

Environment and Prosperity Scrutiny Committee

Agenda

Date: Wednesday, 20th January, 2010
Time: 10.30 am
Venue: Committee Suite 1,2 & 3, Westfields, Middlewich Road,
Sandbach CW11 1HZ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

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

1. **Apologies for Absence**

2. **Declarations of Interest/Whipping Declarations**

To provide an opportunity for Members and Officers to declare any personal and/or prejudicial interests in any item on the agenda

3. **Public Speaking Time/ Open Session**

A total period of 15 minutes is allocated for members of the public to make a statement(s) on any matter that falls within the remit of the Committee.

Individual members of the public may speak for up to 5 minutes, but the Chairman will decide how the period of time allocated for public speaking will be apportioned, where there are a number of speakers

4. **Minutes of Previous Meeting** (Pages 1 - 6)

5. **Crewe Vision** (Pages 7 - 10)

For any apologies or requests for further information, or to give notice of a question to be asked by a member of the public

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To receive a presentation from Economic Consultants SQW, and to consider a report of the Head of Regeneration.

6. **Macclesfield Town Centre Redevelopment** (Pages 11 - 20)

To consider a report of the Head of Regeneration.

7. **Strategic Highways - Policy Update** (Pages 21 - 36)

To consider a report of the Head of Regeneration

8. **Performance Indicators - Street Cleansing**

To receive a presentation by the Head of Policy and Performance.

9. **Work Programme** (Pages 37 - 40)

To give consideration to the work programme

10. **Forward Plan** (Pages 41 - 44)

To give consideration to the extracts of the forward plan which fall within the remit of the Committee

CHESHIRE EAST COUNCIL**Minutes of a meeting of the Environment and Prosperity Scrutiny Committee**

held on Wednesday, 25th November, 2009 at Committee Suite 1,2 & 3,
Westfields, Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor G M Walton (Chairman)
Councillor E Gilliland (Vice-Chairman)

Councillors Rachel Bailey, H Davenport, R Fletcher, M Hollins, M Parsons and
J Weatherill

Substitute

Councillor J Jones

In attendance

Councillors L Smetham (support Member for Sustainable), J Macrae (Portfolio Holder for Prosperity) and D Brickhill (Portfolio Holder for Environmental Services)

Apologies

Councillors G Barton, S Broadhurst, M Hardy, R Menlove, L Smetham and
C Thorley

33 DECLARATIONS OF INTEREST

None

34 PUBLIC SPEAKING TIME/ OPEN SESSION

None

35 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 23 September 2009 be approved as a correct record and signed by the Chairman

36 PERFORMANCE INDICATORS

Consideration was given to the Performance Indicators which fall within the remit of the Committee. Members noted that the street cleansing service was currently underperforming and agreed to give consideration to this issue at a future

meeting of the Committee. Members also agreed that a detailed definition of the performance indicators would be considered at that meeting.

RESOLVED

That detailed definition of the performance indicators and a report on street cleansing be considered at a future meeting of the Committee.

37 THE NEW SUB REGIONAL ARCHITECTURE

Consideration was given to a report outlining the approach being adopted in developing a new sub regional architecture for Cheshire and Warrington. The report described the process to date, the nature of the new structures being proposed and the timetable for further developments. The Committee was generally supported of the approach; however Members agreed that it must be cost effective and reviewed in the future.

RESOLVED

That the Portfolio Holder be recommended to approve the approach being adopted in developing a new sub regional architecture for Cheshire and Warrington, subject to it proving to be cost effective and reviewed in the future.

38 PREPARING AN ECONOMIC DEVELOPMENT STRATEGY FOR CHESHIRE EAST

The Committee received a report informing Members that at its meeting held on 11 July 2009, Cabinet gave consideration to a report suggesting that a comprehensive Economic Development Strategy would be developed during 2010 and that a detailed timetable and project plan was in preparation. Members also received a presentation on an initial SWOT analysis of the economy of Cheshire East and why a strategy was required.

The Committee agreed that the rural economy should also be considered and that it may be appropriate to develop a separate strategy for this.

RESOLVED

That the Portfolio Holder be informed that the Committee endorses the approach outlined on the preparation of a draft Economic Development Strategy for Cheshire East subject to consideration being given to developing a separate strategy for the rural economy.

39 A VISITOR ECONOMY STRATEGIC FRAMEWORK FOR CHESHIRE EAST

The Committee received an outline of the developing Visitor Economic Strategy which would be shaped further with partners. It was noted that the visitor economy strategy is an important contributor to Cheshire East, generating over £600m per annum to the local economy. Following consideration of the report

the Committee agreed that any comments on the Strategy should be submitted to the Head of Regeneration.

RESOLVED

1. That any comments on the Strategy be submitted to the Head of Regeneration.
2. That Cabinet be recommended to approve the strategy subject to consideration being given to any comments received.

Councillor Macrae left the meeting following consideration of the above item.

40 INTEGRATED TRANSPORT SERVICE

The Committee gave consideration to a presentation on the Integrated Transport Service which highlighted the current service provisions and overview of a proposed review of the service. Members of the Committee raised individual transport issues that were relevant to their wards.

It was noted that the former authorities had Public Transport Liaison Committees and that the possibility of having a Committee for Cheshire East should be investigated.

Following detailed consideration of the issues, the Committee agreed that it should receive regular updates on the review.

RESOLVED

1. That the possibility of establishing a Public Transport Liaison Committee for Cheshire East be investigated.
2. That the Committee receive regular updates on the review of Integrated Transport Services.

41 CLIMATE CHANGE BRIEFING

The Committee gave consideration to a report on the Council's approach to the climate change agenda, which included a comprehensive Climate Change and Sustainable Development Strategy being developed for Cheshire East, one of the components of which would be the production of a Carbon Management Plan. The report also set out the impact on the Council of a new statutory requirement, compliance with the Carbon Reduction Commitment. The Committee agreed that a press release on the Council's commitment to addressing climate change should be issued.

With regard to travel management plans it was agreed that Councillors should also be included and that the reduction in short journeys would be a quick win.

RESOLVED

3. That a press release on the Council's commitment to addressing climate change be issued.
4. That the Council's approach to the climate change agenda be noted.
5. That the possibility of devising a travel plan for councillors be investigated.

42 CHESHIRE REPLACEMENT WASTE LOCAL PLAN - SAVED POLICIES

Consideration was given to a report outlining that all policies contained within local plans were saved for a period of three years following their adoption by virtue of the Planning and Compulsory Purchase Act 2004. The Cheshire Replacement Waste Local Plan (CRWLP) was adopted on 12 July 2007, and as such its policies were saved until 11 July 2010. The report set out the Local Planning Authority's recommendations for saving the policies of the CRWLP beyond July 2010 thereby preventing a policy void.

RESOLVED

That the Environment and Prosperity Committee endorse the recommendations to save all the policies of the Cheshire Replacement Waste Local Plan.

That the Portfolio Holder for Performance and Capacity be recommended to approve:

1. The submission of a request to save all the policies of the Cheshire Replacement Waste Local Plan beyond July 2010 to the Secretary of State and that the basis for the submission, as set out in appendix 2 of the report.
2. That due to the geographical nature of the document spanning two authorities that the submission is a joint submission to the Secretary of State from Cheshire East and Cheshire West and Chester
3. That an urgent review of Site Specific Allocations should be carried out at the earliest opportunity in 2010 to take account of any changes in circumstances since the original adoption of the Cheshire Replacement Waste Local Plan;
4. That officers report to the next meeting of the LDF Panel on the timetable, resources and options for the review of the allocations.

43 LOCAL DEVELOPMENT FRAMEWORK: ANNUAL MONITORING REPORT

Consideration was given to a presentation and the draft Annual Monitoring Report prior to it being submitted to the Government Office for the North West. The presentation outlined why and what the Council monitors, the format for the Annual Monitoring report, the Local Development Scheme, social progress, sustainable economic growth, protection and enhancement of the environment, use of natural resources and climate change.

The Committee agreed that any typographical errors be forwarded to the Scrutiny Officer.

RESOLVED

1. That any typographical errors contained within the Annual Monitoring Report 2008/09 be forwarded to the LDF Manager.

2. That the Portfolio Holder for Performance and Capacity be recommended to approve the submission of the Annual Monitoring Report to the Government Office for the North West.

44 FORWARD PLAN

The Committee gave consideration to the extracts of the forward plan, which fell within the remit of the Committee

RESOLVED

That the extracts be noted

45 WORK PROGRAMME

Consideration was given to the work programme. The Committee agreed to make the following amendments:

1. That a Car Parking Task and Finish Panel comprising of Councillors G M Walton, G Merry, B Dykes, R Fletcher and C Thornley be established to commence immediately.
2. That the item relating to the Queens Restoration be removed from the work programme.
3. That a special meeting of the Committee be arranged to give consideration to the Waste PFI
4. That a Waste Harmonisation Task and Finish Panel be established to commence in January 2010, the Membership for which would be approved at a future meeting of the Committee.

RESOLVED

That the work programme be amended to reflect the issues highlighted above

The meeting commenced at 10.00 am and concluded at 12.55 pm

Councillor G M Walton (Chairman)

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CHESHIRE EAST COUNCIL

REPORT TO: Environment and Prosperity Scrutiny Committee

Date of Meeting:	20th January 2010
Report of:	Caroline Simpson, Head of Regeneration
Subject/Title:	Crewe Vision

1.0 Purpose of Report

- 1.1 This report informs members about the progress made by economic consultants SQW in the development of a vision and high level master plan for Crewe. Key findings and strategic priorities are also summarised. SQW will make a verbal report to committee and this is an opportunity for members to input into the development of the Vision.

2.0 Recommendations

- 2.1 That the progress to date is noted and the findings of SQW's Stage 1 Report and presentation are endorsed.

3.0 Reasons for Recommendations

- 3.1 Approval was given at Cabinet on 14th July for Cheshire East to lead the development of a high level vision for Crewe. SQW are now more than half way through their work and it is appropriate to review and endorse their findings and direction of travel.

4.0 Wards Affected

- 4.1 Crewe North; Crewe South; Crewe East; Crewe West; Rope; Doddington; Nantwich.

5.0 Local Ward Members

- 5.1 Local ward members have been involved through briefing meetings, attendance at stakeholder events and through LAP meetings.

6.0 Policy Implications

- 6.1 Crewe is a spatial priority for Cheshire East Council. Although the town has witnessed both employment and population growth, it has failed to increase its relative economic value. Crewe is recognised in the 2006 Regional Economic Strategy as 'a significant town with economic potential'. Crewe's South East Quadrant represents a significant

opportunity for economic growth. There have been many successes to date but a number of projects and studies that have thus far failed to deliver. Progress with the Town Centre redevelopment has stalled due to the current economic climate but is still a major regeneration opportunity which can help deliver major image uplift.

- 6.2 The Crewe Vision project will build upon the existing studies and, through comprehensive stakeholder engagement, deliver a new vision for Crewe that has strong support from all sectors. The outcome of this work will feed directly into a range of local, sub-regional, regional and potentially national policy. The timescales have been set to maximise the opportunity to influence regional policy development through the Single Regional Strategy RS2010 and the Department for Transport funding allocation process. The vision will be translated into planning policy through the Local Development Framework (LDF) following a process of formal public consultation.

7.0 Risk Management

- 7.1 There are minimal risks associated with Cheshire East leading this piece of work as all stakeholders fully endorsed the need for the new Council to show leadership. SQW and Cheshire East staff have included as wide a range of Stakeholders as possible in the process – local businesses, landowners and agents, community groups, voluntary and educational sectors, trade unions, Crewe and Nantwich LAPS.
- 7.2 SQW was procured through an existing NWDA panel which was established in accordance with EEC procurement regulations. The contract was let and has been managed in accordance with NWDA's standard terms and conditions of contract for services.
- 7.3 The consultancy project has been supervised by staff with appropriate contract and project management skills, working with a steering group drawn from CE Places Directorate staff, Cheshire and Warrington Economic Alliance and the North West Development Agency.

8.0 Project Progress

- 8.1 SQW was appointed by letter on 25th August 2009 following the procurement process described above. There were some delays to the original programme due to an extended scoping and initial consultation process. The full scoping report was submitted to the steering group on 16th October 2009. Work is now progressing at a rapid pace and is on course to be completed before the end of March 2010.
- 8.2 SQW is undertaking the project in three phases. The first is now complete and consisted of information gathering, interviews and consultation with stakeholders. The collected data and information has been analysed and presented in the Stage 1 Report (summarised in sections 9.0 and 10.0).

- 8.3 The second phase consists of the development of the Strategic Framework. This work is nearly complete and an update will be presented by SQW during the meeting.
- 8.4 In the third phase of work SQW will work with members and stakeholders to develop an Action Plan through which the Strategic Vision can be implemented. The Action Plan will provide high level detail of projects, delivery mechanisms and it will propose governance arrangements for the project. The project will be completed by 31st March 2010.

9.0 Summary of Stage One Findings

- 9.1 Economic Indicators - Crewe is a major economic driver for Cheshire East. It is a largely self contained economy, but generally it underperforms and lags behind the UK. Growth is likely to occur, but largely without creating additional jobs due to the balance between growing, adjusting and shrinking sectors. Its two major employers are within the automotive and health sectors, Crewe's future is positive, but potentially fragile.
- 9.2 Strategic and Local Transport Assets - It is important that Crewe creates a vibrant and competitive town centre with attractive and efficient transport gateways (road and rail). Successful development of strategic employment land at Basford is vital to the development of Crewe's economy as is a property portfolio that drives new business start ups in the knowledge economy. Housing development must be strategically planned so that new development is properly integrated with supporting community facilities.
- 9.3 Transport - There is a need to reduce road congestion in and around Crewe by a mixture of infrastructure projects, traffic management and a shift in modes of transport. Mobility must be future proofed for a low carbon economy, growing population and increased employment. The benefits from being a rail hub should be maximised and Crewe's status as rail and road gateway should be enhanced.
- 9.4 Skills and Employment - There is a need to improve the skills and productivity of Crewe's workforce, with immediate action required to prevent unemployment from becoming entrenched and to raise attainment within secondary education. It is important to target employment growth for Crewe residents, but skills must be matched to needs and growth in high value businesses. The Manchester Metropolitan University campus, South Cheshire College, the proposed Rail Academy and adjacent Keele University and Reaseheath College provide a strong resource that should be maximised.
- 9.5 Enterprise Competitiveness and Knowledge Economy - The attractiveness of Crewe for businesses arises from its transport connectivity, but this requires strengthening, also weaknesses in the town centre, public realm, image, cultural offer, skills and office

accommodation must be addressed. Bentley is very important to the town's economy, the emerging ICT sector should be supported (including next generation broadband roll out) and Crewe as a location for business should be actively marketed.

- 9.6 Communities and Neighbourhoods - There is a concentration of deprivation and health related issues within 7 of Crewe's wards, but this is masked within overall figures for Crewe. The proportion of young people not in employment, education or training (NEET) is high across Crewe. Some of the Borough's most affordable housing is within Crewe, but this could be due to both low demand and housing stock in a poor condition. Crewe's quality of place is poor and physical redevelopment could make a real difference to the town's image.

10.0 Strategic Priorities Identified by SQW:

- Exploiting and maximising accessibility into and around Crewe
- Unlocking the existing development opportunities
- Growing the knowledge economy and increasing innovation
- Maximising linkages and synergies with surrounding urban areas and London
- Supporting and enabling diversification of Crewe's economy and business base
- Transforming Crewe's image through a new USP/brand and physical regeneration
- Creating an excellent place to live by raising the quality of public services and voluntary sector provision
- Raising the standard of secondary education and increasing employment training
- Ensuring that Broadband and ICT services are developed
- Broadening access to opportunities for disadvantaged communities
- Embracing the low carbon agenda and ensuring the highest standards of sustainability
- Providing strong leadership and engendering ambition at all levels within Crewe

11.0 Access to Information

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

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Environment and Prosperity Scrutiny Committee

Date of meeting: 20 January 2010
Report of: Caroline Simpson, Head of Regeneration
Title: Macclesfield Developments

1.0 Report Summary

- 1.1 This report sets out the background and current position on the proposed Macclesfield Developments, namely Macclesfield Town Centre and the South Macclesfield Development Area (SMDA), and the next steps in developing a coherent delivery plan for Macclesfield over the next 5-10 years, focusing specifically on the opportunities to:
- review the plans and agreements in place for the Town Centre
 - realise the potential of the SMDA
 - improve and extend the town's facilities, particularly from a retail, leisure, cultural and heritage perspective.
- 1.2 It will provide a key foundation for the Local Development Framework process as it evolves over the next three years, through the development of a clear baseline and assimilation of evidence of need, demand, capacity and potential from a range of recent and planned studies.
- 1.3 This approach will require the commitment of the Council with financial and staffing resources to support the process. These were agreed by Cheshire East Council's Cabinet on 22 December.
- 1.4 This report also outlines how linkages between the redevelopment of the SMDA and the town centre will provide an overall delivery strategy for two major opportunities, which will contribute to the future potential of the town.

2.0 Recommendations

- 2.1 It is recommended that the Committee notes:
- i) the development of a delivery plan for Macclesfield that provides a more robust, cohesive for the town over the next 5-10 years.
 - ii) the Council's commitment to work with our development partner Wilson Bowden Developments, in reviewing the options for delivery of a mixed use town centre development scheme in Macclesfield within the parameters of our existing Development Agreement, which includes stakeholder engagement and public consultation.

iii) the budget of £150K earmarked for the Project for 2009/2011 in order to procure:

- external consultancy capacity and expertise to support the development of this delivery plan.
- commercial development advice for the SMDA

3.0 Policy Implications

- 3.1 Macclesfield is identified as a growth area under the current Regional Spatial Strategy and, as such, provides opportunities for sustainable growth.
- 3.2 The development of our Core Strategy will review current development opportunities for the area. However this process may not produce updated development plans for key sites for 2-3 years, missing the potential to position Macclesfield to achieve its potential as the commercial market picks up over the next few years.
- 3.3 The Council has an existing Development Agreement with a private sector partner for a redevelopment scheme in the town centre and it is imperative that a scheme is delivered in the shortest possible timescale and fulfils the ambition that the Council has for the town.
- 3.4 The town centre in Macclesfield is an important location for current Council activity. The approach outlined in this report will ensure that our key civic assets, such as the town hall, can be utilised effectively and integrated with the rest of the town.
- 3.5 Commercial developers and investors are not investing in many new development and regeneration schemes at this stage. However, they are actively analysing future opportunities for when the market picks up, placing greater emphasis on schemes where local authorities are actively engaged in terms of both planning schemes and considering joint ventures, to minimise risk in terms of deliverability.
- 3.6 The current economic conditions, and previous experiences with the SMDA, indicate that no commercial-led development proposals will emerge in the short term, unless the Council takes a lead in reviewing future uses. The future uses of the site should be considered within the context of our plans for the town centre and the advantages of developing the two proposals in parallel are detailed in the report.
- 3.7 In order to ensure that the needs and ambitions of communities in Macclesfield, and of the Council itself, are addressed as holistically, effectively and promptly as possible, the Council needs to take a pro-active approach with commercial development partners to the planning of new schemes. Whilst this does not presuppose that implementation will commence immediately, it will position the town and Council much more strongly in this respect, both in relation to its current position and the position of other towns.
- 3.8 Development proposals emerging from the town centre and South Macclesfield Development Area work will be required to demonstrate appropriate analysis of implications for wider public policy issues including sustainability, environmental impact, health, culture, transport, learning, etc. All key stakeholders will be

engaged in the process both to identify issues, but also opportunities to maximise both the community and commercial benefit and deliverability of proposed schemes.

- 3.9 The issue of climate change and sustainability will be a key feature of new development proposals. There is the potential for this Council to take a lead in developing sustainable solutions to major development and make use of new technologies and design solutions.
- 3.10 This work will provide the opportunity to join up policy across Cheshire East for the benefit of Macclesfield and the rest of the Borough including our review of leisure and cultural amenities, waste facilities and our overall approach to supporting town centres.

4.0 Background

- 4.1 The new Council has inherited two major existing spatial priorities for the Macclesfield area which are:
- Regeneration of Macclesfield Town Centre.
 - Development of the South Macclesfield Development Area (SMDA)
- 4.2 It also recognises the need to establish a clearer baseline in terms of need, demand, capacity and potential for a range of uses including retail, leisure, cultural and heritage.
- 4.3 Macclesfield is identified as a growth area under the current Regional Spatial Strategy and as such provides opportunities for sustainable growth.
- 4.4 The creation of the new Council and the development of the new Regional Strategy 2010 provides an opportunity to understand more fully the role and function of Macclesfield, particularly its role in the Manchester City Region and its wider influence across the Cheshire and Warrington Sub-region.
- 4.5 The two major investment opportunities outlined above are at different stages of development, but a clear understanding of the linkages and synergies between them, and the wider influences within Cheshire East is required to maximise the potential of both sites. For example, the presence of a significant (10ha) retail allocation on the SMDA at a time when proposals for major retail investment in Macclesfield Town Centre are emerging, means it is essential that a complementary approach is taken in pursuing development. There is major food retailer interest in the Macclesfield area and priority locations and capacity issues need to be resolved.
- 4.6 The current recession and uncertain economic outlook also have implications for the progression of the investment plans and the Council requires a realistic view of what can be achieved in the short and long term for both sites.

Macclesfield Town Centre

- 4.7 Macclesfield is the principal town in North East Cheshire with a population, including surrounding settlements, of approximately 70,000. The primary catchment area for the town is about 113,000 from which around 75% of the town centre shopping visits are derived.
- 4.8 The town is readily accessible by car and over 2,200 public parking spaces are available in the town centre. The bus station, which was rebuilt in 2005, provides regular services to the town's residential areas and a number of outlying villages and neighbouring towns. Macclesfield train station, which is on the West Coast main line and also provides local services, is located adjacent to the town centre.
- 4.9 Despite the level of affluence in the area, the town centre is poorly represented by national multiple retailers. Many of the traditional shopping streets contain smaller units which are unsuitable for national multiples and a number of existing national multiple retailers are currently trading from undersized units or poorly configured stores. Neither is there a department store or cinema provision. Food shopping provision is restricted to two supermarkets plus an M&S food hall and small convenience outlets, although there are two superstores relatively close to the town centre.
- 4.10 As a result, a significant amount of spending on comparison goods and leisure activity takes place in Manchester City Centre, Stockport Town Centre, Handforth Dean, Cheadle, the Trafford Centre and other large centres.
- 4.11 Key strengths of Macclesfield town centre are the attractive public realm and shopping environment which has retained much of its historic street pattern and scale, and the significant number of independent retailers, which help to distinguish Macclesfield's offer from other centres.
- 4.12 There has been limited development activity in the town centre over the last ten years and no significant increase in retail floorspace. Various studies have identified a need for additional floorspace in the town centre to maintain a competitive position and the planning framework dating back to the Macclesfield Borough Local Plan 1997 and carried over to the existing 2004 Local Plan, has been supportive of redevelopment. A view was taken that, by attracting more multiple retailers to the town centre, some of the expenditure lost to competing centres could be clawed back to Macclesfield.
- 4.13 A Development Brief was prepared for the redevelopment of the town centre in 2004 and, in November 2005, following a tendering process, the Borough Council selected Wilson Bowden as their "preferred development partner". The Brief outlined the Borough Council's vision to enhance the centre through a retail led mixed-use development to include comparison and convenience shopping offering a range of shop sizes to cater primarily for non-represented multiple retailers, a department store, a cinema, a hotel, offices, residential accommodation including affordable housing, car parking (including short stay), transport improvements, a new town square, improvements to the public realm and a new Community Hall.
- 4.14 The outline planning application for the £200 million redevelopment of Macclesfield Town Centre was submitted in November 2008. The key features of the Scheme were:

- Debenhams department store – 80,000 square feet at Park Green
 - 50 additional retail units of various sizes complementing the existing town centre
 - A new community hall with adjacent parking
 - Eight-screen cinema on Churchill Way with restaurants and cafes around a major new public square as a focal point for meeting and eating
 - A replacement of the existing car parks providing over 1,200 parking spaces in a multi-storey car park at the Park Green end of the site
 - 55 residential properties – town houses and flats, including affordable housing
 - New foodstore at the Park Green end of the site
- 4.15 As a result of representations made on the outline planning application by both statutory and non statutory parties, together with the impact of the economic climate, Wilson Bowden formally asked the Council for an extension of time before the planning application is determined so that they can revise the Masterplan.
- 4.16 Since 1st April 2009, the Council has reviewed the legal position of the current Development Agreement and has agreed to progress discussions with Wilson Bowden to develop a new scheme which will be subject to a further legal review prior to implementation to ensure the Council is adhering to procurement legislation.
- 4.17 The impact of the recession has had a major impact on the type of scheme that Wilson Bowden are now proposing to bring forward and the potential timescales for development.
- 4.18 Whilst this is disappointing in many ways, the delays, due to a depressed market, can prove to be of advantage to Cheshire East as we have the ability to plan a scheme for the town which meets our priorities as a new authority.
- 4.19 We now have the opportunity to fully integrate the following challenges and opportunities facing the new Council into a coherent delivery plan for the town.
- the ambitious plans for the Silk Museum and how they can be integrated into an overall delivery plan
 - how to build upon the town's heritage and cultural offer and branding of Macclesfield as the 'Silk Town'
 - how the town's leisure requirements can be addressed in light of the Council's leisure review.
 - how the Town Hall and civic facilities, including the library can be best utilised for the benefit of local residents.
- 4.20 There is now also scope to more fully consider how a future development scheme can complement and link to the rest of the town via the development of the Macclesfield Delivery Plan. One of the major criticisms through the public consultation process on the original scheme was that there was a lack of connection and permeability to the current town centre.

South Macclesfield Development Area (SMDA)

- 4.21 Macclesfield is the major employment centre in the north east of Cheshire. It forms a key part of the North East Cheshire Growth Engine identified in the Cheshire & Warrington Sub Regional Economic Strategy and as such plays a major role in

generating business start ups and knowledge based firms. The strongest sector specialism is Biotechnology and Pharmaceuticals which employ 10% of the workforce.

- 4.22 Whilst the economy is buoyant by regional/national standards, over the last five years there has been a slow down in new business formation, growth in employment has been weak by national standards, and the area has an ageing workforce. Nevertheless future GVA growth could still outstrip other parts of the sub-region. To maintain the area's economic pre-eminence requires, amongst other things, investment in land and premises infrastructure. The SMDA could play a key part in accommodating the future economic development needs of the Macclesfield area.
- 4.23 The 60 hectare South Macclesfield Development Area is a mixed use Local Plan allocation on the southern edge of Macclesfield. The area lies between Congleton Road (A536) to the west and the mainline railway on its eastern boundary. East of the railway, lies Lyme Green Business Park and London Road (A523). Immediately to the south of the site is the active Danes Moss Landfill site and, beyond that, the Danes Moss Site of Special Scientific Interest.
- 4.24 The site is characterised by open areas of rough pasture and grassland, and a number of hedgerows and ditches cross the site. In the south west corner lie Cheshire East football pitches, and a number of 'bad neighbour' uses lie along the boundary to Moss Lane.
- 4.25 Part of this site (22 hectares) is allocated for B1, B2 and B8 employment uses and there is a 10 ha retail allocation and a 6ha housing allocation (now developed). The remainder of the site comprises walkways and open space provision. A Brief was also prepared for the Development Area in 1998 to guide prospective developers.
- 4.26 In 2002, planning applications by Shepherd Developments for the whole of the Development Area (termed 'Danegate') were refused by the former Macclesfield Borough Council, primarily because of conflict with the Local Plan. In particular, the Planning Committee considered that the retail provision would adversely affect the town centre, and the traffic problems posed by the development would not be adequately resolved. There have been no further applications to develop the site, although the site was also investigated (and rejected) as a possible location for the 'Macclesfield Learning Zone', (replacement Macclesfield College/Henbury High School). This has now been built on the College's existing site off Park Lane.
- 4.27 Following on from the findings of the Macclesfield Property Study 2005, which looked at the supply and demand for employment land in the former Borough, a feasibility study was commissioned by Macclesfield Borough Council in 2007 to make recommendations on preferred development options for the SMDA. The study was also informed by restricted consultations with key stakeholder organisations and local community representatives. These largely endorsed the issues and ideas identified by the consultants.
- 4.28 The study recommended a number of 'next step' actions and, in tandem with this, efforts were made to secure funding from the NWDA to progress a Masterplan for the site but this was unsuccessful. Subsequent efforts to bring the site forward were not fully progressed, due to local government reorganisation in Cheshire and

the onset of the economic downturn.

- 4.29 The site is in multiple ownerships. Cheshire East Council holds a freehold interest in part of this land and the adjoining retail allocation, totalling 26.5 hectares. The owner of the Lyme Green Business Park controls the access into the site from the south.
- 4.30 Macclesfield Town Football Club have recently indicated a desire to move to a larger purpose-built stadium complex, with associated community and commercial facilities, within the SMDA. The club's timescales are very ambitious, linked both to their enhanced viability and other emerging opportunities.
- 4.31 There is also potential to consolidate depot/waste facilities in this area, which could have the benefit of releasing key sites elsewhere across the town. This could be tied into a strategic approach of developing a sustainability theme to the future of the site.
- 4.32 There would also be an opportunity to consider highways arrangements in the town, within the context of the Local Transport Plan, in terms of a potential link road which could simultaneously relieve transport congestion in the town centre, whilst serving new development sites.
- 4.33 With landownership interests held by Cheshire East Council, any development strategy, whether for the wider SMDA or just the Council-owned land, will require an open market process involving OJEU, and this has been made clear to MTFC.
- 4.34 This approach may result in a change to the planning context, e.g. through Supplementary Planning Guidance, but only following engagement with other landowner interests and community consultation.

The Way Forward

- 4.35 Macclesfield will continue to have an important role to play in the economic growth of Cheshire East and the North West as a whole. The economic relationship with South Manchester over the next 20 years is likely to increase due to agglomeration and to the implementation of regeneration projects and additional public and private sector investment.
- 4.36 The regeneration of Macclesfield town centre for mixed use, and the provision of good quality office space to stimulate the high value economy will be essential elements of our overall strategy. Key to this will be the realisation of the potential of the South Macclesfield Development Area.
- 4.37 A delivery strategy is now required to take forward the redevelopment of these two key areas/sites within the context of an overall vision for the town. Whilst the Local Development Framework provides the overarching mechanism to achieve this, the Council need not be constrained by this process when so much progress has been made, particularly in terms of the Town Centre, but also in amassing other evidence. The actions proposed in this report are compatible with the prevailing planning policies and proposals as set out in the North West of England Plan and saved policies of the Macclesfield Local Plan 2004.

- 4.38 In particular, there is now a clear opportunity to move forward in developing plans for both the Town Centre and South Macclesfield Development Areas in tandem, which would provide the opportunity to explore and evidence both the potential conflicts and complementarities between the two schemes.

5.0 Overview of Year One and Term One Issues

- 5.1 A detailed timetable will be drawn up following appointment of a specialist advisory team.

- 5.2 The team will explore in detail the potential for linking the two development sites whilst not compromising on the overall timetable for delivery within the town centre. The overall Delivery Plan will result from these two approaches, alongside the additional research and analysis required to establish the requirements and opportunities for the town.
- 5.3 In light of the economic downturn it is difficult to predict when the redevelopment of the town centre will take place. However, it is expected that work will not commence prior to 2013. The work outlined in this report will ensure that the next few months are utilised effectively and Macclesfield is ready to deliver a high quality scheme which fits the needs of the town.

Officer contact

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CHESHIRE EAST COUNCIL**REPORT TO: Environment & Prosperity Scrutiny Committee**

20 January 2010

Date of Meeting:**Report of:****Subject/Title:**

Caroline Simpson, Head of Regeneration

Developing the Borough's next Local Transport Plan

1.0 Report Summary

- 1.1 This report sets out the proposed process for delivering the Local Transport Plan (LTP) in conjunction with the Sustainable Community Strategy (SCS) and the Local Development Framework (LDF).
- 1.2 It also considers the draft engagement strategy prepared to support the LTP elements, invites member comment on key issues and highlights progress made to date.

2.0 Recommendations

- 2.1 Scrutiny Committee consider the issues as outlined in **Sections 11.5 and 11.6** of the report, which need to be resolved in order to develop a realistic, high quality strategy for LTP3 to cover the next fifteen years.

3.0 Reasons for Recommendations

- 3.1 Need to ensure co-operation between the SCS and LDF teams to enable a shared understanding of the vision for Cheshire East (CE) that will underpin all the strategic documents in question.
- 3.2 To seek guidance from members on the key issues and choices facing the developing LTP strategy.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 All

**6.0 Policy Implications including - Climate change
- Health**

- 6.1 The LTP is a statutory document that must be prepared by the Council by April 2011. It will be supported by a combined Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA), and an Equalities Impact Assessment (EIA).

7.0 Financial Implications for Transition Costs (Authorised by the Borough Treasurer)

- 7.1 None

8.0 Financial Implications 2009/10 and beyond (Authorised by the Borough Treasurer)

- 8.1 None

9.0 Legal Implications (Authorised by the Borough Solicitor)

- 9.1 The process set out in this paper complies with the process and statutory timescale required in the LTP guidance.

10.0 Risk Management

- 10.1 Process is now on the critical path- any delays in the process could risk incompatible plans to be produced between the SCS LDF and LTP

11.0 Background and Options

Background

- 11.1 The Local Transport Plan (LTP3) is a statutory core plan of the Council and must be prepared by April 2011. The timetable for developing and engaging on the LTP3 is included at **Annex A** to the report in the form of a process map. The context within which the Local Transport Plan sits is shown in **Annex B**. The quality of the LTP will be taken into consideration when assessing the Comprehensive Area Assessment (CAA) of the Authority

- 11.2 Our Local Transport Plan will comprise two elements:

11.2.1 Long term strategy (2011 to 2026)

This will set out the long-term objectives and priorities for transport in Cheshire East for the next 15 years. It will set out the strategic approach for:

- Integrated transport – including a suite of thematic strategies, for example, community transport, bus, walking, cycling, road safety, managing traffic and on street car parking.
- Maintenance – reactive and proactive management, bridges and structures and overall life cycle asset management.
- Major Schemes – schemes over £5m.

To secure the greatest overall community benefit, it is intended to develop a number of options as transport packages which focus on either particular areas, corridors of movement or user groups.

11.2.2 ***Implementation plan (covering a 3 year period and reviewed annually)***

This will include details of schemes, budgets and timescales for the delivery of the strategy.

The strategy will be delivered through the appropriate capital programmes (Borough-wide or ward lists).

Schemes within the implementation plan will be prioritised using the process set out for Borough and Ward list schemes included within **Annex C**.

- 11.3 In addition, we are required to produce the following as part of the plan making process:

11.3.1 Equality Impact Assessment – this is to explore the potential for an adverse impact on a particular group or community. (Race, religion, gender, etc)

11.3.2 Strategic Environmental Assessment, which ensures that environmental considerations are integrated into the development of the plan,

11.3.3 Health Impact Assessment – a tool to assess how policies or projects can contribute to improving the health and wellbeing of the population – for example we will assess how the LTP can support the basket of health related National Indicators.

Key considerations in developing LTP3

11.4 The goals for LTP3 will need to directly support those identified in our emerging Sustainable Community Strategy and the existing national transport goals (national goals are set out in **Annex D**). These LTP3 goals also need to reflect the wider local and regional planning context, including the RS2010 and the need to reflect and support the emerging Local Development Framework.

11.5 During the development of the LTP3 Members will be invited to consider and comment upon:

Goals and Objectives

- 11.5.1 The strategy at the local level and targeted areas for investment to best reflect travel needs – for example by zoning and selecting areas such as Market Towns, Growth Areas, Transport Corridors (i.e.: M6) Transport & Employment hubs (i.e.: Manchester airport)
- 11.5.2 The relative priority given to different objectives to influence the strategy and implementation plans and how we manage competing objectives – can we for example, enable growth and economic competitiveness whilst also tackling climate change? Or reduce traffic congestion but allocate highway space to sustainable modes?
- 11.5.3 The relative importance and affordability of softer measures – education, raising awareness and marketing – compared to implementing hard, physical engineering measures to influence travel behaviour.
- 11.5.4 Maintaining our highway asset set against the historical context of declining condition and investment.

Investment

- 11.5.5 Appraising and prioritising integrated transport and maintenance investments to ensure maximum value for money
- 11.5.6 The importance of securing transport's share of new developments through the Local Development Framework and Planning process. Lower development yields may result in tough choices on the nature and scale of developer contributions for infrastructure (such as green spaces, affordable housing and investment in transport to mitigate the effects of development on local communities and the travelling public)
- 11.5.7 The share of investment between maintenance, integrated transport to deliver the LTP strategy and major schemes
- 11.5.8 Reconciling aspirations and expectations on what can be delivered with the available funding.
- 11.5.9 Funding issues with regard to key national indicators and targets within the Local Area Agreement (currently maintenance and road safety)

LTP Engagement

- 11.6.1 Local Government Re-organisation has resulted in three key council strategies and plans being developed on very similar timescales – the Sustainable Community Strategy, the Local Development Plan, and Local

Transport Plan. This gives us the opportunity to join up our plan making and where possible share development costs and engagement events.

As such, high level aspirations and vision will be developed through engagement in the Sustainable Community Strategy process and in conjunction with the Local Development Framework process to ensure a shared vision. Transportation will contribute to this vision and will help the delivery.

- 11.6.2 This will be followed by detailed discussion of LTP topics with stakeholders and statutory consultees to identify challenges and generate options for the strategy.
- 11.6.3 It is considered that placing LTP topics into 'themes' is the most efficient way of engaging with the myriad of stakeholders. Members are invited to comment on the draft list of themes within **Annex E**
- 11.6.4 Local Area Partnerships will be able to input into the strategy development stage and implementation plan stage through a series of area workshops
- 11.6.5 All members will be directly involved and make the final decisions on the Strategy and Implementation plans through the ongoing process, development of the Ward lists and the role of Scrutiny Committee in its development.

Progress / achievements to date

- 11.7 Started a Baseline Assessment of the current transport situation within the authority – this will assist in informing both LTP and LDF development
- 11.8 Developed a prioritisation system for assessing the schemes submitted through the Ward list process. 2010/11 is the final year of LTP2 and we are using this new system to advise the portfolio holder of the merits of various schemes. This will serve as a useful test run prior to refining the process for the first year of the new LTP
- 11.9 Joint working with colleagues in Planning and Partnerships to ensure the Local Transport Plan reflects the priorities of the Sustainable Community Plan and the Local Development Framework.

12.0 Overview of Year One and Term One Issues

- 12.1 The Local Transport Plan will have to be in place for 1st April 2011, the strategy element running for a period of up to 15 years and the implementation plan for a 3 year period.

13.0 Access to Information

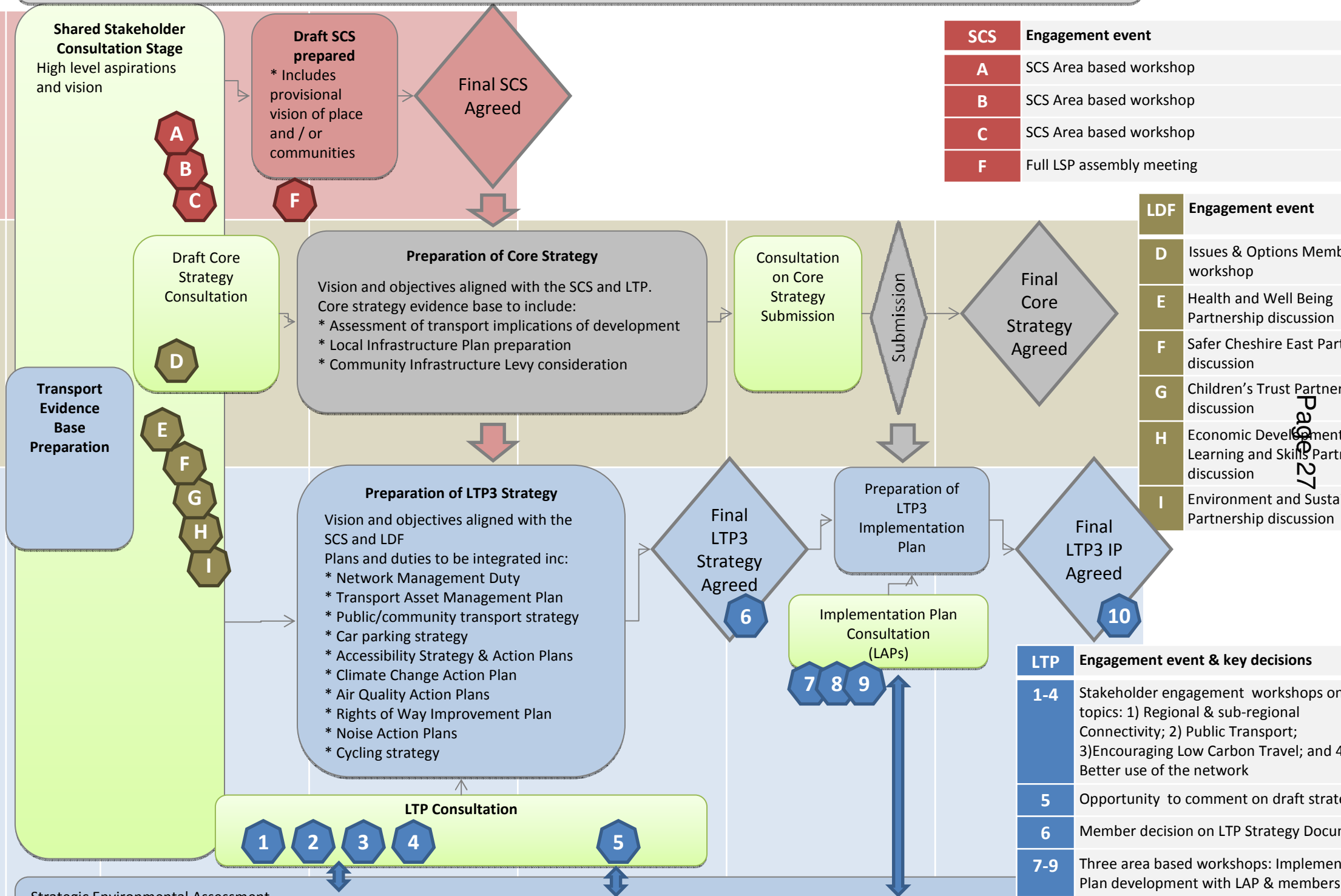
The background papers relating to this report can be inspected by contacting the report writer:

Name: Paul Griffiths

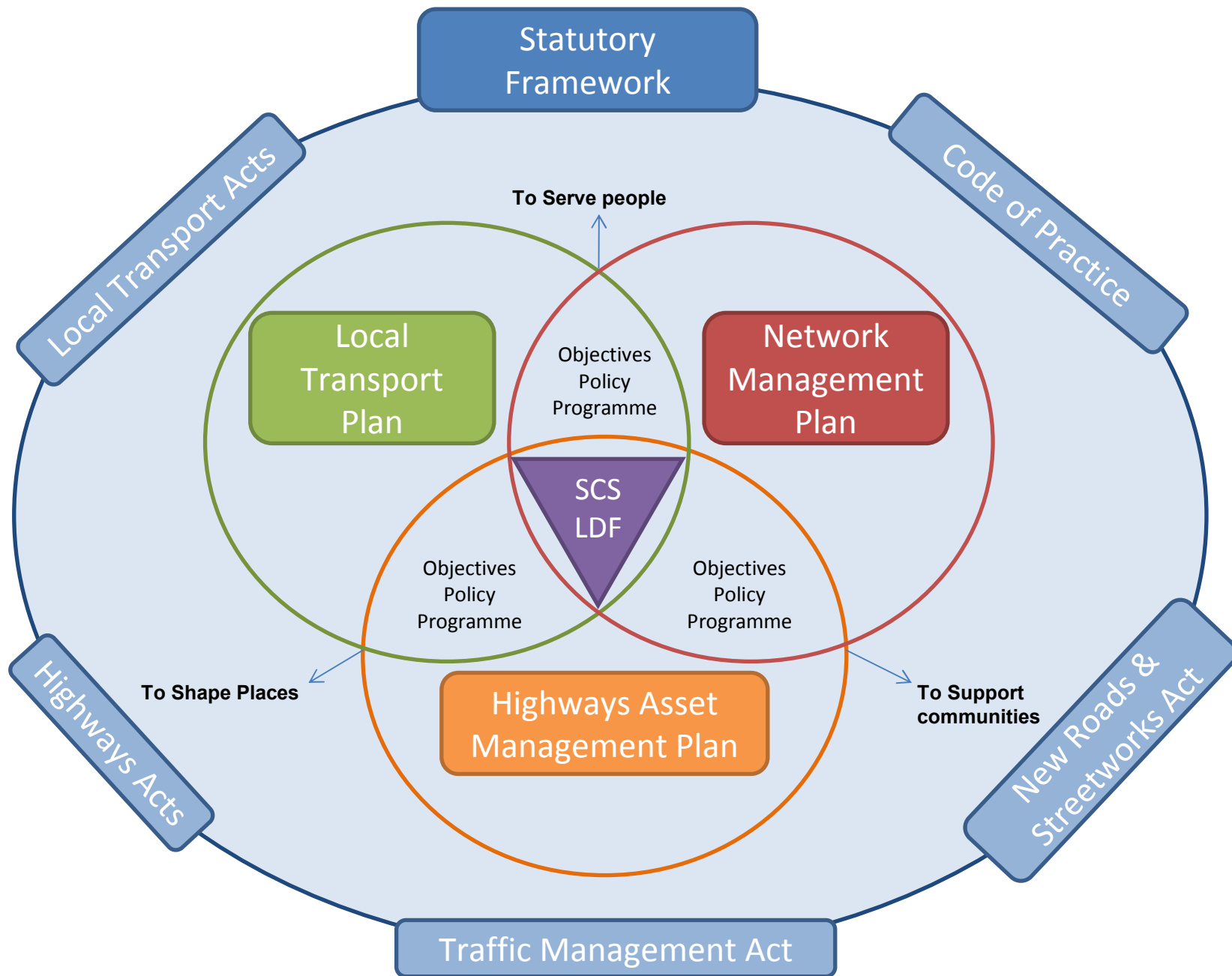
Designation: Principal Transport Officer

Tel No: 01270 686353

Email: paul.griffiths@cheshireeast.gov.uk



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Funding

Scheme

Member and stakeholder input
LTP process

Funding commitments &
related funds (e.g. SEMMMS)

Schemes from the LDF &
funding process

Technical assessment & approval

The needs to be guided by
vision and objectives.
Set out in the Sustainable
Strategy (and associated
Agreement), Local
Framework and Local
Plan and will be the result of
community consultation.

The prepared to members
prioritisation methodology
following 2010/2011

Performance

National "goals"

Climate Change

Economic growth

Quality of

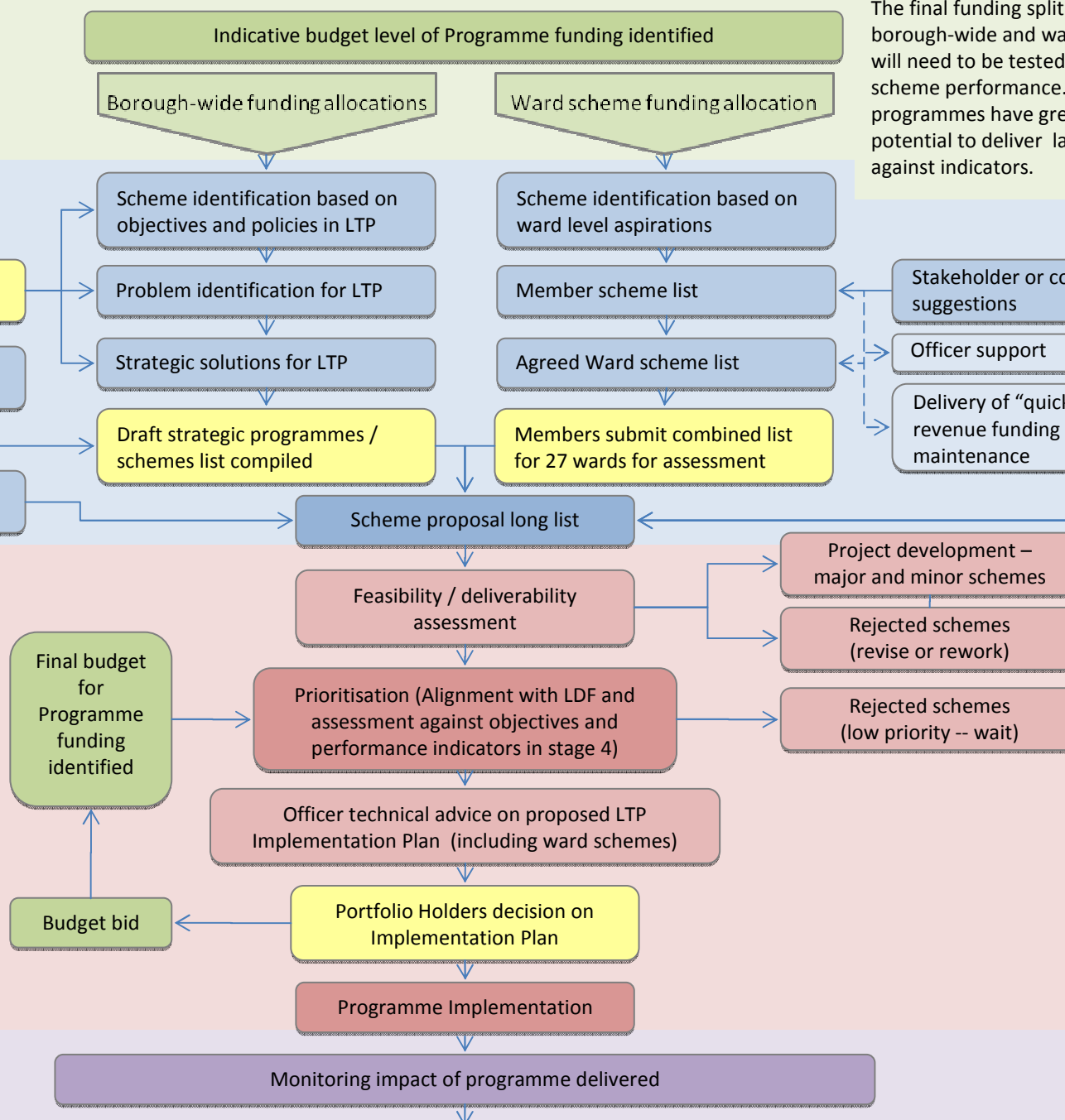
Better safety,
health

Quality of life

Local objectives

Sustainable
development

The final funding split
borough-wide and wa
will need to be tested
scheme performance.
programmes have gre
potential to deliver la
against indicators.



National Indicators (Set for LTP3 & Local Area Agreement)

Mandatory Indicators
(to be reviewed for LTP3)Local Indicators
(reviewed for LTP3)

NI186 - CO2 emissions

NI198 - Children travelling to school – mode of transport usually used

NI168 - Roads where maintenance should be considered (principal roads)

NI169 - Roads where maintenance should be considered (non-principal)

NI167 - Congestion

NI177 - Local bus passenger journeys

NI175 - Access to services and facilities by public transport, walking & cycling

NI176 - Access to employment by public transport

NI47 - People killed or seriously injured in road traffic accidents

NI48 - Children killed & seriously injured in road traffic accidents

NI178 - Bus services running on time

e.g. Make best use of existing transport networks, footways, etc.

LTP4 - Usual mode of travel to school by car

LTP2 - Change in traffic mileage

LTP6 - Changes in traffic flows

LTP7 - Congestion

LTP1 - Accessibility indicator: to increase % of bus passengers from Leighton Hospital (NI175)

LTP3 - Cycling trips

LTP5 - Bus punctuality

LTP8 - Air quality target

LT5 - School plans

LT1 & LT2 - Economic growth (urban)

Programme outcomes against National & Local Indicators

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ANNEX D – National Transport Goals

- ◆ To **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks
- ◆ To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**
- ◆ To **contribute to better safety security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- ◆ To **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- ◆ To **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**

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Draft LTP Topic Workshops

The table below sets out the proposed topic areas for discussion and potential participants in the discussion:

	Stakeholder engagement on LTP topic:	Topics	Invitees
1	Regional and sub-regional connectivity	<ul style="list-style-type: none"> • Cross-boundary issues • Links to city regions • Workshop: rail • Workshop: strategic road network 	<ul style="list-style-type: none"> • Regional Development Agencies • Neighbouring Authorities • Highways Agency • Rail operators (i.e. Network Rail and Train Operating Companies) • Manchester Airport
2	Public Transport	<ul style="list-style-type: none"> • Public transport SWOT • Workshop: rural accessibility • Workshop: accessibility in areas of deprivation 	<ul style="list-style-type: none"> • Bus operators • Public transport users group • Community transport groups • Rural stakeholder groups • Community development groups
3	Encouraging low carbon travel	<ul style="list-style-type: none"> • Climate Change, Air Quality & Noise • Changing behaviour • Health impact • Rights of Way • Workshop: Providing facilities for LC travel and a healthy built environment – a package approach • Workshop: Influencing development 	<ul style="list-style-type: none"> • Cyclist groups • Walking groups • PCT
4	Better use of the network	<ul style="list-style-type: none"> • Tackling congestion • Managing the network & assets • Car parking 	<ul style="list-style-type: none"> • Chambers of commerce • Emergency services • JobCentre Plus • Trade associations (road haulage)

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CHESHIRE EAST COUNCIL

REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE

Date of Meeting:	21 January 2010
Report of:	Borough Solicitor And Monitoring Officer
Subject/Title:	Work Programme

1.0 Report Summary

- 1.1 To consider further the items proposed for inclusion in the Committee's Work Programme and determine which items should be included in the Work Programme for the current municipal year.

2.0 Recommendations

- 2.1 That the Committee agree its Work Programme.

3.0 Reasons for Recommendations

- 3.1 It is good practice to agree a Work Programme to enable effective management of the Committee's business.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 Not applicable.

6.0 Policy Implications including

- 6.1 Not known at this stage.

7.0 Financial Implications for Transition Costs

- 7.1 None identified at the moment.

8.0 Financial Implications 2009/10 and beyond

- 8.1 Not known at this stage.

9.0 Legal Implications

9.1 None.

10.0 Risk Management

10.1 There are no identifiable risks.

11.0 Background and Options

11.1 At the last meeting of the Committee, Members considered a list of potential items for the Work Programme.

11.2 The Committee is now invited to consider and determine a Work Programme, decide a priority order, agree timescales and methodology – for example, whether items should be dealt with by a Task/Finish Panel, at the main Committee etc.

11.3 To assist the Committee, each of the issue highlighted in the work programme should be assessed against the following criteria:

- Does the issue fall within a corporate priority
- Is the issue of key interest to the public
- Does the matter relate to a poor or declining performing service for which there is no obvious explanation
- Is there a pattern of budgetary overspends
- Is it a matter raised by external audit management letters and or audit reports.
- Is there a high level of dissatisfaction with the service

If during the assessment process any of the following emerge, then the topic should be rejected:

- The topic is already being addressed elsewhere
- The matter is subjudice
- Scrutiny cannot add value or is unlikely to be able to conclude an investigation within the specified timescale

12.0 Overview of Year One and Term One Issues

12.1 It is good practice to have a Work Programme for the Committee to consider and prioritise on a regular basis.

13.0 Access to Information

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

Name: Katie Smith
Designation: Scrutiny Officer
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Email: katie.smith@cheshireeast.gov.uk

Environment and Prosperity Scrutiny Committee

Issue	Priority	Comment	Date
Macclesfield Town Centre Redevelopment	High	This issue is a priority for the Portfolio Holder	20 January 2010
Strategic Highways – Policy Updates	Medium		20 January 2010
Crewe Vision	Medium		20 January 2010
Performance Indicators – Street Cleansing			20 January 2010
Waste PFI	High	Priority Issue	Arrange a special meeting after 20 January 2010
Integrated Transport Service - Update	High		25 March 2010
Affordable Housing Strategy			25 March 2010
Economic Development Strategy - Update			25 March 2010
Annual Progress Report on Air Quality	Medium	It was agreed that this issue should be deferred for 6 months	25 March 2010
Fixed Penalty Notices for Street Works		This has been implemented.	Delete from work programme
Crewe Crematorium		This issue is a priority for the Portfolio Holder.	Possible Task and Finish Group to commence in March
Parking Charges	High		Review to be completed Jan/Feb
Recycling Harmonisation	Medium		Task and finish group, to commence in January
Renewal of Nutalls Term Contract	Medium		Set up a task and finish group, to commence in March
Budget			TBA

Possible Future Items

Community Transport Strategy
Environmental Enforcement
Affordable Warmth Strategy
Empty Homes Strategy
Older Persons Housing Strategy
Homelessness Strategy

Dates of Future Meetings

20 January 2010

24 March 2010

Dates of Future Cabinet Meetings

16 February 2010

16 March 2010

20 April 2010

18 May 2010

CHESHIRE EAST COUNCIL

REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE

Date of Meeting: 21 January 2010
Report of: Borough Solicitor and Monitoring Officer
Subject/Title: Forward Plan

1.0 Report Summary

- 1.1 To consider the forward plan in relation to the remit of this Committee

2.0 Recommendations

- 2.1 That the Committee note the forward plan, identify any new items and determine whether any further examination of new issues is appropriate.

3.0 Reasons for Recommendations

- 3.1 The forward plan can be a useful tool for scrutiny to assist with identifying future items for consideration.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 Not applicable

6.0 Policy Implications

- 6.1 Not known at this stage

7.0 Financial Implications for Transition Costs

- 7.1 None identified at the moment

8.0 Financial Implications 2009/10 and beyond

- 8.1 Not known at this stage

9.0 Legal Implications

9.1 None

10.0 Risk Management

10.1 There are no identifiable risks

11.0 Background and Options

11.1 Relevant extracts from the forward plan that relate to the area of Environment and Prosperity Scrutiny Committee are attached to this report for the Committee to note, consider any new items and decide whether any further examination of new issues as appropriate.

12.0 Overview of Year One and Term One Issues

12.1 it is good practice for scrutiny to regularly consider the Forward Plan in so far as it relates to the Committee's remit.

13.0 Access to Information

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

Name: Katie Smith

Designation: Scrutiny Officer

Tel No: 01270 686465

Email: katie.smith@cheshireeast.gov.uk

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made
CE09/10-06 Crewe Green Link Road Project	To consider a highways scheme to open up a strategic employment site at Basford East, to adopt the business case, refresh a decision to make a compulsory purchase order, and to note the financial implications and risk.	Cabinet	Before 31 Jan 2010	Statutory consultations have been carried out and will continue at each stage of the process.	John Nicholson, Strategic Director Places
CE09/10-21 Community Transport Strategy	To determine the future basis for procurement and integration of community transport and other pre booked transport services.	Cabinet	Before 31 Jan 2010	Consultation and stakeholder engagement was included within the preparation of the community transport strategy produced by Cheshire County Council and adopted by this Council. Current consultation is being carried out with the two main service providers.	John Nicholson, Strategic Director Places

CE09/10-26 Connect 2 - European Regional Development Fund	To enter into a contract with the North West Development Agency to develop pedestrian and cycle links between Nantwich and employment sites in Crewe.	Cabinet	Before 31 Jan 2010	Local consultation has taken place as part of the development of the proposal and will continue prior to implementation.	John Nicholson, Strategic Director Places
CE09/10-38 Waste Treatment PFI Contract: Affordability Ceiling	To approve an affordability ceiling for the Waste Treatment PFI Contract.	Cabinet	Before 31 Mar 2010	With the Monitoring Officer and the Section 151 Finance Officer.	John Nicholson, Strategic Director Places