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FAO Cllr David Meller  
Stockport  
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15 March 2021

Dear Councillor,

### **Proposed redevelopment of land at junction of Ladybridge Road and Mill Lane, Cheadle Hulme**

On behalf of our client Anwyl Partnerships, I thank you for contacting us to summarise correspondence you have received from local residents with regard to the above development. Combined with correspondence we have received directly, we have a good steer on concerns and suggestions raised by the community.

Support for development of this site for an extra care facility has been largely positive, with reservations relating to scale, parking levels, impact on highways and impact on the Green Belt. I will address these matters below, which will include some detail on how we intend to act upon these with amended plans.

#### **Scale of development**

We appreciate the concerns regarding the overall size of the proposed apartment building, including in the context of the potential for overlooking and loss of privacy. I can reassure local residents that the design will meet the minimum requirements as set out in the Council's Design of Residential Development Supplementary Planning Document (SPD) and where possible will exceed them.

The height of the storeys and window placements are such that the potential for overlooking will be minimised. In fact, the minimum distance between the proposed elevation and rear elevation of properties on Watersedge Close will be 31.5m (SPD requires minimum 28m). It will be approximately 25m from the side elevation of the cottage at 77 Ladybridge Road (SPD requires minimum 15m) and approximately 37m from the front elevations of nos. 76 and 78 (SPD requires minimum 24m). These are distances in excess of the minimum space standards adopted in the Council's SPD and will ensure that the degree of overlooking will not result in the loss of privacy on residents of nearby properties.

Further to this, a comprehensive landscaping and planting plan will form part of the proposals to complement the existing tree coverage along Mill Lane.

Initial design changes that we are implementing in response to comments received from the community will include a reduction in the number of apartments and an increase in the provision of car parking spaces. As the consultation is still ongoing and our transport planners undertake detailed modelling, these changes are yet to be finalised. We will provide you with an update once an amended scheme has been produced.

Whilst we acknowledge there may be a desire to reduce the scale of the development to a single storey development, we have to work within good planning practice principles and policy, which seeks to maximise the efficient use of development land. Furthermore, to futureproof the operational viability of the intended scheme a single storey building would not achieve the quantum of development or number of residents needed to support the intended service offering and ongoing management charge costs.

The viability of elderly living schemes is very different to standard apartment blocks. This is because typically 35% of the building and costs are attributed to the communal areas, provided at significant cost but with no



attributable value. As it is likely that this scheme will also be subsidised with grant funding by Homes England, we will have to ensure value for money is demonstrated via efficiency of our proposals and designs against the quantum of development provided.

### **Highways Impact**

We have benefited from significant early engagement with highway officers for well over 12 months prior to consultation period, via formal and informal pre-application meetings and discussions. As part of this early engagement, highway safety, access location, offsite highway improvements and likely trip generation of future occupants have all been discussed at length and in tandem with progression of our development proposals.

Owing to the calculated development impact on the highway network and lack of accident records for Ladybridge Road over the past 6 years, the highways authority has previously confirmed that there is insufficient justification for off-site highways improvements. This is because the development will have a minimal impact on the operation of nearby junctions as the level of additional vehicle movements created to and from the site will be low.

It should be noted that trips generated from the proposed development will be different to that of the existing housing estate at Twinning Brook Road, owing to the proposed use and intended occupant age brackets, all of whom will have varying care needs. In addition, the prospect of repositioning the existing toucan crossing on Ladybridge Road further north and closer to Twinning Brook Road has been discussed in principle with the highways officer. If re-sited, this may have a beneficial effect on traffic calming in proximity to the existing residential estate.

We will continue to discuss the extent of appropriate mitigation measures with the local highways authority following submission of a planning application.

To support the scheme, a Transport Assessment will be submitted as part of the planning application. This will include a detailed analysis of the potential impact on the local highway network, including nearby junctions. This analysis will inform the level of mitigation required to minimise the impact of the development and to inform safe design of the site access.

### **Parking Levels**

As mentioned above, we are now working on a layout that will facilitate the increase in parking spaces within the site. We would highlight that as this scheme is for elderly living provision, car parking requirements are lower for this type of planning use. This is owing to the intended operating model and target demographic of future residents in comparison to the general needs of family housing.

A Car Parking Management Plan and Travel Plan will be submitted to support the Transport Assessment. This will include a detailed analysis of car parking requirements for the development and a car park management plan designed to mitigate risk of on-street parking.

### **Impact on the Green Belt**

There is currently a shortfall of housing in Stockport as the Council cannot demonstrate a five year supply of housing land. The Council is also failing to meet identified need in the first three housing delivery tests, as required by the National Planning Policy Framework (NPPF). The current Stockport Local Plan must therefore be treated as out-of-date for the purposes of granting permission. This is known as the '*Presumption in Favour of Sustainable Development*', a key message of the NPPF.

The current policy position therefore indicates a new-found urgency to make efficient use of available brownfield sites, as Stockport Council's exit from the GMSF has left the Borough at risk of losing open greenfield sites to this presumption. Although the site is within the Green Belt, it is also brownfield land in a sustainable location, adjacent to the urban area and existing residential development. Development here would both improve the site and



contribute to delivery without harming sensitive greenfield locations. In doing so, it would provide us with the opportunity to deliver affordable extra care living in an area with an identified need, and in a Borough with a longer than average life expectancy in Greater Manchester.

### **Wildlife and Greenspaces**

The proposals are under development with input from qualified ecologists who will be advising on measures to support wildlife. This will include the creation of landscaped areas, choosing plant species that encourage habitat creation and that incorporate bat and bird boxes. Measures for surveying prior to and during construction will be developed in consultation with the Greater Manchester Ecology Unit, and the landscaping design with our landscape architects.

### **Amenities made available for the local community**

We recognise the concerns surrounding the inclusion of amenities and the disruption that these may cause. Please rest assured that any final use would be proportionate to the scale of development, and this would primarily be for the use and benefit of residents. It would be of a scale to support these residents in their independence and would provide services to the general public only if necessary to ensure these become integral to the community. They would therefore not be of a scale of operation that would pose a threat to established local businesses.

At this stage, such a service provision remains prospective, and would depend on the operational requirements of the selected housing association and/or care operator.

### **Ongoing Consultation**

We intend to consult with the local community throughout the evolution of these proposals, including ensuring that information is as clear and comprehensive as possible. We take this opportunity to thank those who have been in touch to provide their comments on the scheme, all of which have been given due consideration.

Whilst we are unable to respond to every comment individually, all issues and suggestions raised will be addressed. This includes correspondence to local members and in updates to our consultation website. An adapted version of this letter will be included on our consultation website:

<https://www.millaneconsultation.com/>

You are welcome to contact me should you wish to discuss the proposals further and we are happy to maintain an open dialogue as the project progresses.

Yours Sincerely,

**Andrew Jalali**

Associate

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