
Report to the Secretary of State for Transport

by Bridget M Campbell BA(Hons) MRTPI

an Inspector appointed by the Secretary of State for Transport

Date: 3 September 2013

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

THE CHESHIRE EAST BOROUGH COUNCIL

(CREWE GREEN LINK ROAD SOUTH)

COMPULSORY PURCHASE ORDER 2013

Inquiry held on 30 July and 1 August 2013

File Ref: DPI/R0660/13/14

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Case Details

- The Order is made under section 239, 240, 246, 248, 249, 250, 260 and 327 of the Highways Act 1980 and is known as the Cheshire East Borough Council (Crewe Green Link Road South) Compulsory Purchase Order 2013.
- Cheshire East Borough Council submitted the Order to the Secretary of State for Transport for confirmation.
- The Order is dated 18 January 2013.
- In brief, the Order, if confirmed as made, would authorise the compulsory purchase of land to enable the construction of a new highway including a new roundabout junction and associated new highways and highway improvements and for works to watercourses and for the mitigation of adverse effects arising.
- Two objections remained outstanding at the start of the inquiry.

Summary of Recommendation: That the Order be confirmed with modification

Preamble

1. On 30 July 2013 I opened a local inquiry at the Ramada Encore Hotel in Crewe to hear representations and objections concerning the proposal by the Secretary of State to confirm the Cheshire East Borough Council (Crewe Green Link Road South) Compulsory Purchase Order 2013 ("the Order"). The inquiry also sat on 1 August 2013.
2. During the adjournment I made an unaccompanied visit to the area, in particular looking at the Order land from the roundabouts at the northern and southern ends of the proposed Link Road, looking across the Order Land from the over bridge where Mill Lane crosses the A500 Shavington Bypass and by walking the nearby footpath Basford FP1. I also took the opportunity to observe the general conditions of the highway network serving Crewe.

Purpose and Scale of the Proposal

3. The Crewe Green Link Road is being taken forward in two phases. Crewe Green Link Road North is complete and was opened to traffic in August 2004. Crewe Green Link Road South (CGLRS) is the second phase of the scheme for which this Order has been made. The completed scheme will effectively provide an easterly bypass of Crewe town centre.
4. The CGLRS would be some 1.1 km in length with a new, mid-point roundabout to provide access to the land to either side which is known as Basford East and is earmarked for future development. The road would link the A500 Shavington Bypass to the south with the Weston Road (A5020 and A532) to the north. The purpose of the Scheme is, in brief, to reduce congestion, increase highway capacity and improve traffic conditions in Crewe and to provide and improve access to future development sites.¹

¹ The full purpose is set out in full in para.2.8 of the Statement of Case

5. The extent of the Order is such that land and rights considered essential to the construction and maintenance of the Scheme, along with the future efficient operation of the local highway network are being sought.

Objections

6. At the start of the inquiry, there were two outstanding objections to the Order. However, before the close of the inquiry one of the outstanding objections was unconditionally withdrawn² and the other was withdrawn on the condition that the Order is modified as had been agreed with the Council and as is set out below.³ No party other than the Acquiring Authority appeared at the inquiry.

Statutory Formalities

7. At the inquiry, Cheshire East Borough Council confirmed that it had complied with all the necessary statutory formalities in connection with the promotion of the Order.

Scope of this report

8. This report contains a brief description of the site, surroundings and the Scheme itself, the proposed modifications to the Order, the gist of the evidence presented by the Acquiring Authority and my conclusions and recommendation. Lists of inquiry appearances and documents are attached.

Description of the site and its surroundings and description of the CGLRS Scheme

9. The Order Land comprises predominantly flat agricultural land which, between the A500 Shavington Bypass roundabout to the south and the Crewe to Derby Railway Line to the north, runs through the designated Basford East development site.⁴ A further area of wooded/scrub land between the railway and the A5020 roundabout to the north is included. A separate area of open land adjoining the southern side of the Shavington Bypass is also included.⁵
10. The overall general arrangement for the CGLRS is shown on drawing B1772401/P/100/004 Rev4 but subject to the proposed modification.⁶ The Scheme comprises a dual carriageway with two lanes in each direction with central reserve and separate provision for cyclists and pedestrians along both sides for the full length. From south to north the road would commence at the existing northern spur off the A500 Shavington Bypass roundabout and pass to a four arm roundabout to be constructed approximately half way along the route to facilitate access to the land to either side. The road would then descend into a cutting in order to pass beneath the existing railway line by way of a new under-rail bridge. To the north it would join the A5020 roundabout utilising the existing spur on the southern side of the roundabout. Land is included to provide two mitigation areas for great crested newts, a flood compensation area, site compounds and a soil store.

² Document CD112

³ Document CD100

⁴ Document CD104

⁵ Document CD110 – aerial photograph with CGLRS scheme superimposed

⁶ Document CD1

Proposed modifications to the Order

11. The Council included land within the Order for the purposes of constructing the spur roads off the new mid-point roundabout which would provide access to the Basford East development site. The Council now considers the land required for the spur roads should be excluded from the Order on confirmation as it is no longer proposing to construct the spur roads as part of the Scheme. It therefore requests that land comprising plots 20, 52 and 53 and part of plots 16 and 18 are excluded. The changes required are detailed in document CD102 at Appendices 1 and 2.
12. The proposed removal of the spur roads reflects the Council's assessment of the likelihood of the landowners concerned being able to reach a comprehensive developer agreement and its belief that further time should be given to the private sector to produce such an agreement. It allows the link road to be built with a roundabout in the obvious place with short initial elements of the spur roads to facilitate access, but it leaves to the developers (subject to normal planning process) the determination of most of the route of the spur roads. All the evidence to the inquiry was presented with that modification in mind and it is on the basis that the modification will be made that the conditional withdrawal of the objection by The Thomas Sutton Witter Trust was made.⁷
13. Following the making of the Order it has been found that Rochpion Properties (4) LLP own plots 1, 2, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 19, 52 and 54 and not Pro Logos Limited as recorded in the Schedule to the Order. It is therefore requested that the correct name be substituted in respect of those plots. The changes required are detailed in document CD102 at Appendix 3.
14. Notice of the making of the Order was sent to Rochpion on 14 February 2013 and the objection period extended to 13 March 2013 so that the full statutory period within which to object was available. No correspondence other than acknowledgement of service was received. Rochpion is a wholly owned subsidiary of the Co-operative Group who have been actively involved with discussions and are a supporter of the Scheme. All relevant statutory requirements have been met in respect of Rochpion, it is well aware of the inquiry and has not objected, and representatives of its owner, the Co-operative, attended the first day of the inquiry. There is no ground for concern either that any formal requirement has not been met or that there has been any procedural unfairness towards Rochpion.⁸

The Case for Cheshire East Borough Council

15. The CGLRS has been the result of long and careful planning with the needs of both transport and regeneration in mind. The highway network in Crewe suffers from an unacceptable level of congestion and Crewe is one of the most deprived and disadvantaged communities within Cheshire East. The Scheme has clear and substantial support both from the development plan and from local people (including parish councils, Council members and the business community).⁹ Original option appraisal was undertaken in the 1990s and was reconfirmed in

⁷ With the modification as proposed the evidence for The Thomas Sutton Witter Trust (Documents CD94-96) and the Council's evidence on Spur Roads (Documents CD82 and 83) are no longer relied on

⁸ Document CD114

⁹ Documents CD68, 69 & 70

- 2010.¹⁰ The Scheme is a key component of the “All Change for Crewe” strategy which seeks to deliver a step change in Crewe’s economic performance – to be a nationally significant economic centre by 2030.¹¹ It is also a key objective for the Cheshire and Warrington Local Enterprise Partnership¹² in recognition of the economic benefits that it will facilitate and it is important to the emerging Local Plan which will set out the detailed location for future growth.
16. The proposed CGLRS is the final link in planned roads that bypass Crewe on the southern and eastern sides of the town and that greatly improve access to M6 junctions 16 and 17. The road would run between two existing roundabouts, which were constructed with short spurs to facilitate its construction.
 17. The purpose of the Order is to acquire the land necessary for this new high capacity link road, together with mitigation measures and related development. The primary objectives of the Scheme are: to reduce congestion on roads in Crewe; to increase highway capacity; to provide strategic access to Basford East, a regionally important regeneration site; to improve access elsewhere; to improve traffic conditions on roads in the area by removing of traffic from them; and to improve local road safety. It would do all this without: harming any heritage asset; involving any nature conservation harm that cannot be compensated for; involving any land subject to a landscape designation; impinging on any home or the curtilage of any home; or (if modified as suggested by the Council) affecting any public footpath or bridleway.
 18. The Council no longer seeks land for substantial spur roads and has submitted a plan showing the parts of the Order Land, in respect of which the Council no longer seeks confirmation. It has decided to do so for the following reasons:
 - 1) Comprehensive development of Basford East is best achieved through a developer agreement. Delivery of the Core Scheme (*i.e.* the CGLRS including its central roundabout) will act as a catalyst to this agreement. Further time should be given to the developer landowners to progress arrangements.
 - 2) While the location of the central roundabout is inevitable, the final form of Basford East could include spur roads on slightly different alignments.
 - 3) The Council’s considered assessment is that the most significant reason development has not come forward at Basford East is the high infrastructure costs of the Core Scheme. The Core Scheme provides a central roundabout that allows a significant proportion of the site to be developed without significant delay, subject to the usual planning processes.
 - 4) The timetable and funding for the spur roads is dependent on third-party actions, whilst delivery of the Core Scheme would, if the Order is confirmed and subject to statutory procedures, be within the Council’s control.
 - 5) The removal of both of the spur roads ensures that the Council has and has been seen to have acted impartially with respect to the landowners.
 19. The Council remains firmly committed to the development of Basford East for employment, housing and other development. It has been allocated as a

¹⁰ Document CD15

¹¹ Document CD7

¹² Document CD9

- strategic employment site since 1997¹³ but has not come forward for development – one reason being the high cost of the enabling infrastructure. The removal of the spur roads from the Order does not reflect any lack of commitment to the principle of this development.
20. The regeneration benefits of the Scheme are set out in the Council's evidence at documents CD88 and 89. The delivery of the CGLRS would unlock massive opportunities for direct development in the form of the Basford East site and would also support the transformation of the wider Crewe economy, by creating linkages and opportunities for economic enhancement that no other scheme could offer. Delay or halting delivery of the road would do great harm to the future growth and development of Crewe, putting at risk investment in the Basford development sites and harming economic growth and development of the wider town.
 21. The key results and conclusions drawn from the traffic and economic assessments carried out are set out in documents CD84 and 85. The evidence shows that the Scheme supports the two main objectives of unlocking economic growth by providing and improving access to and from key locations and of reducing congestion on key routes including the A534 Nantwich Road and Gresty Road. The reasoned evidence, carried out in accordance with standard methodology, of a Benefit-Cost Ratio of 14.0 is a matter that can properly be given great weight in reaching a decision on confirmation of the Order. The benefits of the Scheme are considerable. The Scheme has been reviewed and amended to ensure that funds are being expended wisely.
 22. There is neither any planning nor any financial obstacle that would be likely to prevent construction of the CGLRS and thus there is a good prospect of delivering the CGLRS promptly. The planning policy context is set out in the Council's evidence at documents CD86 and 87. The road is a protected route in the Crewe and Nantwich Replacement Local Plan 2011¹⁴ alongside the larger strategic allocation for the development of Basford East. It is also identified in a number of other national, regional and local policy documents and has been included in all Local Transport Plans for the area since 2006.¹⁵
 23. The Council granted planning permission for the CGLRS on 18 January 2013.¹⁶ The application was accompanied by a full Environmental Impact Assessment.¹⁷ Evidence addressing mitigation measures proposed for the great crested newt identified on site are set out in the Council's evidence at CD90 and 91. These include the creation of two receptor areas, the land for which is included in the Order. Natural England has not objected to the proposed mitigation measures but will not issue a European Protected Species Licence until all consents are in place and generally not more than three months in advance of the proposed trapping programme.
 24. Nobody challenged the grant of the planning permission in the High Court within the three-month period provided for applying for permission to seek judicial review. The planning permission was consistent with and advanced both central

¹³ Document CD74

¹⁴ Document CD8

¹⁵ Documents CD23, 24, 25, 26, 29, 30, 32 & 59,

¹⁶ Document CD11

¹⁷ Document CD12

- and local government policy. If the Order is confirmed, the Council will be able to proceed without planning difficulties.
25. The Scheme is to be funded from a combination of central government grant, local Council resources and developer contributions. It has secured Programme Entry Status in the Department for Transport's Major Scheme Programme which gives good certainty of securing a contribution for the Scheme.¹⁸ Contributions from other sources are being sought but the Council has undertaken to underwrite the maximum projected funding gap for the Core Scheme of £8.8M should the need arise.¹⁹ Hence there are no financial impediments to the Core Scheme being implemented. There is sufficient funding to ensure its delivery and there are no other impediments preventing its delivery within a reasonable timescale.
 26. If developers were required to fully fund the cost of completing the Crewe Green Link Road along with funding off-site highway mitigation works, the cost of delivery might exceed the value of the development. It would either be unaffordable to bring the Basford East site forward or reduce viability to a level where other competing sites are developed first. Hence regeneration cannot proceed without the public sector assisting with the advanced delivery of the necessary transport infrastructure. It is clear that there is a case for infrastructure provision to pump-prime private sector investment. The provision of the link road will be the catalyst for moving the development forward.
 27. The Council's evidence at documents CD92 and 93 sets out the considerable efforts made to reach agreement with landowners which has ultimately resulted in the withdrawal of all objections to the Order. There are no human rights issues that are not satisfied by the right to appropriate compensation coupled with increases in land values that will result from the Scheme. In view of the comprehensive nature and compelling evidence of the case in support of the Scheme, confirmation of the Order is amply justified and in the public interest.
 28. The Council's evidence has not been challenged by evidence that contradicts it, by cross-examination or by submission. Nor is there anything in its evidence that is dubious, contrary to reason, or unsupported by appropriate documentation and expert opinion. There is a strong case for accepting it wholeheartedly and an overwhelming case for accepting it on the balance of probabilities. There are no financial or legal impediments to the construction of the CGLRS.
 29. A contractor for the project has been appointed and key programme dates identified which end with the road opening in November 2015.²⁰
 30. Without the necessary land, the Scheme and its important highway, transportation and regeneration objectives cannot be achieved. The Scheme is needed to achieve local and national planning policy objectives. The powers sought by the Council are necessary to ensure the Scheme is delivered with certainty and within a reasonable timescale.

¹⁸ Document CD5

¹⁹ Document CD72

²⁰ Document CD81 – paras.7.24-7.26

CONCLUSIONS

[Numbers in square brackets denote source paragraphs]

Bearing in mind the representations I have reported, I have reached the following conclusions:

31. If the Compulsory Purchase Order is to be confirmed, then Government Guidance as set out in ODPM Circular 06/2004 *Compulsory Purchase and the Crichton Down Rules* is that:
 - i) there should be a compelling case in the public interest to acquire all the land, and that this should sufficiently justify interfering with the human rights of those with an interest in the land affected;
 - ii) the acquiring authority should have a clear idea of how it intends to use the land that it wishes to acquire;
 - iii) sufficient resources should be available to complete the compulsory acquisition within the statutory period following confirmation of the Order, and to implement the scheme; and
 - iv) there should be a reasonable prospect of the scheme going ahead and it should be unlikely to be blocked by any impediment to implementation.
32. The Council has produced clear and uncontested evidence that the CGLRS forms part of a larger scheme in part implemented. It will in effect complete an easterly bypass of Crewe town centre, relieving traffic congestion and its associated problems and providing and improving access to strategic development sites and their links to the motorway network. [3, 4, 6, 28]
33. There is a wealth of information to demonstrate how the Scheme has evolved over time, how it has been carried forward in both planning and other policy documents and the substantial benefits expected from it. The benefits to the highway network are amply demonstrated and endorsed by the calculated benefit-cost ratio of 14 which is an exceptional return for a transport scheme. The development of Basford East is a very important component in the plans for the regeneration of Crewe. The road is essential to provide access into this area as well as having the added benefit of improving access elsewhere. [15, 16, 17, 19, 20, 21, 22]
34. The drawn up detailed scheme for the road, with additional areas for associated works, quite clearly demonstrates that all the land is required and shows how all of it is to be used. Even so, the Council has latterly reviewed the Scheme and has agreed with objectors that the spur roads are not an essential element. The short spurs to the proposed roundabout as retained in the proposed modification would be sufficient to provide for access to Basford East whilst leaving the detailed alignment of the spur roads to the developer landowners to progress. Thus the necessary core infrastructure to facilitate development would be provided. [10, 11, 12, 18]
35. Funding for the project has been thoroughly assessed and includes a contribution from the Department for Transport with the Council prepared to underwrite the maximum projected funding gap if necessary. Conditional planning permission has been obtained and mitigation works to protect the great crested newt have been accepted in principle although having to await confirmation of the Order

before they can be progressed further. There are no other identified potential barriers to implementation. A contractor has been appointed to advance the Scheme and key programme dates have been identified culminating in the road opening in November 2015. [23, 24, 25, 29]

36. The Council's efforts to progress with acquisition by way of negotiation have been documented and have in large measure been fruitful. However, in order to ensure that this key piece of necessary infrastructure will be delivered, the CPO as proposed to be modified should be confirmed. The evidence demonstrates that there is a compelling case in the public interest to acquire the land, and that in such circumstances there is sufficient justification for interfering with the human rights of those with an interest in the land. The necessary interference would not be disproportionate so as to amount in violation of those rights. The criteria set out in Circular 06/2004 for the confirmation of compulsory purchase orders have all been demonstrated to be met in this case. [26, 27, 30]

Recommendation

37. I recommend that the Cheshire East Borough Council (Crewe Green Link Road South) Compulsory Purchase Order 2013 be modified as follows:
- a) by substituting in the column headed "owner or reputed owners" for plots 1, 2, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 19, 52 and 54 the name "Rochpion Properties (4) LLP, 1 Angel Square, Manchester M60 0AG".
 - b) by deleting plots 20, 52 and 53 from the Order and by reducing the area of land comprised in plots 16 and 18.²¹
38. Subject to those modifications I recommend that the Order be confirmed.

Bridget M Campbell

Inspector

²¹ In addition to the request for modifications to the Order detailed at CD102; an updated CPO and schedule, and an updated CPO Map are included at CD 105 and 106 for convenience

APPENDIX 1 - APPEARANCES

FOR THE ACQUIRING AUTHORITY:

Timothy Jones of Counsel, instructed by Richard Foster, Pinsent Masons

He called

Paul Griffiths
BEng(Hons) IENG MIGHT Major Project Officer, Cheshire East Borough Council

Nick Benbow
BSc(Hons) MTPS MCIHT General Manager, MVA Consultancy

Adrian Fisher
BSc(Hons) M.Tpl MRTPI Head of Strategic and Economic Planning, Cheshire East Borough Council

Neil Hook
HNC MSc Regeneration Programme Manager, Cheshire East Borough Council

Saffra Wright
BSc MSc CEnv Principal Ecologist, Jacobs (UK) Ltd

Virginia Blackman
BSc(Hons) MRICS Partner, Planning and Development, Gerald Eve

No other Party appeared at the Inquiry

APPENDIX 2 – CORE DOCUMENTS

CD1	CGLRS General Arrangement Drawing, Reference B1772401/P/100/004 Rev 4
CD2	Cheshire East Council Cabinet Report, August 2012
CD3	Cheshire East Council Cabinet Meeting minutes, 20th August 2012
CD4	Cheshire East Council Officer Decision Record, 16th January 2013
CD5	DfT Programme Entry Letter, December 2011
CD6	DfT Best and Final Bid (BAFB), September 2011
CD7	'All Change For Crewe' Prospectus
CD8	Crewe and Nantwich Replacement Local Plan 2011 (TRAN11 is on p.85)

CD9	Cheshire and Warrington Local Enterprise Partnership (LEP) CEC Support Document
CD10	Cheshire and Warrington Business Needs Survey: Key Messages for the Crewe Green Link Road Bid (2011)
CD11	CGLRS Planning Board Report, Strategic Planning Board minutes, and Planning Decision Notice (planning reference 12/4115N), December 2012
CD12	CGLRS Environmental Statement (October 2012) – supporting CGLRS Planning Application (planning reference 12/4115N)
CD13	DfT Scheme Assessment Report, 2011
CD14	Basford West Section 106 Agreement, April 2008
CD15	Piloting Proportionate Appraisal Guidance – Option Assessment Report, March 2010
CD16	Basford Regional Investment Site, Crewe – Transport Planning Delivery Strategy for Comprehensive Development (Atkins, 2007)
CD17	Technical Note on A5020 Roundabout Improvements for CGLR Opening Year (MVA, November 2011)
CD18	Technical Note on A5020 Weston Road / CGLR Junction - Option Tests (MVA, December 2011)
CD19	CGLRS Flood Compensation Note and Addendum (Appendix H) (Cheshire East Highways, 2012)
CD20	GCN pond / habitat area planning application (12//3804N), November 2012
CD21	GCN pond / habitat area planning application (12/3805N), November 2012
CD22	National Planning Policy Framework (Department for Communities and Local Government, March 2012)
CD23	National Infrastructure Plan (HM Treasury, 2011)
CD24	North West Regional Spatial Strategy (RSS), 2008
CD25	Cheshire 2016: Structure Plan Alteration
CD26	Local Transport Plan (LTP) 3 – Final Strategy (2011 – 2026)
CD27	LTP Implementation Plan 2011 – 2015
CD28	Draft Crewe Town Strategy, 2012
CD29	Draft Development Strategy - Cheshire East Council (2013)
CD30	Emerging Policy Principles for Cheshire East

CD31	Ambition for All – Cheshire East's Sustainable Community Strategy 2010-2025
CD32	Basford East Development Brief – Crewe and Nantwich Borough Council (2004)
CD33	Order to revoke North West RSS (Order SI 2013 no 934)
CD34	North West Regional Economic Strategy (2006) (extract)
CD35	Local Economic Partnership Business Plan 2012-15
CD36	Cheshire and Warrington Employment Land and Sites Study (Executive Summary) (2009)
CD37	Written Ministerial Statement: Planning for Growth (March 2011)
CD38	Draft Crewe Town Strategy – Summary Report of Consultation Findings (2012)
CD39	Cheshire East Employment Land Review – Appendix F (2012)
CD40	Basford West Development Brief – Crewe and Nantwich Borough Council (2004)
CD41	Letter from Spawforths to CEC, June 2013
CD42	Economic Development Strategy for Cheshire East – Cheshire East Council (2011)
CD43	All Change for Crewe: Final Report 1 – The Data and Evidence Repository – Cheshire East Council (2010) [extract]
CD44	All Change for Crewe: Final Report 2 - Crewe's Strategic Framework for Economic Growth 2010-2030 - Cheshire East Council (2010) [extract]
CD45	All Change for Crewe: Crewe's Strategic Framework for Economic Growth 2010-2030 Final Report 3 – The Action Plan - Cheshire East Council (2010) [extract]
CD46	Public Engagement Results Report 'All Change for Crewe' November & December 2010 – Cheshire East Council (2010)
CD47	Paycheck Data 2010 – CACI http://www.caci.co.uk/paycheck.aspx
CD48	The Eddington Transport Study – Department for Transport (2008) [extract]
CD49	Cheshire East Council Report to Cabinet – 'All change for Crewe' Implementing Crewe Vision – Cheshire East Council (20th Dec 2010)
CD50	Cheshire & Warrington Means Business: A Prospectus for a Cheshire *Warrington Local Enterprise Partnership (Sept 2011)
CD51	Mid-2011 Population Estimates for Lower Layer Super Output Areas. ONS Crown Copyright 2013 [Extract]

CD52	English Indices of Deprivation 2010, Department for Communities and Local Government
CD53	[1] Claimant Count, ONS, NOMIS. Crown Copyright. [2] Underlying population estimates for Crewe town and individual LSOAs: 2011 Census (Table KS102EW). ONS Crown Copyright. [3] Underlying population estimates 2011 for Cheshire East, the NW and UK: ONS mid-year population estimates 2011. ONS Crown Copyright 2013.
CD54	2011 Census (table QS501EW). ONS Crown Copyright.
CD55	Baseline projections from the Cheshire, Halton & Warrington Econometric Model 9CHWEM). Projections were obtained using Cambridge Econometrics (CE)/IER LEFM software and are consistent with Cambridge Econometrics' UK regional Forecast, as published on Cambridge Econometrics' Knowledge Base website in June 2012
CD56	Cheshire East Council Corporate Three Year Plan 2013-16 – Cheshire East Council (2010)
CD57	Crewe Green Link Road Southern Section, Major Scheme Business Case, February 2009
CD58	Transport Analysis Guidance (www.dft.gov.uk/webtag) [<i>Note: No documents provided. Relevant sections from website: 2.1.2, 2.9.1, 3.3.2, 3.3.3, 3.5.4, 3.5.6, 3.5.7, 3.9.5, 3.10.1-3, 3.15.5, 3.16</i>]
CD59	Local Transport Plan 2006-2011 [Chapter 5 – Major Schemes]
CD60	Best and Final Funding Bid, Base Model Revalidation Note and Appendices
CD61	Design Manual for Roads and Bridges [Section 3, Part 4 – Ecology extract provided] http://www.dft.gov.uk/ha/standards/dmrb/
CD62	Best and Final Funding Bid, Demand Forecasting Report and Appendix
CD63	Best and Final Funding Bid, Value for Money Summary Annex
CD64	Environment Agency Flood Compensation Requirements AIP, August 2012
CD65	ODPM Circular 06/2004
CD66	CGLRS Scheme Overview Programme 29-01-13Rev1
CD67	IEEM (2006). Guidelines for Ecological Impact Assessment in the United Kingdom
CD68	Letters of Support
CD69	Co-op Letter of Support (May 2013)
CD70	Local Member Letter of Support (June 2013)
CD71	Original Scheme planning consent (Planning reference 01/1199), dated

	February 2002
CD72	Cheshire East Council Cabinet Minutes, May 2013 [Item 9]
CD73	MVA Scheme Dependent Valuation Report, Sept 2011
CD74	Crewe and Nantwich Local Plan [extract], 1997
CD75	Basford East Meeting Note, May 2012
CD76	Basford East Environmental Scoping Report [Paragraph 1.1.1]
CD77	Estimated job and GVA impacts of Basford East site
CD78	Public Right of Way (Footpath FP1) Stopping Up Order (Sealed) and Plan, April 2013
CD79	CGLRS Planning Consent (2011) (Planning Ref: 11.1982N)
CD80	Summary Proof of Evidence of Paul Griffiths relating to Core Scheme Overview
CD81	Proof of Evidence of Paul Griffiths relating to Core Scheme Overview
CD82	Summary Proof of Evidence of Paul Griffiths relating to Spur Roads
CD83	Proof of Evidence of Paul Griffiths relating to Spur Roads
CD84	Summary Proof of Evidence of Nick Benbow
CD85	Proof of Evidence of Nick Benbow
CD86	Summary Proof of Evidence of Adrian Fisher
CD87	Proof of Evidence of Adrian Fisher
CD88	Summary Proof of Evidence of Neil Hook
CD89	Proof of Evidence of Neil Hook
CD90	Summary Proof of Evidence of Saffra Wright
CD91	Proof of Evidence of Saffra Wright
CD92	Summary Proof of Evidence of Virginia Blackman
CD93	Proof of Evidence of Virginia Blackman
CD94	Summary Proof of Evidence of Bruce Owen on behalf of The Thomas Sutton Witter Trust
CD95	Proof of Evidence of Bruce Owen
CD96	Appendices to the Proof of Evidence of Bruce Owen
CD97	List of Questions to be raised by Chris Turney on behalf of Mr and Mrs Whitby

CD98	Response by Paul Griffiths to the questions raised by Mr Chris Turney
CD99	Opening statement by Counsel (Tim Jones)
CD100	Letter of withdrawal on behalf of Mr Witter
CD101	Updated schedule of Objectors 30 July 2013
CD102	Request for modifications to the Order
CD103	Further letters of Support for Crewe Green Link Road South (duplicate of CD68)
CD104	Extract from proposal map highlighting Basford East and Basford West
CD105	Updated CPO and schedule minus spur road plots
CD106	Updated CPO map minus the spur road plots.
CD107	Letter of withdrawal of the objection and separate representation from Network Rail
CD108	Letter of withdrawal of the objection from Duchy of Lancaster
CD109	Letter of the Secretary of State dated 14 February 2008 confirming saved policies in Crewe and Nantwich Local Plan 2011
CD110	Aerial photograph of CPO land with Scheme overlay
CD111	Not used
CD112	Email from Mr Turney to withdraw the objection from Mr and Mrs Whitby
CD113	Closing statement by Counsel (Tim Jones)
CD 114	Email dated 31 July 2013 from Richard Foster confirming dealings with Rochpion