

Southern Planning Committee

Updates (2)

Date:	Wednesday, 16th November, 2011
Time:	2.00 pm
Venue:	Council Chamber, Municipal Buildings, Earle Street, Crewe CW1 2BJ

The information on the following pages was received following publication of the committee agenda.

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Please contact	Julie Zientek on 01270 686466
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Application No: 11/2394C

Location: PACES GARAGE AND FAIRFIELDS, NEWCASTLE ROAD,
ARCLID, CHESHIRE, CW11 2UE

Proposal: REDEVELOPMENT OF INDUSTRIAL/COMMERCIAL
PREMISES AND TWO DETACHED GARAGES AND
ERECTION OF 18 DWELLINGS (13 MARKET/5
AFFORDABLE), PROVISION OF PUBLIC OPEN SPACE
AND FORMATION OF REPLACEMENT ACCESS FOR THE
DWELLING FAIRFIELD.

Applicant: ROWLAND HOMES LTD AND MESSRS PACE

Expiry Date: 03-Oct-2011

LETTER FROM AGENT

A letter has been received from the applicant's agent making the following points in response to the committee report:

- In respect of Section 6 Other Representations, the report refers under the heading "Impact on Businesses" to a letter from Arclid Car Wash and Valeting Service and Arclid snack bar. However, there is no reference to the letter of 25th August 2011 of Elizabeth King, the proprietor of the business, in which she writes....."to make it clear that in no way was".....she....."registering an objection to the development of the site....."
- The report refers in Section 8 under the heading "Employment Site" to the thriving valet operation. Please note that the tenant has been granted a lease with a 6 month exclusion clause and therefore, potentially only has a short-term occupancy of part of the land.
- In respect of Section 8 and "Employment Site", it should be noted that the site has been marketed for some 9 months now and no interest has been shown in commercial re-use or commercial redevelopment. The findings and conclusions of the Louis Taylor report remain valid and pertinent.
- In respect of Section 8 under the heading "Impact on Arclid Quarry", reference is made to the preferred areas being established on the basis that they are not within 250 metres of a significant number of dwellings. Therefore, a stand-off is required in any event from the 2 existing dwellings at Fairfield, at Villas Farm and in the group to the north of the site, notwithstanding the proposed redevelopment of Paces Garage.
- In connection with the proposed Section 106 Agreement and the provision of affordable housing, the agents confirm that Rowland Homes are proposing in respect of numbers, in spite of the viability issues relating to the nature of this brownfield site, to meet the 30% requirement set out in the saved H13 policy

of the Congleton Borough Local Plan First Review. This provision also meets the 30% requirement of the council's Interim Statement on Affordable Housing.

- The statement sets out that it is only if a developer is looking to provide a lower provision of affordable housing is a "robust development appraisal required." Rowland Homes is not looking to reduce the provision and therefore, it is not required to provide an appraisal.
- Rowland Homes however, considers that it is not possible to meet the proposed tenure mix.
- Fundamentally, the cost of remediating the contamination of the site is considered too expensive and whilst Rowland Homes is willing and able to make the required provision, it needs some flexibility from the council on the tenure mix.
- Rowland Homes has been in discussion and correspondence with Mr Alan Miller at Plus Dane Housing and has agreed the provision and mix of social rented and shared ownership housing on site, as set out in the attached copy email of 19th October 2011. Further, it has been agreed that all 5 proposed social rent and shared ownership dwellings would be provided for and managed by Plus Dane, an RSL.
- In addition to providing all the units through an RSL, Rowland Homes is willing to make a contribution to highway improvements up to a maximum of £10,000 for signage to reduce the speed limit on all approach roads to the traffic light controlled junction in Arclid and not just on Newcastle Road, the A50 which the site fronts onto. This was not a requirement of the highway authority and therefore, it represents a further planning gain of the proposal.