

Highway and Transport Committee

3rd April 2025

**Wildlife and Countryside Act 1981 Part
III Section 53, Upgrade of Public
Footpath No 26 to a Restricted Byway
Smithy Lane in the Parish of Mottram St
Andrew**

Report of: Philip Cresswell, Executive Director of Place

Report Reference No: MA/5/240

Ward(s) Affected: Prestbury

For Decision or Scrutiny: Decision

Purpose of Report

1. This report outlines the investigation into an application made by an individual to amend the Definitive Map and Statement to upgrade existing public footpath no:26 to a Restricted Byway along Smithy Lane in the parish of Mottram St Andrew under Section 53 of the Wildlife and Countryside Act 1981. The report includes a discussion carried out in respect of the claim, the historical evidence and legal test for a Definitive Map Modification Order to be made. The report makes recommendations based on that information, for quasi-judicial decision by Members, as to whether an Order should be made to upgrade Public Footpath no.26 to a Restricted Byway to the Definitive Map and Statement.

Executive Summary

2. This report outlines the investigation into an application made in April 2008 by an individual on behalf of Alderley Edge, Wilmslow and District Footpaths Preservation Society. The application seeks to upgrade existing Public Footpath no: 26 to a Restricted Byway along Smithy Lane then intersecting Public Footpaths no: 6 & 8 before continuing to a cul-de-sac via Woodside Farm and Barn in the village of Mottram St Andrew as shown on Plan reference WCA/50 at **Appendix 1.**

3. The application has been properly registered and must be investigated and determined. The documentary evidence that has been examined, referred to below, and a list of all the evidence taken into consideration can be found at **Appendix 2**.
4. This report includes a discussion of the consultations carried out in respect of the application, the documents and legal tests for the modifications that are requested. There is also a detailed discussion of the records relating to the Definitive Map process.
5. Photos of the claimed route can be viewed at **Appendix 3**.
6. The work of the Public Rights of Way team contributes to the Corporate Plan aim of “A thriving and sustainable place”, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

RECOMMENDATIONS

The Highways & Transport Committee is recommended to:

1. Decide that a Definitive Map Modification Order **not** be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement to upgrade Public Footpath no 26 between points A and B on Plan no: WCA/50.
2. That the application for the upgrade of Public Footpath No 26 to a Restricted Byway is refused on the grounds that it cannot be demonstrated that the Definitive Map and Statement needs modifying.

Background

7. The application was made to Cheshire County Council on 22nd April 2008 by an individual (“the Applicant”) on behalf of Alderley Edge, Wilmslow and District Preservation Society to upgrade Public Footpath No.26 to a Restricted Byway. The application consisted of historical documentary evidence including various maps, documents and photos. The application did not contain any user evidence. At the time of the Applicant’s claim, the Definitive Map for Public Footpath No: 26 showed Public Footpath No. 26 leading from the south at Point A, Grid ref: SJ388019 off Wilmslow Road (A538) and heading in a north easterly, easterly direction through Woodside Farm and past Woodside Barn to Point B, Grid ref: SJ388620 (points A-B of Plan WCA/50 of Appendix 1) where it terminated at an unnamed track. The application claims for the higher status of Restricted Byway along the claimed route.
8. Since the drafting of the Definitive Map in 1955, and submission of the claimed route in 2008, part of Public Footpath No.26 was diverted in 2012 at its eastern terminus at Grid ref: SJ388478 to skirt around Woodside Farm and Woodside

Barn to the northwest at the Junction with Footpath No.8 & No.7 Mottram St Andrews, Grid ref: SJ388541. The claim is for a Restricted Byway along the full length of what was Footpath No.26 Mottram St Andrews (shown between points A to B on Plan WCA/50, Appendix 1), which is a different route to the route that was subsequently diverted (Footpath No 26 Mottram St Andrews on the current Definitive Map).

9. The application route/ claimed route runs from Point A, Grid ref: SJ388019 off Wilmslow Road (A538), in a north easterly, easterly direction to Point B, SJ388620 and terminates on an unnamed track, as shown on Plan: (WCA/50) at **Appendix 1**. The diversion in 2012 doesn't impact on the application to upgrade Public Footpath No 26 to a Restricted Byway
10. It is worth noting at the eastern end of the claimed route and beyond there are many similar worded properties which can be confusing and are also named differently on different aged maps but in modern times the route ends at its eastern terminus around Woodside Farm and Woodside Barn / Woodside Cottage. On some old maps the physical old lane route continues south beyond Point B to terminate at a property called Mottram Wood Farm.

Legal Matters

11. Section 53(2)(b) of the Wildlife and Countryside Act 1981 (the "81 Act") requires that the Council shall keep the Definitive Map (DM) 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.
12. Events listed under Section 53(2) of the 81 Act includes section 53(3)(c) where "the discovery by the authority of evidence" which (when considered with all other relevant evidence available to them) shows:-
 - (i) that a right of way which is not shown on the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subsection to section 54A, a byway opens to all traffic.
 - and
 - (ii) That a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description.
13. The Definitive Map and Statement is the legal record of public rights of way in England and Wales. Section 56(1) of the 81 Act states the depiction of a path on the DM is conclusive evidence that at the relevant date a public right of way existed over that path. Inclusion of a route in the DM is legally conclusive evidence of the public's right, at the relevant date without prejudice to the existence of other public rights.

14. For an application to be successful it will have to bring forward a “discovery of evidence” (Section 53 of the 81 Act). It must be shown that it is new evidence that is considered rather than the evidence that had been originally considered before the Definitive Map was published. The reason for this is set out by *Burrows v Secretary of State for the Environment, Food and Rural Affairs* [2004] EWHC 132 (Admin) “where the court upheld the finding by an inspector that the existence of a sign with the words ‘Private Road – Access Only’ by the side of which stood a public footpath sign was not sufficient to show that there was no intention to dedicate the way as a right of way for use by walkers and horse riders.
15. Of further relevance to this application is the matter of cul-de-sac routes. The claimed route runs to a dead end to the east not joining any other public highway, The courts have long recognised that, in certain circumstances, cul-de-sac in rural areas can be highways. e.g. *Eyre v New Forest Highways Board* (1892) 56 JP 517 and *Moser v Ambleside* 1925 89 JP 118. In the case of *Moser v Ambleside* 1925 89 JP 118 Atkin LJ stated that “you can have a highway leading to a place of popular resort even though when you have got to the place which you wish to see you have to return on your tracks by the same highway.....”.
16. The evidence can consist of historical evidence or user evidence or a mixture of both. All the evidence must be evaluated and weighted, and a conclusion reached whether, on the ‘balance of probabilities’ the claim could be proven, any other issues, such as safety, security, suitability, desirability or the effects on property or the environment, are not relevant to the decision.
17. The evidence considered in this report is listed in **Appendix 2**. This application has no user evidence so is purely based on historical documentation.

Historical Evidence

The Definitive Map Process

18. The Definitive Map and Statement is based on surveys and plans produced in the early 1950’s by each parish in Cheshire and was a requirement of the National Parks and Countryside Act 1949. It was a survey; of all the ways they considered to be public at that time via production of a map and associated statement of each route. A Draft and Provisional Map were produced for consideration before a final Definitive Map and Statement came into being. The surveys were used as the basis for the Draft Map and for Mottram area the date of survey is 1953 which is referred to as the “relevant date”.
19. All three stages of the Definitive Map process i.e. the Draft, Provisional and final Definitive map show existing Public Footpath no: 26 running from the Wilmslow Road along Smithy Lane in a north easterly direction to join other public footpaths and primarily connect with footpath no: 7 around Woodside Farm.

20. The Definitive Statement describes public footpath no: 26 as 770 yards in length and described "from the Class 1 County Road (A538) at Mottram Cross generally in a north easterly direction to connect with footpath 7.
21. No indication of higher status of existing public footpath no:26 was evidenced during the Definitive Map process either on maps or statements.

Ordnance Survey maps

22. Ordnance Survey mapping was originally for military purposes to record all roads and tracks that could be used in times of war; this included both public and private routes. These maps are good evidence of the physical existence of routes, but not necessarily of status. Since 1889 the Ordnance Survey has included a disclaimer on all its maps to the effect that the depiction of a road is not evidence of the existence of a right of way. It is argued that this disclaimer was solely to avoid potential litigation.
23. Ordnance Survey mapping from 1819 (2nd edition 1:25inch), 1828 (1"to 1mile New Series) and 1831(3rd edition 1:25 inch) all show Smithy Lane as a clearly defined lane feature running to where the claimed route ends around Woodside Farm. Ordnance Survey mapping from 1840 (Original Drawing NW81 2" to the mile) on A2 plus enlarged copy onwards shows the same as earlier 1800 maps but the lane now extends beyond Woodside Farm to the southeast to finish at Mottram Wood Farm but is not shown as a through route beyond here but is a cul de sac lane and again this is shown as extending past Woodside Farm to a cul de sac on 1957 OS Map (survey sheet SJ 8878) . By 1993 (Ordnance Survey map sheet SJ8878) the route is shown again the same as in 1840 but does not go as far east from Woodside Farm as it did in 1840 and is just truncated just under 1km southeast of Woodside Farm again showing a cul de sac lane feature.

Old county commercial maps

24. These are small scale maps made by commercial mapmakers, some of which are known to have been produced from original surveys and others are believed to be copies of earlier maps. All were essentially topographic maps portraying what the surveyors saw on the ground. They included features of interest, including roads and tracks. It is doubtful whether mapmakers checked the status of routes or had the same sense of status of routes that exist today. There are known errors on many mapmakers' work and private estate roads and cul-de-sac paths are sometimes depicted as 'cross-roads'. The maps do not provide conclusive evidence of public status, although they may provide supporting evidence of the existence of a route.
25. Early commercial scale county maps Greenwood (1819), Swire & Hutchings (1828) show Smithy Lane as one lane from the main Wilmslow Road leading to Woodside Farm /Cottage.
26. By 1831 Bryant mapping and Bartholomews mapping of 1842 both show Smithy Lane again as a lane from the main Wilmslow Road but now leading past

Woodside Farm /Cottage and heading southeast for just under 1Km to cul-de-sac dead end. Both these maps interestingly also show a short spur of lane very near to and joining Smithy Lane also starting from Wilmslow Road opposite the Bulls Head pub known as Green Lane which is discussed later in this report under Enclosure Award section.

Aerial Photos

27. Various historical aerial photos taken around Woodside Farm from the 1950's onwards clearly show Smithy Lane as a clear route running east past Woodside Farm including the earliest RAF photo (National Monuments Ref: RAF/82/1243), Cheshire East Planning Records photo (ref: 0255) shows Smithy Lane as a through route in the farm yard area and photos 1979a & 1979 B shows 5 black and white photos of Woodside Farm and Smithy Lane as clear through route around the farm.

Tithe Map

28. Tithe Awards were prepared under the Tithe Commutation Act 1836, which commuted the payment of a tax (tithe) in kind, to a monetary payment. The purpose of the award was to record productive land on which a tax could be levied. The Tithe Map and Award were independently produced by parishes and the quality of the maps is variable. It was not the purpose of the awards to record public highways. Although depiction of both private occupation and public roads, which often formed boundaries, is incidental, they may provide good supporting evidence of the existence of a route, especially since they were implemented as part of a statutory process. Non-depiction of a route is not evidence that it did not exist; merely that it did not affect the tithe charge. Colouring of a track may or may not be significant in determining status. In the absence of a key, explanation or other corroborative evidence the colouring cannot be deemed to be conclusive of anything.
29. From an online copy viewed (Ref: EDT282/2) titled Township of Mottram St Andrew and dated 1848 with a key in black and white but that can be understood Smithy Lane is shown as well as nearby spur Green Lane. Smithy Lane is shown running all the way to and through Woodside Farm and beyond for approx. 1Km but to terminus in field. Its colouring suggests it was considered a highway of some sort but beyond this it is difficult to determine more from this map.
30. There is no number allocated to either Smithy Lane or Green Lane on the tithe map and nothing listed in the accompanying apportionment of this location.

Enclosure Award

31. The purpose of enclosure was to replace the communal system of open field cultivation and common grazing with a system of land divided into individual plots and fields, redistributed amongst the existing owners. There were three methods of inclosing land: informal enclosures, enclosure by agreement (but often confirmed by a court of law), and enclosure by private or general act of parliament.

None of these belong to a strict period in time. By the end of the 18th century all processes were in use. Non-parliamentary enclosure was nationally the dominant form. Parliamentary enclosure was effectively halted in 1876.

32. Early 18th century enclosure awards were usually the result of private acts of parliament or agreements sponsored by individuals. The general enclosure acts of 1801 and 1845 provide a standard set of clauses, speeding up the procedure and reducing costs.
33. Enclosure Awards are usually in two parts, the handwritten award and the accompanying plan. The commissioners responsible for producing the document were empowered to stop up, divert and create public highway and private roads through and to enclosed land. Particular attention should be paid to the wording of the award, and whole documents should be read in conjunction with the accompanying map[s] and the relevant act(s) of parliament. They vary in quality, scale and detail.
34. The Enclosure Award Plan (ref: QDE 1/34), Plan of Commons and Wastelands in the township of Mottram St Andrew tracing of original has been reviewed and shows Smithy Lane as well as Green Lane. Smithy Lane is shown as physical lane feature all the way from the main road to at least around Woodside Farm. Green Lane is also shown in the same way as Smithy Lane but as a very short physical lane feature from the main road to opposite Bulls Head pub and then joining Smithy Lane described in the award as 300 yards or thereabouts.
35. An extract from the same reference is text that relates to Green Lane being stopped up. It refers to Green Lane joining with the "other public road or highway leading from Hayley Hill aforesaid to the Woodside Farm". The other public road or highway referring to Smithy Lane the claimed route in this application. The term highway could refer to any status of highway from a footpath to road.

Highway Plan (Hundred of Macclesfield) 1865

36. On this plan ref: (CRO CH1/2/17) Smithy Lane is coloured as far as the eastern end of the claimed route around Woodside Farm and coloured the same as the main Wilmslow Road.

Finance Act Map Records (1910)

37. The Finance Act of 1910 involved a national survey of land by the inland revenue so that an incremental value duty could be levied when ownership was transferred. Land was valued for each owner/occupier and this land was given hereditament number. Landowners could claim tax relief where a highway crossed their land. Although the existence of a public right of way may be admitted it is not usually described or a route shown on the plan. This Act was repealed in 1920.
38. Two sets of plans were produced: the working plans for the original valuation and the record plans once the valuation was complete. Two sets of books were

produced to accompany the maps: the field books, which record what the surveyor found at each property and the so-called 'Domesday Book', which was the complete register of properties and valuations.

39. The Finance Act Working Copy Plan (Cheshires XXVIII) (CRO NVB.28.11) shows that the land north and south of the claimed route all owned by the same landowner. Smithy Lane, the claimed route is uncoloured and annotated number 255 about halfway along route and is not clearly all excluded from land parcels to both the south and north. There is some separation of the claimed route from the parcels to the south namely land parcels 315 and 317 by very faint red and blue lines surrounding land parcels. To the north the claimed route at the southern end has some land parcels abutting which are outlined in red but only far as abutting a property called 'The Pheasantry'. For the rest of the claimed route to the north of it is not marked as separate from the large parcel number 397 to the north.
40. The valuation book ref: CRO NVA 4/1 shows all the surrounding land of the claimed route owned by landowner Julia C Wright.
41. There are deductions for paths shown in the filed books ref: NA: IR58 20049 that the applicant mentions over numerous field numbers: 251, 210, 212 and 230 which are mostly around Mottram Hall to the north of the claimed route but this merely indicates public route tax deductions for these routes and the field books provide nothing directly on the claimed route along Smithy Lane and does not have any clarity on route status.
42. The original Finance Act map sheets XXVIII unfortunately are not available as this has been checked with the National Archives so overall not too much can be conclusively drawn from the working copy alone which is not clearly showing the route as a fully separated uncoloured lane or any clear deduction for any public right of way along Smithy Lane.

Railway Plan

43. Railway Plans were created by Acts of Parliament around 1865 and often carry some weight in public rights of way cases where routes can be shown on plans crossing or nearby. However, lots of railway plans were often drawn up as proposed railway lines that never came into being so have to be studied carefully.
44. A railway plan showing titled '*Section of Plan of a Proposed Brach Railway from the intended Manchester, Cheshire and Staffordshire railway to line to Macclesfield*' dated 1837, ref: CRO QDP142 was examined in relation to this claim and does show the length of Smithy Lane coloured yellow and the north end of Green Lane uncoloured. The parcel no 36 on this plan relating to Smithy Lane refers to it as an occupation road which is ambiguous and unclear terminology as clarify to private and /or public rights. The term occupation road was introduced in the Inclosure Act of 1845 can be broad sweeping and such roads are intended to benefit the local nearby properties and landowners, and they are usually for private use although they may also have public rights. There is a key option for Public Highway, but Smithy Lane is not shown as a Public

Highway on this proposed railway plan so is likely in this case that Smithy Lane was an occupation road with private rights along it.

Other documents

45. Black and white photos from 1979 and 1990 have been examined around the location of Woodside Farm. Both show Smithy Lane as a clear track feature with the 1990 photo showing a wooden fence obstruction across the route which led to the applicant complaining about the obstruction.
46. Prestbury Highways Map 1865 has been brought to light by Cheshire Highways Records officer as well as the applicant which clearly shows Smithy Lane marked as a cul-de-sac public highway/road at this date extending beyond Woodside Farm to Mottram Wood Barn to the southeast but finishing here and not joining any other public highway to the southeast. Smithy Lane is coloured in indicating some sort of District Road at the time. The claimed route is not on the current List of Streets though held by the Highways Authority.

Consultation and Engagement

47. Consultations were sent out in October 2024. The applicant is deceased since the application was made and therefore contact could not be made. Attempts have been made to contact Alderley Edge, Wilmslow and District Footpaths Preservation Society given the application was made at the time on their behalf but unfortunately no response or contact has been able to be made.
48. The Peak and Northern Footpath Society responded to state that their records show that the section of the claimed route through Woodside Farm was originally on the Definitive line of Public Footpath number 26 prior to it being diverted to its current line but made no further comments.
49. Cheshire East Ramblers responded with some history on regarding the applicant and that the applicant had in 1990 noted the width of the route had been restricted by unlawful obstructions that led to the application for a Restricted Byway. However, a footpath diversion in 2012 diverted the footpath at this end of the claimed route to the northwest around Woodside Farm and Barn. They commented they felt the application should also be withdrawn and had also tried to contact the Alderley Edge, Wilmslow and District Preservation Society but discover they had been disbanded in July 2024.
50. The Highways Records Officer for Cheshire East Council has been contacted regarding any information they hold on their highways records and although Smithy Lane is not on the councils list of highways maintainable at public expense it does appear from the Prestbury Highway Board Map dated 1865 to very clearly have been a highway maintained at public expense at that time. However, whilst this shows Smithy Lane from the south clearly running from Point A it also runs beyond Point B of the claimed route well past Woodside Farm curving south from here but even in 1865 appeared to be cul-de-sac highway not joining any other public route.

Reasons for Recommendations

51. There is no user evidence submitted with this application so therefore the only basis for analysis has been reviewing documentary evidence.
52. At the time of the Applicant's claim, the claimed route was already public footpath no.26 which was recorded on the Definitive Map and Statement which originally ran along the whole of the claimed route. Until in 2012 part of Public Footpath no 26 was diverted at its eastern terminus to skirt around Woodside Farm and Woodside Barn to the northwest with the junction with footpaths No.8 & No.7 Mottram St Andrews. The claim is for a Restricted Byway along the full length of what was Footpath No.26 Mottram St Andrews, a different route to that was subsequently diverted (public footpath) and has no impact on the application to determination for Restricted Byway.
53. This investigation therefore investigates whether higher rights can be demonstrated to exist from documentary sources along the whole of the claimed route from Point A to Point B of Plan WCA/50 (Appendix 1)
54. From the documentary sources analysed above whilst it is clear a physical route on the ground has existed in the form of a lane from the mid 1840's from Point A through Woodside Farm and continuing to curve then south but to a dead end at Mottram Wood Farm southeast of Point B. However, we don't believe there is sufficient documentary evidence to prove higher status along the claimed route and nearly all the maps viewed don't provide any evidence of status but merely physical presence of a lane.
55. For any public rights of way claim of any status to be successful it would have to go highway to highway whether that is a public road or public right of way. For any route to be successfully claimed as a cul-de-sac (i.e. dead-end route) this is often rare, and circumstances must be considered. The courts have long recognised that, in certain circumstances, cul-de-sac in rural areas can be highways. e.g. *Eyre v New Forest Highways Board* (1892) 56 JP 517 and *Moser v Ambleside* 1925 89 JP 118. In the case of *Moser v Ambleside* 1925 89 JP 118 Atkin LJ stated that "you can have a highway leading to a place of popular resort even though when you have got to the place which you wish to see you have to return on your tracks by the same highway.....".
56. Most frequently, such a situation arises where a cul-de-sac is the only way to or from a place of public interest or where changes to the highways network have turned what was part of a through road into a cul-de-sac. In this case Mottram Wood Farm southeast of Point B would not be considered a place of public interest.
57. The Enclosure Award from the 1800's whilst mentioning Smithy Lane as a "public road or another highway" is just too ambiguous and by the 1950's the claimed route was a public footpath on the Definitive Map and therefore a highway of some sort already.

58. The Finance Act map and associated field book is just too unclear to draw any conclusions about routes or higher status routes.
59. The 1865 Highways Board Map does indicate that back in time Smithy Lane was considered of higher status than a public footpath to Woodside Farm (Point B) and beyond to Mottram Wood Farm but this is a matter for the Highways (Roads) section and the route is not a public road on the councils List of Streets and apart from this map no evidence it has been.
60. The Highways Board Map is the only piece of historical evidence with some sort of indication of higher rights along footpath 26 but the claim remains as a cul-de-sac route at the eastern end. As mentioned before in the legal section and in this conclusion cul-de-sac paths must have some special circumstance to be successful and usually end at some sort of public place of resort. This is not the case with this route which ends at historical farms / properties.
61. Therefore overall, the claimed route is lacking in robust evidence to indicate on a balance of probabilities the route is of a higher Restricted Byway status and also is a cul-de-sac claim with no historical evidence of public interest and it therefore the recommendation is to refuse the application.
62. The work of the Public Rights of Way team contributes to the Green aim of the Corporate Plan, the “thriving and sustainable place” priority, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

Other Options Considered

63. If the authority was to do nothing it would not be complying with its statutory duty under Section 53 of the Wildlife and Countryside Act 1981, which requires the Council to keep the Definitive Map and Statement under continuous review and make such modifications to the Map and Statement as required.

Implications and Comments

Monitoring Officer/Legal

64. The Council are complying with their duties under the Wildlife and Countryside Act 1981 which are set out in the Legal Matters section of this report.
65. As this is a decision of the Council, there is a risk that a member of the public could be dissatisfied with the decision and apply for a judicial review of the decision of the Council, the cost of which would need to be borne by the Council.

Section 151 Officer/Finance

66. If objections to an Order lead to a subsequent hearing/inquiry, the Council would be responsible for any costs involved in the preparation and conducting of such. The maintenance of the Public Right of Way, if added to the Definitive Map and Statement, would fall to the landowner and Council in line

with legislation. The associated costs would be borne within existing Public Rights of Way revenue and capital budgets.

Policy

67. The work of the Public Rights of Way team contributes to the Vision of the Corporate Plan of a greener Cheshire East, with the aim of “a thriving and sustainable place”, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

Vision - An open, fairer, greener Cheshire East

Aim - 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
- A transport network that is safe and promotes active travel
- Thriving urban and rural economies with opportunities for all
- Be a carbon neutral council by 2027

Equality, Diversity and Inclusion

The legal tests under section 53 of the Wildlife & Countryside Act 1981 do not include an assessment of the effects under the Equality Act 2010.

Human Resources

- a. There are no direct implications for Human Resources.

Risk Management

- b. There are no direct implications for risk management.

Rural Communities

- c. There are no direct implications for Rural Communities.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

- d. There are no direct implications for Children and Young People

Public Health

- e. The recommendations are anticipated to offer a positive overall impact on the health and wellbeing of Cheshire East residents.

Climate Change

- f. The recommendations will help the Council to reduce its carbon footprint and achieve environmental sustainability by reducing energy consumption and promoting healthy lifestyles.

Access to Information	
Contact Officer:	John Lindsay john.lindsay@cheshireeast.gov.uk
Appendices:	Appendix 1: Plan WCA/50 Appendix 2: Historical document list Appendix 3: Photographs of claimed route.
Background Papers:	The background papers and files relating to this report can be inspected by contacting the report writer.