impacts of the Scheme on business and residential property that are off-line of the Scheme will be dealt with under Part 1 of the Land and Compensation Act 1973 ('Part 1 Claims'). A Part 1 Claim can be applied for one year and one day following completion of the scheme and covers claims relating to noise, vibration, smell, fumes, smoke, artificial lighting and discharge (run off from highway) as a result of the construction and use of the Scheme.
- 7.1.23. In addition, the Council may have to consider any claims that may arise for compensation for the severance and injurious affection of the land under the Compulsory Purchase Act 1965.
- 7.1.24. The current Scheme budget includes an allocation for any compensation claims that may arise.

7.2. Finance Implications

- 7.2.1. The Council's overall expenditure on the Scheme continues to be expected to be £68.7m as reported to Cabinet in May 2020.

	£m		£m
DfT Grant (inc. £1.8m received to date)	55.1		
Local Contribution	13.6	Made up as follows:	
		Secured S106 contributions (Paid)	1.6
		Signed S106 contributions	0.8
		Anticipated S106 contributions	4.3
		CEC capital contribution	6.9
		(Local contribution Total)	(13.6)
Total Funding	68.7		

- 7.2.2. The Scheme aims to maximises reliance on local funding sources, referred to as the Local Contribution from third part developer sources.
- 7.2.3. Third party contributions are estimated based upon current or committed section 106 developer agreements (or equivalent). Overtime the proportion of third-party funding is likely to change in response to development activity in the local area. For this reason, the local funding contribution has been shown as a combination of both Council and third-party funding. Any change in either element will have a direct impact on the funding obligation arising from the other source.
- 7.2.4. As the project proceeds, there will be a requirement for the Council to continue to forward fund the Scheme, pending completion of the Full Business Case and release of Department for Transport capital grant. In order to do so approval will be sought from this Committee prior to the submission of the Full Business Case to the DfT which will detail all of the financial implications for the Scheme.
- 7.2.5. To date S106 developer contributions to the Scheme paid amount to £1.6m and a further £0.8m is secured but not yet paid. A further £4.3m is anticipated. The funding strategy for the scheme is to maximise the value of S106 contributions however, there is no guarantee that these developments will come forward or even if they do, that all predicted funding will be collected. The Council will be required to forward fund the full contribution until such time as S106 contributions become payable.
- 7.2.6. It is the intention that proposed developments in the local area that will benefit from the Scheme will provide a financial contribution to the overall cost of the Scheme. For example, the South Cheshire Growth Village which is on Duchy of Lancaster land is a strategic development

which has been allocated in the Council's Local Plan Strategy. The Local Plan Strategy contains a policy for the development to contribute to the improvement of the A500. It is therefore expected that contributions will be made to this Scheme by way of planning obligations secured in section 106 agreements if the associated development is consented.

- 7.2.7. Officers are continuing to pursue alternative funding sources, including developer contributions, which could be used towards the Local Contribution. This approach will be retained, ensuring that the call on Council resources is minimised.
- 7.2.8. In the scenario where a Full Business Case is submitted but grant funding is not approved by DfT and the Scheme cannot progress, the Council will be exposed to funding £68.7m, excluding the £1.8m provided by DfT to develop the Outline Business Case. Based on the current scheme estimates and forecasts, the estimated financial exposure in this event would amount to approximately £9.2m which would need to be funded from revenue. The £1.8m grant received from DfT towards Outline Business Case development is not refundable.

7.3. Policy Implications

- 7.3.1. In making the CPO, the Council must have regard to national policy, the development plan and other relevant local policy and guidance. The relevant national planning policy is contained in the National Planning Policy Framework and the relevant Development Plan, which comprises the Cheshire East Local Plan Strategy ("the Local Plan"). There is strong alignment between the priorities that have been defined at the local and sub-regional level, and those that underpin the Government's transport policy at a national level. This includes the need to build a strong and competitive economy, enhance connectivity and access to employment opportunities.
- 7.3.2. The need for the Scheme is clearly established in the Local Plan, identifying from the outset the need to improve transport connections to deliver the Local Plan, including the Scheme. Dualling of the A500 is a key component of the Council's overall plan to support the regeneration and development of Crewe. The scheme supports the aim to deliver environmental, social and economic benefits to residents of the Town. It is clear that the Scheme development and appraisal is consistent with another of the Government's core objectives: to provide value for money in the provision of major transport infrastructure.
- 7.3.3. The Scheme is thus considered to be in line with local policy and essential for the delivery of the future economic growth plans of Cheshire East Council.

- 7.3.4. A detailed analysis and consideration of the policy context is set out in the CPO and SRO draft Statement of Reasons.

7.4. Equality Implications

- 7.4.1. All public sector acquiring authorities are bound by the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010. This means that they must have 'due regard' or think about the need to:
- 7.4.1.1. eliminate unlawful discrimination
 - 7.4.1.2. advance equality of opportunity between people who share a protected characteristic and those who don't
 - 7.4.1.3. foster or encourage good relations between people who share a protected characteristic and those who don't
- 7.4.2. Having 'due regard' means public authorities must consciously consider or think about the need to do the three things set out in the public sector equality duty.
- 7.4.3. In exercising their compulsory purchase and related powers (e.g., powers of entry and powers to make side road orders) acquiring authorities must have regard to the effect of any differential impacts on groups with protected characteristics.
- 7.4.4. Equality implications have been considered in the options appraisal and are incorporated into the Outline Business Case. It is not considered that any group with protected characteristics are adversely affected when it comes to the application of the Public Sector Equality Duty.
- 7.4.5. In progressing the Orders and carrying out any further consultations the Council will take into account the needs of persons with protected characteristics and the requirements of the Public Sector Equality Duty.

7.5. Human Rights Implications

- 7.5.1. In deciding whether to proceed with the CPO and SRO, Members will need to consider the Human Rights Act 1998 and Article 1 of the First Protocol and Article 8 to the European Convention on Human Rights.
- 7.5.2. Article 1 protects the rights of everyone to the peaceful enjoyment of their possessions. No person can be deprived of their possessions except in the public interest and subject to national and international law.
- 7.5.3. Article 8 protects private and family life, the home and correspondence. No public authority can interfere with this interest except if it is in accordance with the law and is necessary in the interests of national security, public safety or the economic well-being of the country.
- 7.5.4. Members will need to balance whether the exercise of these powers

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are compatible with the European Convention on Human Rights. In weighing up the issues it is considered that the acquisition of land which will bring benefits to the residents and businesses that could not be achieved by agreement and this outweighs the loss that will be suffered by existing landowners. The CPO and SRO will follow existing legislative procedures.

7.5.5. All parties have the right to object to the making of the Orders and attend a local Public Inquiry arranged by the Secretary of State. Parties not included in the CPO may be afforded that right to make representations to the Inquiry if the inspector agrees.

7.5.6. The decision of the Secretary of State can be challenged in the High Court, an independent tribunal, for legal defects. Those whose land is acquired will receive compensation based on the Compensation Code and should the quantum of compensation be in dispute the matter can be referred to the Upper Tribunal (Lands Chamber) for independent and impartial determination.

7.5.7. The Courts have held that this framework complies with the Convention on Human Rights. Accordingly, officers are of the view that a decision to proceed with the recommendation on the basis that there is a compelling case in the public interest would be compatible with the Human Rights Act 1998 and any interference with individual rights is justified having regard to the purposes of the acquisition.

7.6. Human Resources Implications

7.6.1. It shall be necessary to ensure that sufficient resource is allocated in Estates, Highways, Legal and Planning Services to support delivery of the Scheme. If additional temporary resources are required these will be met from the project budget.

7.7. Risk Management Implications

7.7.1. Key risks to the Council continue to relate to the affordability of the Scheme and this will be addressed through the continued development of the funding strategy.

7.7.2. The Council will be required to accept all responsibility for cost increases beyond the cost envelope provided within the Business Case that is approved for funding by the Department for Transport. This decision is at the Full Business Case stage, which is currently anticipated in 2022.

7.7.3. Until the point at which the Department for Transport make their final investment decision based on the Full Business Case, any Council funding of Scheme development is at risk

7.7.4. Risk management issues are unchanged from previous Cabinet

reports. A risk register has been produced in the preceding stages of the project development and this is reviewed and updated through all stages of the works. Capital cost risks are informed by a comprehensive qualitative risk assessment.

- 7.7.5. A major risk for any highway scheme is land assembly and any substantive delay to this is likely to adversely impact on the project programme and the start of the construction programme.
- 7.7.6. The financial estimate for the Scheme has ensured there is included a budget for costs associated with any early acquisitions, including payment of professional fees incurred by affected landowners, required to meet the programme for starting construction. Where possible the Council shall enter into early option agreements to acquire land to mitigate the costs associated with the early acquisitions.
- 7.7.7. Governance arrangements for the scheme have been operating within the strategic infrastructure project management framework and a risk register and issues of logs are in place, which include monitoring an effective control of identified risks on issues.
- 7.7.8. The assumed funding from section 106 agreements is not all secured so there remains a funding risk. Mitigation of this risk is under way via close working with the planning team and negotiations with developers to ensure that sufficient contribution will be secured. There is also a risk of contributions not coming forward even though they have been secured in section 106 planning applications. The securing of section 106 contributions is a decision of the local planning authority and these projections are subject to the decision of the local planning authority when it considers the relevant planning applications. Based upon the Outline Business Case approval letter received from the Department for Transport (DfT) in June 2020, the Council has exposure to all scheme costs beyond the £55.1m proposed DfT grant fund (subject to DfT Full Business Case approval).
- 7.7.9. In April 2020, a revised planning application for the scheme was submitted (application reference: 20/1709N). At the Strategic Planning Board in August 2020, the application was resolved to be approved, subject to confirming the final amount of biodiversity off-setting. In addition, there was an outstanding objection by the Environment Agency (EA) regarding the detail of the Barthomley Brook culvert. The EA has now confirmed that they broadly accept the proposals and the delivery team are working with the EA to close out this objection. As indicated in the Legal Implications section above, the Secretary of State's policy is not to confirm the CPO before planning approval is granted.
- 7.7.10. There are some significant services that cross the Scheme, such as a Mainline Pipelines Ltd fuel oil pipeline, and two National Grid high pressure gas mains. A developed cost estimate, including risk, is included in the overall Scheme Cost Estimate, but further work is

required to confirm those estimates, and to fully understand the requirements of the utility companies as Statutory Undertakers.

- 7.7.11. The Council will be required to forward fund the whole of the local contribution and to underwrite third party contributions expected through Section 106 (S106) agreements, as developer contributions may take many years to collect. The current estimate of funding from S106 agreements is in the range £2.4m to £6.7m, based on developments that could be released by the Scheme as set out in the Local Plan Strategy. The funding strategy for the scheme is to maximise the value of S106 contributions however, there is no guarantee that these developments will come forward or even if they do, that all predicted funding will be collected.
- 7.7.12. Should the Scheme not be completed the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 and the wider Cheshire East, Stoke and Staffordshire region.

7.8. Rural Communities Implications

- 7.8.1. As the Scheme is a widening of an existing road, it will not introduce any new severance of existing farms or communities. There are some existing field gates that access directly on to the A500 and these will have to be closed once the road becomes a dual carriageway on safety grounds. Appropriate alternative accesses will be provided, as required, as part of the Scheme.
- 7.8.2. Similarly, there are crossing points for public rights of way that will be closed. The Scheme includes diversions for these footpaths to maintain connectivity, and the stopping up of paths where they lead directly to the road
- 7.8.3. There will be some impact during the construction phase because the two bridges over the A500 will need to be demolished and replaced. One or other of these routes will remain open at all times during the works and appropriate diversion routes will be provided.
- 7.8.4. The Scheme planning applications provide a comprehensive Environmental Assessment which considers the effect on the rural community. This assessment will include impacts such as noise, air quality, visual impact plus the Scheme's effects of Public Rights of Way and non-motorised users, i.e., pedestrians, cyclists and equestrians.

7.9. Implications for Children & Young People /Looked After Children

- 7.9.1. The Delivery Agreement included a comprehensive framework to capture local Social and Community Value throughout the project.

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Opportunities to engage with local schools and colleges will arise as the Scheme progresses for education and training purposes. The means by which young people can be encouraged to participate in the consultation process will be considered as part of the Consultation and Engagement Plan.

7.10. Public Health Implications

7.10.1. The public health implications of the Scheme were considered during planning through preparation of an Environmental Assessment to accompany the planning application. Cheshire East Council's Environmental Health team were consulted and raised no objections in relation to Noise, Air Quality and Contaminated Land subject to conditions.

7.10.2. The Scheme will have environmental benefits, through reducing traffic congestion, improving travel times and reliability.

7.11. Climate Change Implications

7.11.1. The proposed scheme has been subject to a comprehensive Environmental Appraisal as part of the statutory planning process. This has demonstrated the wider environmental and ecological impact of the Scheme and the actions, necessary steps and responsibilities for implementing mitigation.

7.11.2. Climate change implications are considered and reported upon in the Environmental Statement and apply particular focus to flood risk, biodiversity and ecological networks, and greenhouse gas emissions. The scheme maintains coherent ecological networks and generates biodiversity net gain. The scheme is designed to not be impacted by floods with an annual probability of occurrence of 1% with additional allowances for more severe flooding consistent with nationally adopted guidance. The increase in carbon as a result of the scheme compared to UK National Emissions shows that overall, it forms a very small contribution to carbon.

7.11.3. The proposed Scheme is embedded in the Local Plan Strategy, which has been subject to Examination in Public by the Planning Inspectorate. The Local Plan has been deemed to be a robust plan for sustainable development across the borough. The scheme contributes to this overall plan for sustainable growth in Cheshire East by enabling growth through improved connectivity and reducing adverse impacts of traffic and travel.

7.11.4. The existing habitat affected by the scheme is of limited ecological value with the largest areas comprising broad-leaved plantation woodland created during the original construction of this stretch of the A500 in the 1980s. The ecological impact of the scheme as determined through the planning process indicates that the scheme provides a

biodiversity net gain.

8. Ward Members Affected

- 8.1. The strategic nature of the Scheme will mean that journeys from multiple wards will be affected.
- 8.2. The Scheme itself is situated in Haslington Ward. The local ward members for Haslington are Cllr Mary Addison and Cllr Steven Edgar.

9. Consultation & Engagement

- 9.1. The Pre-Planning Application Consultation has been undertaken. Planning permission was granted on 24th April 2019 for the original application for the A500 dualling (application reference: 18/3766N).
- 9.2. Following the approval of the planning permission, the construction contractor identified a number of changes required to the design of the Approved Scheme and in April 2020, a planning application for the amended scheme design was submitted (application reference: 20/1709N). At the Strategic Planning Board in August 2020, the application was resolved to be approved, subject to confirming the final amount of biodiversity off-setting. In addition, there was an outstanding objection by the Environment Agency regarding the detail of the Barthomley Brook culvert.
- 9.3. A number of further design changes were subsequently identified, including the re-alignment of Barthomley Brook following ongoing discussions with the Environment Agency. These additional amendments and assessments were submitted to the local planning authority in November 2021 to be incorporated into the pending planning application reference: 20/1709N. The planning officer is carrying out a consultation on the amended design and will prepare a short report for the planning committee chair/development control manager to agree.

10. Access to Information

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

11. Contact Information

- 11.1. Any questions relating to this report should be directed to the following officer:

Name: Chris Hindle

Job Title: Head of Infrastructure

Email: chris.hindle@cheshireeast.gov.uk

[Background documents](#)

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Meeting	Purpose of the report
<p>Cabinet 9th May 2017</p> <p>http://moderngov.cheshireeast.gov.uk/ecminutes/ieListDocuments.aspx?CId=241&MId=6111&Ver=4</p> <p>item 136</p>	<p>Approve the Scheme objectives and the preferred route option to provide a Dual Carriageway of the A500 and approval of further scheme development.</p>
<p>Cabinet 12th June 2018</p> <p>http://moderngov.cheshireeast.gov.uk/ecminutes/ieListDocuments.aspx?CId=241&MId=7076&Ver=4</p> <p>item 8</p>	<p>Approve the submission of the Outline Business Case for the scheme to the DfT and to authorise officers to take all necessary actions to progress the scheme to the point of a decision from DfT on the Full Business Case.</p>
<p>Cabinet 15th January 2019</p> <p>http://moderngov.cheshireeast.gov.uk/ecminutes/ieListDocuments.aspx?CId=241&MId=7082&Ver=4</p> <p>item 79</p>	<p>Authoriser putting in place a contract with Balfour Beatty to provide works and services necessary for the scheme and completion SRO and CPO.</p>
<p>Cabinet 9th July 2019</p> <p>http://moderngov.cheshireeast.gov.uk/ecminutes/ieListDocuments.aspx?CId=241&MId=7458&Ver=4</p> <p>item 23</p>	<p>Authorise the use of the powers of compulsory purchase to undertake the acquisition of land and new rights required for the construction of the Scheme.</p>
<p>Cabinet 5th May 2020</p> <p>http://moderngov.cheshireeast.gov.uk/ecminutes/ieListDocuments.aspx?CId=241&MId=7467&Ver=4</p> <p>item 131</p>	<p>Authorise the use of powers of Compulsory Purchase to undertake the acquisition of land and new rights required for the construction of the Scheme reflecting the revised land requirement necessary to deliver the Scheme.</p>

Appendices

Appendix A	Draft- plans referred to in The Cheshire East Council A500 Dualling- Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022
Appendix B	Draft- The Cheshire East Council (A500 Dualling)- Meremoor Moss Roundabout to M6 Junction 16 (Classified Road) (Side Roads) Order 2022

Appendix C	Draft – plans referred to in The Cheshire East Council (A500 Dualling- Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022
Appendix D	Draft - The Cheshire East Council (A500 Dualling- Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022
Appendix E	Draft Statement of Reasons
Appendix F	Confidential and Exempt Information

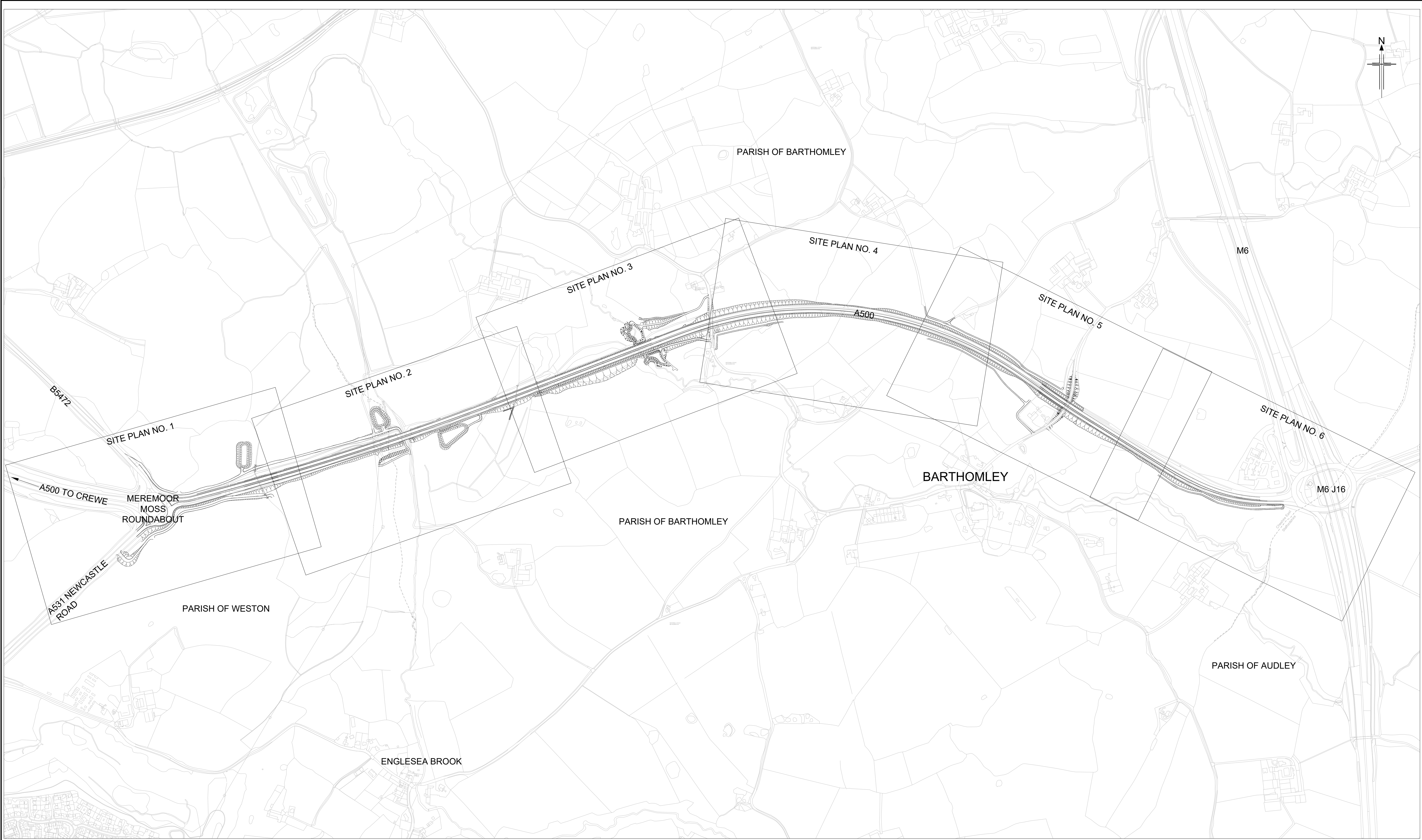
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HIGHWAYS AND TRANSPORT COMMITTEE

A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme

Appendix A

Draft- plans referred to in The Cheshire East Council A500 Dualling- Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022



KEY:
SITE PLAN NO.

0 50 100 150 200 250 m
SCALE 1:5000 @ A1

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OS SHEET NOS.

SJ7453	SJ7553	SJ7653	SJ7753
SJ7452	SJ7552	SJ7652	SJ7752

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

Dated this day of 2021

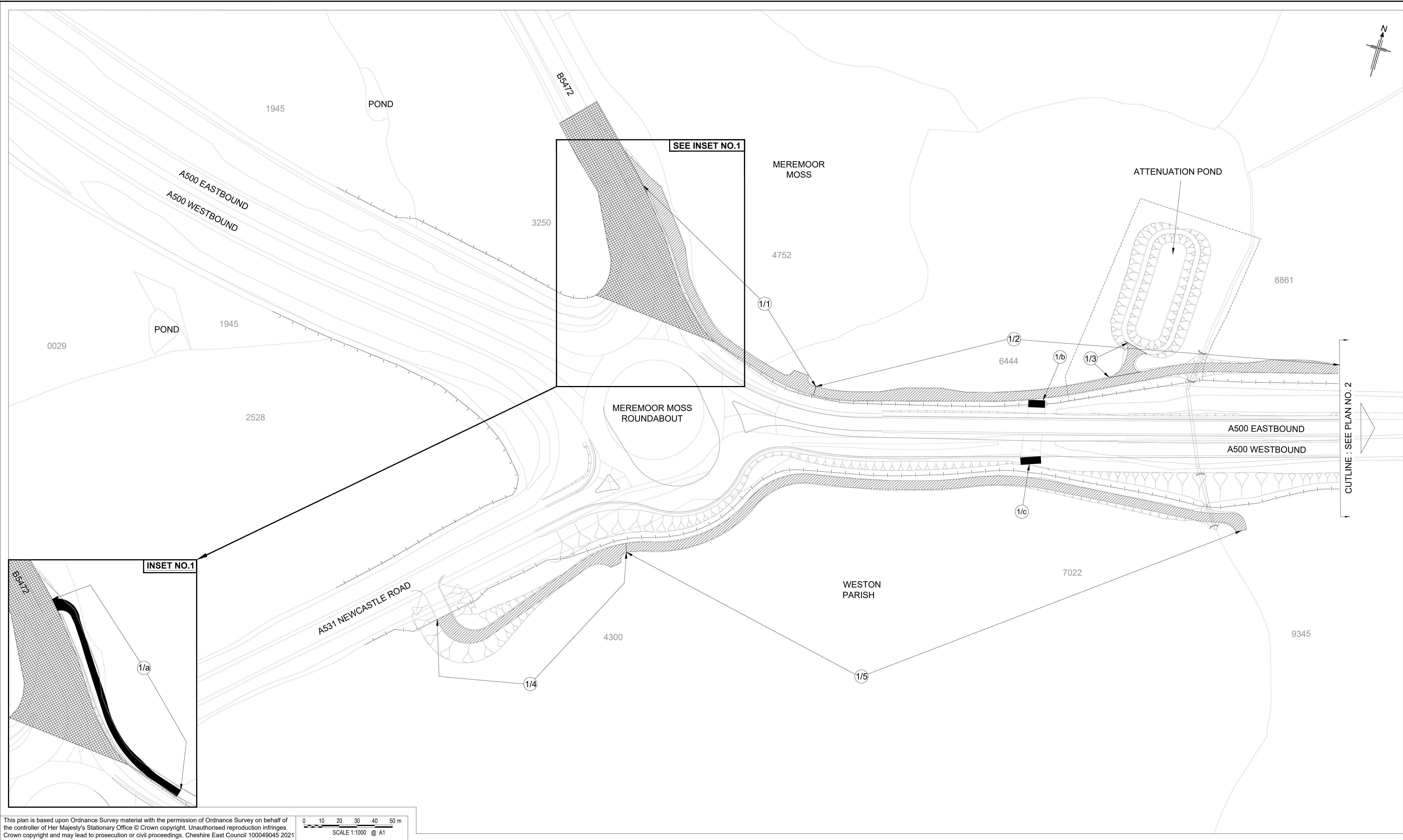


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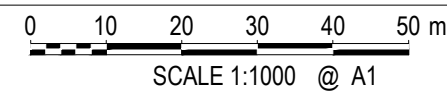
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THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNDBOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

KEY PLAN



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NOTES:
1. Orders under sections 14 & 125 of the Highways Act 1980.
2. This plan does not show widths or construction details.

KEY:			Parish boundary
	New Highway		Existing Public rights of way (labelled)
	Highway to be improved	0038	Ordnance Survey field numbers
	Highway to be stopped up		Private means of access to be stopped up reference label
	Private means of access to be stopped up		New private means of access reference label
	New private means of access		New side road reference label
	Classified road boundary		
	Land take boundary		
	Side road boundary		

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CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

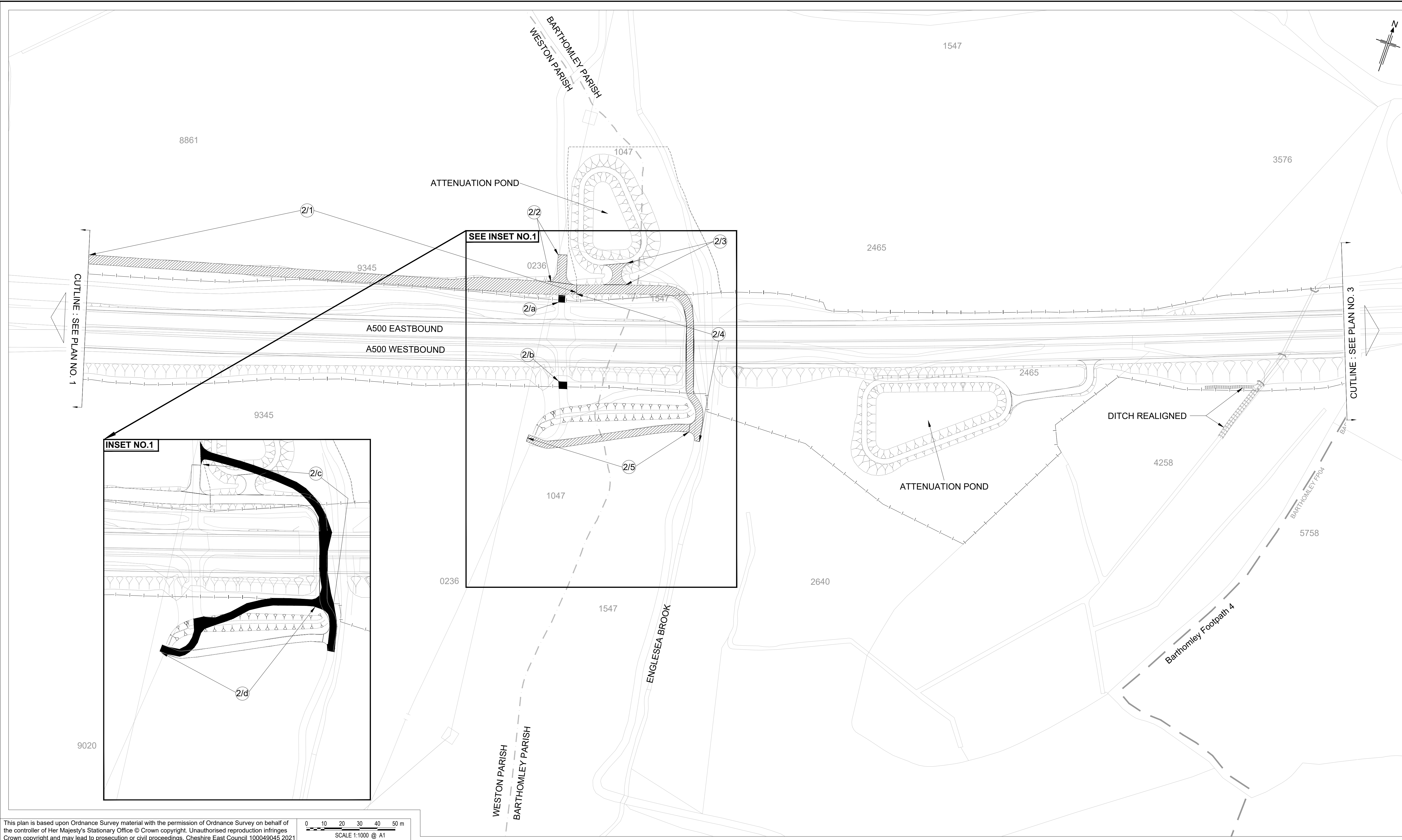
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THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNDBOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

MEREMOOR MOSS
ROUNDBOUT AND
OTHER ALTERATIONS
SITE PLAN NO. 1



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- NOTES:
- Orders under sections 14 & 125 of the Highways Act 1980.
 - This plan does not show widths or construction details.

KEY:

- New Highway
- Highway to be improved
- Highway to be stopped up
- Private means of access to be stopped up
- New private means of access
- Classified road boundary
- Land take boundary
- Side road boundary

- Parish boundary
- Existing Public rights of way (labelled)
- 0038 Ordnance Survey field numbers
- a Private means of access to be stopped up reference label
- 1 New private means of access reference label
- A New side road reference label

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Dated this day of 2021

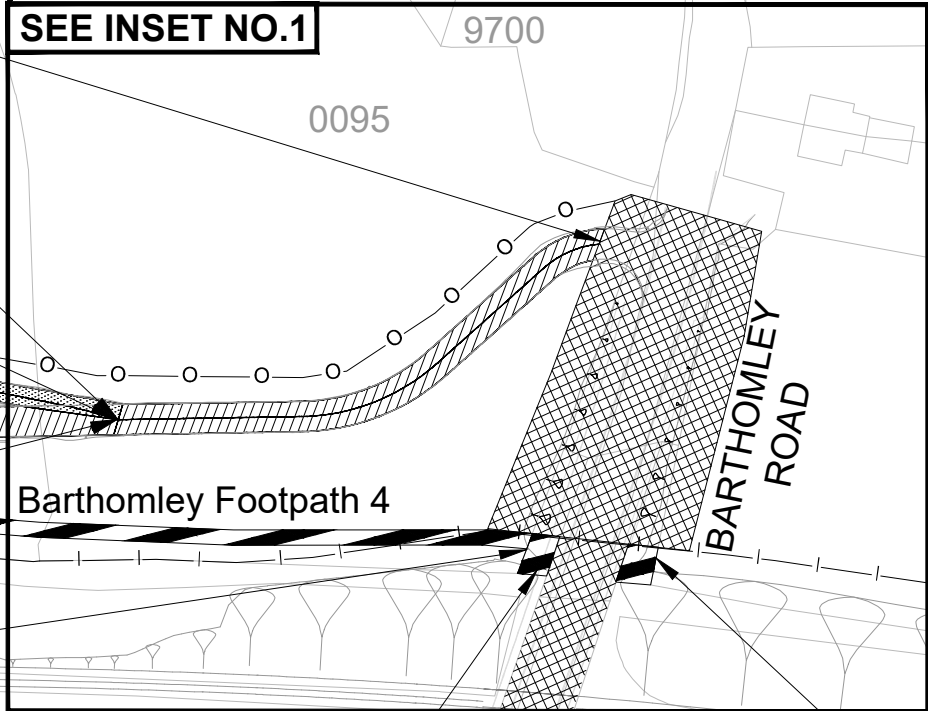
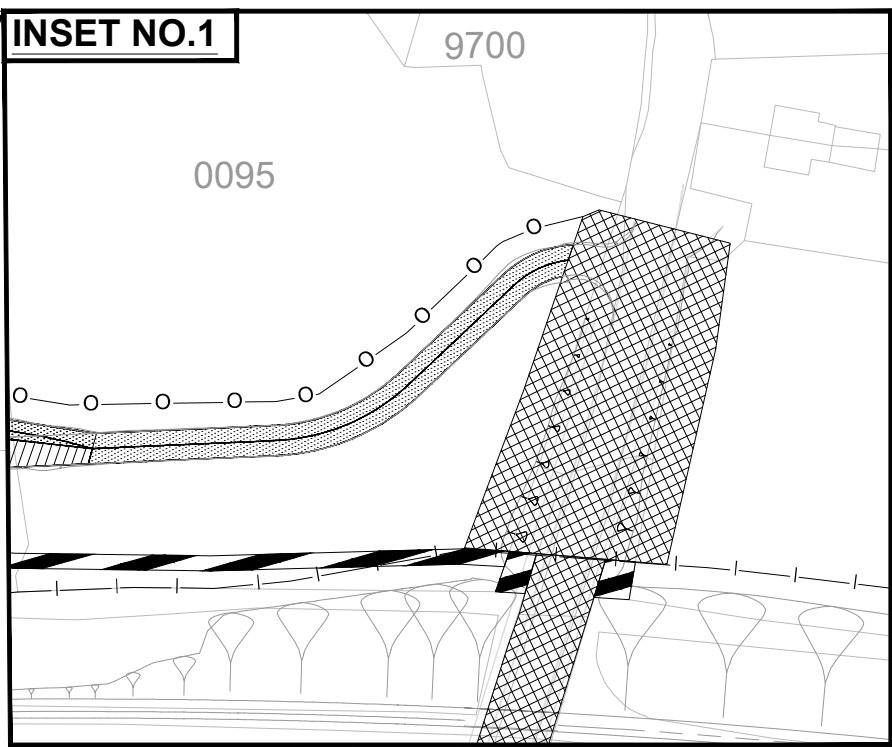
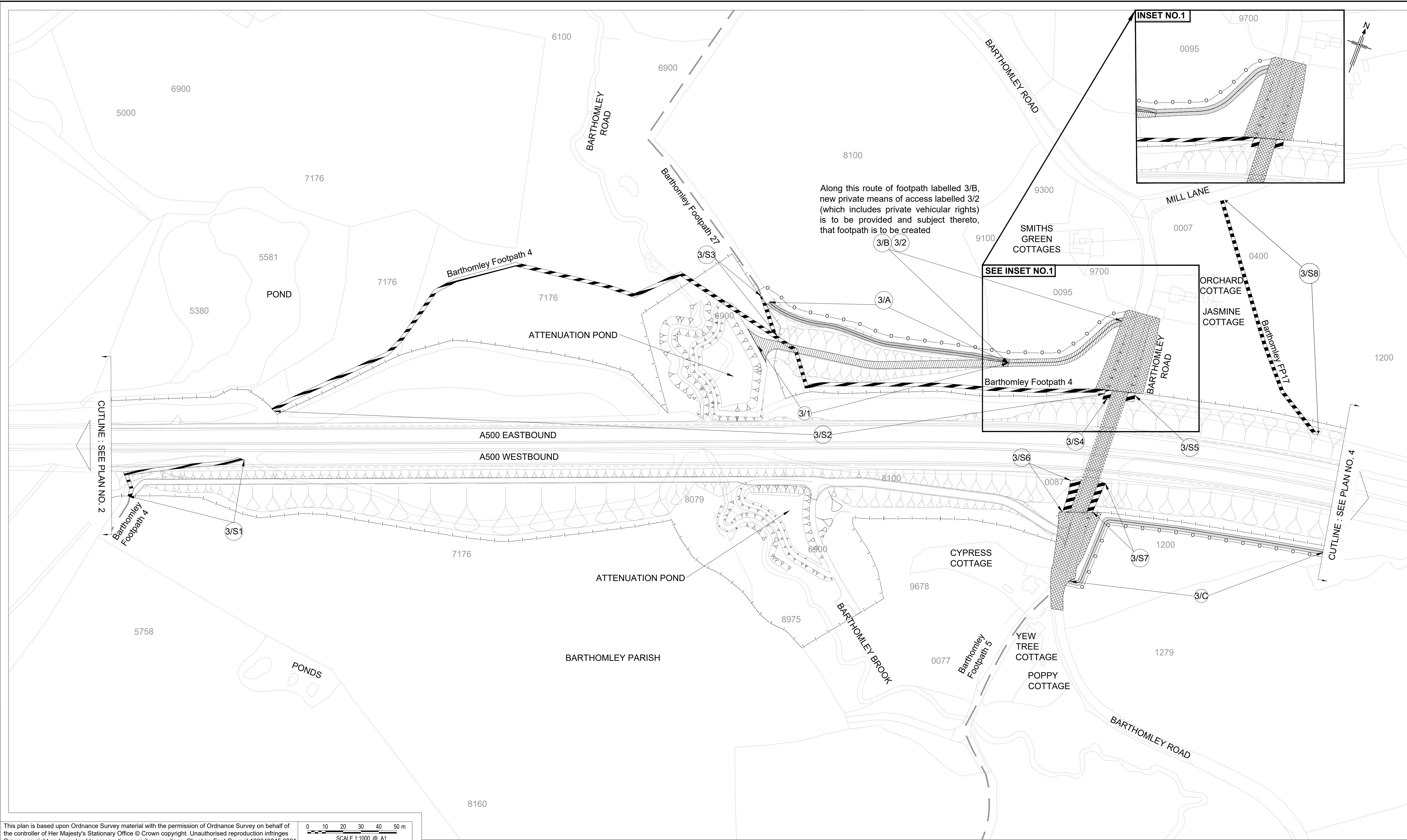


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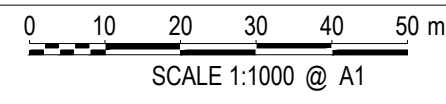
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THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNDBOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

ENGLESEA BROOK, THE
DUCKERIES AND OTHER
ALTERATIONS SITE PLAN
NO. 2



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NOTES:
1. Orders under sections 14 & 125 of the Highways Act 1980.
2. This plan does not show widths or construction details.

KEY:

New Highway

Highway to be improved

Highway to be stopped up

Private means of access to be stopped up

New private means of access

Classified road boundary

Side road boundary

Parish boundary

Existing Public rights of way (labelled)

0038 Ordnance Survey field numbers

(a) Private means of access to be stopped up reference label

(1) New private means of access reference label

(A) New side road reference label

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was hereunto affixed in the presence of

Dated this day of 2021

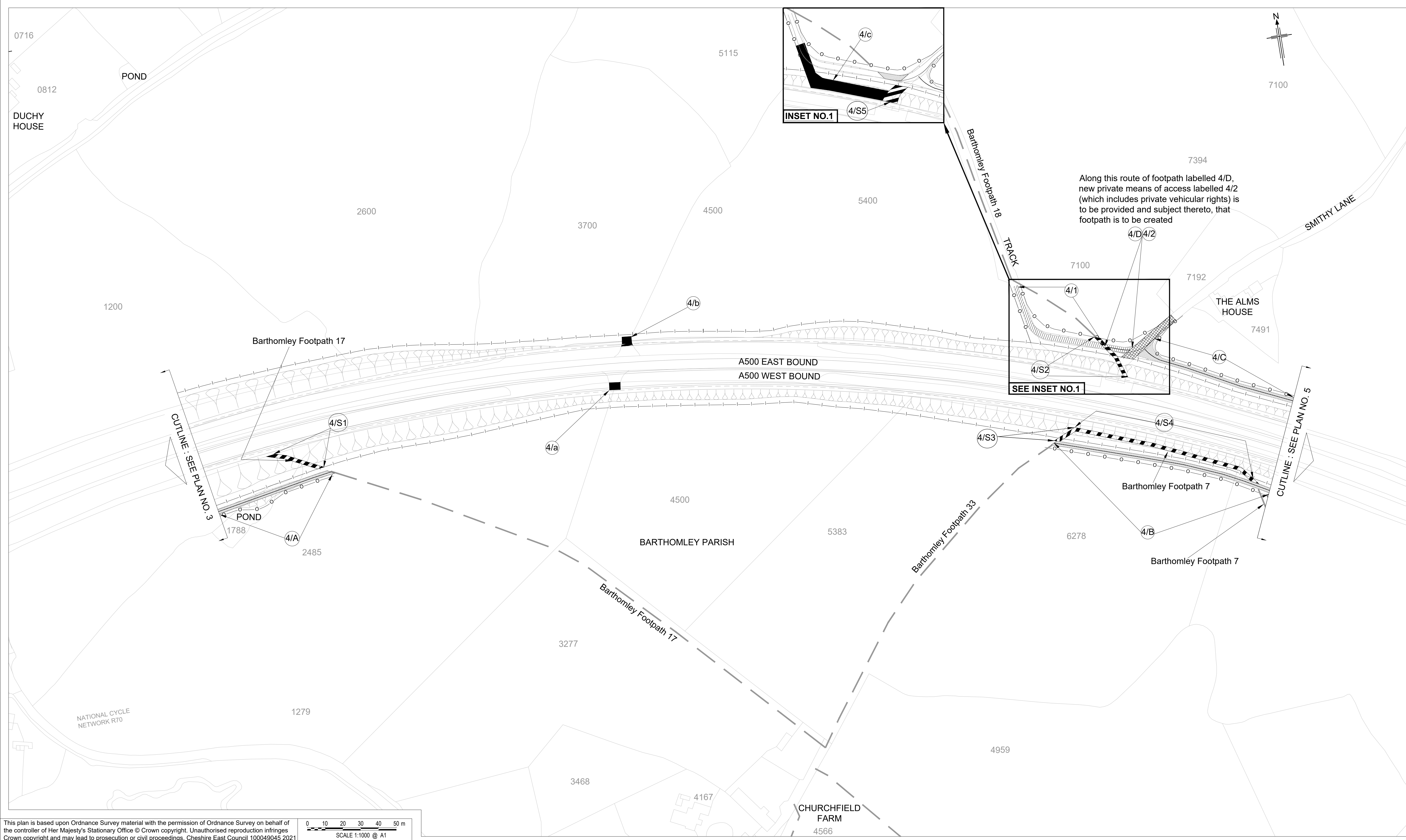


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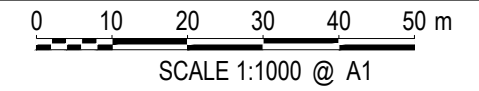
P01

THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNABOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

BARTHOMLEY BROOK,
BARTHOMLEY ROAD AND
OTHER ALTERATIONS SITE
PLAN NO. 3



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- NOTES:
- 1. Orders under sections 14 & 125 of the Highways Act 1980.
 - 2. This plan does not show widths or construction details.

KEY:		— — — — —	Parish boundary
	New Highway	— — — — —	Existing Public rights of way (labelled)
	Highway to be improved	0038	Ordnance Survey field numbers
	Highway to be stopped up	(a)	Private means of access to be stopped up reference label
	Private means of access to be stopped up	(1)	New private means of access reference label
	New private means of access	(A)	New side road reference label
	Classified road boundary		
	Side road boundary		

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

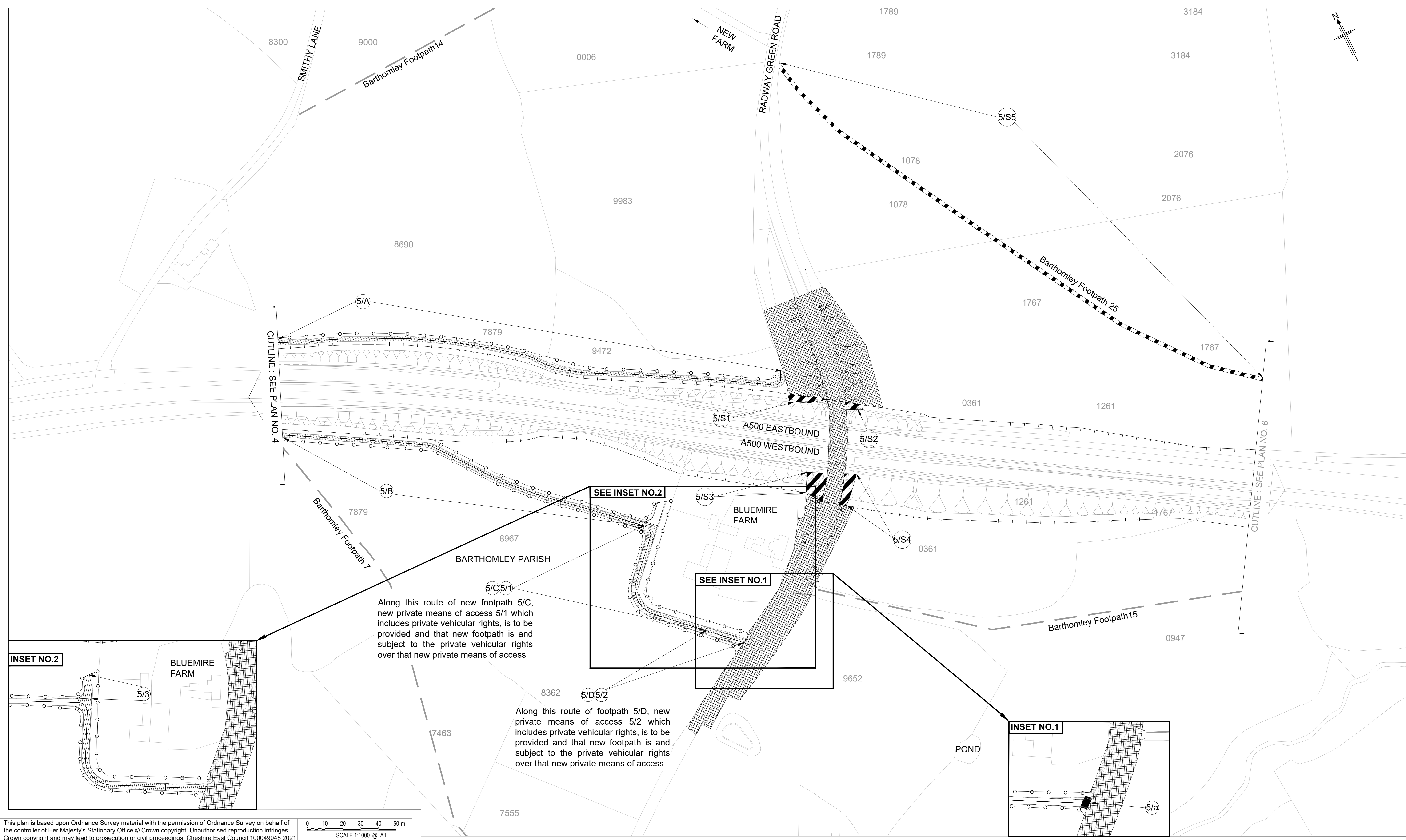
Dated this day of 2021

BRJ10601-SRO-004

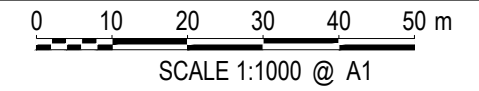
P01

THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNDBOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

DAISY BANK FARM,
SMITHY LANE AND
OTHER ALTERATIONS
SITE PLAN NO. 4



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NOTES:
1. Orders under sections 14 & 125 of the Highways Act 1980.
2. This plan does not show widths or construction details.

KEY:		---	Parish boundary
	New Highway		Existing Public rights of way (labelled)
	Highway to be improved	0038	Ordnance Survey field numbers
	Highway to be stopped up	(a)	Private means of access to be stopped up reference label
	Private means of access to be stopped up	(1)	New private means of access reference label
	New private means of access	(A)	New side road reference label
	Classified road boundary		
	Side road boundary		

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

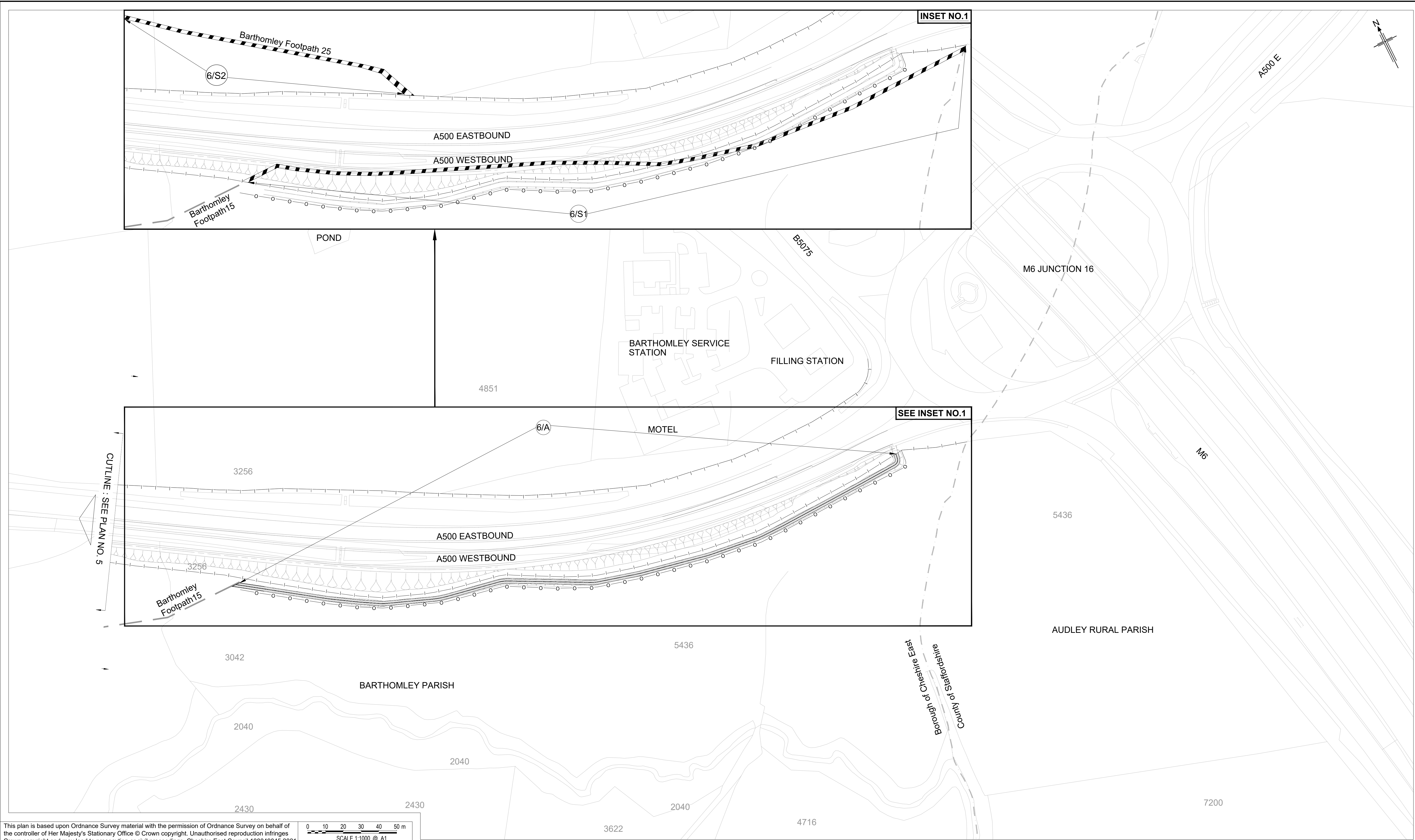
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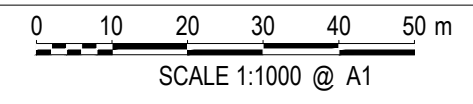
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THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNDBOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

BLUEMIRE FARM,
RADWAY GREEN ROAD
AND OTHER ALTERATIONS
SITE PLAN NO. 5



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NOTES:
1. Orders under sections 14 & 125 of the Highways Act 1980.
2. This plan does not show widths or construction details.

KEY:

New Highway

Highway to be improved

Highway to be stopped up

Private means of access to be stopped up

New private means of access

Classified road boundary

Side road boundary

Parish boundary

Existing Public rights of way (labelled)

0038 Ordnance Survey field numbers

(a) Private means of access to be stopped up reference label

(1) New private means of access reference label

(A) New side road reference label

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

Dated this _____ day of _____ 2021



BRJ10601-SRO-006

P01

THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS
ROUNDAABOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS ORDER) 2022

M6 JUNCTION 16
ROUNDAABOUT AND
OTHER ALTERATIONS
SITE PLAN NO. 6

HIGHWAYS AND TRANSPORT COMMITTEE

A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme

Appendix B

Draft- The Cheshire East Council (A500 Dualling)- Meremoor Moss Roundabout to M6 Junction 16 (Classified Road) (Side Roads) Order 2022

Dated

2022

Highways Act 1980

**THE CHESHIRE EAST COUNCIL
(A500 DUALLING - MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD) (SIDE ROADS) ORDER 2022**

David Brown
Director of Governance and Compliance
Cheshire East Council
Westfields
Middlewich Road
Sandbach
Cheshire
CW11 1HZ

HIGHWAYS ACT 1980

**THE CHESHIRE EAST COUNCIL
(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)
(CLASSIFIED ROAD) (SIDE ROADS ORDER) 2022**

The Cheshire East Council (“the Council”) make this Order in exercise of powers conferred by sections 14 and 125 of the Highways Act 1980 and all other powers enabling them in that behalf: -

1. (1) The Council is authorised in relation to the Classified Roads in the Parishes of Weston and Barthomley, in the Borough of Cheshire East, in the County Palantine of Cheshire, to: -
 - (a) improve the lengths of highway named in the Schedules and shown on the corresponding Site Plan by cross hatching;
 - (b) stop up each length of highway described in the Schedules and shown on the corresponding Site Plan by zebra hatching;
 - (c) construct a new highway along each route whose centre line is shown on a Site Plan by an unbroken black line surrounded by stipple;
 - (d) stop up each private means of access to premises described in the Schedules and shown on the corresponding Site Plan by a solid black band; and
 - (e) provide new private means of access to premises along each route or at each location shown on a Site Plan by thin diagonal hatching.
- (2) Where a new highway is to be constructed wholly or partly along the same route as a new access or part of one, that new highway shall be created subject to the private rights over that new access.
- (3) Each new highway is given a reference number and letter on a Site Plan, which is also placed in the respective Schedule, and will be a road unless the word “Footpath” appears beneath its reference number and letter in that Schedule, in which case it will be a Footpath. Each new access is given a reference number followed by a lower case letter on a Site Plan, which is also placed in the respective Schedule.
- (4) Where a new highway is to be constructed or a new access is to be provided in connection with the stopping up of a length of highway or private means of access described in a Schedule, its reference number and letter or number (as the case may be) is placed in the said Schedule opposite the description of that length.
- (5) Each Site Plan shows the works indicated in the respective Schedule and has the same number as that Schedule, and the route of the classified road is shown in relation to the works shown on each Site Plan.

2. Where immediately before a length of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or any telecommunications code system operator then, subject to section 21 of the Highways Act 1980, those undertakers, or that operator, as the case may be, shall continue to have the same rights as respects that apparatus as they had immediately before the stopping up took place.

3. In this Order:

(1) Distances are measured along the route of the relevant highway or private means of access to premises, as the case may be;

(2) A reference to a Schedule or Site Plan number is a reference to the Schedule or Site Plan so numbered;

(3)

(a) “the Classified Roads” - means –

(a) the A500 which the Council propose to improve from a point 175 metres north west of the Meremoor Moss Roundabout, generally south eastwards to and including the Meremoor Moss Roundabout, then generally eastwards for a distance of 3.3km kilometres and where the improvement will comprise widening/dualling, to the M6 Junction 16; and

(b) the A531 which the Council propose to improve from its junction with the Meremoor Moss Roundabout, south westwards for a distance of 175 metres,

and which are highways which are Classified Roads in accordance with section 12 of the Highways Act 1980;

(b) “the Council” - means Cheshire East Council;

(c) “improvement” - in relation to a highway includes raising, lowering or otherwise altering that highway, and “improved” shall be construed accordingly;

(d) “new access” - means a means of access to premises authorised by this Order to be provided;

- (e) “new highway” - means a new highway authorised by this Order to be constructed and “new highways” shall be construed accordingly;
- (f) “Schedule” - means a Schedule to this Order, and “Schedules” shall be construed accordingly;
- (g) “Site Plan” - means one of the plans numbered 1, 2, 3, 4, 5 and 6 marked “The Cheshire East Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads Order) 2022” sealed with the Common Seal of the Council and deposited at the offices of the Council at Municipal Buildings, Earle Street, Crewe CW1 2BJ;

a duplicate has been deposited at the offices of the Secretary of State for Transport.

SCHEDULE 1

Site Plan 1 title –	Locality –
Meremoor Moss Roundabout and Other Alterations	A500 near Barthomley

Highways to be improved

B5472

Highways to be stopped up

-

Particulars of new highways
Reference Letter

-

Private means of access to be stopped up**Reference number of new accesses**

Access Track to woodland located to the east of the B4572 and to OS Field Number 6444, from its junction with the B4572, at a point 90 metres north west of its junction with Meremoor Moss Roundabout, generally south eastwards for a distance of 130 metres (referenced 1/a on Site Plan 1)

1/1

Gated Access to OS Field Number 6444, from its junction with the A500, at a point 172 metres east of the Meremoor Moss Roundabout, northwards for a distance of 4 metres (referenced 1/b on Site Plan 1).

1/1

Gated Access to OS Field Numbers 4300 and 7022, from its junction with the A500, at a point 168 metres east of the Meremoor Moss Roundabout, southwards for a distance of 4 metres (referenced 1/c on Site Plan 1)

1/4

-

1/2

-

1/3

-

1/5

SCHEDULE 2

Site Plan 2 title –	Locality –
Englesea Brook, The Duckeries and Other Alterations	A500 near Barthomley

Highways to be improved

-

Highways to be stopped up

-

Particulars of new highways
Reference Letter

-

Private means of access to be stopped up**Reference number of new**
accesses

Gated Access Track to OS Field Numbers 0236, 9345, 8861, 1547 and 1047, from its junction with the A500, at a point 612 metres east of the Meremoor Moss Roundabout, northwards for a distance of 4 metres (referenced 2/a on Site Plan 2)

2/1 and 2/2

(and 1/1 and 1/2 on Site Plan 1)

Gated Access Track to OS Field Numbers 9020, 9345, 0236, 1047 and 1547, from its junction with the A500, at a point 614 metres east of the Meremoor Moss Roundabout, southwards for a distance of 4 metres (referenced 2/b on Site Plan 2)

2/1, 2/4 and 2/5

(and 1/1 and 1/2 on Site Plan 1)
(also via 1/4 and 1/5 on Site Plan 1)

Access Track between OS Field Numbers 0236, 9345, 8861, 1547 and 1047 on the northern side of the A500 and OS Field Numbers 9020, 9345, 0236, 1047 and 1547 on the southern side of the A500, from a point on the eastern side of the Access Track, leading northwards off the A500 (referenced 2/a above), 27 metres north of its junction with the A500, generally south eastwards, then southwards, through the Englesea Brook underpass of the A500, for a distance of 154 metres (referenced 2/c on Site Plan 2)

2/1, 2/2, 2/4 and 2/5

Access Track through OS Fields 1047 and 1547, into OS Field 0236, from its junction with the Access Track described in reference 2/c above, at a point 12 metres south of the Access exit from the Englesea Brook underpass, westwards for a distance of 97 metres (referenced 2/d on Site Plan 2)

2/5

-

2/3

SCHEDULE 3

Site Plan 3 title –	Locality –
Barthomley Brook, Barthomley Road and Other Alterations	A500 near Barthomley

Highways to be improved

Barthomley Road

Highways to be stopped up**Particulars of new highways**
Reference Letter

Barthomley Footpath 4, from its junction with the southern boundary of the A500, generally south westwards, then south eastwards, for a distance of 81 metres (referenced 3/S1 on Site Plan 3)

-

Barthomley Footpath 4, from its junction with the northern boundary of the A500, generally north eastwards and eastwards, to its junction with Barthomley Road, a distance of 521 metres (referenced 3/S2 on Site Plan 3)

--

Barthomley Footpath 27, from its junction with Barthomley Footpath 4, north westwards for a distance of 22 metres (referenced 3/S3 on Site Plan 3)

3/A
Footpath

and

3/B
Footpath

A western part width of Barthomley Road, comprising its western embankment on its southern approach to its bridge crossing of the A500, from its junction with the northern boundary of the A500, north westwards for a distance of 5 metres and having a width of 4 metres (referenced 3/S4 on Site Plan 3)

-

An eastern part width of Barthomley Road, comprising its eastern embankment on its southern approach to its bridge crossing of the A500, from its junction with the northern boundary of the A500, north westwards for a distance of 5 metres and having a maximum width of 5 metres (referenced 3/S5 on Site Plan 3)

-

SCHEDULE 3 (Continued)

<u>Highways to be stopped up</u>	<u>Particulars of new highways</u> <u>Reference Letter</u>
A western part width of Barthomley Road, comprising its western embankment on its northern approach to its bridge crossing of the A500, from its junction with the southern boundary of the A500, southwards for a distance of 18 metres and having a maximum width of 5 metres (referenced 3/S6 on Site Plan 3)	-
An eastern part width of Barthomley Road, comprising its eastern embankment on its northern approach to its bridge crossing of the A500, from its junction with the southern boundary of the A500, southwards for a distance of 18 metres and having a maximum width of 4 metres (referenced 3/S7 on Site Plan 3)	-
The whole of Barthomley Footpath 17, from its junction with Mill Lane south eastwards to its junction with the A500, a distance of 143 metres (referenced 3/S8 on Site Plan 3).	-
-	3/C Footpath
<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	3/1
-	3/2

SCHEDULE 4

Site Plan 4 title – Daisy Bank Farm, Smithy Lane and Other Alterations	Locality – A500 near Barthomley
---	--

Highways to be improved

Smithy Lane

Highways to be stopped up

Barthomley Footpath 17 from its junction with the A500, south eastwards for a distance of 30 metres (referenced 4/S1 on Site Plan 4)

Barthomley Footpath 33, from its junction with Barthomley Footpath 7, south westwards for a distance of 12 metres (referenced 4/S3 on Site Plan 4).

Barthomley Footpath 7, from its junction with Barthomley Footpath 33, east south-eastwards, for a distance of 104 metres (referenced 4/S4 on Site Plan 4).

Barthomley Footpath 18 from its junction with the A500, north westwards for a distance of 28 metres (referenced 4/S2 on Site Plan 4).

Particulars of new highways
Reference Letter

4/A
Footpath

(and 3/C Footpath on Site Plan 3)

4/B
Footpath

4/B
Footpath

4/C
Footpath

and

4/D
Footpath
(co-existent with new private means of access 4/2)

Highways to be stopped up

Smithy Lane, from its south west cul-de-sac termination point at the northern fence line boundary of the A500, north eastwards for a distance of 11 metres (referenced 4/S5 on Site Plan 4).

Particulars of new highways
Reference Letter

-

Private means of access to be stopped up

Gated Access to OS Field Numbers 2485 and 4500, from its junction with the A500, at a point 280 metres west and opposite Smithy Lane, southwards for a distance of 4 metres (referenced 4/a on Site Plan 4)

Reference number of new accesses

-

Gated Access to OS Field Numbers 3700 and 4500, from its junction with the A500, at a point 274 metres west of Smithy Lane, northwards for a distance of 5 metres (referenced 4/b on Site Plan 4)

-

Access Track to agricultural land of Daisy Bank Farm from its junction with the south west cul-de-sac termination point of Smithy Lane at the northern fence line boundary of the A500, generally westwards, then north westwards, for a distance of 65 metres (referenced 4/c on Site Plan 4)

4/1

and

4/2

(co-existent with new Footpath 4/D)

SCHEDULE 5

Site Plan 5 title – Bluemire Farm, Radway Green Road and Other Alterations	Locality – A500 near Barthomley
---	------------------------------------

Highways to be improved

Radway Green Road

Highways to be stopped up

-

Particulars of new highways**Reference Letter**

5/A

Footpath

(See also 4/C on Site Plan 4)

-

5/B

Footpath

(See also 4/B on Site Plan 4)

-

5/C

Footpath

(co-existent with new private means
of access 5/1)

-

5/D

Footpath

(co-existent with new private means
of access 5/2)

A western part width of Radway Green Road, comprising its western embankment on its southern approach to its bridge crossing of the A500, from its junction with the northern boundary of the A500, northwards for a distance of 5 metres and having a width of 22 metres (referenced 5/S1 on Site Plan 5)

-

An eastern part width of Radway Green Road, comprising its eastern embankment on its southern approach to its bridge crossing of the A500, from its junction with the northern boundary of the A500, northwards for a distance of 4 metres and having a width of 10 metres (referenced 5/S2 on Site Plan 5)

-

SCHEDULE 5 (Continued)

<u>Highways to be stopped up</u>	<u>Particulars of new highways</u> <u>Reference Letter</u>
A western part width of Radway Green Road, comprising its western embankment on its northern approach to its bridge crossing of the A500, from its junction with the southern boundary of the A500, southwards for a distance of 16 metres and having a maximum width of 12 metres (referenced 5/S3 on Site Plan 5)	-
An eastern part width of Radway Green Road, comprising its eastern embankment on its northern approach to its bridge crossing of the A500, from its junction with the southern boundary of the A500, southwards for a distance of 18 metres and having a maximum width of 7 metres (referenced 5/S4 on Site Plan 5)	-
The whole of Barthomley Footpath 25, from its junction with Radway Green Road south eastwards for a distance of 326 metres (referenced 5/S5 on Site Plan 5)	-
<u>Private means of access to be stopped up</u>	<u>Reference number of new</u> <u>accesses</u>
-	5/1 (co-existent with new Footpath 5/C)
Gated Access to OS Field Numbers 8362 and 8967, from its junction with Radway Green Road, westwards for a distance of 4 metres (referenced 5/a on Site Plan 5)	5/2 (co-existent with new Footpath 5/D)
-	5/3

SCHEDULE 6

Site Plan 6 title – M6 Junction 16 Roundabout and Other Alterations	Locality – A500 near Barthomley
--	------------------------------------

Highways to be improved

-

Highways to be stopped up**Particulars of new highways
Reference Letter**

Barthomley Footpath 15 from its junction with the A500, at the Staffordshire County boundary just west of M6 Junction 16, generally westwards for a distance of 425 metres (referenced 6/S1 on Site Plan 6)

6/A
Footpath

Barthomley Footpath 25, from its junction with the A500, north westwards for a distance of 171 metres (referenced 6/S2 on Site Plan 6)

-

Private means of access to be stopped up**Reference number of new accesses**

-

-

Given under the Common Seal of the Cheshire East Borough Council on the
<DATE> Day of <MONTH> 2022

COMMON SEAL OF

CHESHIRE EAST BOROUGH COUNCIL

was affixed in the presence of:

Authorised Signatory

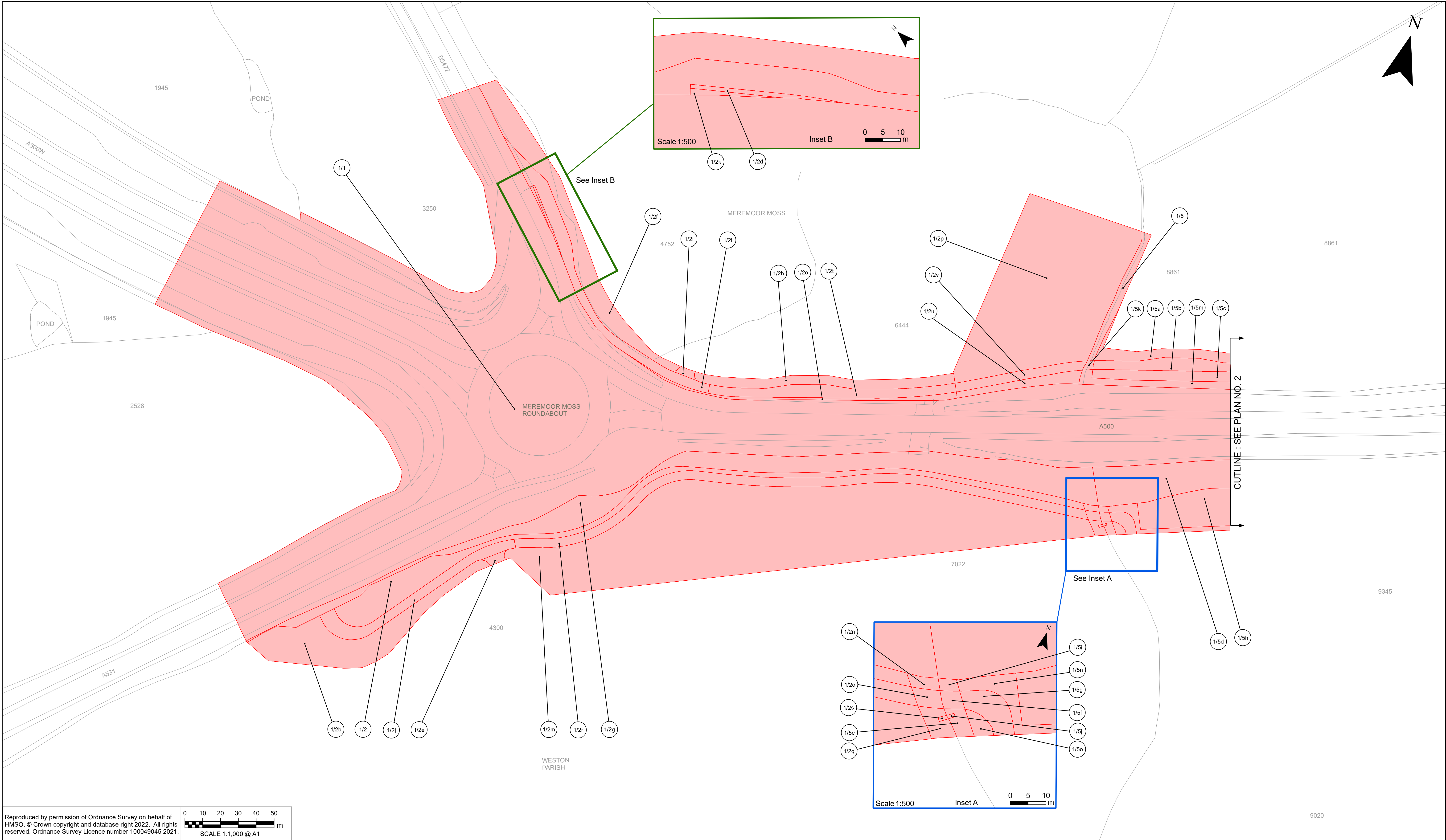
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HIGHWAYS AND TRANSPORT COMMITTEE

A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme

Appendix C

Draft – plans referred to in The Cheshire East Council (A500 Dualling- Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022



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0 10 20 30 40 50 m
SCALE 1:1,000 @ A1

- NOTES:**
- Order under sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.
 - This plan does not show widths or construction details.

KEY

	Title
	S250 Right
	Local authority boundary
	Parish boundary
	Public right of way
0038	Ordnance Survey field numbers

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

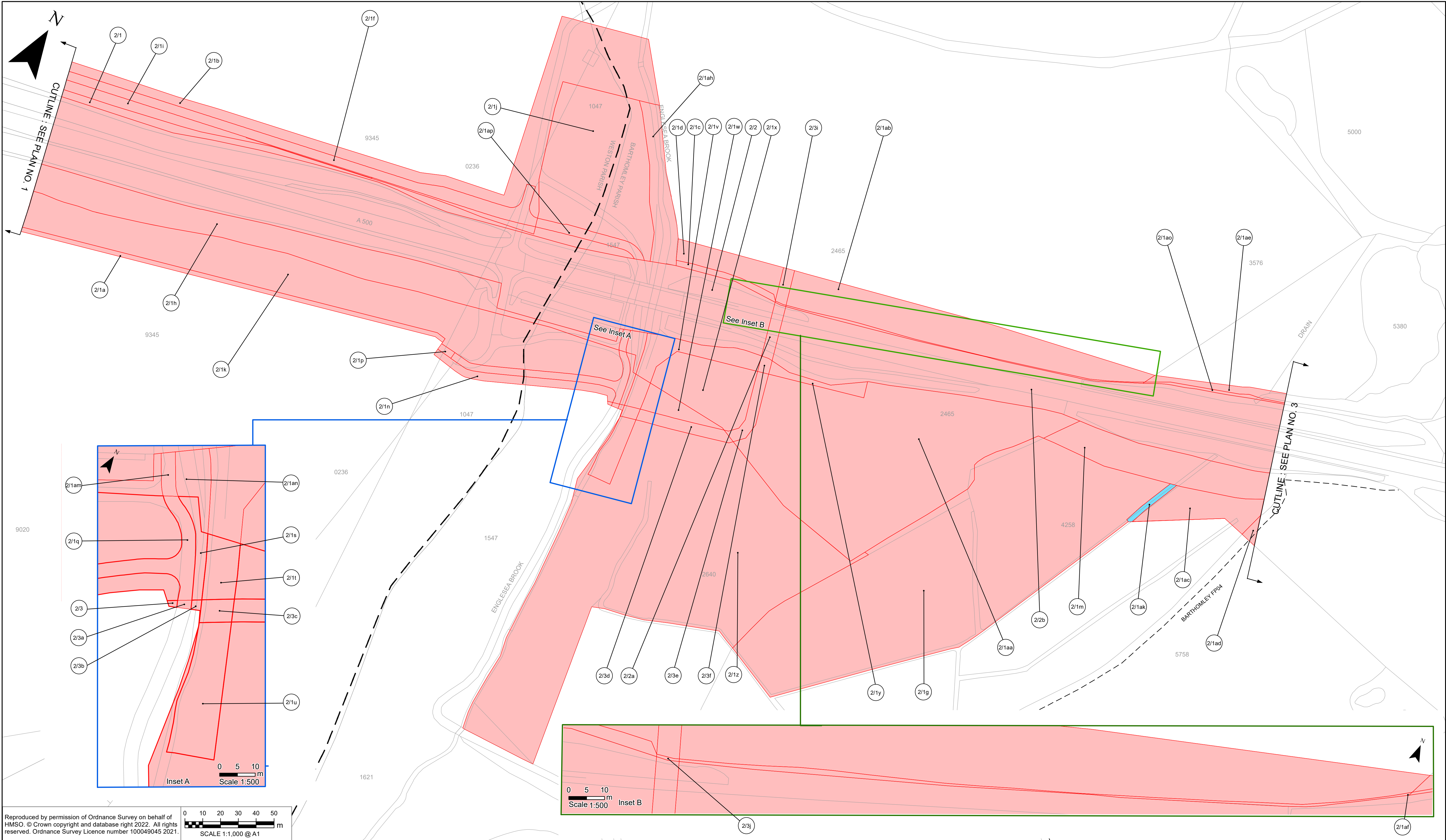
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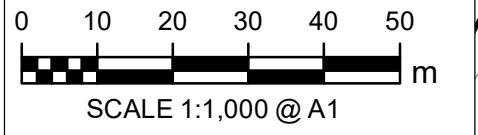
MAP REFERRED TO IN THE CHESHIRE EAST COUNCIL (A500 DUALLING - MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

COMPULSORY PURCHASE ORDER
PLAN 2022

MEREMOOR MOSS
ROUNDABOUT AND
OTHER ALTERATIONS
SITE PLAN NO.1



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- NOTES:**
- Order under sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.
 - This plan does not show widths or construction details.

- KEY**
- Title
 - S250 Right
 - Local authority boundary
 - Parish boundary
 - Public right of way
 - 0038 Ordnance Survey field numbers

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was hereunto affixed in the presence of

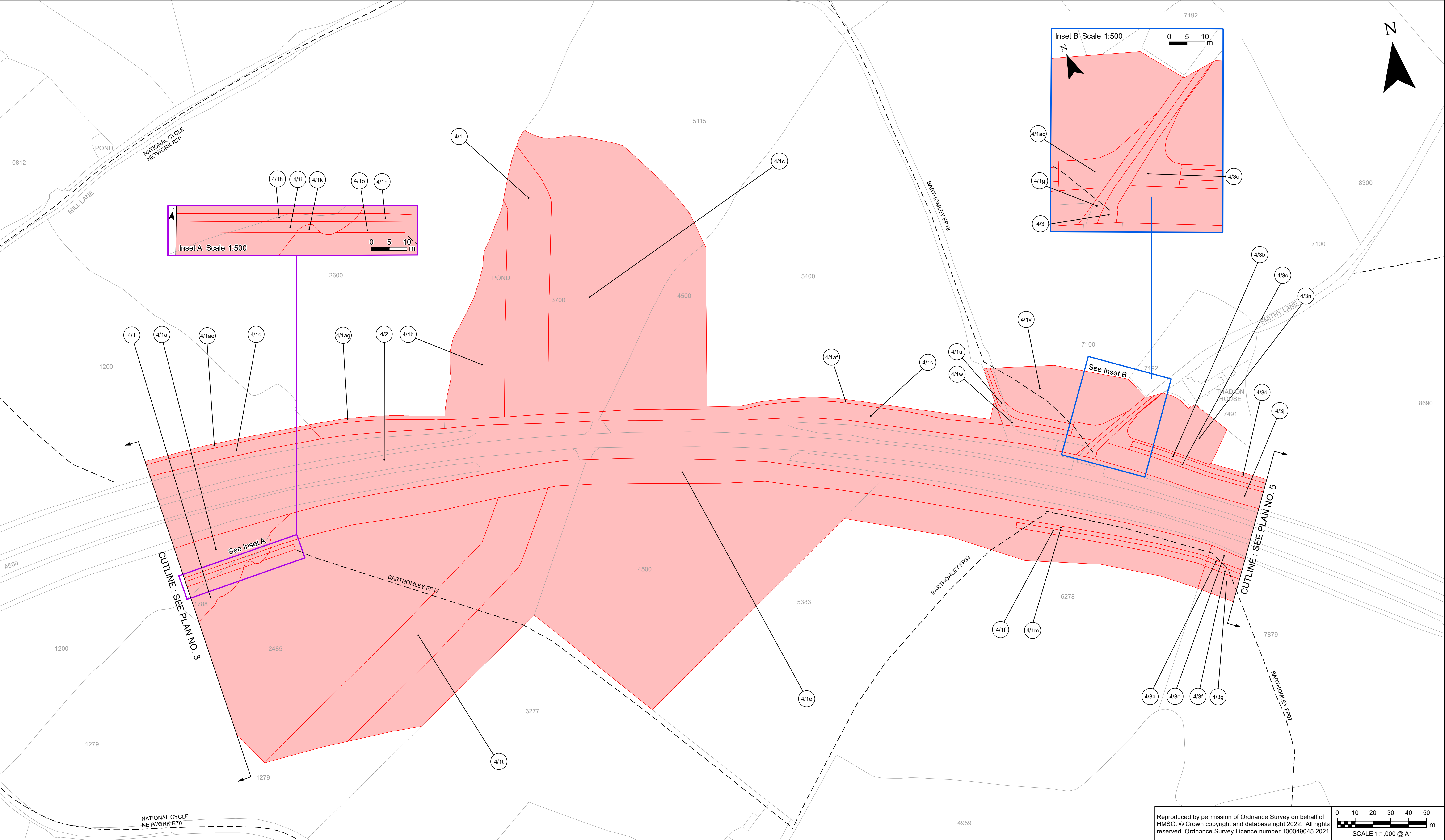
Dated this day of 2022



MAP REFERRED TO IN THE CHESHIRE EAST COUNCIL (A500 DUALLING - MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

COMPULSORY PURCHASE ORDER
PLAN 2022

ENGLESEA BROOK,
THE DUCKERIES
AND OTHER ALTERATIONS
SITE PLAN NO. 2



NOTES:

- Order under sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.
- This plan does not show widths or construction details.

KEY	
<div></div>	Title
<div></div>	S250 Right
<div></div>	Local authority boundary
<div></div>	Parish boundary
<div></div>	Public right of way
0038	Ordnance Survey field numbers

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

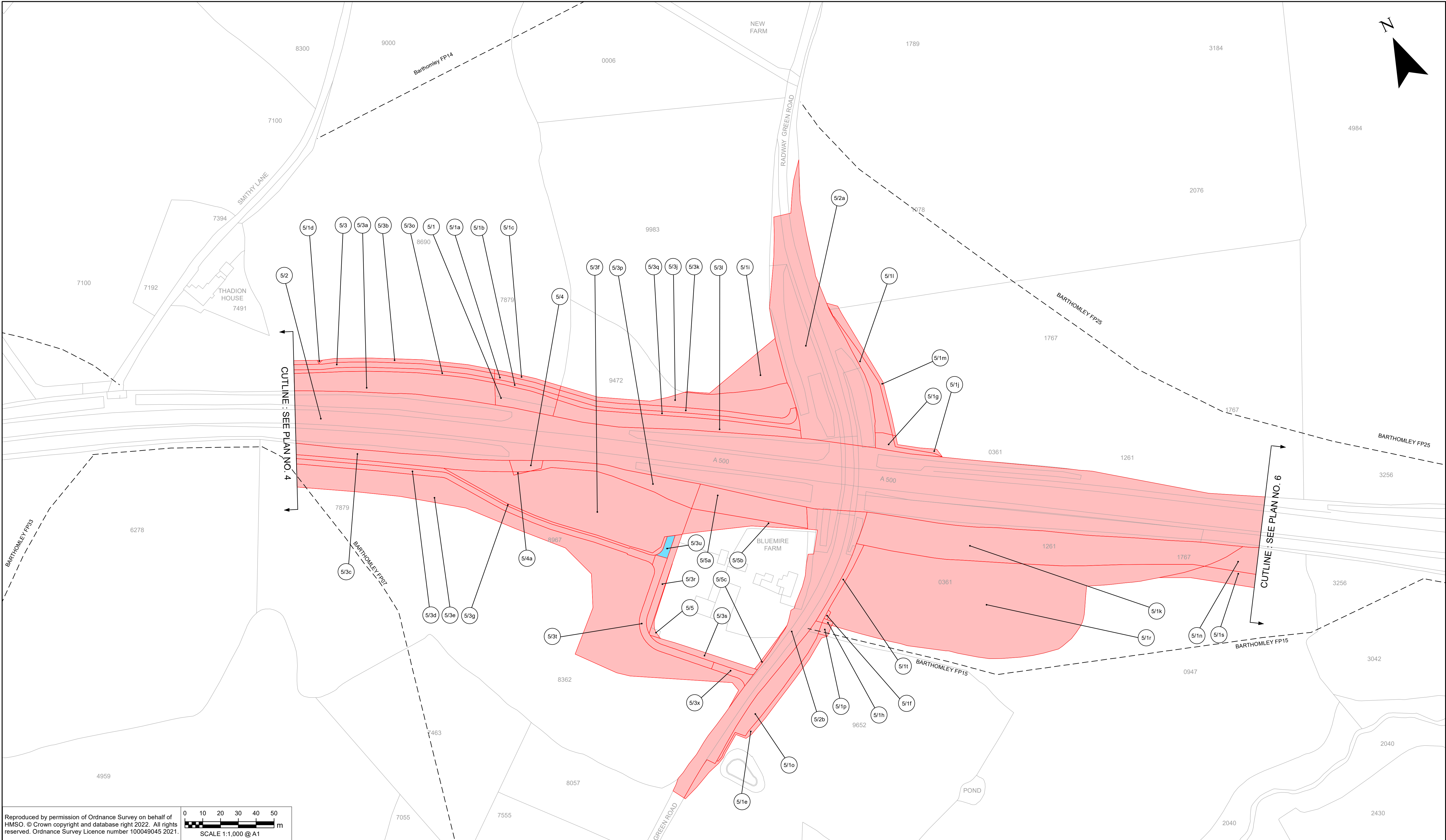
Dated this day of 2022



MAP REFERRED TO IN THE CHESHIRE EAST COUNCIL (A500 DUALLING - MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

COMPULSORY PURCHASE ORDER
PLAN 2022

LAND AT DAISY BANK FARM, SMITHY LANE AND OTHER ALTERATIONS
SITE PLAN NO. 4



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SCALE 1:1,000 @ A1

- NOTES:**
- Order under sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.
 - This plan does not show widths or construction details.

KEY

Title

S250 Right

Local authority boundary

Parish boundary

Public right of way

0038

Ordnance Survey field numbers

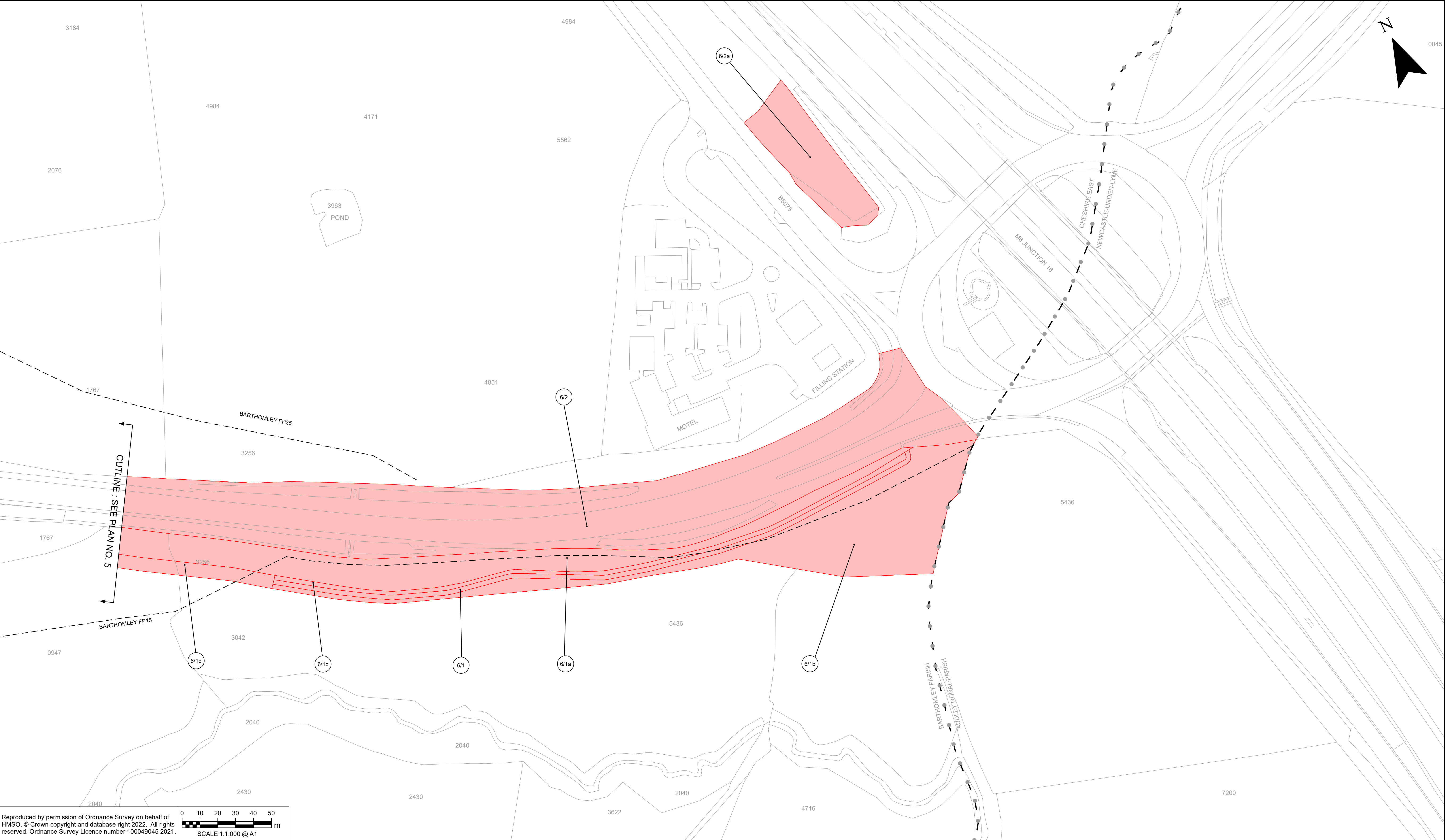
The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

Dated this day of 2022

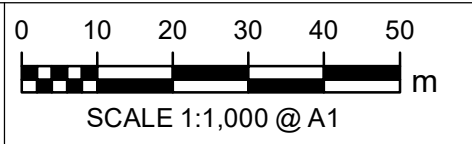
MAP REFERRED TO IN THE CHESHIRE EAST COUNCIL (A500 DUALLING - MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

COMPULSORY PURCHASE ORDER
PLAN 2022

BLUEMIRE FARM,
RADWAY GREEN ROAD
AND OTHER ALTERATIONS
SITE PLAN NO. 5



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NOTES:

1. Order under sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.
2. This plan does not show widths or construction details.

KEY

- Title
- S250 Right
- Local authority boundary
- Parish boundary
- Public right of way
- 0038 Ordnance Survey field numbers

The Common Seal of
CHESHIRE EAST BOROUGH COUNCIL
was hereunto affixed in the presence of

Dated this day of 2022



MAP REFERRED TO IN THE CHESHIRE EAST COUNCIL (A500 DUALLING - MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

COMPULSORY PURCHASE ORDER
PLAN 2022

M6 JUNCTION 16
ROUNDABOUT AND
OTHER ALTERATIONS
SITE PLAN NO. 6

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HIGHWAYS AND TRANSPORT COMMITTEE

A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme

Appendix D

Draft - The Cheshire East Council (A500 Dualling- Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022

Dated

2022

**THE CHESHIRE EAST COUNCIL
(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)
COMPULSORY PURCHASE ORDER 2022**

David Brown
Director of Governance and Compliance
Cheshire East Council
Westfields
Middlewich Road
Sandbach
Cheshire
CW11 1HZ

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**THE CHESHIRE EAST COUNCIL
(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)
COMPULSORY PURCHASE ORDER 2022**

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

The Cheshire East Council (in this Order called the “acquiring authority”) hereby makes the following Order:

1. Subject to the provision of this Order, the acquiring authority is, under sections 239, 240, 246, 250 and 260 of the Highways Act 1980, hereby authorised to purchase compulsorily the land and new rights over land described in paragraph 2 for the purposes of: -
 - (1) the improvement of the A500 from a point 175 metres north west of the Meremoor Moss Roundabout, generally south eastwards to and including the Meremoor Moss Roundabout, then generally eastwards for a distance of 3.4 kilometres and where the improvement will comprise widening/dualling to the M6 Junction 16;
 - (2) the improvement of the A531 from its junction with the Meremoor Moss Roundabout, south westwards for a distance of 175 metres;
 - (3) the construction of highways, the improvement of highways, and the provision of new means of access to premises in pursuance of The Cheshire East Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022;
 - (4) the carrying out of works on watercourses, including the diversion of non-navigable watercourses, in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
 - (5) use by the acquiring authority in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
 - (6) the improvement or development of frontages to the above-mentioned new and existing highways or of the land adjoining or adjacent thereto; and
 - (7) mitigating the adverse effect which the existence or use of the highways to be constructed or improved will have on the surroundings thereof.

2. (1) The land authorised to be purchased compulsorily under this Order is the land described in the Schedule and delineated and shown coloured pink on a map, comprising 6 Sheets numbered 1 of 6 to 6 of 6 prepared in duplicate, sealed with the common seal of the acquiring authority and marked “Map referred to in The Cheshire East Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022”.
- (2) The new rights to be purchased compulsorily over land under this Order are described in the Schedule and the land is shown delineated and coloured blue on the said Map.

One duplicate of the Map is deposited at the offices of the acquiring authority and the other is deposited in the offices of the Secretary of State for Transport.

3. Parts II and III of the Schedule 2 of the Acquisition of Land Act 1981 are hereby incorporated with this Order subject to the modifications that references in that schedule to the undertaking shall be taken as references to any building or work to be constructed or to be constructed on that part of the land authorised to be compulsorily purchased or, as the case may, be on the land over which new rights are authorised to be acquired.

The Schedule

Notes

In Column 2 of this schedule the OS Nos (Ordnance Survey Enclosure Numbers) are the numbers given on the 1:1000 Ordnance Survey Sheet Nos. as follows:

SJ7453	SJ7553	SJ7653	SJ7753
SJ7452	SJ7552	SJ7652	SJ7752

The following approximate imperial equivalents relate to the metric measurements used in the accompanying drawings and schedules;

Units of length:	1mm	=	0.039 inches (approx.)
	1 metre	=	1.094 yards (approx.)
	1km	=	0.621 miles (approx.)
Units of area:	1 sq.m.	=	1.196 sq. yards (approx.)

Table 1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST					
1/1	All interests other than those of the Crown in 47,410 square metres of the Meremoor Moss Roundabout including parts of the full width of the A500, A531 Newcastle Road, B5472, carriageway, verges, treelines, field accesses from its junction and overhead services located south of Meremoor Moss.	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)	–	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
1/2	2,151 square metres of part of arable land located south of the Meremoor Roundabout and east of the A531 Newcastle Road. Enclosure No. 4300	Andrew Witter 4 Main Road Weston Crewe CW2 5NA	–	–	Andrew Witter 4 Main Road Weston Crewe CW2 5NA
1/2a	Not Used.	–	–	–	–

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
1/2b	1,932 square metres of part of arable land located south west of the Meremoor Roundabout and east of the A531 Newcastle Road. Enclosure No. 4300	As Plot 1/2	–	–	As Plot 1/2
1/2c	38 square metres of part of arable land located south of the A500 and south east of the Meremoor Roundabout. Enclosure No. 7022	As Plot 1/2	–	–	As Plot 1/2
1/2d	40 square metres of part of rough grassland located adjacent to the B5472, north east of Meremoor Roundabout and west of Meremoor Moss. Enclosure No. 4752	As Plot 1/2	–	–	As Plot 1/2
1/2e	53 square metres of part of arable land located south east of the A531 Newcastle Road and south west of Meremoor Moss Roundabout. Enclosure No. 4300	As Plot 1/2	–	–	As Plot 1/2
1/2f	1,814 square metres of part arable land and rough grassland located north east of the Meremoor Moss Roundabout and south of the Meremoor Moss. Enclosure Nos. 4752, 6444	As Plot 1/2	–	–	As Plot 1/2
1/2g	4,062 square metres of arable land including services located south of Meremoor Moss Roundabout and south of Meremoor Moss. Enclosure No. 4300	As Plot 1/2	–	–	As Plot 1/2
1/2h	779 square metres of part of arable land located north east of the Meremoor Moss Roundabout and south east of Meremoor Moss.	As plot 1/2	–	–	As plot 1/2

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Enclosure No. 6444				
1/2i	45 square metres of part of arable land located north east of the Meremoor Moss Roundabout and south east of Meremoor Moss. Enclosure No. 6444	As Plot 1/2	–	–	As Plot 1/2
1/2j	727 square metres of part of arable land located south of the A500 and south west of Meremoor Moss Roundabout. Enclosure No. 4300	As Plot 1/2	–	–	As Plot 1/2
1/2k	23 square metres of part of rough grassland located adjacent to the B5472, north of Meremoor Moss Roundabout and west of Meremoor Moss. Enclosure No. 4752	As Plot 1/2	–	–	As Plot 1/2
1/2l	1,025 square metres of part of arable land and part of treeline located north east of the Meremoor Moss Roundabout. Enclosure Nos. 6444, 4752	As Plot 1/2	–	–	As Plot 1/2
1/2m	11,887 square metres of part of arable located south of the A500 and south east of the Meremoor Roundabout. Enclosure Nos. 4300, 7022	As Plot 1/2	–	–	As Plot 1/2
1/2n	29 square metres of part of arable land located south of the A500 and south east of the Meremoor Roundabout. Enclosure No. 7022	As Plot 1/2	–	–	As Plot 1/2
1/2o	277 square metres of part of arable land, hedgerow and field access located north of the A500 and south east of Meremoor Moss.	As Plot 1/2	–	–	As Plot 1/2

(1)	(2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Enclosure No. 6444				
1/2p	6,485 square metres of part of arable land, treeline and drainage ditch located north of the A500 and south east of Meremoor Moss. Enclosure No. 6444	As Plot 1/2	–	–	As Plot 1/2
1/2q	57 square metres of part of drainage ditch and treeline located south of the A500 and east of Meremoor Moss Roundabout. Enclosure No. 7022	As Plot 1/2	–	–	As Plot 1/2
1/2r	1,674 square metres of part of arable land located south of the A500 and south east of Meremoor Moss Roundabout. Enclosure Nos. 4300, 7022	As Plot 1/2	–	–	As Plot 1/2
1/2s	3 square metres of part of drainage ditch and treeline located south of the A500 and east of Meremoor Moss Roundabout. Enclosure No. 7022	As Plot 1/2	–	–	As Plot 1/2
1/2t	773 square metres of part of arable land, access track serving field number 6444 and hedgerow located north east of the Meremoor Moss Roundabout and east of Meremoor Moss. Enclosure No. 6444	As Plot 1/2	–	–	As Plot 1/2
1/2u	330 square metres of part of arable land and hedgerow located north of the A500 and east of Meremoor Moss. Enclosure No. 6444	As Plot 1/2	–	–	As Plot 1/2
1/2v	371 square metres of part of arable land, access track serving field number 6444 and hedgerow located north east of the Meremoor Moss	As Plot 1/2	–	–	As Plot 1/2

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Roundabout and east of Meremoor Moss. Enclosure No. 6444				
1/3	Not Used.	–	–	–	–
1/4	Not Used.	–	–	–	–
1/5	All interests other than those of the Crown in 333 square metres of part of pasture land, drainage ditch and treeline north east of Meremoor Moss Roundabout and north of the A500. Enclosure No. 8861	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	–	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED
1/5a	All interests other than those of the Crown in 446 square metres of part of pasture land located north east of Meremoor Moss Roundabout and north of the A500. Enclosure No. 8861	As Plot 1/5	–	As Plot 1/5	As Plot 1/5
1/5b	All interests other than those of the Crown in 463 square metres of part of pasture land located north east of Meremoor Moss Roundabout and north of the A500. Enclosure No. 8861	As Plot 1/5	–	As Plot 1/5	As Plot 1/5
1/5c	All interests other than those of the Crown in 430 square metres of part of pasture land located north east of Meremoor Moss Roundabout and north of the A500. Enclosure No. 8861	As Plot 1/5	–	As Plot 1/5	As Plot 1/5
1/5d	All interests other than those of the Crown in 1,444 square metres of part of pasture land, access track and treeline located east of Meremoor	As Plot 1/5	–	Mr James Oulton Domville Farm Barthomley Road Audley Newcastle Under Lyme	Mr James Oulton Domville Farm Barthomley Road Audley Newcastle Under Lyme

(1)	(2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Moss Roundabout and south of the A500. Enclosure No. 9345			Staffordshire ST7 8HT	Staffordshire ST7 8HT
1/5e	All interests other than those of the Crown in 40 square metres of part of pasture land and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5	As Plot 1/5
1/5f	All interests other than those of the Crown in 29 square metres of part of pasture land and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d
1/5g	All interests other than those of the Crown in 114 square metres of part of pasture land and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d
1/5h	All interests other than those of the Crown in 973 square metres of part of pasture land, access track and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d
1/5i	All interests other than those of the Crown in 18 square metres of part of pasture land and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d
1/5j	All interests other than those of the Crown in 2 square metres of part of drainage ditch and treeline located south of the A500	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	and east of Meremoor Moss Roundabout. Enclosure No. 9345				
1/5k	All interests other than those of the Crown in 24 square metres of part of pasture land located north east of Meremoor Moss Roundabout and north of the A500. Enclosure No. 8861	As Plot 1/5	—	As Plot 1/5	As Plot 1/5
1/5l	Not Used.	—	—	—	—
1/5m	All interests other than those of the Crown in 348 square metres of part of pasture land located north east of Meremoor Moss Roundabout and north of the A500. Enclosure No. 8861	As Plot 1/5	—	As Plot 1/5	As Plot 1/5
1/5n	All interests other than those of the Crown in 235 square metres of part of pasture land and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d
1/5o	All interests other than those of the Crown in 35 square metres of part of pasture land and treeline located east of Meremoor Moss Roundabout and south of the A500. Enclosure No. 9345	As Plot 1/5	—	As Plot 1/5d	As Plot 1/5d

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1	All interests other than those of the Crown in 1,125 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 8861, 9345	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	—	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST					
2/1a	All interests other than those of the Crown in 614 square metres of part of pasture land located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure No. 9345	As Plot 2/1	—	Mr James Oulton Domville Farm Barthomley Road Audley Newcastle Under Lyme Staffordshire ST7 8HT	Mr James Oulton Domville Farm Barthomley Road Audley Newcastle Under Lyme Staffordshire ST7 8HT
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1b	All interests other than those of the Crown in 4,529 square metres of part pasture land including overhead services located north of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 8861, 9345, 0236	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1c	All interests other than those of the Crown in 194 square metres of part of pasture land located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1d	All interests other than those of the Crown in 755 square metres of part of pasture land located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
2/1e	Not Used.				

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST					
2/1f	All interests other than those of the Crown in 1,625 square metres of part of pasture land, access track, bed and banks including overhead services of the watercourse known as Englesea Brook, drainage ditches and woodland located north of the A500. Enclosure Nos. 9345, 0236, 8861	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1g	All interests other than those of the Crown in 14,756 square metres of part of pasture land, access track, bed and banks of the watercourse known as Englesea Brook, drainage ditches and woodland located south of the A500. Enclosure Nos. 2465, 4258	As Plot 2/1	—	—	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1h	All interests other than those of the Crown in 4,408 square metres of part of pasture including overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 0236, 1047, 1547, 9345	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST					
2/1i	All interests other than those of the Crown in 755 square metres of part of pasture, field access and treeline including overhead services located north of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 8861, 9345	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1j	All interests other than those of the Crown in 4,623 square metres of part of pasture land and	As Plot 2/1	—	As Plot 2/1	As Plot 2/1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	treeline including overhead services forming part of the watercourse known as Englesea Brook located north of the A500. Enclosure No. 1047				
2/1k	All interests other than those of the Crown in 7,415 square metres of part of pasture land, access tracks, access overbridge and overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 1047, 9345, 0236	As Plot 2/1	–	As Plot 2/1a	As Plot 2/1a
2/1l	Not Used.	–	–	–	–
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1m	All interests other than those of the Crown in 2,100 square metres of part of pasture land and woodland located south of the A500 and east of Englesea Brook. Enclosure No. 4258	As Plot 2/1	–	–	As Plot 2/1g
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1n	All interests other than those of the Crown in 487 square metres of part of pasture land including overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 1047, 1547	As Plot 2/1	–	As Plot 2/1a	As Plot 2/1a
2/1o	Not Used.	–	–	–	–
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST					
2/1p	All interests other than those of the Crown in 35 square metres of part of pasture land including overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 0236, 1047, 9345	As Plot 2/1	–	As Plot 2/1a	As Plot 2/1a

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1q	All interests other than those of the Crown in 511 square metres of part of pasture land and access track located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure No. 1047	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1r	Not Used.	—	—	—	—
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1s	All interests other than those of the Crown in 90 square metres of part of access track serving land at Townhouse Farm and treeline located south of the A500 and south of the watercourse known as Englesea Brook. Enclosure No. 2640	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1t	All interests other than those of the Crown in 157 square metres of part of pasture land, access track and eastern bed and bank of the watercourse known as Englesea Brook located south of the A500. Enclosure No. 2640	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
2/1u	All interests other than those of the Crown in 425 square metres of part of pasture land, access track and eastern bed and bank of the watercourse known as Englesea Brook located south of the A500. Enclosure No. 2640	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
2/1v	All interests other than those of the Crown in 741 square metres of part of pasture land, treeline, access track and eastern bed and bank of the watercourse known as Englesea Brook located south of the A500. Enclosure No. 2640	As Plot 2/1	—	As Plot 2/1	As Plot 2/1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
2/1w	All interests other than those of the Crown in 398 square metres of part of pasture land located south the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1x	All interests other than those of the Crown in 1,602 square metres of part of pasture land located south of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1y	All interests other than those of the Crown in 254 square metres of part of pasture land located south of the A500 and east of Englesea Brook. Enclosure No. 2465	As Plot 2/1	—	As Plot 2/1	As Plot 2/1
2/1z	All interests other than those of the Crown in 16,547 square metres of part of pasture land, access track, bed and banks of the watercourse known as Englesea Brook, drainage ditches and woodland located south of the A500. Enclosure No. 2640	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1aa	All interests other than those of the Crown in 10,466 square metres of part of pasture land located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/1	—	As Plot 2/1a	As Plot 2/1a
2/1ab	All interests other than those of the Crown in 3,444 square metres of part of pasture land located north of the A500 and east of the watercourse known as	As Plot 2/1	—	As Plot 2/1	As Plot 2/1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Englesea Brook. Enclosure No. 2465				
2/1ac	All interests other than those of the Crown in 1,001 square metres of part of pasture land and woodland located south of the A500 and east of Englesea Brook. Enclosure No. 4258	As Plot 2/1	–	–	As Plot 2/1g
2/1ad	All interests other than those of the Crown in 68 square metres of part of pasture land and woodland located south of the A500 and east of Englesea Brook. Enclosure No. 7176	As Plot 2/1	–	Mr M Nield Smiths Green Farm Smiths Green Barthomley Road Crewe CW2 5NU	Mr M Nield Smiths Green Farm Smiths Green Barthomley Road Crewe CW2 5NU
2/1ae	All interests other than those of the Crown in 300 square metres of part of pasture land located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 3576	As Plot 2/1	–	–	As Plot 2/1g
2/1af	All interests other than those of the Crown in 151 square metres of part of pasture land located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 3576	As Plot 2/1	–	As Plot 2/1	As Plot 2/1
2/1ag	Not Used.				
2/1ah	All interests other than those of the Crown in 1,030 square metres of part of pasture land located north of A500 and watercourse known as Englesea Brook. Enclosure No.	As Plot 2/1	–	As Plot 2/1	As Plot 2/1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	2465				
2/1ai	Not Used.	–	–	–	–
2/1aj	Not Used.	–	–	–	–
2/1ak	All interests other than those of the Crown in 99 square metres of part of pasture land located south of A500 and south east of the watercourse known as Englesea Brook. Enclosure No. 4258	As Plot 2/1	–	–	As Plot 2/1g
2/1am	All interests other than those of the Crown in 49 square metres of part of pasture land located south of A500 and watercourse known as Englesea Brook. Enclosure No. 1047	As Plot 2/1	–	As Plot 2/1a	As Plot 2/1a
2/1an	All interests other than those of the Crown in 154 square metres of part of pasture land located south of A500 and watercourse known as Englesea Brook. Enclosure No. 1047	As Plot 2/1	–	As Plot 2/1a	As Plot 2/1a
2/1ao	All interests other than those of the Crown in 103 square metres of part of pasture land located north of A500 and east of the watercourse known as Englesea Brook. Enclosure No. 1547	As Plot 2/1	–	As Plot 2/1	As Plot 2/1
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/1ap	All interests other than those of the Crown in 321 square metres of part of	As Plot 2/1	–	As Plot 2/1	As Plot 2/1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	pasture land located north of A500 and west of the watercourse known as Englesea Brook. Enclosure No. 1547				
2/2	All interests other than those of the Crown in 16,066 square metres of part of the full width of the A500 carriageway, verges, treelines, field access and layby including overhead services located west of public right of way Barthomley FP04.	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)	–	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
2/2a	All interests other than those of the Crown in 197 square metres of part of the full width of the A500 carriageway, verges, treelines and layby located east of the watercourse known as Englesea Brook.	As Plot 2/2	Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority) Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG
2/2b	All interests other than those of the Crown in 8,640 square metres of part of the full width of the A500 carriageway, verges, treelines and layby including overhead services located east of the watercourse known as Englesea Brook.	As Plot 2/2	–	–	As Plot 2/2
2/3	All interests other than those of the Crown in 5 square metres of part of pasture land located south of the A500 and west of	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for	Mainline Pipelines Limited The Company Secretary	Mr James Oulton Domville Farm Barthomley Road Audley Newcastle Under	Mainline Pipelines Limited The Company Secretary

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	the watercourse known as Englesea Brook. Enclosure No. 1047	the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX	Lyme Staffordshire ST7 8HT	c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX Mr James Oulton Domville Farm Barthomley Road Audley Newcastle Under Lyme Staffordshire ST7 8HT
2/3a	All interests other than those of the Crown in 9 square metres of part of pasture land located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure No. 1047	As Plot 2/3	As Plot 2/3	As Plot 2/3	As Plot 2/3
2/3b	All interests other than those of the Crown in 8 square metres of part of access track and treeline located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure No. 1047	As Plot 2/3	As Plot 2/3	As Plot 2/3	As Plot 2/3
2/3c	All interests other than those of the Crown in 58 square metres of part of pasture land and part of the bed and banks of the watercourse known as Englesea Brook located south of the A500. Enclosure No. 2640	As Plot 2/3	As Plot 2/3	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED	Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX E Witter Farms Limited c/o David Charles Witter

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
					Director 31 Wellington Road Nantwich CW5 7ED
2/3d	All interests other than those of the Crown in 337 square metres of part of pasture land located south of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2640	As Plot 2/3	As Plot 2/3	As Plot 2/3	As Plot 2/3
2/3e	All interests other than those of the Crown in 281 square metres of part of pasture land located south of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/3	As Plot 2/3	As Plot 2/3	As Plot 2/3
2/3f	All interests other than those of the Crown in 55 square metres of part of pasture land and tree located south of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/3	As Plot 2/3	As Plot 2/3c	As Plot 2/3c
2/3g	Not Used.	–	–	–	–
2/3h	Not Used.	–	–	–	–
2/3i	All interests other than those of the Crown in 126 square metres of part of pasture land located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/3	As Plot 2/3	As Plot 2/3c	As Plot 2/3c
2/3j	All interests other than those of the Crown in 5 square metres of part of pasture land and tree located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465	As Plot 2/3	As Plot 2/3	As Plot 2/3c	As Plot 2/3c

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
3/1	All interests other than those of the Crown in 121 square metres of part of woodland located south of the A500 and south west of the watercourse known as Barthomley Brook. Enclosure No. 7176	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	–	–	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED
3/1a	All interests other than those of the Crown in 38 square metres of part of woodland located south of the A500 and south west of the watercourse known as Barthomley Brook. Enclosure No. 4258	As Plot 3/1	–	–	As Plot 3/1
3/1b	All interests other than those of the Crown in 2,728 square metres of part of pasture land, woodland and treeline including part of public right of way known as Barthomley FP04 located south of the A500 and west of the watercourse known as Barthomley Brook. Enclosure No. 7176	As Plot 3/1	–	Mr M Nield Smiths Green Farm Smiths Green Barthomley Road Crewe CW2 5NU	Mr M Nield Smiths Green Farm Smiths Green Barthomley Road Crewe CW2 5NU
3/1c	All interests other than those of the Crown in 16,387 square metres of part of pasture land, treeline, western bank and bed of the watercourse known as Barthomley Brook and part of the public right of way known as Barthomley FP04 including overhead services located south of the A500 and west of Barthomley Road. Enclosure Nos. 5079, 6900, 5975, 5100, 0057, 0087	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b
3/1d	All interests other than those of the Crown in 10,795 square metres of part of pasture land, treeline and part of the bed and both banks of the watercourse known as	As Plot 3/1	–	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Barthomley Brook including overhead services for all purposes connected with the construction, maintenance and use of a culvert, located north of the A500 and west of Barthomley Road. Enclosure Nos. 7176, 6900, 8100			CW5 7ED	CW5 7ED
3/1e	All interests other than those of the Crown in 52 square meters of metres of part of woodland located north of the A500 and south west of the watercourse known as Barthomley Brook. Enclosure No. 5581	As Plot 3/1	–	–	As Plot 3/1
3/1f	All interests other than those of the Crown in 1,046 square metres of part of pasture land and treeline including part of the public right of way known as Barthomley FP04 located north of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b
3/1g	All interests other than those of the Crown in 395 square metres of the Barthomley Road including part of the National Cycle Network R70 including overhead services located south of the A500 and east of the property known as Cypress Cottage.	As Plot 3/1	–	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
3/1h	All interests other than those of the Crown in 486 square meters of metres of part of woodland located north of the A500 and west of the watercourse known as Barthomley Brook. Enclosure No. 5380	As Plot 3/1	–	–	As Plot 3/1
3/1i	All interests other than those of the Crown in 3,886 square metres of part of pasture land and treeline including overhead services located south of	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	the A500 and east of Barthomley Road. Enclosure No. 1200				
3/1j	All interests other than those of the Crown in 2,473 square metres of part of pasture land and field access located south of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 3/1	—	As Plot 3/1b	As Plot 3/1b
3/1k	All interests other than those of the Crown in 3,841 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road. Enclosure No. 1279	As Plot 3/1	—	Mr C Fox Daisy Bank Farm Mill Lane Barthomley Crewe CW2 5NY	Mr C Fox Daisy Bank Farm Mill Lane Barthomley Crewe CW2 5NY
3/1l	Not Used.	-	-	-	-
3/1m	All interests other than those of the Crown in 11 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 3/1	—	As Plot 3/1b	As Plot 3/1b
3/1n	All interests other than those of the Crown in 276 square metres of part of woodland located north of the A500 and west of the watercourse known as Barthomley Brook. Enclosure No. 7176	As Plot 3/1	—	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED	E Witter Farms Limited c/o David Charles Witter Director 31 Wellington Road Nantwich CW5 7ED
3/1o	All interests other than those of the Crown in 3,715 square metres of part of woodland located south of the A500 and south west of the watercourse known as Barthomley Brook. Enclosure Nos. 8160. 7176	As Plot 3/1	—	As Plot 3/1b	As Plot 3/1b
3/1p	All interests other than those of the Crown in	As Plot 3/1	—	As Plot 3/1b	As Plot 3/1b

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	2,745 square metres of part of woodland including overhead services located south of the A500, part of the watercourse known as Barthomley Brook and west of the property known as Cypress Cottage. Enclosure Nos. 6900, 8975				
3/1q	Not Used.	–	–	–	–
3/1r	Not Used.	–	–	–	–
3/1s	Not Used.	–	–	–	–
3/1t	Not Used.	–	–	–	–
3/1u	Not Used.	–	–	–	–
3/1v	Not Used.	–	–	–	–
3/1w	Not Used.	–	–	–	–
3/1x	All interests other than those of the Crown in 370 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b
3/1y	All interests other than those of the Crown in 503 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b
3/1z	All interests other than those of the Crown in 286 square metres of part of pasture land and treeline located north of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b
3/1aa	All interests other than those of the Crown in 344 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road.	As Plot 3/1	–	As Plot 3/1b	As Plot 3/1b

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Enclosure No. 0095				
3/1ab	All interests other than those of the Crown in 1,531 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 0095	As Plot 3/1	—	As Plot 3/1b	As Plot 3/1b
3/1ac	All interests other than those of the Crown in 483 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 8100	As Plot 3/1	—	As Plot 3/1d	As Plot 3/1d
3/1ad	All interests other than those of the Crown in 513 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 0095	As Plot 3/1	—	As Plot 3/1b	As Plot 3/1b
3/2	All interests other than those of the Crown in 38,103 square metres of part of the full width of the A500, Barthomley Road, carriageway, verges, treelines and part of National Cycle Network R70 including overhead services located east and west of the watercourse known as Barthomley Brook.	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)	—	—	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
4/1	All interests other than those of the Crown in 404 square metres of part of pasture land, pond and treeline located south of the A500 and east of Barthomley Road. Enclosure Nos. 1200, 1788	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	—	Mr M Nield Smiths Green Farm Smiths Green Barthomley Road Crewe CW2 5NU	Mr M Nield Smiths Green Farm Smiths Green Barthomley Road Crewe CW2 5NU
4/1a	All interests other than those of the Crown in 935 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road. Enclosure Nos. 1200, 1788	As Plot 4/1	—	As Plot 4/1	As Plot 4/1
4/1b	All interests other than those of the Crown in 2,507 square metres of part of pasture land, hedgerow and trees located north of the A500 and south east of Mill Lane. Enclosure No. 3700	As Plot 4/1	—	Mr C Fox Daisy Bank Farm Mill Lane Barthomley Crewe CW2 5NY	Mr C Fox Daisy Bank Farm Mill Lane Barthomley Crewe CW2 5NY
4/1c	All interests other than those of the Crown in 12,465 square metres of part of pasture land, hedgerows and trees located north of the A500 and west of Smithy Lane. Enclosure Nos. 3700, 4500	As Plot 4/1	—	As Plot 4/1b	As Plot 4/1b
4/1d	All interests other than those of the Crown in 665 square metres of part of pasture land and hedgerow located north of the A500 and south of Mill Lane. Enclosure No. 1200	As Plot 4/1	—	As Plot 4/1	As Plot 4/1
4/1e	All interests other than those of the Crown in 6,315 square metres of part of pasture land, access tracks, field access and hedgerows including part of the public right of	As Plot 4/1	—	As Plot 4/1b	As Plot 4/1b

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	ways known as Barthomley FP17 and Barthomley FP33 including overhead services located south of the A500 and east of Barthomley Road. Enclosure Nos. 2845, 3700, 4500, 5383, 6278				
4/1f	All interests other than those of the Crown in 325 square metres of part of pasture land including part of public right of way known as Barthomley FP33 located south of the A500 and south west of Smithy Lane. Enclosure No. 6278	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1g	All interests other than those of the Crown in 129 square metres of the western half width of Smithy Lane including part of the public right of way known as Barthomley FP18 located north of the A500 and south west of the property known as Thadion House.	As Plot 4/1	–	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
4/1h	All interests other than those of the Crown in 113 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road. Enclosure Nos. 1200, 1788	As Plot 4/1	–	As Plot 4/1	As Plot 4/1
4/1i	All interests other than those of the Crown in 134 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road. Enclosure Nos. 1200, 1788	As Plot 4/1	–	As Plot 4/1	As Plot 4/1
4/1j	Not Used.	–	–	–	–
4/1k	All interests other than those of the Crown in 10 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road.	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	Enclosure No. 2845				
4/1l	The right to enter and re-enter, with or without vehicles, all interests other than those of the Crown in 3,412 square metres of part of pasture land and treeline for all purposes connected with the diversion, maintenance and use of underground services located north of the A500 and south east of Mill Lane. Enclosure Nos. 3700, 4500	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1m	All interests other than those of the Crown in 20,582 square metres of part of pasture land including part of public right of way known as Barthomley FP33 located south of the A500 and south west of Smithy Lane. Enclosure Nos. 3700, 4500	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1n	All interests other than those of the Crown in 11,468 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road. Enclosure No. 2485	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1o	All interests other than those of the Crown in 51 square metres of part of pasture land and treeline located south of the A500 and east of Barthomley Road. Enclosure No. 2845	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1p	Not Used.	–	–	–	–
4/1q	Not Used	–	–	–	–
4/1r	Not Used.	–	–	–	–
4/1s	All interests other than those of the Crown in 3,069 square metres of part of pasture land, hedgerows, field accesses, access tracks including part of the public right of way Barthomley FP18	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	located north of the A500 and west of Smithy Lane. Enclosure Nos 2600, 3700, 4500, 5400				
4/1t	The right to enter and re-enter, with or without vehicles, all interests other than those of the Crown in 4,692 square metres of part of pasture land and hedgerow including part of the public right of way Barthomley FP17 for all purposes connected with the diversion, maintenance and use of underground services located south of the A500 and east of Barthomley Road. Enclosure Nos. 1279, 2845	As Plot 4/1	—	As Plot 4/1b	As Plot 4/1b
4/1u	All interests other than those of the Crown in 223 square metres of access track, pasture land and hedgerow including part of the public right of way Barthomley FP18 located north of the A500 and west of Smithy Lane. Enclosure No. 7100	As Plot 4/1	—	As Plot 4/1b	As Plot 4/1b
4/1v	All interests other than those of the Crown in 2,057 square metres of pasture land and hedgerow including part of the public right of way Barthomley FP18, including overhead services located north of the A500 and west of Smithy Lane. Enclosure No. 7100	As Plot 4/1	—	As Plot 4/1b	As Plot 4/1b
4/1w	All interests other than those of the Crown in 194 square metres of access track, pasture land and hedgerow including part of the public right of way Barthomley FP18 located north of the A500 and west of Smithy Lane. Enclosure No. 7100	As Plot 4/1	—	As Plot 4/1b	As Plot 4/1b
4/1x	Not Used.	—	—	—	—

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
4/1y	Not Used.	–	–	–	–
4/1z	Not Used.	–	–	–	–
4/1aa	Not Used.	–	–	–	–
4/1ab	Not Used.	–	–	–	–
4/1ac	All interests other than those of the Crown in 167 square metres of part of pasture land and hedgerow located north of the A500 and south west of the property known as Thadion house. Enclosure No. 7100	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1ad	Not Used.	–	–	–	–
4/1ae	All interests other than those of the Crown in 204 square metres of part of pasture land and treeline located north of the A500 and east of Barthomley Road. Enclosure No. 1200	As Plot 4/1	–	As Plot 4/1	As Plot 4/1
4/1af	All interests other than those of the Crown in 406 square metres of part of pasture land and treeline including overhead services located north of the A500 and east of Barthomley Road. Enclosure No. 5400	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/1ag	All interests other than those of the Crown in 158 square metres of part of pasture land and treeline located north of the A500 and east of Barthomley Road. Enclosure No. 2600	As Plot 4/1	–	As Plot 4/1b	As Plot 4/1b
4/2	All interests other than those of the Crown in 18,393 square metres of the full width of the A500 carriageway, verges, treelines, field accesses and overhead services located south east of Barthomley Road.	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)	–	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)

(1)	(2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
4/3	131 square metres of the eastern half width of Smithy Lane including part of the public right of way known as Barthomley Crewe Cheshire CW2 5PG including overhead services located north of the A500 and south west of the property known as Thadion House.	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG	–	–	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
4/3a	46 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879	As Plot 4/3	–	–	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG
4/3b	235 square metres of part of pasture land including overhead services located north of the A500 and east of Smithy Lane. Enclosure No. 8690	As Plot 4/3	–	–	As Plot 4/3a
4/3c	172 square metres of part of pasture land including overhead services and treeline located north of the A500 and east of Smithy Lane. Enclosure No. 8690	As Plot 4/3	–	–	As Plot 4/3a
4/3d	130 square metres of part of pasture land located north of the A500 and east of Smithy Lane. Enclosure No. 8690	As Plot 4/3	–	–	As Plot 4/3a
4/3e	136 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879	As Plot 4/3	–	–	As Plot 4/3a
4/3f	62 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879	As Plot 4/3	–	–	As Plot 4/3a

(1)	(2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
4/3g	274 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879	As Plot 4/3	–	–	As Plot 4/3a
4/3h	Not Used.	–	–	–	–
4/3i	Not Used.	–	–	–	–
4/3j	950 square metres of part of pasture land including overhead services located north of the A500 and south of the property known as Thadion House. Enclosure No. 8690	As Plot 4/3	–	–	As Plot 4/3a
4/3k	Not Used.	–	–	–	–
4/3l	Not Used.	–	–	–	–
4/3m	Not Used.	–	–	–	–
4/3n	1,290 square metres of part of pasture land including overhead services located north of the A500 and east of Smithy Lane. Enclosure No. 8690	As Plot 4/3	–	–	As Plot 4/3a
4/3o	129 square metres of part of pasture land including overhead services located north of the A500 and east of Smithy Lane. Enclosure No. 8690	As Plot 4/3	–	–	As Plot 4/3a

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
5/1	All interests other than those of the Crown in 385 square metres of part of pasture land and treeline located north of the A500 south of Smithy Lane and north west of Radway Green Road. Enclosure No. 7879	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	—	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG
5/1a	All interests other than those of the Crown in 112 square metres of part of pasture land located north of the A500, south of Smithy Lane and north west of Radway Green Road. Enclosure No. 7879	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1b	All interests other than those of the Crown in 83 square metres of part of pasture land located north of the A500, south of Smithy Lane and north west of Radway Green Road. Enclosure No. 7879	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1c	All interests other than those of the Crown in 85 square metres of part of pasture land located north of the A500 south east of Smithy Lane and north west of Radway Green Road. Enclosure No. 7879	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1d	All interests other than those of the Crown in 3 square metres of part of pasture land and treeline located north of the A500, south east of Smithy Lane and north west of Radway Green Road. Enclosure No. 8690	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1e	All interests other than those of the Crown in 298 square metres of part of pasture land and treeline located south east of the	As Plot 5/1	—	JD & JM Peacock & Son c/o Mr David Peacock Valley Farm	JD & JM Peacock & Son c/o Mr David Peacock Valley Farm

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	property known as Bluemire Farm and east of Radway Green Road. Enclosure No. 9652			Audley Road Barthomley Crewe CW2 5PL	Audley Road Barthomley Crewe CW2 5PL
5/1f	All interests other than those of the Crown in 9 square metres of part of pasture land located south of the property known as Bluemire Farm and east of Radway Green Road. Enclosure No. 0361	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1g	All interests other than those of the Crown in 149 square metres of pasture land and field access located north of the A500 and east of Radway Green Road. Enclosure No. 0361	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1h	All interests other than those of the Crown in 13 square metres of part of pasture land located south east of the property known as Bluemire Farm. Enclosure No. 0361	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1i	All interests other than those of the Crown in 618 square metres of part of pasture land including overhead services located north of the A500 and west of Radway Green Road. Enclosure No. 9983	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1j	All interests other than those of the Crown in 55 square metres of pasture land, field access and treeline located north of the A500 and east of Radway Green Road. Enclosure No. 0361	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1k	All interests other than those of the Crown in 3,545 square metres of part of pasture land, field access, trees and overhead services located	As Plot 5/1	—	As Plot 5/1	As Plot 5/1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	south of the A500 and east of Radway Green Road. Enclosure No. 0361, 1261, 1767				
5/1l	All interests other than those of the Crown in 333 square metres of part of pasture land including overhead services located north of the A500 and south east of Radway Green Road. Enclosure No. 0361, 1078	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1m	All interests other than those of the Crown in 228 square metres of part of pasture land including overhead services located north of the A500 and east of Radway Green Road. Enclosure No. 0361, 1078	As Plot 5/1	As Plot 5/1	—	As Plot 5/1
5/1n	All interests other than those of the Crown in 262 square metres of part of pasture land including overhead services located south of the A500 and east of Radway Green Road Enclosure No. 0947	As Plot 5/1	—	As Plot 5/1e	As Plot 5/1e
5/1o	All interests other than those of the Crown in 612 square metres of part of pasture land and field gate located south of the A500 and south east of Radway Green Road. Enclosure No. 9652	As Plot 5/1	—	As Plot 5/1e	As Plot 5/1e
5/1p	All interests other than those of the Crown in 36 square metres of part of pasture land, field gate and part of the public right of way known as Barthomley FP15 located south of the A500 and south east of Radway Green Road. Enclosure No. 0947	As Plot 5/1	—	As Plot 5/1e	As Plot 5/1e
5/1q	Not Used.	—	—	—	—

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
5/1r	All interests other than those of the Crown in 7,338 square metres of pasture land and field access located south of the A500 and east of Radway Green Road. Enclosure No. 0361	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/1s	All interests other than those of the Crown in 295 square metres of part of pasture land including overhead services located south of the A500 and east of Radway Green Road. Enclosure No. 0947	As Plot 5/1	—	As Plot 5/1e	As Plot 5/1e
5/1t	All interests other than those of the Crown in 149 square metres of part of pasture land and field gate located south of the A500 and south east of Radway Green Road. Enclosure No. 0361	As Plot 5/1	—	As Plot 5/1	As Plot 5/1
5/2	All interests other than those of the Crown in 17,534 square metres of the full width of the A500 carriageway and grass verge including overhead services located south west of Smithy Lane.	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)	—	—	Cheshire East Borough Council Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
5/2a	All interests other than those of the Crown in 4,449 square metres of part of the full width of Radway Green Road, verges and treelines, including overhead services located north of the A500 and north east of Bluemire Farm.	As Plot 5/2	—	—	As Plot 5/2
5/2b	All interests other than those of the Crown in 2,547 square metres of Radway Green Road verges and treelines, including overhead services located south of	As Plot 5/2	—	—	As Plot 5/2

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	the A500 and east of Bluemire Farm.				
5/3	All interests other than those of the Crown in 340 square metres of part of pasture land located north of the A500, south east of Smithy Lane and north west of Radway Green Road. Enclosure Nos. 7879, 8690	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG	–	–	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG
5/3a	1,327 square metres of part of pasture land and treeline located north of the A500, south east of Smithy Lane and north west of Radway Green Road. Enclosure Nos. 7879, 8690	As Plot 5/3	–	–	As Plot 5/3
5/3b	250 square metres of part of pasture land located north of the A500, south west of Smithy Lane and north west of Radway Green Road. Enclosure Nos. 7879, 8690	As Plot 5/3	–	–	As Plot 5/3
5/3c	751 square metres of part of pasture land and trees and part of public right of way Barthomley FP07 located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 7879	As Plot 5/3	–	–	As Plot 5/3
5/3d	650 square metres of part of pasture land and field access including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 7879, 9867	As Plot 5/3	–	–	As Plot 5/3
5/3e	4,641 square metres of part of pasture land, trees, hedgerow and part of the public right of way Barthomley FP07 including overhead services located south of the A500 and	As Plot 5/3	–	–	As Plot 5/3

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	north west of the property known as Bluemire Farm. Enclosure No. 7879, 8967				
5/3f	3,281 square metres of part of pasture land including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8967	As Plot 5/3	–	–	As Plot 5/3
5/3g	365 square metres of part of pasture land, trees, hedgerow and part of the public right of way Barthomley FP07 including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure Nos. 7879, 8967	–	–	–	–
5/3h	Not Used.	–	–	–	–
5/3i	Not Used.	–	–	–	–
5/3j	971 square metres of part of pasture land including overhead services located north of the A500 and north west of Radway Green Road. Enclosure No. 9472	As Plot 5/3	–	–	As Plot 5/3
5/3k	427 square metres of part of pasture land including overhead services located north of the A500 and west of Radway Green Road. Enclosure No. 9472	As Plot 5/3	–	–	As Plot 5/3
5/3l	977 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Radway Green Road. Enclosure No. 9472	As Plot 5/3	–	–	As Plot 5/3
5/3m	Not Used.	–	–	–	–
5/3n	Not Used.	–	–	–	–

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
5/3o	238 square metres of part of pasture land located north of the A500, south west of Smithy Lane and north west of Radway Green Road Enclosure Nos. 7879, 8690	As Plot 5/3	–	–	As Plot 5/3
5/3p	641 square metres of part of pasture land and treeline including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8967	As Plot 5/3	–	–	As Plot 5/3
5/3q	332 square metres of part of pasture land including overhead services located north of the A500 and north east of the property known as Bluemire Farm. Enclosure No. 9472	As Plot 5/3	–	–	As Plot 5/3
5/3r	205 square metres of part of pasture land, trees, hedgerow located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8362	As Plot 5/3	–	–	As Plot 5/3
5/3s	209 square metres of part of pasture land, trees, hedgerow located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8362	As Plot 5/3	–	–	As Plot 5/3
5/3t	373 square metres of part of pasture land and field access located south of the A500 and south west of the property known as Bluemire Farm. Enclosure Nos. 8362, 8967	As Plot 5/3	–	–	As Plot 5/3
5/3u	The right to enter and re-enter with or without vehicles 55 square metres of part of pasture land for all purposes connected with environmental mitigation located south of	As Plot 5/3	–	–	As Plot 5/3

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8967				
5/3x	97 square metres of part of pasture land and field access located south of the A500 and south of the property known as Bluemire Farm. Enclosure No. 8362	As Plot 5/3	–	–	As Plot 5/3
5/4	All interests other than those of the Crown in 103 square metres of part of pasture land and trees located south of the A500 and north west of the property known as Bluemire Farm Enclosure No. 8967	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	–	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG	Harry Brian Whittaker New Farm Barthomley Crewe Cheshire CW2 5PG
5/4a	All interests other than those of the Crown in 8 square metres of part of pasture land located south of the A500 and north west of the property known as Bluemire Farm Enclosure No. 8967	As Plot 5/4	–	As Plot 5/4	As Plot 5/4
5/5	33 square metres of part of wooded area belonging to the property known as Bluemire Farm located south of the A500 and west of Radway Green Road.	George Thomas Talbot and Christine Talbot c/o Transport Yard Chemical Lane Longport Stoke on Trent ST6 4PB	–	Ernie Williams Blue Mire Farm Barthomley Crewe Cheshire CW2 5PG	Ernie Williams Blue Mire Farm Barthomley Crewe Cheshire CW2 5PG
5/5a	822 square metres of part of garden and wooded area belonging to the property known as Bluemire Farm located south of the A500 and west of Radway Green Road.	As Plot 5/5	–	As Plot 5/5	As Plot 5/5
5/5b	400 square metres of part of garden and wooded area belonging to the property known as Bluemire Farm located south of the A500 and	As Plot 5/5	–	As Plot 5/5	As Plot 5/5

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	west of Radway Green Road.				
5/5c	25 square metres of hedgerow and wooded area belonging to the property known as Bluemire Farm located south of the A500 and west of Radway Green Road.	As Plot 5/5	—	As Plot 5/5	As Plot 5/5

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST					
6/1	All interests other than those of the Crown in 979 square metres of part of pasture land located south of the A500 and east of Radway Green Road. Enclosure Nos. 5436, 3042	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	—	JD & JM Peacock & Son c/o Mr David Peacock Valley Farm Audley Road Barthomley Crewe CW2 5PL	JD & JM Peacock & Son c/o Mr David Peacock Valley Farm Audley Road Barthomley Crewe CW2 5PL
6/1a	All interests other than those of the Crown in 5,160 square metres of part of pasture land, hedgerow and trees including part of the public right of way known as Barthomley FP15 located south of the A500 and west of M6 Junction 16. Enclosure Nos. 3256, 5436	As Plot 6/1	—	As Plot 6/1	As Plot 6/1
6/1b	All interests other than those of the Crown in 6,166 square metres of part of pasture land, hedgerow and trees including part of the public right of way known as Barthomley FP15 located south of the A500 and west of M6 Junction 16. Enclosure Nos. 3256, 5436	As Plot 6/1	—	As Plot 6/1	As Plot 6/1
6/1c	All interests other than those of the Crown in 852 square metres of part of pasture land, hedgerow and trees including part of public right of way known as Barthomley FP15 located south of the A500. Enclosure Nos. 3256, 5436	As Plot 6/1	—	As Plot 6/1	As Plot 6/1
6/1d	All interests other than those of the Crown in 662 square metres of part of pasture land located south of the A500. Enclosure No. 3256	As Plot 6/1	—	As Plot 6/1	As Plot 6/1
6/2	All interests other than those of the Crown in	Cheshire East Borough Council	—	—	Cheshire East Borough Council

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	17,621 square metres of part of the full width of the A500 carriageway, verges and treelines located west of the M6.	Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)			Borough Solicitor Legal Services Westfields Middlewich Road Sandbach Cheshire CW11 1HZ (as highway authority)
6/2a	All interests other than those of the Crown in 2,421 square metres of part of site compound located north west of the M6 Barthomley Interchange and east of Radway Green Road.	As Plot 6/2	–	–	As Plot 6/2

Table 2

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST				
1/1	–	–	<p>National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH</p> <p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place</p>	All interests other than those of the Crown in 47,410 square metres of the Meremoor Moss Roundabout including parts of the full width of the A500, A531 Newcastle Road, B5472, carriageway, verges, treelines, field accesses from its junction and overhead services located south of Meremoor Moss.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Strand London WC2E 7ED	
1/2	—	—	National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH	2,151 square metres of part of arable land located south of the Meremoor Roundabout and east of the A531 Newcastle Road. Enclosure No. 4300

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
1/2b	–	–	National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH	1,932 square metres of part of arable land located south west of the Meremoor Roundabout and east of the A531 Newcastle Road. Enclosure No. 4300
1/2g	–	–	National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH	4,062 square metres of arable land including services located south of Meremoor Moss Roundabout and south of Meremoor Moss. Enclosure No. 4300
1/2j	–	–	National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH	727 square metres of part of arable land located south of the A500 and south west of Meremoor Moss Roundabout. Enclosure No. 4300
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
2/1	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 1,125 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 8861, 9345
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
2/1b	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 4,529 square metres of part pasture land including overhead services located north of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 8861, 9345, 0236
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST				
2/1f	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street	All interests other than those of the Crown in 1,625 square metres of part of pasture land, access track, bed and banks including overhead services of the watercourse known as Englesea Brook, drainage ditches and woodland located north of the A500.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Glasgow Scotland G2 5AD	Enclosure Nos. 9345, 0236, 8861
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
2/1h	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 4,408 square metres of part of pasture including overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 0236, 1047, 1547, 9345
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST				
2/1i	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 755 square metres of part of pasture, field access and treeline including overhead services located north of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 8861, 9345
IN THE PARISHES OF WESTON AND BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
2/1j	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 4,623 square metres of part of pasture land and treeline including overhead services forming part of the watercourse known as Englesea Brook located north of the A500. Enclosure No. 1047
2/1k	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	7,415 square metres of part of pasture land, access tracks, access overbridge and overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 1047, 9345, 0236
2/1n	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary	All interests other than those of the Crown in 487 square metres of part of pasture land including overhead services

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 1047, 1547
IN THE PARISH OF WESTON IN THE BOROUGH OF CHESHIRE EAST				
2/1p	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 35 square metres of part of pasture land including overhead services located south of the A500 and west of the watercourse known as Englesea Brook. Enclosure Nos. 0236, 1047, 9345
2/2	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD The Queen's Most Excellent Majesty In Right Of Her Duchy Of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	All interests other than those of the Crown in 16,066 square metres of part of the full width of the A500 carriageway, verges, treelines, field access and layby including overhead services located west of public right of way Barthomley FP04.
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
2/2a	–	–	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED Mainline Pipelines Limited	All interests other than those of the Crown in 197 square metres of part of the full width of the A500 carriageway, verges, treelines and layby located east of the watercourse known as Englesea Brook.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			<p>The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG</p> <p>Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX</p>	
2/2b	–	–	<p>The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED</p>	All interests other than those of the Crown in 8,640 square metres of part of the full width of the A500 carriageway, verges, treelines and layby including overhead services located east of the watercourse known as Englesea Brook.
2/3	–	–	<p>Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG</p> <p>Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX</p>	<p>All interests other than those of the Crown in 5 square metres of part of pasture land located south of the A500 and west of the watercourse known as Englesea Brook.</p> <p>Enclosure No. 1047</p>
2/3b	–	–	<p>Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG</p> <p>Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven</p>	<p>All interests other than those of the Crown in 8 square metres of part of access track and treeline located south of the A500 and west of the watercourse known as Englesea Brook.</p> <p>Enclosure No. 1047</p>

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			SA73 1DX	
2/3c	–	–	<p>Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG</p> <p>Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX</p>	<p>All interests other than those of the Crown in 58 square metres of part of pasture land and part of the bed and banks of the watercourse known as Englesea Brook located south of the A500.</p> <p>Enclosure No. 2640</p>
2/3d	–	–	<p>Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG</p> <p>Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX</p>	<p>All interests other than those of the Crown in 337 square metres of part of pasture land located south of the A500 and east of the watercourse known as Englesea Brook.</p> <p>Enclosure No. 2640</p>
2/3e	–	–	<p>Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG</p> <p>Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX</p>	<p>All interests other than those of the Crown in 281 square metres of part of pasture land located south of the A500 and east of the watercourse known as Englesea Brook.</p> <p>Enclosure No. 2465</p>
2/3f	–	–	<p>Mainline Pipelines Limited The Company Secretary</p>	<p>All interests other than those of the Crown in 55 square metres of part of pasture land and tree located south of the A500 and east of the watercourse known as Englesea Brook.</p>

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX	Enclosure No. 2465
2/3i	–	–	Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX	All interests other than those of the Crown in 126 square metres of part of pasture land located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465
2/3j	–	–	Mainline Pipelines Limited The Company Secretary c/o Law Debenture Corporate Services Limited 8th Floor 100 Bishopsgate London EC2N 4AG Mainline Pipelines Limited Hazelbeach Road Waterston Milford Haven SA73 1DX	All interests other than those of the Crown in 5 square metres of part of pasture land and tree located north of the A500 and east of the watercourse known as Englesea Brook. Enclosure No. 2465
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
3/1c	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street	All interests other than those of the Crown in 16,387 square metres of part of pasture land, treeline, western bank and bed of the watercourse known as Barthomley Brook and part of the public right of way known as Barthomley FP04 including overhead services located

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Glasgow Scotland G2 5AD	south of the A500 and west of Barthomley Road. Enclosure Nos. 5079, 6900, 5975, 5100, 0057, 0087
3/1d	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O’Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 10,795 square metres of part of pasture land, treeline and part of the bed and both banks of the watercourse known as Barthomley Brook including overhead services for all purposes connected with the construction, maintenance and use of a culvert, located north of the A500 and west of Barthomley Road. Enclosure Nos. 7176, 6900, 8100
3/1f	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	All interests other than those of the Crown in 1,046 square metres of part of pasture land and treeline including part of the public right of way known as Barthomley FP04 located north of the A500 and east of Barthomley Road. Enclosure No. 1200
3/1g	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	All interests other than those of the Crown in 395 square metres of the eastern half width of Barthomley Road including part of the National Cycle Network R70 including overhead services located south the A500 and east of the property known as Cypress Cottage.
3/1i	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	All interests other than those of the Crown in 3,886 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road. Enclosure No. 1200
3/1k	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street	All interests other than those of the Crown in 3,841 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			London EC1A 7AJ	Enclosure No. 1279
3/1m	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	All interests other than those of the Crown in 11 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road. Enclosure No. 1200
3/1p	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 2,745 square metres of part of woodland including overhead services located south of the A500, part of the watercourse known as Barthomley Brook and west of the property known as Cypress Cottage. Enclosure Nos. 6900, 8975
3/1y	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	All interests other than those of the Crown in 503 square metres of part of pasture land and treeline including overhead services located south of the A500 and east of Barthomley Road. Enclosure No. 1200
3/1aa	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	All interests other than those of the Crown in 344 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 0095
3/1ab	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	All interests other than those of the Crown in 1,531 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 0095

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	
3/1ac	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 483 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 8100
3/1ad	–	–	United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	All interests other than those of the Crown in 513 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Barthomley Road. Enclosure No. 0095
3/2	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD United Utilities Group Plc	All interests other than those of the Crown in 38,103 square metres of part of the full width of the A500, Barthomley Road, carriageway, verges, treelines and part of National Cycle Network R70 including overhead services located east and west of the watercourse known as Barthomley Brook.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			<p>The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP</p> <p>The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED</p>	
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
4/1e	–	–	<p>Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE</p> <p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey</p>	<p>All interests other than those of the Crown in 6,315 square metres of part of pasture land, access tracks, field access and hedgerows including part of the public right of ways known as Barthomley FP17 and Barthomley FP33 including overhead services located south of the A500 and east of Barthomley Road.</p> <p>Enclosure Nos. 2845, 3700, 4500, 5383, 6278</p>

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Warrington WA5 3LP Zayo Group UK Limited The Company Secretary 100 New Bridge Street London EC4V 6JA	
4/1f	–	–	United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	All interests other than those of the Crown in 325 square metres of part of pasture land including part of public right of way known as Barthomley FP33 located south of the A500 and south west of Smithy Lane. Enclosure No. 6278
4/1g	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	All interests other than those of the Crown in 129 square metres of the western half width of Smithy Lane including part of the public right of way known as Barthomley FP18 located north of the A500 and south west of the property known as Thadion House.
4/1l	–	–	Cadent Gas Limited The Company	The right to enter and re-enter, with or without vehicles, all interests other than

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	those of the Crown in 3,412 square metres of part of pasture land and treeline for all purposes connected with the diversion, maintenance and use of underground services located north of the A500 and south east of Mill Lane Enclosure Nos. 3700, 4500
4/1m	—	—	United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP Zayo Group UK Limited The Company Secretary 100 New Bridge Street London EC4V 6JA Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	All interests other than those of the Crown in 20,582 square metres of part of pasture land including part of public right of way known as Barthomley FP33 located south of the A500 and south west of Smithy Lane. Enclosure Nos. 3700, 4500
4/1s	—	—	Zayo Group UK Limited The Company Secretary 100 New Bridge Street London EC4V 6JA BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett	All interests other than those of the Crown in 3,069 square metres of part of pasture land, hedgerows, field accesses, access tracks including part of the public right of way Barthomley FP18 located north of the A500 and west of Smithy Lane. Enclosure Nos 2600, 3700, 4500, 5400

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	
4/1t	—	—	Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	The right to enter and re-enter, with or without vehicles, all interests other than those of the Crown in 4,692 square metres of part of pasture land and hedgerow including part of the public right of way Barthomley FP17 for all purposes connected with the diversion, maintenance and use of underground services located south of the A500 and east of Barthomley Road. Enclosure Nos. 1279, 2845
4/1u	—	—	Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE Zayo Group UK Limited The Company Secretary 100 New Bridge Street London EC4V 6JA	All interests other than those of the Crown in 223 square metres of access track, pasture land and hedgerow including part of the public right of way Barthomley FP18 located north of the A500 and west of Smithy Lane. Enclosure No. 7100
4/1v	—	—	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman	All interests other than those of the Crown in 2,057 square metres of pasture land and hedgerow including part of the public right of way Barthomley FP18, including overhead services located north of the A500 and west of Smithy Lane. Enclosure No. 7100

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			<p>320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP</p> <p>Zayo Group UK Limited The Company Secretary 100 New Bridge Street London EC4V 6JA</p>	
4/1w	—	—	<p>Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE</p> <p>Zayo Group UK Limited The Company Secretary 100 New Bridge Street London EC4V 6JA</p>	<p>All interests other than those of the Crown in 194 square metres of access track, pasture land and hedgerow including part of the public right of way Barthomley FP18 located north of the A500 and west of Smithy Lane.</p> <p>Enclosure No. 7100</p>
4/1ac	—	—	<p>BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ</p> <p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow</p>	<p>All interests other than those of the Crown in 167 square metres of part of pasture land and hedgerow located north of the A500 and south west of the property known as Thadion house.</p> <p>Enclosure No. 7100</p>

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Scotland G2 5AD United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	
4/1af	–	–	Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	All interests other than those of the Crown in 406 square metres of part of pasture land and treeline including overhead services located north of the A500 and east of Barthomley Road. Enclosure No. 5400
4/2	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Cadent Gas Limited The Company Secretary c/o Diane Mary Bennett Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 18,393 square metres of the full width of the A500 carriageway, verges, treelines, field accesses and overhead services located south east of Barthomley Road.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			<p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP</p> <p>Zayo Group UK Limited The Company Secretary 100 New Bridge Street LONDON EC4V 6JA</p> <p>The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED</p>	
4/3	—	—	<p>BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ</p> <p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere</p>	131 square metres of the eastern half width of Smithy Lane including part of the public right of way known as Barthomley FP18 located north of the A500 and south west of the property known as Thadion House.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	
4/3a	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O’Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	46 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879
4/3b	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O’Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	235 square metres of part of pasture land including overhead services located north of the A500 and east of Smithy Lane. Enclosure No. 8690
4/3c	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O’Gorman 320 St Vincent Street Glasgow Scotland G2 5AD United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	172 square metres of part of pasture land including overhead services and treeline located north of the A500 and east of Smithy Lane. Enclosure No. 8690
4/3e	–	–	Scottish Power Energy Networks Holdings Limited The Company	136 square metres of part of pasture land including overhead services located

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	south of the A500 and south east of Smithy Lane. Enclosure No. 7879
4/3f	—	—	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	62 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879
4/3g	—	—	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	274 square metres of part of pasture land including overhead services located south of the A500 and south east of Smithy Lane. Enclosure No. 7879
4/3j	—	—	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey	950 square metres of part of pasture land located north of the A500 and south of the property known as Thadion House. Enclosure No. 8690

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Warrington WA5 3LP	
4/3n	—	—	<p>National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH</p> <p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP</p>	<p>1,290 square metres of part of pasture land including overhead services located north of the A500 and east of Smithy Lane.</p> <p>Enclosure No. 8690</p>
4/3o	—	—	<p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere</p>	<p>129 square metres of part of pasture land including overhead services located north of the A500 and east of Smithy Lane.</p> <p>Enclosure No. 8690</p>

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
5/1i	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 618 square metres of part of pasture land including overhead services located north of the A500 and west of Radway Green Road. Enclosure No. 9983
5/1k	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 3,545 square metres of part of pasture land, field access, trees and overhead services located south of the A500 and east of Radway Green Road. Enclosure Nos. 0361, 1261, 1767
5/1l	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 333 square metres of part of pasture land including overhead services located north of the A500 and south east of Radway Green Road. Enclosure Nos. 0361, 1078
5/1m	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 228 square metres of part of pasture land including overhead services located north of the A500 and east of Radway Green Road. Enclosure Nos. 0361, 1078
5/1n	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus	All interests other than those of the Crown in 262 square metres of part of pasture land including overhead services located south of the A500 and east of Radway Green Road

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	Enclosure No. 0947
5/1s	—	—	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	All interests other than those of the Crown in 295 square metres of part of pasture land including overhead services located south of the A500 and east of Radway Green Road. Enclosure No. 0947
5/2	—	—	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place	All interests other than those of the Crown in 17,534 square metres of the full width of the A500 carriageway and grass verge including overhead services located south west of Smithy Lane.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
5/2a	–	–	<p>BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ</p> <p>Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP</p>	All interests other than those of the Crown in 4,449 square metres of part of the full width of Radway Green Road, verges and treelines, including overhead services located north of the A500 and north east of Bluemire Farm.
5/2b	–	–	<p>BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ</p> <p>United Utilities Group Plc The Company Secretary c/o Simon Roger Gardiner Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP</p>	All interests other than those of the Crown in 2,547 square metres of Radway Green Road verges and treelines, including overhead services located south of the A500 and east of Bluemire Farm.
5/3a	–	–	<p>BT Group Plc The Company Secretary c/o Sabine Chalmers</p>	1,327 square metres of part of pasture land and treeline located north of the A500 and south east of Smithy Lane.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			81 Newgate Street London EC1A 7AJ	Enclosure Nos. 7879, 8690
5/3d	—	—	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	650 square metres of part of pasture land and field access including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure Nos. 7879, 9867
5/3e	—	—	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	4,641 square metres of part of pasture land, trees, hedgerow and part of the public right of way Barthomley FP07 including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure Nos. 7879, 8967
5/3f	—	—	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	3,281 square metres of part of pasture land including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8967
5/3g	—	—	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow	365 square metres of part of pasture land, trees, hedgerow and part of the public right of way Barthomley FP07 including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure Nos. 7879, 8967

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			Scotland G2 5AD	
5/3j	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	971 square metres of part of pasture land including overhead services located north of the A500 and north west of Radway Green Road. Enclosure No. 9472
5/3k	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	427 square metres of part of pasture land including overhead services located north of the A500 and west of Radway Green Road. Enclosure No. 9472
5/3l	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	977 square metres of part of pasture land and treeline including overhead services located north of the A500 and west of Radway Green Road. Enclosure No. 9472
5/3p	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD	641 square metres of part of pasture land and treeline including overhead services located south of the A500 and north west of the property known as Bluemire Farm. Enclosure No. 8967
5/3q	–	–	Scottish Power Energy Networks Holdings Limited The Company Secretary c/o Seumus	332 square metres of part of pasture land including overhead services located north of the A500 and north east of the property known as Bluemire Farm. Enclosure No.

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			O'Gorman 320 St Vincent Street Glasgow Scotland G2 5AD BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	9472
5/3s	—	—	National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	209 square metres of part of pasture land, trees, hedgerow located south of the A500 and south of the property known as Bluemire Farm. Enclosure No. 8362
5/3t	—	—	National Grid The Company Secretary c/o Justine Campbell 1-3 The Strand London WC2N 5EH	373 square metres of part of pasture land and field access located south of the A500 and south west of the property known as Bluemire Farm. Enclosure No. 8362, 8967
5/3x	—	—	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	97 square metres of part of pasture land and field access located south of the A500 and south of the property known as Bluemire Farm. Enclosure No. 8362
5/5a	—	—	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	822 square metres of part of garden and wooded area belonging to the property known as Bluemire Farm located south of the A500 and west of Radway Green Road.
5/5b	—	—	BT Group Plc The Company Secretary	400 square metres of part of garden and wooded area belonging to the property known as Bluemire Farm located south of

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in the adjoining column is likely to make a claim
			c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	the A500 and west of Radway Green Road.
5/5c	–	–	BT Group Plc The Company Secretary c/o Sabine Chalmers 81 Newgate Street London EC1A 7AJ	25 square metres of hedgerow and wooded area belonging to the property known as Bluemire Farm located south of the A500 and west of Radway Green Road.
IN THE PARISH OF BARTHOMLEY IN THE BOROUGH OF CHESHIRE EAST				
6/2	–	–	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	All interests other than those of the Crown in 17,621 square metres of part of the full width of the A500 carriageway, verges and treelines located west of the M6.
6/2a	–	–	The Queen's Most Excellent Majesty in Right of Her Duchy of Lancaster c/o The Solicitor for the Affairs of Her Majesty's Duchy of Lancaster 1 Lancaster Place Strand London WC2E 7ED	All interests other than those of the Crown in 2,421 square metres of part of site compound located north west of the M6 Barthomley Interchange and east of Radway Green Road.

Dated this day of 2022

THE COMMON SEAL OF
CHESHIRE EAST COUNCIL
was affixed in the presence of:

.....
Authorised Signatory

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HIGHWAYS AND TRANSPORT COMMITTEE

**A500 Dualling from Meremoor Moss Roundabout to M6 Junction
16 - to authorise the making of a Compulsory Purchase Order and
Side Roads Order for delivery of the A500 Dualling scheme**

Appendix E

Draft Statement of Reasons

**THE CHESHIRE EAST BOROUGH COUNCIL
(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO
M6 JUNCTION 16)
(CLASSIFIED ROAD)
(SIDE ROADS) ORDER 2022**

AND

**THE CHESHIRE EAST BOROUGH COUNCIL
(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO
M6 JUNCTION 16)
COMPULSORY PURCHASE ORDER 2022**

COMBINED STATEMENT OF REASONS

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EXECUTIVE SUMMARY

Background

As is set out in this Statement it has been a longstanding aspiration of the Council to secure the delivery of the Scheme to enable the construction of a new carriageway to upgrade the existing A500 to a dual carriageway.

The A500 is a principal route that runs in an east/west alignment, connecting into the M6 at Junction 16 for locations north and south and with connections to Crewe. As the largest town in the borough, the role of Crewe in the economy of Cheshire East and the wider Cheshire and Warrington sub-region is crucial. The connections which the A500 provides to Crewe and the M6 make the route a popular choice for those living and commuting outside of Cheshire East into the Potteries, Warrington and Greater Manchester.

Main Purposes of the Scheme

The section of the A500 comprising the Scheme runs between the Meremoor Moss Roundabout in the west and M6 Junction 16 in the east, extending for some 3.3km. It is currently of a single carriageway standard and experiences extensive congestion in peak periods. The Scheme is designed to alleviate that congestion.

The Council has ambitious growth plans and the Scheme is considered to be important when it comes to the success of several strategies and plans for the area, including the delivery of Local Plan sites, and supporting the development of HS2 and the Crewe Hub Station. If traffic conditions continue to worsen as forecast and the highway remains unchanged without the Scheme being implemented this could affect the full achievement of regional growth aspirations and the full development potential may not be reached. This is explained in more detail at Section 2.1.

Whilst the Scheme underpinning the CPO will contribute significantly to reducing congestion and the achievement of the growth aspirations for the area, a number of additional benefits will flow from the delivery of the proposals. These include: improvements to local road capacity; air quality and noise; improved connectivity; and improved highway safety. See section 4.1, below for a more detailed explanation as to how these benefits will be achieved.

Should the Scheme not be delivered, it is the firm view of the Council that the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 / the wider Cheshire East, Stoke and Staffordshire region. This would thus hinder future plans for development in the area including the aspirations of the Local Plan.

Scheme Development

As is explained in Section 2.3, below, the Scheme has been subject to a detailed ‘optioneering’ exercise. In 2015 the three different options were considered for widening the existing A500 to a dual carriageway: adding a new carriageway to the north of the existing (Option 1); adding a new carriageway to the south of the existing (Option 2), and; adding a new carriageway that alternates between the north and south to avoid constraints (Option 3).

Following extensive consultation it was confirmed that the preferred option was Option 2, to widen to the south as this would have least impact on statutory undertaker’s equipment, least impact on the recently constructed infrastructure associated with the M6 J16 Pinch Point scheme and minimal impact on ecological features.

Prior to the commencement of detailed design a review of the proposal was undertaken, including consultation with National Grid, and the design was modified to include localised widening to the north between the two overbridges to accommodate the pipeline diversion and reduce the scheme costs.

Funding

As is explained in section 2.3, in July 2016 an application was made to the Department for Transport (DfT) for Scheme Development Costs for preparation of a planning application and business case. In November 2016, it was announced that the bid had been successful enabling that work to commence. The preferred route was formally adopted by the Council at its Cabinet on 9 May 2017.

The public sector has committed to fund the Scheme development costs which amount to £64.3m (inclusive of inflation) and which comprises construction and preliminary costs; statutory undertaker diversions; land acquisition costs; preparation costs; and supervision costs.

DfT awarded programme entry for this scheme in July 2020 under the Local Large Major fund. Details of the funding and resources for the delivery of the Scheme are fully set out in section 14.

The Council is confident, given the commitment of the public sector to funding the Scheme that the resources are available to deliver the proposals.

Planning

As is fully set out in section 6 of this Statement, the Scheme has the benefit of a significant amount of planning policy support at a national level; a sub-regional level; and, a local level. From a national perspective the Scheme benefits from support in a number of policy documents including the National Planning Policy Framework; the DfT Strategic Vision; and the TfN Strategic Transport Plan (2019). Sub-regionally, support can be drawn from policy

documents including the Draft Cheshire and Warrington LEP Strategic Transport Plan; and, Strategic Economic Plan and Draft Transport Strategy. More locally, support can be drawn from (amongst others) the Cheshire East Local Plan Strategy 2017; the Crewe Hub HS2 Masterplan; and, Cheshire East Local Transport Plan.

A planning application for “Dualling of the existing 3.3km stretch of the A500 between Junction 16 & Meremoor Moss Roundabout” was submitted to CEC on 24th July 2018, validated on 25th July 2018 and given the reference number 18/3766N.

The application was the subject of a full consultation programme and was reported to the Council’s Strategic Planning Board on 19th December 2018 with a recommendation for approval. Full details of the planning position for the Scheme proposals can be found at section 13 of this Statement.

Consequently, the Strategic Planning Board resolved to approve the scheme subject to referral to the Secretary of State for Communities and Local Government. On 24th January 2019 the Secretary of State confirmed that he had decided not to call in the application, as he was content to allow the application to be determined by the Local Planning Authority. The Council subsequently granted planning permission for the scheme on 24th April 2019.

Following the approval of planning permission, a number of amendments to the Approved Scheme were identified along with an additional area required for certain additional works e.g. a National Grid gas pipeline diversion. Given the scale and extent of these changes, it was agreed with the Local Planning Authority that a new planning application (a resubmission) was required for the revised scheme.

The revised planning application was submitted to CEC on 28th April 2020 and given the reference number 20/1709N. On 26th August 2020 the Strategic Planning Board resolved to approve the scheme subject to referral to the Secretary of State for Housing, Communities and Local Government. On 16th October 2020 the Secretary of State confirmed that he had decided not to call in the application, as he was content that the application should be determined by the local planning authority. The planning has not yet been determined.

Accommodation works discussions with landowners and tenants resulted in minor design amendments which were incorporated in an update to planning documents in November 2021 followed by a short consultation with key stakeholders.

Ecology

For ecological mitigation, habitat loss and gain calculations have been undertaken for the Scheme to ensure there is a net gain in habitats, resulting in an ecologically sustainable Scheme.

Landownership and Negotiations

The Duchy of Lancaster own the majority of the land that is required for the scheme (other than land within the existing highway). This land is classified as Crown Land and therefore cannot be subject to the normal powers of compulsory purchase. An agreement to acquire this land has been negotiated with the Duchy of Lancaster.

Whilst all landowners have been contacted, and negotiations have taken place and are on-going, it is clear that unless the CPO is made and confirmed, the Council would be unlikely to be able to assemble the land and interests needed to deliver the Scheme proposals within a reasonable timescale or at all. Therefore, unless the CPO is confirmed, the disparate land ownership and the process of land assembly will inevitably delay the delivery and progression of the Scheme.

SRO

The associated SRO is required to enable the Council to stop up existing side roads and private means of access affected by the construction of the Dualling, to improve existing side roads, and to create new side roads and private means of access required as a consequence of the main works. Full details of the need for the SRO are set out in paragraph 9.1.1 of this Statement.

Summary Conclusions

Accordingly, in the light of the summary set out above and the detail included elsewhere in this Statement of Reasons, the Council considers that the relevant tests in the Highways Act 1980 are met, the criteria in the CPO Guidance is satisfied and that there is an overwhelming compelling case in the public interest for the confirmation of the Order and SRO.

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1 INTRODUCTION

1.1 Purpose of Statement

1.1.1 Cheshire East Borough Council (“the Council” or “CEC”) has made the following orders in exercise of its powers under the Highways Act 1980:

- The Cheshire East Council (A500 Dualling) (Classified Road) (Side Roads) Order 2021 (“the SRO”); and
- The Cheshire East Council (A500 Dualling) Compulsory Purchase Order 2021 (“the CPO”)

1.1.2 In this Statement the SRO and the CPO are together referred to as “the Orders”.

1.1.3 The Orders have been made to enable the construction of a new carriageway to upgrade the existing A500 to a dual carriageway (“Dualling” or “the Scheme”) and they are about to be submitted to the Secretary of State for Transport for confirmation before they come into force.

1.1.4 The purpose of this Statement is to describe the proposals, the objectives of the Scheme and the justification for the route and design options selected, and it addresses:

- the need for and justification for the Dualling;
- alternative options considered;
- the consultation process undertaken by the Council and how third parties’ interests have been considered;
- the Land Use Planning position;
- the availability of funding;
- the land required for the construction of the Dualling and the mitigation measures proposed;
- other consents required before construction can start; and
- the absence of legal impediments to the Scheme being implemented.

1.1.5 This Statement is provided in accordance with the guidance set out in:

- Department for Levelling Up, Housing & Communities “Guidance on Compulsory purchase process and the Crichel Down Rules” (July 2019);

- Department of Transport Circular 1/97 “Highways Act 1980: Orders Under Section 14 of the Highways Act 1980 and Opposed Orders Under Section 124 of that Act” (June 1997); and
- Department of Transport Circular 2/97 “Notes on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State for Transport is the Confirming Authority” (June 1997).

1.2 Statutory powers

- 1.2.1 The Scheme is within the boundary of the Council.
- 1.2.2 The SRO is made under sections 14 (powers of highway authorities as respects roads that cross or join classified roads) and 125 (further powers to stop up private access to premises), and in accordance with Schedule 1, of the Highways Act 1980.
- 1.2.3 The making and confirmation of the SRO will enable the Council to improve, raise, lower, divert or otherwise alter highways; stop up highways; construct new highways; stop up private means of access to premises required as a consequence of the construction of the Dualling; and to provide new private means of access to premises.
- 1.2.4 The CPO is made under the following provisions of the Highways Act 1980: sections 239 and 240 (general powers of highway authorities to acquire land for the construction and improvement of highways), section 246 (power to acquire land for mitigating adverse effects of constructing or improving highways), section 250 (land acquisition powers to extend to creation as well as acquisition of rights) and section 260 (clearance of title to land acquired for statutory purposes).

2 BACKGROUND AND SCHEME DEVELOPMENT

2.1 Regional Growth

- 2.1.1 The Cheshire and Warrington Local Enterprise Partnership (LEP) has a vision to increase the region's economy GVA to £50 billion per annum by 2040, creating over 100,000 new jobs and building over 100,000 new homes across the region. There is also an ambition to be 20% more productive per resident than the UK average by 2040¹.
- 2.1.2 To meet such growth aspirations, existing capacity constraints on the local highway network need to be overcome. This is particularly important since car ownership levels in Cheshire East are significantly higher than the national average and demand on the local highway network is expected to increase as a result of future developments and expansions.
- 2.1.3 The dualling of the A500 has been promoted by CEC in order to achieve the growth aspirations of the area, improve access between urban centres and unlock the economic growth potential of the area. The section of the A500 between the Meremoor Moss Roundabout and M6 Junction 16 is currently of a single carriageway standard and experiences extensive congestion in peak periods. Dualling is proposed for this section to enable future development across the region and to support major investment opportunities, including High Speed Two (HS2) and the Crewe Hub for HS2. A number of sites from the Cheshire East Local Plan Strategy 2010-2030 (adopted July 2017) ("the Local Plan") are also located within close proximity to the Scheme including; Basford East/West (LPS2/LPS3), the South Cheshire Growth Village (LPS8), the Radway Green Extension (LPS24) and the White Moss Quarry in Alsager (LPS20).
- 2.1.4 A visual outline of the proposed Scheme is shown in Figure 1.

¹ Cheshire and Warrington Strategic Economic Plan (SEP), Second Edition, 2018



Figure 1 - A500 Dualling Scheme Design

2.2 Local Context

- 2.2.1 The A500 is a principal route that runs in an east/west alignment, connecting into the M6 at Junction 16 for locations north and south and with connections to Crewe. As the largest town in the borough, the role of Crewe in the economy of Cheshire East and the wider Cheshire and Warrington sub-region is crucial. The connections which the A500 provides to Crewe and the M6 make the route a popular choice for those living and commuting outside of Cheshire East into the Potteries, Warrington and Greater Manchester².
- 2.2.2 CEC has ambitious growth plans and the Scheme is considered to be important when it comes to the success of several strategies and plans for the area, and supporting the development of HS2 and the Crewe Hub Station. The Local Plan is accompanied by an extensive Infrastructure Delivery Plan (2015-2030) which sets out the infrastructure needs for the area, explicitly identifying the A500 as a key strategic corridor requiring works to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road³. If traffic conditions continue to worsen as forecast and the A500 remains unchanged without the Scheme being implemented this could affect the full achievement of regional growth aspirations and the full development potential may not be reached.
- 2.2.3 Crewe is benefiting from a link to HS2, the proposed new rail line connecting London to the West Midlands, Crewe and Manchester. Annual passenger numbers at Crewe station are expected to grow to 6.3 million annual passengers by 2036 with journey times between Crewe and London to reduce by 35 minutes from the current fastest journey time of 1 hour 30 mins. This is predicted to generate 120,000 jobs by 2040 and inject £10bn a year into the wider region's economy⁴.

² A500 Dualling Traffic Impact Assessment 2018

³ Cheshire East Local Plan: Infrastructure Delivery Plan Update 2015-2030

⁴ Crewe HS2 Hub Draft Masterplan Vision October 2017

The Scheme is important when it comes to improving connectivity to facilitate this forecasted growth, whilst increasing the capacity of the highway network to ensure the full potential of HS2 is achieved.

- 2.2.4 Closely linked to this is the Cheshire & Warrington Local Enterprise Partnership. The Cheshire and Warrington LEP are one of the early leaders in developing a Local Industrial Strategy (LIS) this involves developing an evidence base to demonstrate the distinctive strengths of the area and highlight potential issues that might hinder growth aspirations. The strategy focuses on: People, Infrastructure, Business Environment, Place and Clean Growth, among other key areas. The scheme will provide additional highway network capacity and support unlocking development opportunity. It will contribute to creating an efficient and attractive business environment for investment. It will also provide a net reduction in carbon from vehicle emissions on the network versus the do minimum scenario, further supporting the strategy.
- 2.2.5 Crewe is a cornerstone of the partnership with clear growth opportunities, with the Scheme being a key contributor to unlocking such growth aspirations.
- 2.2.6 There is a robust case for investment in the Scheme to allow for the potential of the region to be achieved and this is set out further in this Statement.

2.3 Scheme History

- 2.3.1 The A500 is a former national trunk road and a key route which connects Crewe and Nantwich to the M6 at Junction 16 and to Stoke and Staffordshire in the east. The A500 between M6 J16 and Meremoor Moss Roundabout was constructed in the mid-1980s but developments in eastern Crewe and the construction of the A500 Hough Shavington Bypass immediately to the west (opened to traffic in 2003) have generated a significant increase in traffic flows, causing congestion.
- 2.3.2 A study was undertaken in 2014, 'A500 Dualling and Widening – Preliminary Cost Study Report', which considered three design options.
- 2.3.3 In 2015 the three different options were considered for widening the existing A500 to a dual carriageway; adding a new carriageway to the north of the existing (Option 1); adding a new carriageway to the south of the existing (Option 2), and; adding a new carriageway that alternates between the north and south to avoid constraints (Option 3).
- 2.3.4 In April 2016, the Scheme Assessment Report was issued and concluded that all three options were viable and deliverable from an engineering perspective.

- 2.3.5 The three options were then assessed against engineering and environmental factors, as reported in the Scheme Assessment Report. The report concluded that Option 3, to alternate the dualling between the north and south should be discounted, because of the significant impact it would have on traffic flows during construction, the environmental impact that would be caused by removing banks of trees on both sides of the A500, the impact on existing structures beneath the road, and a greater cost.
- 2.3.6 The choice between widening to the north and south was a finely balanced decision, and so both options were taken to consultations with key stakeholders. This included consultations with landowners and tenants that have land on both sides of the A500, Barthomley and Weston & Basford Parish Councils, environmental specialists, and National Highways (NH). The consultation exercise confirmed that the preferred option was Option 2, to widen to the south as this would have least impact on statutory undertaker's equipment, least impact on the recently constructed infrastructure associated with the M6 J16 Pinch Point scheme and minimal impact on ecological features.
- 2.3.7 In July 2016 an application was made to the Department for Transport (DfT) for Scheme Development Costs for preparation of a planning application and business case. In November 2016, it was announced that the bid had been successful.
- 2.3.8 In March 2017 the Scheme Assessment Report was updated to include a summary of the consultations undertaken with selected stakeholders on the options. As described in the section above, the report concluded that 'Option 2 – Widening to the South' was the preferred option.
- 2.3.9 In July 2018 a planning application, reference 18/3766N, for the Scheme was submitted to CEC and planning was granted in April 2019.
- 2.3.10 The design was developed further and on 28th April 2020 a revised planning application, reference 20/1709N, was submitted to CEC. On 26th August 2020 the Strategic Planning Board resolved to approve the scheme subject to referral to the Secretary of State for Housing, Communities and Local Government who, on 16th October 2020, confirmed that he had decided not to call in the application.
- 2.3.11 On 23rd July 2020 the scheme secured programme entry and an allocation of £53m from the government, subject to final approval.
- 2.3.12 As a result of accommodation works discussions with landowners and tenants, minor design updates were incorporated in an update to planning documents in November 2021, followed by a short consultation period with key stakeholders.

3 EXISTING AND FUTURE CONDITIONS

3.1 Local Network Description

3.1.1 A qualitative overview of the form and function of the existing local highway network is provided below.

3.1.2 A500 Mainline

The A500 mainline covers the 3.3 km section of existing single carriageway which is proposed for upgrade to dual carriageway standard. This section is approximately 9.5m in width and connects to the Meremoor Moss roundabout to the west and the M6 Junction 16 roundabout to the east. Localised widening to two lanes exists on the approach to Meremoor Moss roundabout and significant gradual widening to three lanes exists on the approach to the M6 J16 over a distance of around 650m.

There is no footway provision for the full extent of this section. The A500 is subject to the national speed limit; aside from the approaches to roundabout junctions at both ends of the Scheme, there is no street lighting.

Access points to undeveloped land are located at three points along the A500 section;

- Entry point on both sides of the carriageway to the east of the Meremoor Moss roundabout;
- Access tracks on both sides of the carriageway at Englesea Brook, with the northern access track leading to a cluster of farm buildings (Monneley Farm);
- Entry point on both sides of the carriageway east of Barthomley Road bridge, south of Daisy Bank Farm

The Radway Green Road overbridge and Barthomley Road overbridge extend across the A500. Laybys are located west of the Englesea Brook on the eastbound carriageway and located east of Englesea Brook on the westbound carriageway each with an approximate capacity of 6 cars or 3 HGVs.

Four existing PRoWs cross this section of the A500 carriageway and are outlined in greater detail in Section 3.5.

3.1.3 M6 Junction 16

The M6 Junction 16 is a fully signal controlled grade separated roundabout which controls the intersection between the following:

- A500 east;
- M6 southbound merge;
- M6 northbound diverge;
- A500 Barthomley Link (the subject of the scheme);
- B5078;
- M6 northbound merge; and
- M6 southbound diverge.

(a) A500 East

The A500 east leads east from the M6 J16 roundabout towards Stoke-on-Trent and Newcastle-under-Lyme via the A34; it is a four-lane dual carriageway approximately 19m in width and has no footway provision.

The A500 east is subject to the national speed limit and the road has street lighting positioned in the central reserve. The land surrounding the carriageway is predominantly undeveloped land.

(b) M6 Southbound Merge

The M6 southbound merge is classified as a Parallel Merge, which includes an Auxiliary Lane approximately 120m in length. This additional lane at the side of the mainline carriageway provides increased merge opportunity for drivers of vehicles joining the M6 southbound.

(c) M6 Northbound Diverge

The M6 northbound diverge is classified as a Parallel Diverge, which includes an Auxiliary Lane to provide increased diverge opportunity for drivers of vehicles leaving the M6 for Junction 16.

(d) M6 Northbound Merge

The M6 northbound merge is classified as a Parallel Merge, which includes an Auxiliary Lane to provide increased merge opportunity for drivers of vehicles joining the M6 northbound.

(e) M6 Southbound Diverge

The M6 southbound diverge is classified as a Parallel Diverge, which includes an Auxiliary Lane to provide increased diverge opportunity for drivers of vehicles leaving the M6 for Junction 16.

f) B5078

The B5078 leads north from the roundabout towards Alsager, it is a two-lane single carriageway approximately 7.0m in width, with localised widening to two lanes on the southbound approach to the roundabout. There is no footway provision.

The B5078 is subject to the national speed limit and, aside from the approach to the roundabout and the entrance to the M6 J16 services, there is no street lighting. An access road leading to a petrol station and hotel is located immediately west on the B5078. The B5078 continues through undeveloped land to connect with the Radway Green Road overbridge to the west over the A500 and a separate overbridge over the M6 to the east.

3.1.4 Radway Green Road

Radway Green Road is located slightly west of the J16 roundabout and extends via a bidirectional, single carriageway overbridge connecting to Barthomley in the south and Radway Green in the north. The route is surrounded by undeveloped land with access to agricultural buildings immediately south of the A500.

There is no street lighting present and the road is connected to the following PROWs; Barthomley FP14, Barthomley FP15 and Barthomley FP25 via stiles.

3.1.5 Barthomley Road/Mill Lane

The Barthomley Road overbridge is located at the centre of the Scheme, extending north-south above the A500. The road is a single carriageway, bidirectional route with access to both agricultural and residential buildings to both the north and south.

Slightly to the north of the A500, the road intersects with Mill Lane which extends in a north-east direction from the Barthomley Road/Mill Lane junction. Mill Lane is also surrounded by undeveloped land on both sides of the carriageway with no footway or street lighting provision. The road intersects with the following PROWs; Barthomley FP27, Crewe Green FP2 and Crewe Green FP3.

3.1.6 Meremoor Moss Roundabout

Meremoor Moss roundabout has an Inscribed Circle Diameter of approximately 80m, with a two-lane circulatory carriageway width of approximately 11.4m. The

roundabout is surrounded by undeveloped land with street lighting provided on the immediate entry/exit to/from the roundabout. The roundabout controls the intersection between the following.

- B5472;
- A531;
- A500 west; and
- A500 Barthomley Link (the subject of the scheme)

(a) B5472

The B5472 leads north-west from the roundabout towards Crewe Hall Enterprise Park and links to the road network accessing Weston and Englesea Brook to the south. It is a two-lane single carriageway approximately 9.1m in width, with localised widening to two lanes on the approach to the roundabout. There is no footway provision.

The B5472 is subject to the national speed limit and, aside from the approach to the roundabout, there is no street lighting. Slightly north of the A500, the B5472 intersects with Jack Lane which provides an access track on both sides of the carriageway to a cluster of agricultural and residential buildings.

(b) A531

The A531 leads south-west from the roundabout towards Keele via the A525. It is a two-lane single carriageway approximately 9.6m in width, with localised widening to two lanes on the approach to the roundabout. There is no footway provision.

The A531 is subject to the national speed limit and, aside from the approach to the roundabout, there is no street lighting. The road passes under Snape Lane (R70), to the south of the A500 mainline, which leads to agricultural buildings to the east, and the village of Weston to the west. The A531 continues in a south-westerly direction towards Newcastle Road from which junction access can be gained to the village of Weston via Main Road.

(c) A500 West

The A500 west forms part of the trunk road network and leads west from the roundabout towards Crewe via the new David Whitby Way, to Nantwich via the B5074 and to Chester via the A51; it is a four-lane dual carriageway approximately 20m in width and has no footway provision or street lighting. The national speed limit is enforced with the route largely surrounded by undeveloped land.

3.1.7 Wider Network Improvements

Other recently completed highway schemes in Crewe include capacity upgrades of the Crewe Green roundabout and Sydney Road bridge to improve links in the north of the town displayed in Figure 2.

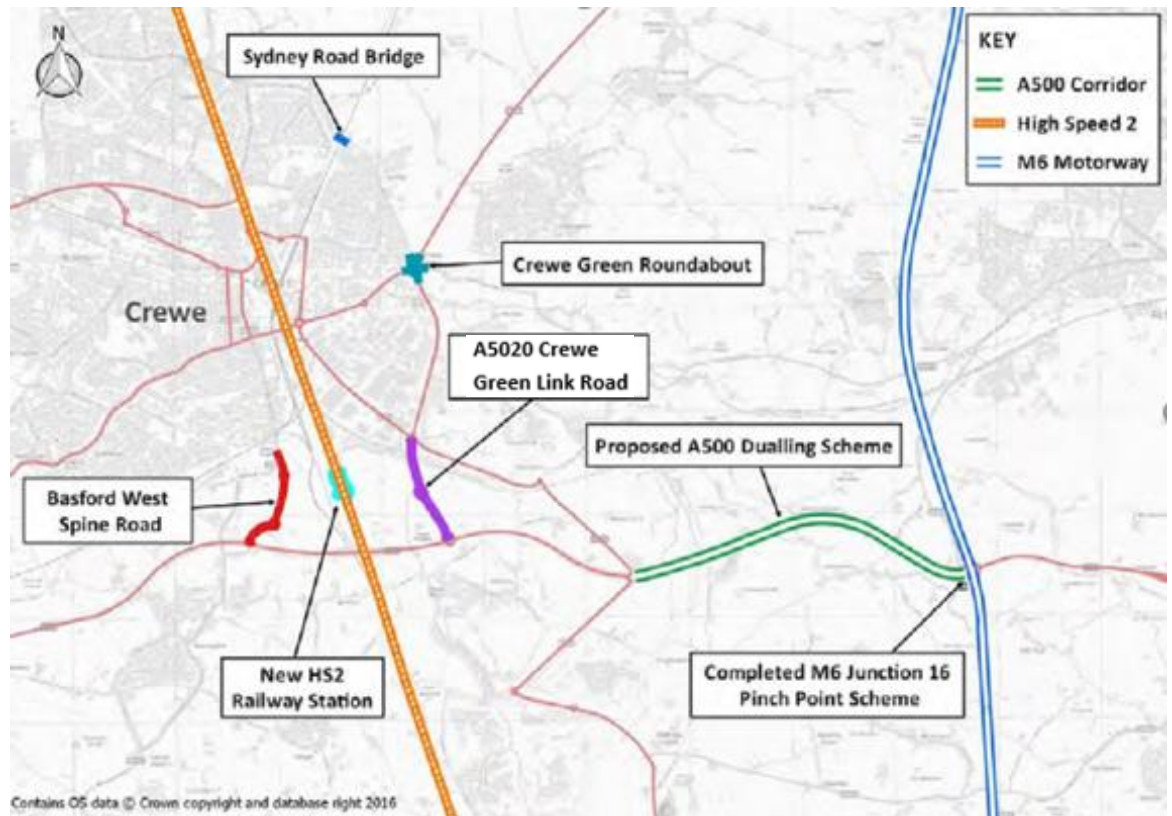


Figure 2 - Locally Committed Highway Schemes

3.2 Travel Patterns

- 3.2.1 Data collated during the 2011 census shows that there are approximately 53,000 trips each day travelling in to Cheshire East to work from neighbouring authorities and 52,500 travelling outwards. Of these trips, 85% of them are made by car with over 25% of them to / from the neighbouring districts of Newcastle Borough, Staffordshire Moorlands, Stoke on Trent City and the High Peak.
- 3.2.2 The A500 experiences an Average Annual Daily Traffic (AADT) Flow of 28,528 vehicles in both directions. The Congestion Reference Flow is 20,536 in the Do-Minimum (DM) 2021 modelled opening year showing the route is predicted to be operating over capacity by approximately 8000 vehicles daily. When combined with the percentage of residents within Cheshire East owning two or more cars currently at 8% above the national average and the average commuter distance at almost 2 km above the national average, there is significant demand for an increase in

network capacity. Demand in the region will increase further with Local Plan development and HS2 growth. The Dualling is key to meeting such growth demand.

- 3.2.3 The Scheme is also supportive of wider highway improvements across the NH network. The route benefits from connections to Nantwich and the A51 towards Chester and North Wales and will offer a key increase in capacity across the wider network, particularly as a relief road if incidents are to occur on the surrounding network.

3.3 Traffic Volumes and Congestion Issues

- 3.3.1 The information displayed in Table 1 below shows the changes in distance travelled, total travel time and average speed between the three forecast years.

DS Simulation Area Assignment Statistics: pre-VDM* and post-VDM							
Model	Measurement	pre-VDM			post-VDM		
		Modelled Opening Year 2021	Modelled Forecast Year 2036	Modelled Forecast Year 2051	Modelled Opening Year 2021	Modelled Forecast Year 2036	Modelled Forecast Year 2051
AM	Distance Travelled ('000 PCU** km)	853002.5	977373.8	1072159.5	856161.8	998120.9	1102858.1
	Total Travel Time (PCU Hrs)	16503.7	19809.5	23295.3	16531.7	20250.0	24146.5
	Average Speed (Km/Hr)	51.7	49.3	46.0	51.8	49.3	45.7
IP***	Distance Travelled ('000 PCU km)	751979.1	853994.9	933974.3	751013.1	873134.1	969515.6
	Total Travel Time (PCU Hrs)	12546.9	14937.1	17090.2	12497.3	15367.1	17990.3
	Average Speed (Km/Hr)	59.9	57.2	54.6	60.1	56.8	53.9
PM	Distance Travelled ('000 PCU km)	857525.6	984628.4	1077943.0	859894.8	1006761.0	1110806.1
	Total Travel Time (PCU Hrs)	15765.7	18880.7	21667.1	15786.9	19392.0	22715.1
	Average Speed (Km/Hr)	54.4	52.1	49.8	54.5	51.9	48.9

* Variable Demand Model, **Passenger Car Unit, *** Interpeak

Table 1 - Comparison of three modelled forecast years

- 3.3.2 This shows that as a result of more trips in future years, there will be an increase in both the total distance travelled and total journey time. Average speed also reduces with each forecast future year.

- 3.3.3 The traffic volumes at the Automatic Traffic Counter (ATC) data collection sites within the Scheme area are displayed in Table 2 below.

Site Location	Traffic Volume	
	AM (08:00-09:00)	PM (17:00-18:00)
A500 Shavington Bypass	844	1825
A5020 Weston Road	1534	1688
A5020 Weston Road	586	763
A5020 University Way	1107	1311
A500 West: EB	1331	1289
A500 West: WB	1178	1699
A500 Proposed Scheme EB	1328	1752
A500 Proposed Scheme WB	1598	1722
A500 West: EB	833	1278
A500 West: WB	1184	1232
A532 Weston Road	780	565

Table 2 - A500 Traffic Volumes

3.4 Observed Speeds and Travel Times

- 3.4.1 The base model year data for a 12-month period of TrafficMaster Journey Time Link Data was obtained from the DfT for the fully modelled area.
- 3.4.2 A total of 19 routes were selected all of which lie within the simulation area of the model, as outlined in Figure 3.

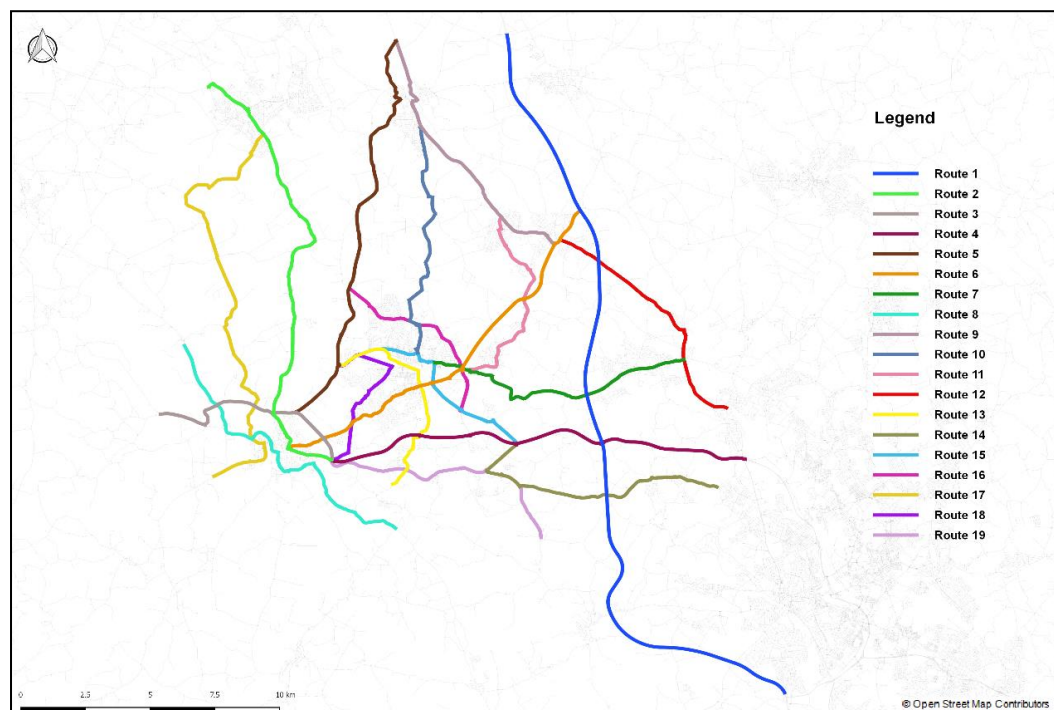


Figure 3 - Journey Time Routes

3.4.3 The routes were specifically designed to cover as a wide a range of route types as possible, with a description of the routes shown below.

3.4.4 The greatest level of congestion is experienced at:

- Route 4 (A500 westbound) which includes the part of the A500 that is subject of the scheme, shows the largest variation in average speed across the peak periods;
- Route 5 (both northbound and southbound on the A530) experiences the largest variation in journey times across both directions;
- Route 6 (westbound on the A54) shows the largest variation in journey times across the peak periods; and
- Route 15 (eastbound on the B5500) experiences the least variation in average journey times across the peak period.

The scheme relieves one of the most congested routes in the areas⁵

3.5 Rail Services

3.5.1 The nearest rail station is Crewe Railway station which offers frequent services to major economic centres including Manchester, Liverpool, Birmingham and London. Table 3 shows growth of the Crewe Railway Station. Areas across Cheshire East can also be reached with services to the nearby towns of Nantwich, Sandbach, Holmes Chapel, Alderley Edge and Alsager, which vary in frequency.

3.5.2 Current facilities at Crewe rail station include:

- Cycle parking; 186 storage spaces at various points around the station;
- Ticket office opening hours; Monday-Friday 05:30-20:00; Saturday 05:30-19:00; Sunday 08:10-19:00; and
- Car park capacity; two car parks offering a total of 779 spaces, plus a number of other local parks.

Year	Total Entries & Exits	Percentage Growth from previous year
2012/2013	2,443,714	1%
2013/2014	2,511,958	1%
2014/2015	2,650,534	1%
2015/2016	2,843,396	1%
2016/2017	3,085,604	2%
2017/2018	3,417,094	10%

⁵ A500 Dualling Outline Business Case Strategic Case December 2019

2018/2019	3,305,352	-3%
2019/2020	3,400,916	3%

Table 3 - Crewe Rail Station Statistics 2012-2020⁶

- 3.5.3 However east-west rail connectivity in Cheshire East is limited, which contributes towards the reliance on private car travel and subsequent congestion of the A500. The number of people using the train as their main mode of commuter travel is likely to significantly increase with the planned development of HS2. This will result in a greater number of vehicles travelling to and from Crewe station with the A500 offering a key link to the station from the surrounding Strategic Road Network.

3.6 High Speed 2

The development of HS2 and the Crewe Hub presents a significant investment opportunity for attracting business and increasing regional growth⁷. Given existing network capacity constraints and the additional traffic demand, which will be generated via both HS2 construction and operation, there is a strong incentive to ensure that the A500 capacity improvements can support HS2 construction activities where possible. The Scheme will be able to support HS2 construction traffic, as it will remain open during construction, and will support additional traffic growth once HS2 is operational (no confirmed date published by HS2 due to slippage in HS2 programme). The network improvements as a result of the Scheme will open investment opportunities, whilst meeting the growing need for improvements in east-west links to access Crewe rail station without the requirement to travel through the centre of Crewe which would exacerbate existing congestion and air quality issues in this area.

Ensuring that the aims of HS2 and the Scheme objectives are well incorporated is important when it comes to supporting the delivery of both schemes and key national infrastructure, with one of the Scheme objectives referring to supporting HS2. If the capacity improvements on the A500 are not completed, this will likely have a detrimental impact upon the benefits realised by the HS2 scheme once operational.

3.7 Existing Environmental Conditions

- 3.7.1 There are no Air Quality Management Areas (AQMAs) along the existing stretch of the A500, despite the high number of HGVs using this route and its proximity to the M6, as concentrations of NO₂ do not exceed the Air Quality Objective (AQO) at present. The closest AQMA is Congleton No. 6 (Sandbach), located 250 m from the

⁶ <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

⁷ HS2 Ltd (2014), Rebalancing Britain: From HS2 towards a national transport strategy, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf

affected road network, which encompasses a number of properties adjacent to Junction 17 of the M6 at Sandbach. In addition, there are a number of AQMAs in Crewe that are between 2 and 3 km from the affected road network.

- 3.7.2 Diffusion tube monitoring results closest to the Scheme was NO₂ diffusion tube monitoring undertaken by Jacobs over a six-month period between October 2017 and March 2018. The results of the monitoring showed that the annual mean levels at the sites closest to the A500 did not exceed the AQO level of 40 µg/m³. The monitored annual means for these sites were 36.4 µg/m³, 25.1 µg/m³, 37.4 µg/m³, 34.3 µg/m³.
- 3.7.3 CEC monitoring in the study area showed that only four locations exceeded the annual mean NO₂ AQO in 2017 and only one in 2018. All the sites that exceeded the AQO were within the AQMAs.
- 3.7.4 There are no Noise Important Areas (NIAs) located along the existing stretch of the A500 that is proposed to be dualled. Despite this, a review of the DEFRA Noise Action Planning Important Areas Mapping has been undertaken for the HD 213/11 calculation area as part of the noise assessment for the Scheme. This has identified one NIA that was considered as part of the noise assessment supporting the planning application for the Scheme. The NIA is located on the M6 north of Junction 16, which is the responsibility of National Highways (NH). One of the sample receptors selected (Scotts Green Cottage) lies within this NIA.
- 3.7.5 Predicted baseline noise levels at the sample receptors identified within the calculation area indicate that road traffic is considered to be the dominant noise source due to the proximity of the M6 and existing A500.

4 NEED FOR THE SCHEME

The delivery programme for the Scheme is underpinned by critical factors which are set out in the following bullet points. These identify why the Scheme is needed:

- The Scheme is stated as a key development in the Local Plan and Local Transport Plan necessary to improve the capacity of the road network;
- The Scheme is required for the successful delivery of a number of Local Plan sites including; employment and housing developments at Basford East and Basford West (LPS2/LPS3), the delivery of the South Cheshire Growth Village (LPS8), housing developments at the White Moss Quarry (LPS20) and employment developments at the Radway Green Extension, both in Alsager (LPS23/LPS24);
- The Scheme is stated in the CEC Infrastructure Delivery Plan (2015-2030) as a necessary improvement to the local road network: *“there is a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road”*;
- The Scheme is well integrated into the wider growth plan for both Crewe and Cheshire East, contributing to Cheshire and Warrington Strategic Economic Plan (SEP) aims through contributing to economic growth via improving access to HS2 and attracting increased levels of investment. Through increasing the capacity of the highway network and improving local and regional connections, the Scheme significantly contributes to the wider growth plan; and
- The development of the HS2 Crewe hub will generate a significant amount of traffic and attract a considerable amount of investment to the area. The scheme proposes to increase the capacity of the highway network and support the operation of HS2⁸.

The above factors, along with the existing problems (see section 4.1 below) and opportunities (see section 4.2 below) addressed by the Scheme, clearly demonstrate that it is a key infrastructure project required to support regional development.

4.1 Problems and Issues

4.1.1 Congestion

The set of data available for a 12-month period of TrafficMaster Journey Time Link Data was obtained from the DfT for the fully modelled area, as shown in section 3.4.1. Analysis of the data indicated that the greatest level of congestion is experienced at the following locations; westbound on the A54, eastbound on the

⁸ HS2 Transport Assessment (TR-001-000) Part 1 (July 2017)

B5500, both northbound and southbound on the A530 and westbound on the A500. Through increasing the capacity of the highway, congestion across the network will be reduced and the number of congestion “hotspots” will be minimised⁹.

The greatest delays within the surrounding area are experienced on;

- The single carriageway section of the A500 from the Basford-Hough-Shavington Bypass to Junction 16 of the M6, bypassing Barthomley;
- Approaches to/from key service centres including the A534, A500 and A51; and
- Junction 16 of the M6.

Through the dualling of the A500, network capacity will be increased and the severity of delays at these locations will be reduced.

With increased capacity and the development of HS2, the completed Scheme will offer an upgraded east-west link and improve the efficiency of the highway network.

4.1.2 **Air Quality**

The predominant source of pollution across CEC’s administrative areas is road traffic. There are currently 19 AQMAs within the administrative boundary of CEC, declared for exceedance of the annual mean NO₂ AQO. Five of these AQMAs were declared in October 2017 following further assessment as recommended in the 2016 Annual Status Report and a further two were declared in October 2019 following recommendation in the 2018 report.

4.1.3 **Road user safety**

Personal Injury Accident (PIA) data was obtained from CEC for a five-year period (May 2012- March 2017). An analysis of the PIA data shows a higher frequency of serious and fatal accidents were recorded on the section of the A500 proposed for upgrade in comparison to the remainder of the A500 as seen in Figure 4 below:

⁹ A500 Dualling Outline Business Case Strategic Case December 2019



Figure 4 - Accident Map

Upgrading to a dual carriageway will reduce the likelihood of accidents because there will be less congestion and delay, and the opportunity to overtake slow moving vehicles will reduce driver frustration. The severity of accidents will also reduce by separating eastbound and westbound flowing traffic

4.2 Opportunities

4.2.1 Supporting Growth and Investment

The A500 will support local and regional growth by increasing the attractiveness of the area for future investment, through improved journey times and additional road capacity.

This will support the developments outlined in the Local Plan. Without the Scheme in place, the full development potential of these sites and partnerships is unlikely to be achieved.

The recently adopted Local Plan is underpinned by a need to improve transport connections across the authority area. 'A500 Barthomley Link' is named as one of the projects which are planned to address congestion issues in the area, as well as the South Macclesfield Link Road and improvements on the A51 and A530, and as such it is explicitly listed in the Infrastructure Delivery Plan. Increasing capacity on

the highway network as a result of the aforementioned schemes improves business conditions and thereby increases opportunities for employment growth.

4.2.2 **Improved connectivity**

The Scheme will support other ongoing and recently completed highway schemes in Cheshire East including; Crewe Green Roundabout and Congleton Link Road. The Dualling, combined with these schemes will improve the links between economic centres across the region and enhance connectivity. The Scheme will support the NH Road Investment Strategy (RIS) improving links to the M6, a factor which is an integral part of the development of the Strategic Road Network. NH confirmed investment in essential freight routes within the Cheshire area prior to the RIS being published.

A key improvement within the RIS is the upgrade to Smart Motorway at the M6 Junction 13 (Stafford) and the M6 Junction 15 (Stoke south) which will provide an essential link in the 'smart spine' network connecting London and the North West. The A500 is directly linked to the M6 Junction 16 and the strategic highway improvements in the north west of the country.

4.3 **Impact of Doing Nothing**

Should the Scheme not be completed, the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 / the wider Cheshire East, Stoke and Staffordshire region. This would thus hinder future plans for development in the area including the aspirations of the Local Plan.

As highlighted previously, the A500 is expected to form one of the main routes to the proposed HS2 hub station. If the Scheme does not go ahead, the existing congestion on the A500 is likely to negatively affect journey time reliability, reducing the accessibility and benefits of HS2 and encouraging more people to travel via less suitable alternative routes.

5 OBJECTIVES OF THE SCHEME

5.1 Introduction

- 5.1.1 This section presents the objectives of the Scheme based on the identified problems with the future and current situation. It also highlights how these objectives align with the wider policy context; this is done for various policy documents and various levels of Government.

5.2 Problems and Objectives addressed by the Scheme

- 5.2.1 The Council identified the problems and issues listed in Section 4.1 above relating to traffic in the vicinity of the Scheme
- 5.2.2 Having identified the problems and issues facing Crewe and the wider area, a set of Scheme objectives were derived which attempted to capture the strategic aspirations of the wider area as well as the local aims of the Scheme. The objectives for the Scheme are outlined in Table 4.

Objective	Alignment with Scheme
Support the economic, physical and social regeneration of Crewe	The Scheme will assist in mitigating the effect of increased traffic flows into and out of Crewe. This will improve journey times making journeys more reliable, thereby supporting the economic, physical and social regeneration of Crewe.
Improve journey times and reliability over the period to 2030	The Scheme will increase capacity along the route, therefore reducing journey times and improving journey time reliability. Dualling the A500 and introducing a central reserve will separate oncoming traffic intended to improve safety levels. The provision of two lanes in each direction will result in safer overtaking movements.
Improve the reliability of public transport	The Scheme will increase capacity along the route, therefore reducing journey times and making journeys more reliable.
Improve connectivity between important economic centres, Local Enterprise Partnership and local authority areas, and to North Wales	Improvements to this section of the A500 increase capacity and journey time reliability on the route between Crewe, Stoke-on-Trent, Stafford and North Wales. This will improve connectivity between important economic centres.
Support delivery of key national infrastructure, i.e. HS2 and the Crewe Hub Station.	This section of the A500 is a key route for traffic generated through the operation of HS2 and therefore supports development through increasing local highway capacity.
Support delivery of key employment and housing allocations.	The improved capacity and journey time reliability of the route will benefit commuter traffic and therefore support the delivery of the key employment and housing allocations in the Local Plan.
Boost business integration and productivity; improve the efficiency and reliability of the highway network; reduce the conflict between the local and strategic traffic, and; provide an improved route for freight and business travel	By increasing the capacity of this section of the A500, traffic flows will be improved which reduces the likelihood of delays, improving the reliability of the network. This will also improve the efficiency and reliability of the local road network and the M6. Improving the capacity of the route reduces the likelihood of “rat-running”, which will ensure that the local roads are used for local journeys. This will reduce conflict between local and other traffic and provide a more efficient route for freight and commuters.
Facilitate future improvements to M6 J16.	The increased capacity of this section of the A500 will allow for future developments of the M6 Junction 16. If the A500 were to remain a single carriageway this would not be possible.

Table 4 - Alignment of Scheme and objectives

6 POLICY CONSIDERATIONS

6.1 Introduction

- 6.1.1 A review of pertinent Land Use Planning documents has been undertaken to identify how the Scheme fits with national, sub-regional and local policy.

6.2 National Policy

The following National documents are relevant to the Scheme and have been reviewed:

- National Planning Policy Framework 2019;
- DfT's Strategic Vision;
- National Policy Statement for National Networks (December 2014);
- The Northern Powerhouse: One Agenda, One Economy, One North (March 2015); and
- TfN Strategic Transport Plan (2019).

Table 5 identifies extracts from the national policy documents with relevance to the Scheme's objectives listed in Table 4. This is shown through displaying key extracts included within policy docs which are related to the Scheme.

Policy	Key Extracts
National Planning Policy Framework (February 2019)	<p><i>"Building a strong, competitive economy"</i></p> <p><i>"Address potential barriers to investment, such as inadequate infrastructure"</i></p> <p><i>"Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change"</i></p>
Action for Roads, A Network for the 21st Century (July 2013)	<p><i>"By 2040, almost a quarter of all travel time could be spent stuck in traffic amounting to 100 million working days lost every year"</i></p> <p><i>"We plan to upgrade the majority of non-motorway roads with a large proportion improved to dual carriageway"</i></p>
DfT Road Investment Strategy: Strategic Vision	<p><i>"Aim for the number of people killed or injured on the strategic road network approaching zero by 2040"</i></p> <p><i>"Connecting people and businesses safely, swiftly and seamlessly"</i></p> <p><i>"Connecting the population, driving the economy"</i></p> <p><i>"Supporting and improving journey reliability and safety"</i></p> <p><i>"Joining our communities and linking effectively to each other"</i></p>
The Northern Powerhouse: One Agenda, One Economy, One North (March 2015)	<p><i>"Enhance the performance of the North's Strategic Road Network"</i></p> <p><i>"Transform city to city rail connectivity...through both HS2 and a new TransNorth system"</i></p>
TfN Strategic Transport Plan (2019)	<p>TfN's Vision and Pan-Northern Transport Objectives within the Strategic Transport Plan includes:</p> <p><i>"Increasing efficiency, reliability, integration, and resilience in the transport system."</i></p> <p><i>"to transform economic performance"</i></p> <p><i>"Improving inclusivity, health, and access to opportunities for all."</i></p>

	<p><i>“Promoting and enhancing the built, historic, and natural environment.”</i></p> <p>A particular focus exists within the Plan to improve connections between strategic corridors, several of which include Cheshire and Warrington.</p>
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Table 5 - A500 National Policy Framework

The A500 is a major highway link within the Cheshire East region and increasing capacity on this route is a key component to achieving national aspirations. It is considered that the Scheme will conform with national policies, by assisting opportunities for development and increasing the capacity for future growth.

6.2.1 High Speed 2

HS2 is the high-speed rail line proposed by the Government connecting:

- London to the West Midlands (phase 1);
- The West Midlands to Crewe (phase 2a); and
- Crewe to Manchester, and West Midlands to Yorkshire (phase 2b).

CEC is fully supportive of HS2 with the route affecting the following wards in Cheshire East; Wybunbury, Haslington, Crewe, Bunbury/Middlewich, Chelford and Mobberley.

HS2 will assist in creating 120,000 jobs by 2040 and inject £10bn a year into the wider region’s economy though the Council’s ambitions of a frequency of 5 to 7 HS2 trains an hour handled in Crewe by 2027. The aim is to deliver a Crewe Hub that can cater for a high volume of trains for both the existing network and HS2.

The A500 is important to help achieve the full economic potential of HS2. The study area of the A500 is within 5 miles of Crewe and will therefore be part of the local road access network. The increased network capacity which the Scheme creates will directly support the increased traffic flows generated by HS2 and support economic growth.

Additionally, without the increased capacity which dualling will create, existing congestion issues will continue and may become worse. This will limit the economic potential of the region through reduced business investment as a result of poor transport links.

6.3 Sub-Regional Policy

6.3.1 DRAFT Cheshire and Warrington LEP Strategic Transport Plan 2018

The draft Strategic Transport Plan (STP) for the Cheshire and Warrington LEP published on the 6th April 2018 outlined an ambitious growth strategy for the Cheshire and Warrington sub region up to 2040. The Plan recognises that effective transport networks will be essential for the continued success of the sub region and outlines priorities for the essential development of the Strategic Road Network.

The STP outlines a number of both short-term and long-term priorities, with the Scheme identified as a key short-term priority as evidenced below:

“A dualling scheme is required to increase capacity on the A500 on the approach to J16 of the M6 Scheme to improve journey times and connectivity between Crewe (including the Crewe Hub), Stoke and the M6 to help facilitate housing and employment growth”.

The A500 is categorised as a key link within the “Major Road Network”.

6.3.2 Strategic Economic Plan (SEP), Cheshire and Warrington

The aim of the Strategic Economic Plan (SEP) is to make Cheshire and Warrington the most favourable place to do business in the UK by creating the ideal environment for businesses to grow, providing access to the right skills, delivering supportive and efficient public services, infrastructure and utilities and maintaining the sub region as a beautiful part of the country to enjoy.

The plan sets out two key vision aims in which to achieve this, which are outlined in Table 6 below.

Vision Aim	Impact of the Scheme
Be 20% more productive per resident than the UK average	<ul style="list-style-type: none"> Improved journey reliability Directly supports regional aims e.g. opportunities within HS2 Supports local developments outlined within the Local Plan and Local Transport Plan
By 2040: grow our economy to at least £50 billion pa of GVA, creating 120,000 new jobs and build 127,000 new homes across the region.	<ul style="list-style-type: none"> Supports HS2 which will increase employment and the local development of the region Increases the capacity of the highway network and makes the area more attractive for future investment

Table 6 - Fit of A500 into SEP Vision Aims

To assist in achieving the vision aims presented within the SEP, a set of Transport and Connectivity aims have been developed which include:

1. Improve connections to support the development of priority employment sites including those within the Cheshire Science Corridor;
2. Improving connections to neighbouring sub-regions, including international gateways;
3. Resolve pinch points and congestion in the transport network which act as barriers to growth if left unaddressed;
4. Address network resilience issues to deliver predictable and efficient journey times to support business productivity;
5. Make best use of the existing road network to capitalise on existing infrastructure; and
6. Ensure that the maximum benefit is gained in economic and connectivity terms from the development of the HS2 Hub Station at Crewe.

6.4 Local Policy

6.4.1 Cheshire East Local Plan Strategy (adopted 2017)

The Local Plan sets out the Council's case for sustainable economic growth and is the strategy that the Council will adopt to manage development in Cheshire East up to 2030.

The Local Plan is underpinned by a need to improve transport connections across the Authority area. The vision clearly stipulates that employment-led growth would be particularly focused upon the two principal towns of Crewe and Macclesfield, underlining the importance of a fit for purpose highway network in Crewe. The Scheme is key to the successful delivery of new development sites, and is explicitly listed in the CEC Infrastructure Delivery Plan with the Local Plan stating;

"The delivery of the employment elements of the site, as well as the contributions it will make towards infrastructure improvements, the A500 is considered to be of vital importance to the delivery of "All Change for Crewe"."

This is detailed further in the Infrastructure Delivery Plan, which was updated in 2016 and provides as follows:

“There is a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road”¹⁰.

In order to deliver their vision for Cheshire East as a whole, the Council has set four strategic priorities. Table 7 demonstrates how the Scheme fits within those strategic priorities.

Strategic Priority	Alignment with Scheme
Promoting economic prosperity by creating conditions for business growth.	The Scheme improves access to the HS2 Hub station and to new development sites stated in the Local Plan.
Creating sustainable communities where all members are able to contribute and where all the infrastructure required to support the community is provided.	<p>The A500 is linked to several development areas in the Local Plan:</p> <p>LPS 2: Basford East, Crewe. The development of a high quality, employment led mixed use development. This area will benefit from good links to the A500 to the south, and the West Coast mainline.</p> <p>LPS 3: Basford West, Crewe. The development of 22 hectares of employment uses and 370 new homes, a new local centre whilst incorporating green infrastructure</p> <p>LPS 8: South Cheshire Growth Village, South East Crewe. The development of a sustainable settlement (650 new homes), mixed use village centre, open space and pedestrian/cycle links.</p> <p>LPS 20: White Moss Quarry, Alsager. The provision of 350 new homes, a new local centre and the incorporation of green infrastructure.</p> <p>LPS 24: Radway Green Extension, Alsager. The provision of 25 ha of employment land and the incorporation of green infrastructure.</p> <p>The increased capacity of the A500 as a result of the Scheme will improve accessibility to these sites.</p>
Protecting and enhancing the environmental quality of the built and natural environment.	Improving access to the open space as a result of proposed development sites.
Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network.	Reducing peak hour congestion

Table 7 - A500 Strategic Fit with Local Plan

¹⁰ Cheshire East Infrastructure Delivery Plan Update 2016

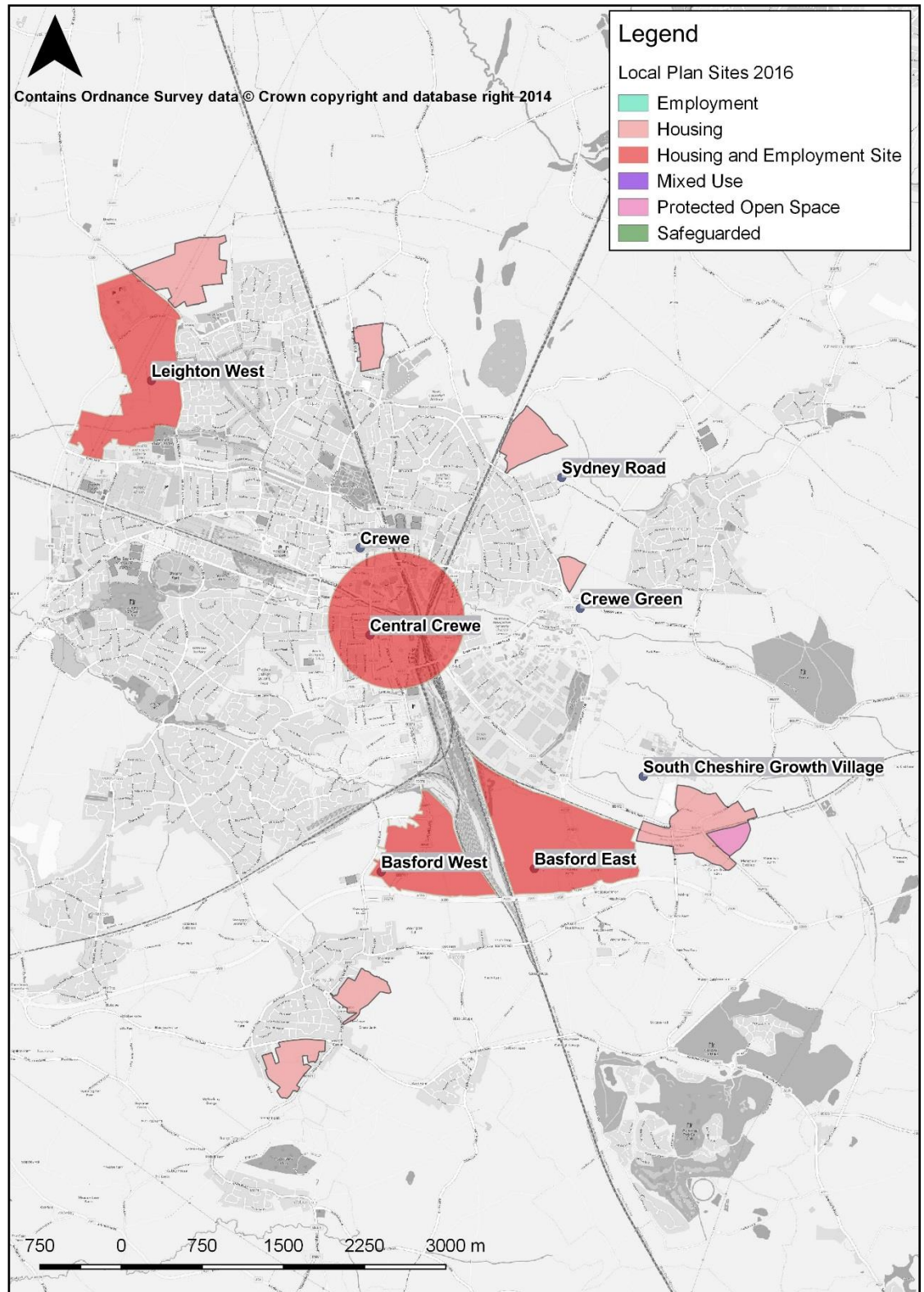


Figure 5 - Local Plan Development Sites

6.4.2 Crewe and Nantwich Replacement Local Plan

The Borough of Crewe and Nantwich Replacement Local Plan was adopted on 17th February 2005 and covers the period up to 2011.

A number of policies from this Local Plan were saved under the Secretary of State's Direction in 2008, though some of these saved policies have now been replaced by policies in the 2017 Local Plan.

The main relevant extracts within the Crewe and Nantwich Local Plan which should be considered when assessing the traffic impact of a scheme include:

- Policy BE3 Access and Parking: new developments should comply with the highways agency's policies concerning access to the M6 motorway and slip roads, and the A49, A500 and A51 trunk roads; and
- Policy BE3 Access and Parking: new developments should comply with the Highways Agency's requirements relating to development which would be likely to generate a material increase in traffic which would result in the M6 motorway, A49, A500 and A51 trunk roads and their associated junctions being overloaded.

The Scheme will increase capacity on the road network and will thus improve access to the Strategic Road Network.

6.4.3 **Crewe Hub HS2 Masterplan**

The Crewe Hub HS2 Draft Masterplan Vision was published in October 2017 and outlines the contribution of HS2 to Crewe.

The Masterplan sets out "Masterplan Vision Development Areas" and specifically refers to the development plans for Basford to develop logistics, industrial and light industrial uses within the development site. The A500 has excellent access to the Strategic Road Network with close proximity to the M6 and has been identified as a main construction access route between Junction 16 and Crewe¹¹.

6.4.4 **Cheshire East Local Transport Plan (LTP) 2019-2024**

The Cheshire East LTP is a strategic plan for the development of transport within Cheshire East over the period 2019-2024, outlining how transport will contribute to and support the longer-term aspirations of the Borough.

Cheshire East's LTP identifies the Dualling as essential to improving the network quality and to address congestion issues.

The LTP also contains six challenges to achieving CEC Transport Vision. These objectives are listed in Table 8 and demonstrate the Scheme's strategic fit. These

¹¹ High Speed Rail (West Midlands-Crewe) Transport Assessment Part 1, July 2017

objectives aim to make explicit the areas where transport can make a positive contribution to the achievement of the priority goals within each area, and also where it would be likely to hinder achievement if under-performance is not addressed.

No.	Objective	Alignment with Scheme
1	Supporting growth and economic strength through connectivity	Improved transport connectivity in the area enables economic growth by opening up key sites for housing and employment development, creating an environment that is attractive for business investment and growth.
2	Ensuring accessibility to services	Key service areas within the region will become more accessible through improvements to highway capacity and an integration with other transport developments. This will also improve access to HS2 presenting a major opportunity for strategic economic growth through connecting 4.9 million people living within one hours travel of the site
3	Maintaining and managing our network assets	Enhance connectivity alongside other transport schemes and increase the capacity of the network
4	Improving organisational efficiency and effectiveness	Increasing highway capacity, particularly on major roads at Junction 16 of the M6 will reduce congestion on major junctions and improve journey reliability and journey time, making the businesses operates in an efficient and effective manner.
5	Promoting health, wellbeing and physical activity	A number of the Local Plan developments incorporate sustainable links and the Scheme will support access to such areas. NMU improvements are also incorporated within the Scheme design
6	Protecting and improving our environment	A number of AQMAs currently exist around the study area due to high levels of congestion. Through increasing the capacity of the highway network, air quality will improve and hence bring environmental benefits

Table 8 - A500 Strategic Fit with Local Transport Plan

Thus, it is considered that the Scheme fits well against the objectives contained within the Cheshire East LTP.

6.4.5 Cheshire East Rights of Way Improvement Plan 2011 – 2026 (ROWIP)

The CE ROWIP is a supporting document of the Cheshire East Sustainable Community Strategy 'Ambition for All' and the CEC LTP. Public Rights of Way (PRoW) have an essential role to play in increasing the opportunities for walking and cycling within the ROWIP. The Plan notes that access from major towns in the

Borough to the surrounding countryside is poor. Some off-road cycling provision exists, for example the Crewe to Nantwich Greenway. There is an ambition for this to extend to also incorporate a strategic cross-town cycle route which connects the main service areas of the town. The Dualling will stop up the four existing uncontrolled crossings over the A500 as they are deemed unsafe after the Scheme is built. As an alternative, new footpath provision and diversions as part of the Scheme will be via bridge crossings of Barthomley Road bridge and Radway Green bridge which are considered safer for NMUs.

6.4.6 Cheshire East Transport Models Review (May 2014)

The transport models review was undertaken to assess the transport modelling work undertaken by CEC in relation to Local Plan developments and to evaluate the adequacy of any proposed mitigation measures.

The A500 corridor improvements on the Barthomley Link Road to the M6 (the Scheme) are identified as a measure required to mitigate against the predicted impacts associated with the development proposals in the Local Plan.

7 DEVELOPMENT OF A500 DUALLING

7.1 Route Development

7.1.1 Following the decision to upgrade the section of A500 between the M6 Junction 16 and Meremoor Moss Roundabout, further work was undertaken to develop and refine the option.

Mainline	Barthomley Road overbridge	Radway Green Road overbridge
<ul style="list-style-type: none"> - Widening to the north - Widening to the south - Hybrid Widening (a combination of both north and south) 	<ul style="list-style-type: none"> - Off-line to the west - Off-line off Mill Lane - Off-line to the east - On-line 	<ul style="list-style-type: none"> - Off-line to the west - Off-line to the east - On-line

7.1.2 In order to identify the best route option, each option was qualitatively and quantitatively assessed against the following criteria:

- Scheme costs, including land acquisition;
- Engineering Constraints (topography and land use, geology and ground conditions, geometry, departures from standards, public utilities, structures, constructability);
- Making best use of pre-existing infrastructure (including a recent construction of a pinch point scheme at the eastern end, including two retaining walls)
- Road user safety; and
- Environmental factors (including landscape, ecology, cultural heritage, air quality, greenhouse gas, noise and vibration, water environment, effects on all travellers, community and private asset, planning).

7.1.3 Each option was assessed and ranked 1 to 3 or, in some cases, joint positions.

7.1.4 Each of the criteria were then assigned a weighting between 0 and 2. The weighting was based on the perceived importance of each criterion in the overall delivery of the Scheme. It was clear from the ranking summary that Option 3 of the Options listed above was the least desirable and so was discounted prior to the weighting.

7.1.5 The total weighted score derived from the quantitative assessment for each option is as follows:

- 1 (widening to the north) – weighted score of 18.1 (2nd); and

- 2 (widening to the south) – weighted score of 21.1 (1st).

7.1.6 As Option 2 outperformed Option 1, it was recommended that the Widening to the South be taken forward as the Preferred Route.

7.2 Adoption of the Preferred Route

7.2.1 Option 2 was formally adopted by the Council as the ‘Preferred Route’ at the Cabinet meeting held on 9 May 2017 (Appendix D).

7.2.2 Following endorsement of the Preferred Route, the Scheme then entered the preliminary design phase in which the Dualling was developed to a sufficient level of detail to allow the submission of a planning application. During this phase, engineering and environmental elements of the Scheme were refined through consultation with landowners and other local interest groups. The refined Preferred Route was subsequently considered during the pre-planning consultation.

7.3 Public Consultation Results – Pre-Planning Consultation

7.3.1 A 6-week pre-planning consultation was held between 20th September and 1st November 2017, including two public exhibitions in September 2017.

7.3.2 The main objectives of the consultation are summarised below:

- To inform the public and other stakeholders of the preferred route for the Scheme;
- To offer the public and stakeholders an opportunity to suggest design changes prior to the submission of a planning application for the Scheme;
- To provide an opportunity for the public and other stakeholders to discuss and ask questions about the Scheme with members of the project team;
- To gauge the level of support for the developing Scheme preliminary design and the support for the Scheme in general;
- To offer an opportunity for stakeholders to provide feedback on the Scheme impacts and environmental mitigation measures, and;
- To maintain and enhance communication with stakeholders.

7.3.3 As part of the consultation, engagement exhibitions were held on the following dates and locations:

- Wednesday 20th September 2017 – Barthomley Village Hall
- Saturday 23rd September 2017 – Barthomley Village Hall

7.3.4 The consultation carried out also included the following:

- Consultation leaflet and questionnaire distribution to residents based within the locality of the Scheme;
- Consultation leaflet to other stakeholders (i.e. local businesses, environmental groups, vulnerable user groups) and statutory consultees;
- Consultation material uploaded to the Council website;
- Liaison forums with affected residents, vulnerable user groups and environmental groups; and
- Engagement via social media (Facebook), along with a dedicated telephone line, email and postal address.

7.3.5 A total of 72 people attended the engagement exhibitions. Approximately 204 leaflets and questionnaires were distributed, with 38 questionnaires returned. Public support was high with 92% of respondents (fully or partly) being in favour of the Scheme.

7.3.6 The stakeholders consulted included landowners affected by the Scheme. In addition to the public exhibitions and consultation measures referred to above, the Council's engagement with landowners has generally included ongoing dialogue throughout the development of the preferred route.

7.3.7 Furthermore, the Council (and their Land and Property Acquisition Advisor) have worked hard to proactively engage with all directly affected landowners and, where possible, alterations have been made to the design to accommodate requests from landowners and tenants.

7.3.8 The parish councils have also been consulted and CEC have made representations at a number of meetings to inform the local residents of updates on the project. Articles have also been included in the local parish newsletters.

7.3.9 Various issues came to light during the consultation process. Where necessary these were addressed with the appropriate stakeholder(s) and, where practicable, design amendments were incorporated prior to the submission of a planning application for the Scheme.

7.3.10 The main changes made as a result of the consultation can be summarised as follows:

- Ponds were relocated and redesigned to minimise permanent land take and impact on farm business;
- Access tracks amended to suit requirements of landowners and tenants; and
- Stopping up and diversion routes of footpaths.

- 7.3.11 The consultation process also highlighted that consultees were concerned about the effects of the dualling on air quality and noise levels for properties nearby. The assessment process concluded that once the Scheme is operational, there would be a minor adverse noise impact on local residents, and a negligible impact in the long term. The air quality assessment concluded that once the dualling is operational, properties located within the local area would not experience an increase in NO₂ levels large enough to exceed the Air Quality Objective limit of 40 µg/m³. The noise and air quality assessments therefore concluded that there would be no significant noise or air quality effects on Barthomley and surrounding local area as a result of the dualling. Local roads would see a reduction in noise levels, though properties adjacent to the A500 itself would see an increase in noise levels. Acoustic fencing has been included within the Scheme design to mitigate the increase in noise levels for the closest sensitive receptors where appropriate.
- 7.3.12 In summary, the pre-planning consultation demonstrated that the Scheme continued to have very high level of support. Following the consultation, suggestions and feedback were reviewed, and where appropriate the emerging Preferred Route was modified.

7.4 Planning Application

- 7.4.1 The design was submitted in planning application ref 18/3766N in July 2019 and was approved with conditions in April 2019.

7.5 Further Route Development

- 7.5.1 In January 2019 Balfour Beatty were appointed as the contractor for the scheme, and they appointed Ramboll as their designer. Following this the scheme underwent a value engineering exercise and the following changes were proposed:
- Meremoor Moss Roundabout reduced to existing size and elongated to the south east to create an oval shape, retaining partial use of existing roundabout to reduce the land take and works required on the A531 arm and western A500 arm.
 - Realignment of the eastern approach to Meremoor Moss Roundabout to achieve compliance with DMRB standards and Road Safety, shifting the southern westbound carriageway to the south resulting in a widened central reserve and extension of culvert.
 - Reduced length of access track south of Meremoor Moss Roundabout off the A531, due to the proposed changes to the roundabout design.
 - Relocation and/or redesign of all attenuation.

- Earthworks solution to flood defence in place of the retaining wall in the original proposals.
- Full demolition and replacement inline of Barthomley Road bridge and Radway Green Road bridge with a higher vertical alignment, requiring full closure of each, to reduce land take costs and simplify construction.
- Realignment of A500 mainline between the two overbridges, widening both to the north and the south, to avoid requirement of National Grid diversion.
- Relocation of access track and footpath between the Duckeries and Barthomley Road, south of A500, to avoid steep vertical alignment.
- Additional land take for utilities protection or diversion
- Cutting slopes increased to 1 in 2 rather than 1 in 3 to reduce land take
- Removal of laybys to reduce costs

7.5.2 This revised design was shared with affected landowners and tenants before being submitted for planning in April 2020.

7.5.3 Further design amendments were incorporated in a planning update in November 2021 following accommodation works discussions with landowners and tenants.

8 DESCRIPTION OF THE PROPOSED ROUTE

8.1 Description

- 8.1.1 The proposed Scheme is shown on a General Arrangement plan contained in Appendix A.
- 8.1.2 The proposed design of the Scheme conforms to modern dual carriageway design requirements. In general, the road will be predominantly in cutting with small sections of low embankment along most of the route. Side and cutting slopes would be constructed at gradients up to 1 in 2.5 and would be topsoiled and grass seeded.
- 8.1.3 The proposed Scheme predominantly follows the same vertical alignment as the existing A500. The Scheme begins at its western-most extent, at the Meremoor Moss roundabout which has four arms, A531 Newcastle Road, A500 Shavington Bypass, B5472 Weston Road and the proposed Dualling. The roundabout will be enlarged to include three lanes on the circulatory carriageway. The north-western quadrant of the roundabout circulatory carriageway will remain in its current position, but the remainder will be elongated so that the south-eastern quadrant will be approximately 14m south east of its existing location
- 8.1.4 The Scheme continues in an easterly direction in cutting which gradually reduces for approximately 190m until it reaches the existing ground level. The road then continues on embankment, gradually rising to around 5m approximately 260m east of the roundabout at which point it crosses over an unnamed watercourse, the culvert for which requires extension to the north and south. Continuing east on embankment for 430m, the Scheme then crosses Englesea Brook, where the existing culvert and underpass require extending. West of Englesea Brook, the existing westbound layby will be removed from the proposed new layout. In addition, the existing eastbound layby to the east of Englesea Brook will also be removed from the proposed layout.
- 8.1.5 The road continues east from Englesea Brook on an embankment which decreases in height over a distance of approximately 180m. The road embankment increases to around 5m towards the western extent of the Duckeries. At this location it travels over an unnamed water course whose culvert will require extending both north and south of the A500. The Scheme then continues east on embankment for a further 60m towards the eastern extent of the Duckeries, where it meets existing ground level.
- 8.1.6 For the next 300m the Scheme is within a deep cutting, which increases to a maximum of about 12m deep, then decreases to meet existing ground level. At this point, the road crosses over Barthomley Brook. The existing culvert would require extending to the south, and sections of the brook to the north and south of the

road will need to be realigned to accommodate two new attenuation ponds. The brook will be realigned over a distance of 90m to the south of the A500 and 80m to the north. The Scheme then enters a cutting on both sides of the carriageway, to approximately 5m deep as it passes under Barthomley Road Bridge.

- 8.1.7 Barthomley Road bridge will be replaced with a new structure which extends over both carriageways, tying in to the existing road north and south of the A500.
- 8.1.8 The Scheme continues within a cutting at a depth of between approximately 2 to 3m for a further 600m. The cut becomes shallower to approximately 1m for approximately 40m after, then deepens again to between 4 and 5m between as it passes under the Radway Green Road Bridge.
- 8.1.9 Radway Green Road bridge will be replaced with a new structure which extends over both carriageways, tying in to the existing road north and south of the A500.
- 8.1.10 The road continues in cutting at around 5m deep which proceeds to get shallower until the approach to M6 Junction 16 where the road proceeds on a small embankment until it connects into the roundabout. A section of this cutting is supported by an existing retaining wall to the north side of the road, from approximately 70m east of Radway Green Road bridge, eastwards for 200m.
- 8.1.11 Drainage of the new carriageway will discharge into existing watercourses and existing highways drainage systems at several locations. The attenuation will be provided by means of ponds and discharge will be restricted to either greenfield or brownfield runoff rate. The conveyance of surface water will be via filter drains, kerbs and gullies, or surface water carrier drains.

8.2 Gas Main Diversion

- 8.2.1 An existing National Grid high pressure gas main running perpendicular to the A500 located at approximately 400m east of Barthomley Road requires diverting as a result of the scheme. The diversion is to allow for an upgrade to the pipeline which is necessary to meet current standards for a pipeline of this nature in the vicinity of a heavily trafficked route, such as the proposed A500 dual carriageway.
- 8.2.2 The diversion works will require land to the north and south of the A500 for working space and a site compound. This land is included in the approved planning application boundary and in the Compulsory Purchase Order land.
- 8.2.3 Other statutory undertaker's equipment will need diverting or protecting as a result of the scheme, but the National Grid gas main requires by far the most significant alterations, in terms of cost and impact of the works.

8.3 Design Standards

- 8.3.1 The design of the Dualling and two side roads will be in accordance with the National Highways Design Manual for Roads and Bridges (DMRB).
- 8.3.2 The following speed limits are applicable to the Scheme:
- A500 Mainline = 70mph
 - Barthomley Road / Radway Green Road = 60mph (existing speed limit)
- 8.3.3 The geometry associated with each element of the Scheme has been developed based on corresponding design speeds.
- 8.3.4 The design complies with the geometric requirements set out in the DMRB however, due to some of the existing constraints, some departures have been designed into the Scheme.

9 SIDE ROADS ORDER

9.1 The Need for a Side Roads Order (SRO)

- 9.1.1 The SRO is required to enable the Council to stop up existing side roads and private means of access affected by the construction of the Dualling, to improve existing side roads, and to create new side roads and private means of access required as a consequence of the main works. These are summarised below.
- 9.1.2 In this section the A500 is referred to as “the Classified Road”.

9.2 Meremoor Moss Roundabout and Other Alterations (Site Plan No. 1)

- 9.2.1 Meremoor Moss Roundabout will be elongated by approximately 19m on its south eastern side creating an oval type shape for the circulatory carriageway.
- 9.2.2 The A500 mainline will be widened to the south to upgrade the road to dual carriageway between Meremoor Moss Roundabout (Site Plan No. 1) and M6 Junction 16 (Site Plan No. 6).
- 9.2.3 The B5472 is to be improved from the northern extent of the central island on the B4572 approach to Meremoor Moss Roundabout, northwards for a distance 130m.
- 9.2.4 The access off the B5472, north of Meremoor Moss Roundabout, into field 6444 will be stopped up and replaced with a new private means of access which will run along the same route. The same access will also provide access to field 8861 and Attenuation Pond A1, to the east by an extension to the track that will run parallel to the A500 boundary, over the unnamed watercourse and into field 8861. The track will then continue along the southern boundary of field 8861 and provide access to fields 9345, 0236, 1547 and 1047, and Attenuation Pond A2 to the north of the A500 as shown on Site Plan No. 2.
- 9.2.5 The access directly off the A500 mainline into field 6444 to the north, approximately 180m east of the existing Meremoor Moss roundabout, will be stopped up. The field will be accessed via the access described in the paragraph above.
- 9.2.6 The access directly off the A500 mainline into fields 7022 and 4300 to the south, approximately 180m east of the existing Meremoor Moss roundabout, will be stopped up and the field will be accessed via a new private means of access from the A531 approximately 130m south west of the existing Meremoor Moss roundabout. The track continues to run parallel to the southern boundary of the A500 to provide access to field 9345.

9.3 Englesea Brook, the Duckeries and Other Alterations (Site Plan No. 2)

- 9.3.1 The access to the north into fields 0236, 9345, 8961, 1047 and 1547, directly off the A500, approximately 80m west of Englesea Brook will be stopped up and replaced with the access track off the B5472 (seen on Site Plan No. 1) running parallel to the A500 to the north.
- 9.3.2 The access to the south into fields 1047, 9345, 0236, 9020 and 1547, directly off the A500, approximately 80m west of Englesea Brook will be stopped up. Access to fields will now be gained either via the access track running parallel to the A500 to the south, starting from the A531 and through fields 4300, 7022 and 9345 as shown on Site Plan No.1, or via the access track running parallel to the north of the A500, starting from the B5472, travelling parallel to the A500 and through the underpass parallel to Englesea Brook (shown on Site Plans Nos. 1 and 2).
- 9.3.3 To the north of the A500, the existing private means of access running through field 1547 connecting into the existing A500 underpass is to be stopped up and realigned to the southern perimeter of the field, to accommodate Attenuation Pond A2. Access via the underpass connecting land in the same ownership north and south of the A500 will be stopped up and replaced along the same route. On the southern side of the existing A500 underpass, the existing private means of access is to be stopped up and realigned to tie into the proposed underpass extension. At the southern extent of these alterations, approximately 35m south of the Englesea Underpass, another track will run east-west connecting into field 0236, to replace the existing track immediately south of the A500 that is lost beneath the footprint of the Scheme.
- 9.3.4 A direct access for Attenuation Pond B will be provided off the A500 mainline approximately 215m east of Barthomley Brook, into field 2465 (shown on Site Plan No. 2).

9.4 Barthomley Brook, Barthomley Road and Other Alterations (Site Plan No. 3)

- 9.4.1 Public Footpath Barthomley FP04 will be stopped up south of the A500 from where it meets the proposed realigned footpath then northwards, including the at-grade crossing over the A500 mainline, and then northwards and eastwards to the point at which it meets Barthomley Road. A section of FP27, approximately 21m, will be stopped up from the where it meets the proposed realigned footpath to the point at which it meets the existing FP04 north of the A500.
- 9.4.2 To the north of the A500 FP04 will be replaced with a route starting from the location 21m north of where the existing FP04 meets FP27 and continuing

eastwards to meet Barthomley Road south of Smiths Green Cottages. Part of this route is also the access for Attenuation Pond C2.

- 9.4.3 To the south of the A500 the realigned FP04B will run parallel to the A500 mainline continuing along the southern side of the carriageway, at the toe of the proposed embankment, within the proposed highway boundary, until it meets Barthomley Road north of Cyprus Cottage. Part of this route is also the access for Attenuation Pond C1, east of Barthomley Brook.
- 9.4.4 Barthomley FP17 will be stopped up from the starting point at Mill Lane to the point at which it meets the existing A500. The at-grade crossing over the A500 carriageway at this location will also be stopped up. The proposed alternative route is via Barthomley Road bridge along which there will be a footpath.
- 9.4.5 To the east of Barthomley Road there will be a new footpath starting from opposite Cypress Cottage and running northwards parallel to Barthomley Road, then running eastwards parallel to the southern boundary of the A500. This new footpath will tie into FP17 to the south of the A500, as shown on Site Plan No.4.
- 9.4.6 Barthomley Road is to be improved from the southern boundary of Jasmine Cottage, along the entirety of the structure to a point approximately 10m south of Cypress Cottage, by raising the road levels and replacing and lengthening the structure. There will also be stopping up of Barthomley Road between the existing and proposed highway boundaries where modifications are being made to the structure.

9.5 Land at Daisy Bank Farm, Smith Lane and Other Alterations (Site Plan No. 4)

- 9.5.1 Barthomley FP17 will be stopped up on the south of the A500 from the southern boundary of the existing A500 to where it meets the eastern extent of the proposed FP17 diversion that follows the southern boundary of the widened A500 (see Site Plan No. 3). The at-grade crossing over the A500 carriageway at this location will also be stopped up.
- 9.5.2 Barthomley FP33 will be stopped up on the south of the A500 from where it meets the proposed footpath diversion, northwards to its junction with FP07. Barthomley FP07 will be stopped up from its junction with FP33 eastwards, parallel to the A500 mainline, to where it meets the proposed footpath diversion. The footpath will be diverted between the two stopped up locations, parallel to the widened A500 and continue east towards Bluemire Farm (Site Plan No. 5).
- 9.5.3 The at-grade crossing from FP33 over the A500 to Smithy Lane on the north will be stopped up. A new footpath will be provided travelling eastwards along the

northern boundary of the A500, to tie into Radway Green Road (see Site Plan No. 5).

- 9.5.4 The private means of access directly off the A500 to the south, 370m east of Barthomley Road, into fields 2485 and 4500 will be stopped up. An alternative access is available via Barthomley Road to the south.
- 9.5.5 The private means of access directly off the A500 to the north, 260m west of Smithy Lane, into fields 3700 and 4500 will be stopped up. Alternative accesses are available via Daisy Bank Farm and Smithy Lane.
- 9.5.6 The private means of access running parallel to and to the north of the A500, west of Smithy Lane, will be stopped up and replaced by a new private means of access that follows the boundary of the realigned A500.
- 9.5.7 Barthomley FP18 will be stopped up between the proposed new private means of access and the existing A500 boundary including the at-grade crossing. The footpath will be diverted via the new private means of access on the southern side of field 7100, then will cross over Smithy Lane and continue eastwards on the northern side of the proposed classified road boundary, running parallel to the A500 until it meets Radway Green Road (see Plan No. 5).
- 9.5.8 A new highway will also be provided between Smithy Lane and the stopped up section of FP18 north of the A500, along the same route as the new private means of access, to provide a turning circle for vehicles.
- 9.5.9 Smithy Lane will be improved from 25m south of the Alms House, southwards towards the boundary of the A500.

9.6 Bluemire Farm, Radway Green Road and Other Alterations (Site Plan No. 5)

- 9.6.1 Barthomley FP25 will be stopped up between its junction with Radway Green Road and the A500 (Site Plan No. 6). The at-grade crossing from the location at which FP25 meets the A500 will also be stopped up. Footpath users instead will be diverted across Radway Green Road bridge and eastwards along Barthomley FP15.
- 9.6.2 A new footpath will be provided which will run from the south of Smithy Lane (Site Plan No. 4) to Radway Green Road, travelling along the northern perimeter of the A500. In addition, a new footpath is proposed on the southern side of the widened A500, continuing from Barthomley FP07 and Barthomley FP33 as shown on Site Plan No. 4., then continue eastwards parallel to the A500 towards and to the south of Bluemire Farm to connect into Radway Green Road. The section of this footpath around the perimeter of Bluemire Farm will also be a private means of access into an area of landscape planting to the west of the farm and south of

the A500 and the most eastern section of this footpath will also be a private means of access into field 8362 starting from the same location as the existing field access on Radway Green Road and entering the field via a dedicated access to the south.

- 9.6.3 Radway Green Road is to be improved from a location approximately 55m north of the proposed highway boundary, southwards along the road and structure to a location approximately 120m south of the proposed highway boundary, by raising the road levels and replacing and lengthening the structure. It also includes stopping up of the highway between the existing and proposed highway boundaries, on the east and west sides of Radway Green Road, to the north and the south of the A500.

9.7 Land at Daisy Bank Farm, Smith Lane and Other Alterations (Site Plan No. 6)

- 9.7.1 Barthomley FP25 to the north of the A500 will be stopped up between its junction with Radway Green Road (Site Plan No. 5) and the A500. The existing at-grade crossing over the A500 will also be stopped up. An alternative route is available via Radway Green Road bridge and footpath Barthomley FP15 to the south of the A500.
- 9.7.2 Barthomley FP15 will be stopped up from where it meets the western extent of the proposed realigned footpath, south of the A500, eastwards towards the border with Staffordshire County Council. The footpath will be diverted along the south of the widened A500 from the point at which the existing is stopped up, eastwards to a northwards spur that connects to a footpath within the existing highway boundary at M6 Junction 16.

9.8 Footpaths

- 9.8.1 The changes to the Public Rights of Way ("PRoWs"), in terms of stopping up sections of existing routes and diverting these along new sections of footpath and footways, would reduce the amenity value of the affected PRoWs as the setting would change at the location where the footpath crosses the road. However, these changes have been proposed to maintain the connection of the original routes, and to provide safe diversions and crossings to then re-join the original route; overall the diverted routes along with new footpath provision is considered to be considerably safer than existing situation with minimal disruption to the well-used routes.

10 THE COMPULSORY PURCHASE ORDER

10.1 Introduction

- 10.1.1 The scheme requires the acquisition of land and the CPO has been made for this purpose. The Council has also entered into negotiations with landowners affected or has offered to do so with a view to agreeing voluntary terms of acquisition but it is necessary to seek authority for compulsory purchase to ensure that all land required for the scheme can be available at the appropriate time to enable the scheme to proceed and which is in the public interest.

10.2 The Order Land

- 10.2.1 The breakdown of land by existing use and purpose for which it is required for the Scheme is set out below:

Existing Land Use	Hectares	% of existing land to be used
Agricultural Land	12.07 ha permanently required 13.74 ha temporarily required	43% 49%
Non-Agricultural Land (this does not include existing highway land)	0.39 ha permanently required 1.67 ha temporarily required	1% 6%

Table 9 – Breakdown of existing land use

- 10.2.2 In total, 13.98 ha is permanently required for the carriageway, drainage works and environmental mitigation. No properties would require demolition due to the Scheme.
- 10.2.3 For ecological mitigation, habitat loss and gain calculations have been undertaken for the Scheme to ensure there is a net gain in habitats, resulting in an ecologically sustainable Scheme. These habitats include replacement habitats for one pond lost to the Scheme, neutral species-rich grassland, and provision of suitable habitat for bats (including hop-overs), water vole, breeding birds and badgers. The habitat losses and gains due to the Scheme are detailed in Table 10.

Habitat Type Lost	Area of Habitat Lost	Habitat Type Created	Area of Habitat Gained	Habitat Net Gain / Losses
Broad-leaved semi-natural woodland (A1.1.1).	1,600 m ²	Woodland	18,600 m ²	-11,400m²
Broad-leaved plantation woodland (A1.1.2)	34,500 m ²	Woodland edge	12,500 m ²	
Mixed Plantation Woodland (A.1.3.2)	11,500 m ²	Linear belts of shrub and trees	5,100 m ²	
TOTAL WOODLAND (ALL TYPES)	47,600 m²	TOTAL WOODLAND (ALL TYPES)	36,200 m²	
Semi-improved acid grassland (B1.2)	1100 m ²	Species – rich grassland	8,600 m ²	+25,000m²
		Acid grassland	17,500 m ²	
		TOTAL SPECIES-RICH GRASSLAND	26,100 m²	
Marshy grassland (B5)	5,500 m ²	Marshy grassland (attenuation ponds and wildlife areas)	3,300 m ²	+6,000m²
		Wetland habitat for water vole	8,200 m ²	
		TOTAL	11,500 m²	

Habitat Type Lost	Area of Habitat Lost	Habitat Type Created	Area of Habitat Gained	Habitat Net Gain / Losses
Scattered Trees (including mature trees) (A3.1)	43 trees	Scattered trees; individual trees; and shrubs with intermittent trees.	Total approximately 2,466 trees	+2,422 trees
Veteran Tree	1			
Native species-rich hedgerow (J2.1.1)	128 m	Native hedgerows with trees	4,500 m	+3,679 m
Native species-rich defunct hedgerow (J2.2.1)	0 m			
Native species-rich hedgerow and trees (J2.3.1)	0 m	Native species hedges	3,958 m	
Species-poor hedgerow (J2.1.2.)	4,000 m			
Species-poor defunct hedgerow (J2.2.2.)	12 m	Translocation of species-rich hedgerow	129 m	
Species-poor hedge and trees (J2.3.2.)	768 m			

Habitat Type Lost	Area of Habitat Lost	Habitat Type Created	Area of Habitat Gained	Habitat Net Gain / Losses
TOTAL HEDGEROW (ALL TYPES)	4,908 m	TOTAL HEDGEROW (ALL TYPES)	8,587 m	
Standing water (G1) (Pond P18 to be lost)	1 pond	N/A	4 ponds	+ 3 ponds

Table 10 – Habitat loss and gains due to Scheme

10.2.4 The loss of wet woodland and marsh habitat (for which the site is proposed for designation) would be mitigated on site as follows:

- Creation of species-rich broad-leaved semi-natural woodland habitat immediately adjacent to the pLWS. Native species of local provenance; and,
- Management of 13,584m² of broad-leaved plantation woodland to the western side of the pLWS to remove/reduce the current extent of hybrid poplar and return the entire extent of the pLWS into favourable condition.

10.2.5 These areas will also provide wider benefits in terms of ecology and nature conservation by enhancing ecological connectivity at the landscape scale, establishing resilience in those habitats by improving quality/condition and spatial extent, and establishing a long-term maintenance/management regime.

10.2.6 The proposed extent of environmental mitigation has been agreed with the CEC ecologist and landscape architect. The Scheme has been granted full planning permission and as a result it can be considered that the Scheme provides robust ecological and landscape mitigation.

10.2.7 It is also considered that land required for environmental purposes (namely ecological mitigation and compensation, landscape screening and integration, and noise attenuation) is fully justified.

10.3 Description of Land Required for Title by Plot References

Classified Road, Ancillary Highways and Existing Highway to be Improved

10.3.1 For the following plots, full title to the land is required for the Classified Road, for associated drainage works, for the provision of ancillary highways, and

improvements to existing highways to connect the Classified Road to the existing network:

Site Plan 1: Plots 1/1, 1/2g, 1/2k, 1/2p, 1/2s, 1/2u, 1/2v, 1/3, 1/5, 1/5d, 1/5j, 1/5k and 1/5m.

Site Plan 2: Plots 2/1, 2/1c, 2/1h, 2/1j, 2/1m, 2/1v, 2/1x, 2/1y, 2/1aa, 2/1af, 2/1am, 2/1an, 2/1ao, 2/1ap, 2/2, 2/2a, 2/2b, 2/3e, 2/3f and 2/3j.

Site Plan 3: Plots 3/1, 3/1c, 3/1d, 3/1e, 3/1f, 3/1g, 3/1j, 3/1m, 3/1aa, 3/1ab, 3/1ac, 3/1ad and 3/2.

Site Plan 4: Plots 4/1a, 4/1d, 4/1e, 4/1g, 4/1s, 4/1ac, 4/2, 4/3, 4/3e, 4/3j and 4/3o.

Site Plan 5: Plots 5/1, 5/1g, 5/1k, 5/1l, 5/1n, 5/1o, 5/1t, 5/2, 5/2a, 5/2b, 5/3a, 5/3c, 5/3l, 5/3p, 5/4, 5/5a and 5/5c.

Site Plan 6: Plots 6/1a, 6/2 and 6/3.

Public Rights of Way and their verges

- 10.3.2 For the following plots, full title is required for the provision of a footpath outside the boundaries of the Classified Road:

Site Plan 1: None.

Site Plan 2: None.

Site Plan 3: Plot 3/1y.

Site Plan 4: Plots 4/1f, 4/1i, 4/1k, 4/1o, 4/1u, 4/3b and 4/3f.

Site Plan 5: Plots 5/1a, 5/3, 5/3d, 5/3k, 5/3t and 5/3x.

Site Plan 6: Plot 6/1.

New Means of Access

- 10.3.3 For the following plots, full title is required for the provision of accommodation tracks to give third party rights of access outside the boundary of the Classified Road:

Site Plan 1: Plots 1/2c, 1/2e, 1/2i, 1/2j, 1/2l, 1/2r, 1/2t, 1/5b, 1/5f and 1/5g.

Site Plan 2: Plots 2/1f, 2/1q and 2/3a.

Site Plan 3: None.

Site Plan 4: Plot 4/1u.

Site Plan 5: Plots 5/1f, 5/1p and 5/3x.

Site Plan 6: None.

- 10.3.4 Subject to agreement with the landowner, the Council may seek to negotiate a licence to occupy during construction followed by access rights in place of full title acquisition. However, in the absence of such agreement the Council requires the security of the right to acquire full title.

Site Compounds and temporary access and working space for the main highways works

- 10.3.5 For the following plots, full title is required to provide for site compounds and/or topsoil storage areas associated with the construction of the Scheme:

Site Plan 1: Plots 1/2, 1/2b, 1/2d, 1/2f, 1/2h, 1/2m, 1/2n, 1/2o, 1/2q, 1/5a, 1/5c, 1/5e, 1/5i, 1/5n and 1/5o.

Site Plan 2: Plots 2/1a, 2/1b, 2/1d, 2/1g, 2/1i, 2/1p, 2/1ab, 2/1ac, 2/1ae and 2/3i.

Site Plan 3: Plots 3/1a, 3/1h, 3/1i, 3/1k, 3/1n, 3/1o, 3/1x and 3/1z.

Site Plan 4: Plots 4/1, 4/1b, 4/1c, 4/1h, 4/1l, 4/1m, 4/1n, 4/1t, 4/1v, 4/1w, 4/1ae, 4/1af, 4/1ag, 4/3a, 4/3c, 4/3d and 4/3g.

Site Plan 5: Plots 5/1b, 5/1c, 5/1d, 5/1e, 5/1h, 5/1i, 5/1j, 5/1m, 5/1r, 5/1s, 5/3b, 5/3e, 5/3g, 5/3j, 5/3o, 5/3q, 5/3r, 5/3s and 5/5.

Site Plan 6: Plots 6/1b, 6/1c and 6/1d.

- 10.3.6 Subject to agreement with the landowner, the Council may seek to negotiate a temporary licence to occupy during construction in place of full title acquisition. However, in the absence of such agreement the Council requires the security of the right to acquire full title.

Environmental Mitigation

- 10.3.7 For the following plots, full title is required for the provision of landscape and ecological mitigation against the effect of the Classified Road:

Site Plan 1: Plot 1/5h.

Site Plan 2: Plots 2/1k, 2/1n, 2/1s, 2/1t, 2/1u, 2/1w, 2/1z, 2/1ad, 2/1ah, 2/3, 2/3b, 2/3c and 2/3d.

Site Plan 3: Plots 3/1b and 3/1p.

Site Plan 4: Plot 4/3n.

Site Plan 5: Plots 5/3f, 5/4a and 5/5b.

Site Plan 6: None.

10.4 Description of Land Required for Rights by Plot References

- 10.4.1 For the following plots, rights are required by the highway authority for the purpose of construction and maintenance of drainage pipes and outfalls and access to an environmental mitigation pond over 0.7122 Ha of land:

Site Plan 1: Plots 1/2c, 1/2j, 1/2l, 1/2n, 1/2q, 1/2r, 1/2t, 1/5b, 1/5e, 1/5f and 1/5i.

Site Plan 2: Plot 2/1f and 2/1ak.

Site Plan 3: None.

Site Plan 4: None.

Site Plan 5: Plots 5/3t, 5/3u and 5/3x.

Site Plan 6: None.

- 10.4.2 For the following plots, rights are required to enable the Council to enable statutory undertakers to divert, maintain and use underground services over 0.8104 Ha of land.

Site Plan 1: None.

Site Plan 2: None.

Site Plan 3: None.

Site Plan 4: Plots 4/1l and 4/1t.

Site Plan 5: None.

Site Plan 6: None.

11 EFFECTS ON LAND USE AND AGRICULTURE

- 11.1.1 Agriculture is the dominant existing land use of the land included in the Orders, comprising predominantly arable land, livestock grazing, and grazing for dairy farming.
- 11.1.2 The Scheme will affect twelve land interests due to permanent and temporary land take. The total land take for the Scheme is 29.41 ha, of which 15.43ha is temporary land take, affecting eight farm interests. This comprises the temporary loss of 1.11 ha of grade 2 land, 12.55 ha of grade 3 land and 1.77 ha of grade 4 land.
- 11.1.3 The total permanent land take totals 13.98 ha, affecting eight land interests. This comprises the permanent loss of 1.00ha of grade 2 land, 7.21 ha of grade 3 and 5.77 ha of grade 4.
- 11.1.4 This land is required in order to undertake the dualling of the A500, as well as associated embankments and cuttings, drainage ponds, new access tracks and essential environmental mitigation. Farm units and land holdings will be affected by severance issues, including loss of access to land/fields, severance of fields and severance of land drainage systems. The Orders authorise the provision of new field accesses and accesses to farmsteads. Further accommodation works are proposed to mitigate the effects of severance, in agreement with the landowners as part of their overall entitlement to compensation.
- 11.1.5 All of the farming interests affected by the Orders would have to adjust their operations as a consequence of the Scheme, but none of those adjustments would be of such a scale as to materially alter the functioning of the holding or its operational sustainability. The majority of the changes relate to issues of revised accesses to land and increased journey times between areas of operational interest and can be addressed through accommodation works or the land compensation code.
- 11.1.6 The impacts on five of the land interests due to land take have been assessed as insignificant adverse as a result of the area of land take. The impacts on three of the land interests as a result of land take have been assessed as significant adverse.
- 11.1.7 In the case of the three land interest assessed as having a significant adverse impact, the impact on likely future farm business viability is assessed as insignificant. The farm businesses would be affected by land-take and this may result in a reduction or restructuring of their activities. However, this is assessed as not significantly compromising the likely future viability of the farm businesses and they are likely to be able to continue trading, albeit after some restructuring of their operations.

- 11.1.8 The loss of agricultural land classified as best and most versatile has been minimised to the extent consistent with the Scheme Objectives and is significantly outweighed by the benefits of the Scheme which is the product of a robust option and route selection process.

12 SPECIAL CATEGORIES OF LAND

- 12.1.1 The Order Land does not contain land that is special category land within the meaning of the Acquisition of Land Act 1981 (open space, common land, allotments or field gardens), land held inalienably by the National Trust, consecrated ground, land in a general improvement area or land in a housing action area.

13 THE PLANNING POSITION

13.1 Introduction

This chapter sets out the planning policy and other material considerations for the Scheme that were identified during the planning process and refers to the conclusions that the LPA reached in the determination of the application.

13.2 Planning Policy

Principle of the Scheme

13.2.1 At the local level, CEC adopted the Local Plan Strategy 2010-2030 on 27th July 2017. The document sets out the overall vision and planning strategy for development in the borough and contains planning policies to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies 50 strategic sites and three strategic locations that will accommodate most of the new development needed for the borough's growth predictions.

13.2.2 This need for supporting infrastructure is set out in the 'Vision for Cheshire East' in 2030, from the Local Plan:

"Well designed new employment and housing development will have been developed to fully meet identified needs in locations that reduce the need to travel. The infrastructure to support this growth will have been delivered in partnership with other organisations, whilst maximising and enhancing those built and natural features most valued across the borough."

13.2.3 In order to achieve the vision CEC have developed four strategic priorities; Strategic Priority 4 is:

"Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network", which will be delivered by measures including "...Providing additional transport infrastructure to improve connectivity".

13.2.4 In terms of planning policies in the Local Plan, Policy IN 1 (Infrastructure), states that:

"Infrastructure delivery will take place in a phased co-ordinated manner guided by the Infrastructure Delivery Plan".

13.2.5 Policy CO2 (Enabling Business Growth Through Transport Infrastructure) of the Local Plan, specifies that support will be given for schemes identified within the CEC Infrastructure Delivery Plan. The Scheme is included in the current Infrastructure

Delivery Plan (July 2016), and is also identified in the supporting text to Policy CO2, as a major highway scheme that the policy will support.

13.2.6 CEC's Infrastructure Delivery Plan identifies the importance of improvements to the A500. The Scheme is also identified in the emerging Strategic Transport Plan (STP) for the Cheshire and Warrington LEP.

13.2.7 At the national level, Paragraph 8 of the National Planning Policy Framework (NPPF) (2019), describes the roles of the three dimensions of sustainable development: economic, social and environmental. The description of each objective includes:

"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

13.2.8 Within CEC the proposed Scheme will contribute to achieving the economic, social and environmental objectives of the NPPF through the following:

- By improving the efficiency and reliability of the highway network, the Scheme will contribute to CEC's economy by reducing congestion and enhancing connectivity, improving business efficiency and productivity, as well as supporting future growth by assisting the delivery of key employment sites and HS2;
- The Scheme will contribute to achieving social objectives by supporting the delivery of housing allocations, improving journey times and improving the reliability of public transport; and
- The Scheme will support environmental objectives by reducing congestion, minimising amenity impacts through improved landscaping and acoustic fencing and providing a net gain in biodiversity.

Green Belt

- 13.2.9 The Scheme is within land designated as Green Belt in the Local Plan. The NPPF shows that the Government attaches great importance to Green Belts, with the fundamental aim of preventing urban sprawl by keeping land permanently open. Paragraph 134 of the NPPF, identifies the five purposes of the Green Belt as:

*“a) to check the unrestricted sprawl of large built-up areas;
b) to prevent neighbouring towns merging into one another;
c) to assist in safeguarding the countryside from encroachment;
d) to preserve the setting and special character of historic towns; and
e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*

- 13.2.10 The Local Plan Green Belt policy reflects national policy, from the NPPF, which also states that ‘substantial weight’ should be given to any harm caused to the Green Belt and that ‘inappropriate’ developments should not be approved except in ‘very special circumstances’. Further, Paragraph 144 of the NPPF states that ‘very special circumstances’ will not exist unless the potential harm to the Green Belt

“by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”

- 13.2.11 Paragraph 146 of the NPPF lists forms of development other than buildings that are:

“not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it”.

- 13.2.12 This includes: *“local transport infrastructure which can demonstrate a requirement for a Green Belt location”.*

- 13.2.13 The proposed scheme would not technically preserve the openness of the Green Belt as it would encroach on space which is currently free from development. It can therefore be considered to constitute inappropriate development in the Green Belt.

- 13.2.14 The NPPF advises that any other harm additional to that of inappropriateness must also be considered. There would also be some landscape and ecological harm given the loss of existing trees, planting and habitats.

- 13.2.15 Very Special Circumstances however, exist for the proposed scheme, namely the locational necessity and the economic, social and environmental benefits which clearly outweigh the harm to the Green Belt and the other harm identified.

- 13.2.16 It is considered that these factors clearly outweigh the harm to the Green Belt and the other harm identified.

Other Planning Considerations

- 13.2.17 Assessments of the proposed Scheme's effect on the surrounding environment (in terms of landscape, ecology, cultural heritage, air quality, noise and vibration, soils, geology, hydrogeology and materials, drainage, people and communities and traffic) have demonstrated that through careful design, appropriate mitigation and enhancement, the proposed Scheme does not conflict with national and local planning policy.

13.3 The Planning Application Determination

- 13.3.1 The original application was the subject of a full consultation programme and was reported to the CEC Strategic Planning Board on 19 December 2018 with a recommendation for approval. The committee report stated that the proposal would constitute inappropriate development in the Green Belt, but this would be outweighed by the very special circumstances, consisting of economic benefits, assisting the delivery and unlocking the benefits of HS2, local transport benefits, expansion of the existing road with no other option viable, and social and environmental benefits. The report also noted that:

'The development would also provide benefits of increasing capacity of the existing highway network, economic benefits and enhanced landscaping and ecological impacts thus betterment from the existing situation'.

The report concluded that:

'it is considered that the benefits outweigh the dis-benefits. As such, on balance, it is considered that the development constitutes sustainable development and should therefore be approved'.

- 13.3.2 The Strategic Planning Board subsequently resolved to approve the scheme subject to referral to the Secretary of State for Communities and Local Government. On 24 January 2019 the Secretary of State confirmed that he had decided not to call in the application, as he was content to allow the application to be determined by the Local Planning Authority. The Council subsequently issued the decision notice and granted planning permission for the scheme on 24th April 2019, subject to 24 Planning Conditions.

13.4 The Planning Application Re-submission

- 13.4.1 Following the approval of planning permission, a number of amendments to the Approved Scheme were identified along with an additional area required for certain

additional works e.g. a National Grid gas pipeline diversion. Given the scale and extent of these changes, it was agreed with the Local Planning Authority that a new planning application (a resubmission) was required for the revised scheme.

- 13.4.2 A planning application was subsequently submitted on 28th April 2020 to secure planning permission for these changes and the revised scheme considered at Planning Committee on 26th August 2020 when it was resolved to grant planning permission subject to 24 planning conditions and subject to confirming the final amount of biodiversity off-setting with Ecology officers.

13.5 The Planning Application Implementation

- 13.5.1 The revised Planning Permission approval, and specifically the planning conditions have been reviewed by the technical specialists involved with the Planning Application and, based on this review, it is considered that the Planning Conditions attached to the permission are reasonable and can be complied with. Overall, there are not known to be any planning impediments that would prevent the Scheme proceeding.

13.6 Planning Summary and Conclusion

- 13.6.1 The Scheme is identified as a planning and infrastructure policy priority in the CEC local development plan and would assist the delivery on numerous economic and social benefits in this part of Cheshire East. It has limited impact upon its surroundings, partly due to it being an enlargement of an existing piece of infrastructure and because of the detailed and careful design of the Scheme.
- 13.6.2 Whilst determining the scheme's Planning Application, the LPA considered all the aspects and potential impacts of the scheme. In particular, its Green Belt location and impacts on, residential amenity, landscape and trees, design, ecology, historic environment, air quality, noise and vibration, contaminated land, flood risk, public rights of way, traffic and highways, gas pipelines/explosives, and economic sustainability.
- 13.6.3 Finally, it is considered that the associated planning conditions can reasonably be complied with and that there are no other planning impediments that could prevent the scheme progressing.

14 SCHEME FUNDING

14.1 Sunk Costs

- 14.1.1 In line with guidance set out within WebTAG Unit A1.2, only the costs which will be incurred subsequent to the economic appraisal and the decision to go ahead are considered. ‘Sunk’ costs, which represent expenditure incurred prior to the Scheme appraisal and which cannot be retrieved, should not be included.

At the time of submission of the Outline Business Case in May 2019, £4.50m of project development costs had been incurred by the Council. These costs are considered sunk and have consequently been excluded from both the economic and financial cases.

14.2 Base Costs

- 14.2.1 The base costs, which do not include optimism bias, risk and inflation are shown in Table 11. They are based on 2018 prices. The base costs are split into the following categories:

- Construction and Preliminaries;
- Statutory Undertakers;
- Land and Property; and
- Jacobs / CEC / Contractor fees

Investment Cost Component	Base Cost Estimate Excluding Inflation, Undiscounted (2018)
Construction and Preliminaries	£38.6m
Statutory Undertakers Diversions	£6.5m
Land Claim	£2.4m
Preparation cost	£2.4m
Supervision cost	£3.7m
Base Cost Sub Total	£57.7m

Table 11 - Base Costs – 2018 Prices Excluding Inflation

The costs, which do include inflation are shown in Table 12. They are also based on the above 2018 prices but with inflation added.

Investment Cost Component	Base Cost Estimate Including Inflation, Undiscounted
Base costs	£57.7m
Inflation	£6.54m
Base Cost Sub Total	£64.3m

Table 12 - Base Costs – Outturn Prices Including Inflation (Excluding sunk costs)

14.3 Maintenance Costs

- 14.3.1 The Scheme will require maintenance work which will create costs that would not be present if the Scheme was not built.
- 14.3.2 Maintenance costs for the bypass have been estimated based on the capital cost (e.g. people and machinery) of maintenance. The cost has been estimated using the typical maintenance profiles provided in the QUADRO manual, based on the road's length, flow and carriageway standard.

14.4 Funding Arrangements

Table 13 outlines the intended funding arrangements for the proposed Scheme.

Funding Source	Value £ (Excluding Sunk Costs)	Value £ (Including Sunk Costs)
DfT Grant	£53.3m	£55.1m
Local Contribution	£11.0m	£13.6m
Total scheme costs	£64.3m	£68.7m

Table 13 - Funding Arrangements

14.5 Funding Approval

On the 5th May 2020, the approved funding arrangements were reported to CEC Cabinet, and approval was sought for the on-going funding of the scheme. Cabinet subsequently approved the recommendations:

- The approved capital allocation for the Scheme is £6.5m, which has been secured from £4.7m local contributions and £1.8m DfT contributions;
- This budget will enable the project to proceed to March 2020 with key aspects of the preconstruction programme to safeguard the programme, progress land procurement and develop works cost certainty. If DfT decide not to include the scheme in the programme at any point during that period, expenditure can be

stopped immediately and the contract with the delivery team through the SCAPE framework can be terminated at any time;

- The revised Outline Business Case submitted to DfT in May 2019 is based on a total scheme cost of £68.7m. The total requested contribution from the DfT is £55.1m and the total local contribution is £13.6m;
- In addition to the approved budget of £6.5m in the main programme, a budget of £62.2m is held in the addendum to the capital programme to cover the total scheme cost.

CEC's Section 151 Officer has confirmed that the Scheme costs represent the best estimates based upon available information and current market conditions and that CEC has the means to accept financial liability of the Scheme going ahead as per the current guidance.

CEC's Section 151 Officer will provide a signed declaration outlining CEC's financial commitment to the Scheme once the tender costs for the Scheme are known. This letter will subsequently be included within the Scheme's Full Business Case.

14.6 Alternative Funding Arrangements

There are no other identified funding strategy options at this stage.

15 RELATED WORKS, ORDERS AND PROCEDURES

15.1 Mitigation Licence

- 15.1.1 Due to the impacts of the Scheme European Protected Species (EPS) licences will be required for bats. No licence will be required for Great Crested Newts (GCN) or badgers.
- 15.1.2 An EPS Licence will be required for bats as the Scheme will result in the loss of a small number of low status tree roosts for common bat species. Pre-construction surveys in 2019 identified three such trees which would be lost as a result of the scheme. Further surveys will be undertaken prior to construction on both confirmed trees and trees with moderate and high bat roost potential as bat roosts within trees can be highly transitory in nature and it is extremely difficult to provide conclusive evidence of absence (Collins, 2016).
- 15.1.3 Details of monitoring for identified roosts adversely affected by the Scheme would be specified in the EPS Licence. Mitigation measures for bats are included within the ES and are sufficient across the Scheme to minimise impacts on bats through provision of hop-overs, creation of new suitable foraging habitat and retaining mature vegetation, and the installation of bat boxes where required.
- 15.1.4 As a consequence of these adverse effects to bats the Council will be applying to Natural England for EPS Licences in order to interfere with bats under regulation 53(2)(e) of the Conservation of Habitats and Species Regulations 2010 (as amended) ("the Habitats Regulations") and section 16(3)(f) of the Wildlife and Countryside Act 1981 (as amended), in order for the Scheme to be constructed.
- 15.1.5 The Habitat Regulations fully protect bats and their breeding sites and resting places, making it an offence to deliberately kill, injure or capture (take) them; deliberately disturb, damage or destroy breeding sites or resting places; possess or transport any of these species or any part of them; and to sell (or offer for sale) or exchange any of these species or parts of them.
- 15.1.6 The proposed extent of the ecological mitigation measures has been agreed with the relevant statutory nature consultees, and full planning permission has been granted. As a consequence it is considered that, for the robust ecological mitigation for bats as outlines above, there is every prospect an EPS Licence would be granted by Natural England.

15.2 Water Discharge Consents

- 15.2.1 The consent of the Environment Agency under the Water Resources Act 1991 will be required for the discharge of highway drainage into controlled waters. For this the Council will apply and obtain an environmental permit. Consequently, the

Council and its advisers have been in constant consultation with the Environment Agency during the design of the Scheme to date, and the Agency's comments and views have been taken into account in the design process to date.

16 HUMAN RIGHTS ASSESSMENT

- 16.1.1 The Council has considered the provisions of the Human Rights Act 1998 in deciding whether to make the Orders.
- 16.1.2 The Council considers that the use of compulsory purchase powers will not constitute an unlawful interference either with property rights protected under Article 1 of the First Protocol of the European Convention on Human Rights, or the respect for private and family life and the home protected under Article 8 of the Convention.
- 16.1.3 The Orders have been made in accordance with the provisions of national legislation. The opportunity has been given through the development plan process of the Council as LPA (which is also the acquiring authority under the CPO), to make representations on the planning policies which support the development and, through the planning application process, to make representations on the specific development proposals. Those directly affected by the Orders will have the opportunity to make objections and representations in respect of the Orders and to appear at a public inquiry and, if the Orders are confirmed and the Scheme constructed, they will be entitled to compensation as provided for under national law. Compensation is also available under national law in respect the adverse effect on the value of properties arising from the use of the Scheme, once opened to traffic, including the provision of noise insulation to qualifying properties.
- 16.1.4 Included in the CPO are areas of land required for mitigating the adverse effects of the new highway on its surroundings by ensuring the availability of habitat for water voles and bats disturbed by the new road to maintain their population in a favourable conservation status. The Council requires powers to acquire the land to ensure that the effects of the works on a European protected species are minimised and to ensure that consents required for the Scheme to proceed can be obtained from the relevant national authority under the Conservation of Habitats and Species Regulations 2010/490 and the Wildlife and Countryside Act 1981 (as amended).
- 16.1.5 Overall, the Council considers that the making of the Orders is a proportionate action when the compelling public benefits of the Scheme and the process whereby the routes were selected and approved are balanced against the Scheme's effects on private interests.

- 16.1.6 All the land included in the Orders is considered to be necessary for the purposes of the proposed works. The distance limits referred to in section 249 of and schedule 18 of the Highways Act 1980 have not been exceeded.

17 EQUALITIES IMPACT ASSESSMENT

- 17.1.1 The public sector equality duty under section 149 of the Equality Act 2010 requires the Council to have due regard to: (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; and (ii) the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. 'Protected characteristics' are: gender, race and disability, sexual orientation, age, religion or belief, pregnancy and maternity and gender reassignment.
- 17.1.2 The Council is committed to improving the quality of life for all and wider participation in the economic, educational, cultural, social and community life in the area.
- 17.1.3 The proposal of the scheme will open up development opportunities which will make a contribution to the provision of housing in the local area as well as providing employment. The scheme will facilitate the traffic generated by the opening of the HS2 hub which will improve connectivity and employment opportunities in the area.
- 17.1.4 Equality implications of the proposed scheme were considered, as part of the Distributional Impact Assessment, taking into account the demographic makeup of the regeneration area and the impact on the protected characteristics. It found that there were no adverse impacts to those sharing protected characteristics when compared to the existing situation and the scheme will support housing and growth opportunities as identified in the Local Plan. All road users will benefit from reduced congestion and improved journey times. There are a number of rural footpaths that approach and cross the A500 currently, some of which include at-grade uncontrolled crossings of the A500. These crossings will be closed as part of the dualling scheme and footpaths diverted to two overbridges over the A500 that will include footpaths. In this respect the situation will be improved for elderly users and wheelchair users or prams.

18 PUBLIC INQUIRY

18.1.1 This Statement is not intended to discharge the Council's obligations to serve a Statement of Case under the Compulsory Purchase (Inquiries Procedure) Rules 2007 in the event that a public inquiry is held.

18.1.2 In the event of a public inquiry being held the Council will give evidence in support of the reasons for making the Orders and to further demonstrate that there is a compelling case in the public interest that this Scheme should proceed and that the Orders should be confirmed.

18.1.3 The Council may wish to refer to or put in as evidence at any public inquiry that may be held, the documents listed below.

18.1.4 The documents listed below are also available at the deposit locations listed in Section 18.1.1 of this Statement.

18.1.5 List of Documents

- The Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads Order) 2022
- The Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads Order) 2022 – Site Plans
- The Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022
- Map referred to in the Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022
- Cheshire East Council Strategic Planning Board Report on 19 December 2018
- Cheshire East Council Strategic Planning Board Report on 26 August 2020.
- Secretary of State Call in Decision 24 January 2019 – Cheshire East Council Planning Application 18/3766N
- Secretary of State Call in Decision 16 October 2020 – Cheshire East Council Planning Application 20/1709N
- A500 Dualling Planning Decision Notice – Cheshire East Council
- The approved planning drawings, Environmental Statement and Planning and Design Access Statement highlighted in Appendix C

12.1.5 The Council reserves the right to add other documents to this list.

19 FURTHER INFORMATION

19.1 Access to Documents

19.1.1 The Order Documents can be inspected at:

Cheshire East Council
Municipal Buildings
Earle Street
Crewe
CW1 2BJ

Or

Alsager Library
Sandbach Road North
Alsager
Stoke-on-Trent
ST7 2QH

Alternatively, the documents can be inspected on the Cheshire East Council website at: <http://www.cheshireeast.gov.uk/A500Dualling>

19.2 Compensation

19.2.1 Provision is made by statute with regard to compensation for the compulsory purchase of land and depreciation in value of affected properties. More information is given in the series of booklets published by the Department of Communities and Local Government entitled 'Compulsory Purchase and Compensation' listed below:

Booklet No. 1 – Compulsory Purchase Procedure
Booklet No. 2 – Compensation to Business Owners and Occupiers
Booklet No. 3 – Compensation to Agricultural Owners and Occupiers
Booklet No. 4 – Compensation to Residential Owners and Occupiers
Booklet No. 5 – Reducing the Effect of Public Development: Mitigation Works

Copies of these booklets can be downloaded directly from:

<https://www.gov.uk/government/collections/compulsory-purchase-system-guidance>

Any person who does not have facilities to download these booklets should contact the Council for assistance at Cheshire East Borough Council, Westfields, Middlewich Road, Sandbach CW11 1HZ (Tel: 01270 686353).

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APPENDIX A – GENERAL ARRANGEMENT LAYOUT

APPENDIX B – A500 DUALLING PLANNING APPLICATION REF 20/1709N DOCUMENTATION

Document Reference	Rev	Title	Date Submitted
Cheshire East Council - Environmental Statement			
Volume 1	Rev 1	Non-Technical Summary for Environmental Statement	28 April 2021
A500 Dualling ES April 2020	Rev 0	BRJ10601-OD014	
Volume 2 Addendum	Rev 0	Addendum to Environmental Statement including 31 figures	
Volume 3 – Technical Appendices	n/a	B.1.Environmental Masterplan C. Arboricultural Impact Assessment D. Ecology Survey Reports G. Flood Risk Assessment R1	
Submitted Plans List			
General Arrangement Key Plan	P02	B1832076-JAC-PLA-MULTI-DR-C-0000	28 April 2021
Site Location Plan	P02	A500-RAM-GEN-00-DR-C-00001	
Comparison Layout	P03	A500-RAM-GEN-00-DR-C-00002	
Plan Layout proposed Approved Scheme and Proposed Updated Design	P03	A500-RAM-GEN-00-DR-C-00003	
Key Plan	P03	A500-RAM-GEN-00-DR-C-00100	
Full Scheme Layout 1	P03	A500-RAM-GEN-00-DR-C-00101	
Full Scheme Layout 2	P03	A500-RAM-GEN-00-DR-C-00102	
Full Scheme Layout 3	P03	A500-RAM-GEN-00-DR-C-00103	
Full Scheme Layout 4	P03	A500-RAM-GEN-00-DR-C-00104	
Full Scheme Layout 5	P03	A500-RAM-GEN-00-DR-C-00105	
Full Scheme Layout 6	P03	A500-RAM-GEN-00-DR-C-00106	
Typical Cross Section Location	P02	A500-RAM-GEN-00-DR-C-00150	
Typical Cross Section 1	P02	A500-RAM-GEN-00-DR-C-00151	
Typical Cross Section 2	P02	A500-RAM-GEN-00-DR-C-00152	

Document Reference	Rev	Title	Date Submitted
Typical Cross Section 3	P02	A500-RAM-GEN-00-DR-C-00153	28 April 2021
Englesea Brook Culvert & Underpass 1	P02	A500-RAM-SBR-S1-DR-T-00001	
Englesea Brook Culvert & Underpass 2	P02	A500-RAM-SBR-S1-DR-T-00002	
Barthomley Brook Culvert 1	P01	A500-RAM-SBR-S3-DR-T-00001	
Barthomley Brook Culvert 2	P01	A500-RAM-SBR-S3-DR-T-00002	
Barthomley Road Bridge 1	P02	A500-RAM-SBR-S4-DR-T-00001	
Barthomley Road Bridge 2	P02	A500-RAM-SBR-S4-DR-T-00002	
Bluemire Retaining Wall	P02	A500-RAM-SBR-S5-DR-T-00001	
Radway Green Road Bridge 1	P01	A500-RAM-SBR-S6-DR-T-00001	
Radway Green Road Bridge 2	P01	A500-RAM-SBR-S6-DR-T-00002	
Proposed Road Lighting Full Scheme Layout 1	P02	A500-RAM-HLG-00-DR-C-00101	
Proposed Road Lighting Full Scheme Layout 2	P02	A500-RAM-HLG-00-DR-C-00102	
Proposed Road Lighting Full Scheme Layout 3	P02	A500-RAM-HLG-00-DR-C-00103	
Proposed Road Lighting Full Scheme Layout 4	P02	A500-RAM-HLG-00-DR-C-00104	
Proposed Road Lighting Full Scheme Layout 5	P02	A500-RAM-HLG-00-DR-C-00105	
Proposed Road Lighting Full Scheme Layout 6	P02	A500-RAM-HLG-00-DR-C-00106	
Submitted Plans List			
Resubmission Planning, Design and Access Statement	Rev 0	BRJ10601-OD-15	28 April 2021
Statement of Community Involvement	Rev 0	BRJ10601-OD-16	

**APPENDIX C – A500 DUALLING – APPROVED PLANNING APPLICATION
18/3766N DOCUMENTATION**

Document Reference	Rev	Title	Date Submitted
Cheshire East Council - Environmental Statement			
Volume 1	Rev 0	Non-Technical Summary for Environmental Statement	24 July 2018
Volume 2	Rev 0	Main Statement Including 81 figures	24 July 2018
Volume 3 – Technical Appendices		Covering Document Appendices: A. Consultation B. Planning Policy Reference Report C. Landscape and Visual Impacts D. Ecology Survey Reports E. Cultural Heritage F. Air Quality G. Noise and Vibration H. Soil, Geology, Hydrogeology and Materials I. Road Drainage and the Water Environment J. Effects on All Travellers K. Traffic Impact Assessment L. Environmental Masterplan	24 July 2018
Cheshire East Council Approved Plan List			
General Arrangement Key Plan	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0000	24 July 2018
General Arrangement Layout Plan - Sheet 1 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0001	24 July 2018
General Arrangement Layout Plan - Sheet 2 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0002	24 July 2018

Document Reference	Rev	Title	Date Submitted
General Arrangement Layout Plan - Sheet 3 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0003	24 July 2018
General Arrangement Layout Plan - Sheet 4 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0004	24 July 2018
General Arrangement Layout Plan - Sheet 5 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0005	24 July 2018
General Arrangement Layout Plan - Sheet 6 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0006	24 July 2018
Site Location Plan (Red Line Boundary)	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0007	24 July 2018
Plan Layout (Existing vs Proposed)	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0008	24 July 2018
Cross-Section Locations	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0010	24 July 2018
Typical Cross-Sections - Sheet 1 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0011	24 July 2018
Typical Cross-Sections - Sheet 2 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0012	24 July 2018
Typical Cross-Sections - Sheet 3 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0013	24 July 2018
Typical Cross-Sections - Sheet 4 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0014	24 July 2018
Barthomley Brook General Arrangement	Rev 0	B1832076-JAC-STR-BB-DR-C-0001	24 July 2018
Barthomley Brook General Arrangement	Rev 0	B1832076-JAC-STR-BR-DR-C-0001	24 July 2018
Englesea Brook & Underpass GA	Rev 0	B1832076-JAC-STR-EB-DR-C-0001	24 July 2018
Radway Green Road Bridge General Arrangement	Rev 0	B1832076-JAC-STR-RG-DR-C-0001	24 July 2018
Bluemire Retaining Wall	Rev 0	B1832076-JAC-STR-RW-DR-C-0001	24 July 2018
Drainage Design Layout Plan - Sheet 1 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-501	24 July 2018

Document Reference	Rev	Title	Date Submitted
Drainage Design Layout Plan - Sheet 2 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-502	24 July 2018
Drainage Design Layout Plan - Sheet 3 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-503	24 July 2018
Drainage Design Layout Plan - Sheet 4 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-504	24 July 2018
Drainage Design Layout Plan - Sheet 5 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-505	24 July 2018
Drainage Design Layout Plan - Sheet 6 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-506	24 July 2018
Drainage Design Layout Plan - Sheet 7 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-507	24 July 2018
Drainage Design Layout Plan - Sheet 8 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-508	24 July 2018
Drainage Design Layout Plan - Sheet 9 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-509	24 July 2018
Drainage Design Layout Plan - Sheet 10 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-510	24 July 2018
Drainage Design Layout Plan - Sheet 11 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-511	24 July 2018
Environmental Masterplan Sheet 1 of 5	Rev 0	Figure 1.1	24 July 2018
Environmental Masterplan Sheet 2 of 5	Rev 0	Figure 1.2	24 July 2018
Environmental Masterplan Sheet 3 of 5	Rev 0	Figure 1.3	24 July 2018
Environmental Masterplan Sheet 4 of 5	Rev 0	Figure 1.4	24 July 2018
Environmental Masterplan Sheet 5 of 5	Rev 0	Figure 1.5	24 July 2018
Road Lighting Layout Plans - Sheets 1 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1301	24 July 2018
Road Lighting Layout Plans - Sheets 2 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1302	24 July 2018

Document Reference	Rev	Title	Date Submitted
Road Lighting Layout Plans - Sheets 3 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1303	24 July 2018
Road Lighting Layout Plans - Sheets 4 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1304	24 July 2018
Road Lighting Layout Plans - Sheets 5 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1305	24 July 2018
Road Lighting Layout Plans - Sheets 6 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1306	24 July 2018
Cheshire East Council Approved Document List			
Planning Application Forms			
Planning Design and Access Statement			

**APPENDIX D – CHESHIRE EAST COUNCIL CABINET MEETING MINUTES
9TH MAY 2017**

**APPENDIX E – CHESHIRE EAST COUNCIL CABINET MEETING MINUTES
12TH JUNE 2018**

By virtue of paragraph(s) 1, 2, 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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