

Planning Statement

Proposed Residential Development at Palatine Road
Palatine Road, West Didsbury, Manchester, M20 2WF

Marco Living 3 Ltd

December 2024

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Document Details

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For and on behalf of AshtonHale Limited

1. Introduction

- 1.1 This Planning Statement has been prepared by AshtonHale Ltd ("AshtonHale") on behalf of Marco Living 3 Ltd ("the Applicant") in support of an application submitted to Manchester City Council ("MCC") for proposed residential development at 232-236 Palatine Road, West Didsbury, Manchester, M20 2WF. The full description of development as stated on the application form is:

"Full planning application for the demolition of existing buildings and the erection of a residential development (Use Class C3) with associated landscaping and infrastructure"

- 1.2 This application is accompanied by a comprehensive suite of supporting technical reports. These are listed at **Appendix I** and this Planning Statement should be read alongside the supporting plans and technical documents.

The Applicant

- 1.3 Marco Living is a proud family-run business with over 50 years of dedication to the Manchester and Didsbury area. Rooted in local values, Marco Living are passionate about investing in and creating homes that reflect the unique spirit and character of the community. Marco Living's vision goes beyond property development, aiming to contribute to a thriving neighbourhood that honours its rich heritage while embracing future growth.
- 1.4 The purpose of this Planning Statement is to provide a detailed description of both the application Site and development proposals, assessing the proposed development against all relevant policies of the Development Plan and other material considerations.
- 1.5 The following chapters of this Planning Statement are structured as follows:
- **Chapter 2: The Site and Surroundings** - this chapter provides a description of the application Site and the local context;
 - **Chapter 3: Pre-Application Consultation**- this chapter outlines the consultation undertaken prior this application being submitted;
 - **Chapter 4: The Proposed Development** - this chapter provides a description of what planning permission is being sought for;



- **Chapter 5: The Planning Policy Context** - provides a summary of relevant planning policy, and other material considerations;
- **Chapter 6: Affordable Housing Statement-** details the provision of affordable housing within the proposed scheme;
- **Chapter 7: Assessment of the Principle of Development** - discusses the proposed uses and compliance with relevant planning policy through consideration of the key issues posed by the Development Plan and other material considerations;
- **Chapter 8: Assessment of Technical Considerations** - sets out a summary of the technical work undertaken to support the planning application and compliance with relevant policies;
- **Chapter 9: Planning Balance** - the chapter brings together all the factors to be put into the planning balance to consider whether, when looked at as a whole, the scheme represents a sustainable form of development;
- **Chapter 10: Conclusion** - this chapter provides a summary of each of the above chapters and reaches the firm conclusion that the scheme is appropriate for full planning permission to be granted.



2. The Site and Surroundings

- 2.1 This chapter provides a description of the Site and its surroundings. For further detail (and to avoid repetition) please also refer to the submitted Design and Access Statement ("DAS") which has been prepared by OMI Architects.

Site Description

- 2.2 The Site is located upon Palatine Road, West Didsbury, within the administrative boundary of Manchester City Council. The extent of the Site is shown within the Site Location Plan enclosed at Appendix II, and at Figure 2.1 below.



Figure 2.1: Aerial View of the Site

- 2.3 The Site is bound by the Britannia Country House Hotel and associated parking to the north, Palatine Road (B5167) to the east, Withington Golf Course to the south, and residential accommodation, parking, Northenden Golf Course and the River Mersey to the west.
- 2.4 The application boundary extends to a total of c. 0.6 hectares in area and forms a rectangular plot of developed land. Development upon the Site currently consists of three detached residential villas that have been subdivided into 22 separate dwellings in total. It is understood that the three dwellings at the Site were constructed circa 1893.

The existing buildings on Site, albeit originally constructed in the later part of the nineteenth century, have been significantly altered and extended so that, other than parts of their Palatine Road elevation, little of the original fabric is visible or legible. The villas are relatively enclosed and sit between urban development of the Britannia Hotel complex, Palatine Road and other residential accommodation.

- 2.5 The northern and southern boundaries of the Site are largely screened by thick vegetation.

Environmental Considerations

- The Site is located within Flood Zone 3 as shown on the Environmental Agency's indicative, with a high risk of flooding from river or the sea without defence;
- No Tree Preservation Orders are present at the Site;
- The Site is not situated within a Conservation Area;
- There are no listed buildings within the curtilage of the Site, nor adjacent to the Site boundaries;
- No Public Rights of Way are located within the Site;
- The Site is within the Mersey Valley.

Surroundings and Local Context

- 2.6 The Site is situated in south Manchester within the suburb of Didsbury. Didsbury Village centre is located 1.6km east of the Site and West Didsbury high street and Burton Road are located c. 1km north of the Site.
- 2.7 Development to the south of the Site forms residential accommodation, and the Site lies within the wider context of a largely residential area of Greater Manchester. The Site is located upon Palatine Road where residential and commercial development follow along the stretch of road. To the north of the Site is an area of shrub land, and beyond this is the long elevation of the Britannia Hotel, which at 3 and 5 storeys overlooks the Site.
- 2.8 The variety of building types and scales along Palatine Road results in a relatively poorly defined building line, however, the degree of set-back development from the road is consistent. The set back development is enclosed by strong, back of pavement,

boundary treatments with soft landscaping and/or mature trees and established vegetation behind.

- 2.9 The Mersey River is situated to the west of the Site and forms part a greenway, linking the Site via a walking trail to Didsbury Village, Northenden and Chorlton.

Accessibility

- 2.10 The Site benefits from strong access to transport links and a range of amenities and services within its proximity.
- 2.11 Bus stops are situated directly adjacent to the Site, that provide access to locations such as Manchester Airport, Wythenshawe, Sale, Middleton, Piccadilly, North Manchester General Hospital and across Didsbury.
- 2.12 The Site is additionally located a c. 15-minute walking distance to the West Didsbury Metrolink stop, providing the Site access to Roachdale, Shaw & Crompton, Manchester City Centre and East Didsbury.
- 2.13 Burton Road, West Didsbury, is located a c. 18-minute walk from the Site. Burton Road is recognised as a major hub of activity within Didsbury providing a range of shops, bars and restaurants in proximity to the Site. Additional amenities are located within Didsbury Village centre, located a c. 20-minute walk from the Site.
- 2.14 Further amenities located in proximity to the Site include:
- Schools:
 - St Ambrose RC Primary School (2km)
 - Disbury CofE Primary School (2km)
 - Northenden Community School
 - Beaver Road Primary School (1.1km)
 - West Didsbury CE Primary School (2km)
 - Medical facilities:
 - Sterling Pharmacy (1.1km)
 - Merseybank Pharmacy (2.5km)
 - Withington Community Hospital (1.9km)

- Spire Manchester Hospital (1.9km)
 - The Christie NHS Foundation (2.2km)
- Food retail:
 - Co-Op Food, Palatine Road (0.9km)
 - Tesco Express (1.4km)
 - Tesco Superstore, Parrs Wood (2.4km)
 - Aldi, Wilmslow Road (2km).

2.15 Manchester City Centre is located c. 6.6km north of the Site and can be easily accessed via a range of transport methods. The Site’s positionality upon Palatine Road connects the Site to the A6010 (Oxford Road), a direct route into the city centre, accessed by a c. 25-minute drive. Alternatively, the city centre can be reached safely and accessibly through the provision of cycle lanes located along the majority of the route along the A6010.

Planning History

The Site

- 2.16 Utilising Manchester City Council’s Public Access System, it is shown that the Site has not been subject to any planning applications within the past five years.
- 2.17 Historically, applications have been submitted on the Site in relation to extensions and refurbishments to the three existing dwellings, and proposals to redevelop the Site to accommodate a higher density of residential units, as set out below.

LPA Ref.	Description	Status
F12443	Alterations and extensions to existing flats to form service flats.	Approved 02/04/1980
019324	Refurbishment of existing coach house for residential use	Approved 25/05/1983
029571	Residential development of 11 detached dwellinghouses after demolition of 236 Palatine Road.	Approved 12/11/1987

051323/FO/SOUTH2/97	Conversion of front ground floor flat into 2no.self-contained flats (232 Palatine Road)	Approved 07/03/1997
062114/OO/SOUTH2/01	Erection of three apartment blocks (one 6 storey, one 5 storey and one 4 storey) to form a total of 100 units and creation of 115 basement parking spaces, 5 visitor parking spaces and associated landscaping after demolition of the existing properties.	Refused 22/08/2002

Surrounding Sites

- 2.18 In July 2023, Application Ref.134946/FO/2022 was approved for the erection of a part two, part three storey building to provide 26 no. retirement apartments at Spath Road c.1.2km from the Site. The application was concluded to be sited in a highly accessible location and would contribute to local and national residential growth objectives.
- 2.19 Application Ref. 131147/FO/2021 was approved by the Council in December 2021 for the erection of 224 no. dwellings c. 2.2km southwest of the Site (Manchester College Arden Centre site). The application site was considered to be in a sustainable urban location and the provision of family sized residential developments was considered as a continuing requirement need for the area.
- 2.20 Immediately north of the Site, an application was approved at appeal in 2020 for the proposed single storey rooftop extension of the Riverside Lodge to form 4x2 bedroom apartments, and the provision of an additional five car parking spaces (APP/B4215/W/20/3250805). The application site comprised two existing blocks of flats formed of 4 and 5 storeys. The appeal was allowed on the grounds that the additional height to the flats would not increase the density of development in the area.
- 2.21 The above approvals demonstrate the sustainable location of the area for residential development and that there is a requirement need for residential development.

Summary

- 2.22 The proposed development Site is located within an area of Greater Manchester that holds key connections to a range of amenities and services. The Site's proximity to

pedestrian and public transport facilities, along with the Site's positioning to existing residential development creates a favourable location for the proposed scheme.



3. Pre-Application Consultation

- 3.1 This Chapter sets out the pre-application consultation undertaken with the relevant stakeholders and local community prior to the submission of this application. This Chapter should be read alongside the Design and Access Statement prepared by OMI Architects which shows the design evolution.

Planning Policy Guidance on Consultation

- 3.2 The following documents provide an overview of local and national planning policy that promotes community involvement in the preparation of planning applications:

- Statement of Community Involvement, Manchester City Council (adopted in June 2018);
- The National Planning Policy Framework ('NPPF') (adopted in December 2024); and
- The Localism Act (adopted in November 2011).

Statement of Community Involvement (2018)

- 3.3 Manchester City Council adopted a Statement of Community Involvement ('SCI') in June 2018. The statement sets out how the Council will consult and involve people in the preparation of local plans and in the planning application process. Section nine of the Council's SCI sets out the Council's approach to community involvement in planning applications.
- 3.4 At the pre-application stage the Council advise that development proposals will benefit from engagement with the local community early in the process and encourages applicants to undertake community involvement exercises using a variety of techniques. Specifically, the Council state that developers will be encouraged to carry out pre-application consultation with interested parties and community bodies to enable issues to be addressed early within the planning process.

National Planning Policy Framework (2024)

- 3.5 The NPPF contains the Government's most up-to-date planning guidance and sets out the Government's planning policies for England. Paragraph 40 of the document states how *"early engagement has significant potential to improve the efficiency and*

effectiveness of the planning application system for all parties” therefore leading to “better coordination between public and private resources and improved outcomes for the community”.

The Localism Act (2011)

- 3.6 In November 2011 the Localism Act received Royal Assent. This is the Government’s method of devolving greater powers to Councils and neighbourhoods to give local communities more control over planning decisions.
- 3.7 Chapter 4, Paragraph 122 of the Localism Act introduces a requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. The intention is that this will facilitate meaningful consultation and feedback whilst the proposals are in draft.

Consultation with Manchester City Council

- 3.8 The Applicant entered into pre-application discussions with Manchester City Council. Discussions were held on 6 March, 31 July 2024, 19 September 2024, and 28 November 2024 to present the scope of the application to the Council, and to discuss the following topics:
- The principle of redeveloping the site;
 - The relationship with the existing buildings on the site;
 - Addressing development in Flood Zone 3;
 - The height, scale and massing of the proposal, with this being significantly reduced during the course of the pre-application discussions;
 - Potential impact on the Green Belt and the Mersey Valley;
 - The detailed design and architecture of the proposals, including the apartment building, rear homes, landscaping, and boundary treatments;
 - The approach to ecology and Biodiversity Net Gain;
 - Affordable housing and abnormal costs associated with the development; and
 - The public consultation strategy.

- 3.9 Comments received by the Council within each of the discussions have been fed into the final development design. This is expanded upon in the submitted Design and Access Statement. The proposed development submitted as part of this planning application has benefitted considerably and reflects the pre-application consultation with MCC and has sought to address the key comments made from officers.

Consultation with Local Stakeholders

- 3.10 The Ward Councillors for West Didsbury ward and the adjacent Northenden Ward were contacted directly with a copy of the leaflet being distributed locally, information on the proposed scheme and an offer for a meeting.
- 3.11 Comments were received from Cllr Debbie Hilal requesting further information on flood risk and drainage, affordable housing and parking. Cllr John Leech raised questions regarding the proposed parking provision and local bus services. Cllr Richard Kilpatrick provided information on the draft HS2 proposals referred to in more detail below. All queries were responded to.
- 3.12 Contact was also made with the West Didsbury Residents Association who discussed the proposals at their meeting on 16th December 2024. No comments on the proposals were received, however it was noted that detailed comments would be provided to the application which can be addressed as required.

Consultation with the Local Community

- 3.13 The Applicant has undertaken consultation with the local community in order to improve the efficiency of the planning application and to seek a greater understanding of the Site and its context. The Applicant understands the importance of effective communication and is committed to meaningful ongoing discussions with the community as the plans for the Site progress. Consultation on the proposals ran from Wednesday 4th December to Friday 13th December, providing residents with over a week to view the details of the scheme and submit their feedback.

Publicity

Leaflets were distributed to surrounding residential and business addresses which neighbour the application Site. The distribution area (shown in Figure 3.1) was agreed with Manchester City Council and ensured that those most likely to be interested in and



affected by the proposals could have their say i.e. those who live and work closest to the Site.



Figure 3.1: Leaflet Distribution Area

- 3.14 The leaflet (provided at **Appendix IV**) provided an overview of the proposals, directed readers to the website, and provided contact details for feedback.

Feedback Methods

- 3.15 A dedicated website at 'ashtonhale.co.uk/didsbury-consultation' was launched prior to the application submission and provided an overview of the proposals and initial designs of the scheme. The website included an online form where people could have their say on the scheme. Screenshots of the website and form are at **Appendix IV**.
- 3.16 An email address for the consultation was also provided for those who preferred to email their feedback.

Feedback Received

- 3.17 Eight responses were received through the website, and three responses via email.
- 3.18 Positive comments received supported the redevelopment of a brownfield site and the provision of housing that *"will help young people and young families get onto the*

property ladder". The site's sustainable location and proximity to local amenities and public transport was also mentioned.

- 3.19 A summary of the key issues/concerns raised is set out at the table below, with the Applicant Team's response adjacent.

Key Issue	Response
Flood risk and drainage	<p>The Site is located in Flood Zone 3 and as such the Applicant team have been aware of the sensitivities around flood risk and drainage since the inception of the project.</p> <p>Fairhurst were instructed to prepare a Flood Risk Assessment and provide input to the proposals and engage with the Environment Agency at an early stage.</p> <p>The Flood Risk Assessment identified a minimum floor level (AOD) for habitable dwellings.</p> <p>The development will include ground level undercroft parking beneath a first floor podium level, with ramped vehicle access down from Palatine Road. The ground level undercroft parking will be open to and link into the existing external ground levels to the west and south. All private access and living space of the residential units (i.e. the habitable dwellings) is located at the first floor podium level.</p> <p>The proposals sit upon a raised first floor podium. The undercroft parking will be subject to the same flooding mechanisms as the existing site.</p> <p>Flood resilient materials and construction techniques would also be utilised.</p> <p>A proposed drainage system which is sufficient for the end use and for the lifetime of the development has been developed as well as a drainage maintenance plan to ensure the drainage system remains operational at all times.</p> <p>Planning policy requires that development proposals do not increase flood risk elsewhere, and that is the case here. The overall flood storage volume for the proposed development of the site must be maintained (or increased) when compared to the pre-development flood storage volume, and this has been incorporated into the proposals.</p>

Design of the access and highway safety	<p>A Transport Assessment has been prepared by SK Transport and submitted in support of the application.</p> <p>It concludes that vehicle and pedestrian access to the Site will be provided by a new access arrangement which has been designed to confirm with required standards.</p> <p>In addition, dropped kerb crossing points with tactile paving will be provided at each of the access points, alongside reinstatement of the footway on the site frontage. A new dropped kerb crossing point is also proposed on Palatine Road on the site frontage, to enhance the accessibility of the southbound bus stop.</p>
Potential conflict with the HS2 vent shaft proposals	<p>The Applicant and team are aware of previous draft proposals for the location of a Vent Shaft associated with HS2 to be on the other side of Palatine Road, within the grounds of Withington Golf Club. The most recent draft iterations show the shaft on land behind Mersey Meadows and the Hollies.</p> <p>Neither site form part of the application site and importantly, the plan, if forthcoming, has not been finalised.</p> <p>Should further and more 'concrete' plans materialise, the Applicant would respond and address this accordingly, however it does not affect the application proposals as it stands.</p>
The level of parking with further increase traffic on a busy road and doesn't not promote sustainable modes of transport	<p>The parking level at the site is based on MCC guidelines with 100% for the houses and the apartments based on car ownership (with some slack for visitors).</p> <p>The final proposal (100% provision for the houses and 81% for the apartments) is a result of considering the site's location, what can be accessed by walking, proximity to public transport and local car ownership evidence (showing 78% ownership for apartments).</p> <p>The proposals will also be supported by a Travel Plan that includes measures to promotes and supports active and sustainable resident travel.</p> <p>A traffic assessment has been undertaken and this shows that the proposal will not be associated with a significant level of traffic and that the site access will operate within suitable capacity levels.</p>

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Summary

3.20 The Applicant has carried out an appropriate programme of pre-application consultations in keeping with a development of this scale and nature. The views expressed through these consultations have been reviewed and considered within the development proposals. The consultation has been undertaken in accordance with MCC’s Statement of Community Involvement, as well as being in line with the principles of the localism act and the NPPF.



4. The Proposed Development

- 4.1 This chapter details the development for which planning permission is sought. The submission schedule at Appendix I sets out the drawings submitted for approval and the drawings submitted for illustrative purposes only.
- 4.2 In accordance with the 'Town and Country Planning (Development Management Procedure) (England) (Amendments) Order 2013 - Guidance Note for Design and Access Statement', the following subsections detail the proposed Site layout, scale and appearance, and for the proposals. The application proposals and design approach are fully described in the Design and Access statement produced by OMI Architects, enclosed within this submission which should be read in conjunction with this Planning Statement.

Use and Amount

- 4.3 The plan at Figure 4.1 below shows how the proposed development will sit on the application Site.

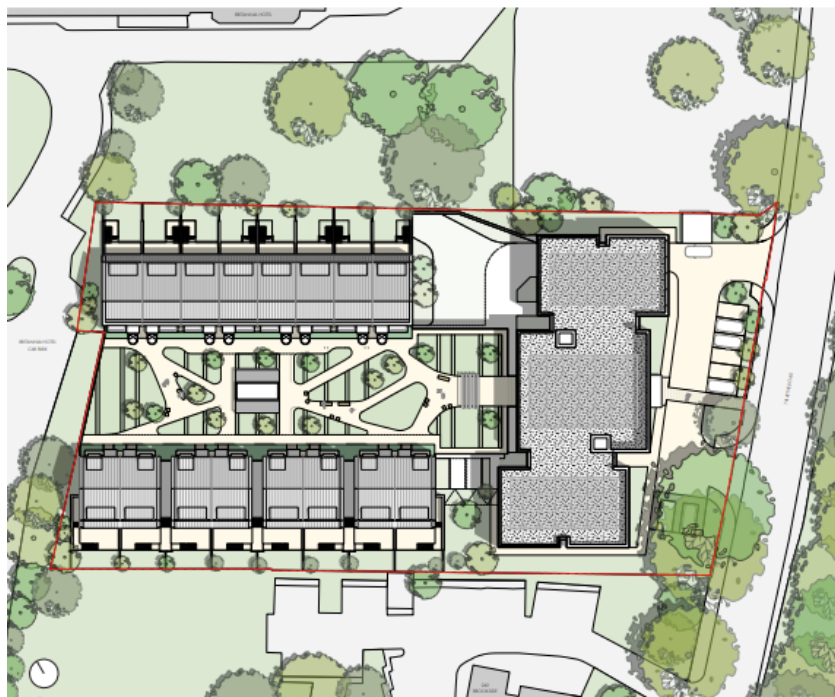


Figure 4.1: Application Site Plan

- 4.4 The proposed development seeks the demolition of the three existing buildings on Site and the erection of a total of 54 one, two and three bedroom residential apartments

within a single building, along with 16 five-bedroom houses in both semi-detached and townhouse arrangements.

4.5 The accommodation schedule for the residential units is set out on page 25 of the DAS and is copied below.

TOWNHOUSES	NUMBER	% MIX
5 BEDROOM	16	23%
TOTAL	16	23%

APARTMENTS	NUMBER	% MIX
1 BEDROOM	24	34%
2 BEDROOM	26	37%
3 BEDROOM	4	6%
TOTAL	54	77%

Figure 4.2: Accommodation Schedule

- 4.6 All apartments and houses proposed comply or exceed the Nationally Described Space Standards. It should additionally be recognised that the five-bedroom houses significantly exceed these levels and reflect the demand for larger family dwellings within this location.
- 4.7 All apartments are compliant M4(2) accessible and adaptable dwellings as outlined in Approved Document (Part) M of the Building Regulations.
- 4.8 All residents will have access to the communal landscaped podium located at the centre of the proposed scheme within the courtyard area, described further in the landscaping section below.

Layout

- 4.9 The layout of the scheme has been developed to address the opportunities and constraints of the Site in regard to layout arrangements and massing.
- 4.10 The Site layout has been developed to introduce three elements of development, these being a frontage building to address Palatine Road and two separate terraces of

development running perpendicular to the road and set-off the boundary to maintain overlooking distances.

- 4.11 The frontage building, containing a mix of one-, two- and three-bedroom apartments, addresses Palatine Road re-enforcing the existing building line of development. As well as access to the apartments contained within, the frontage building acts as a communal vehicular and pedestrian access point to the rear of the Site and enables the transition between lower ground parking and ancillary spaces and the upper ground floor level determined by the flood risk mitigation measures. The two elements to the rear of the Site consist of a series of five-bedroom houses which front on to the communal landscaped podium space.

Scale and Massing

- 4.12 The frontage building, consisting of five storeys, has been designed to respond to the adjacent Britannia Hotel and Brookside (the residential block to the south) as well as the apartment buildings further north on Palatine Road.
- 4.13 The houses located to the rear of the Site form a continuous terrace of three storey townhouses, and two storey plus roof (with dormers) semi-detached houses to the south.
- 4.14 The general approach to design has been designed to reduce the development in scale to the rear and south of the Site boundary.

Appearance

- 4.15 The apartment building fronting the Site has been designed to be read as 'three solid elements' divided by contrasting recesses formed of dark metal to accentuate breaks within the building line.
- 4.16 The three solid elements, faced in a light brick, reflecting a brick found elsewhere in the area, is overlaid by regular grid of punched openings within the primary (east and west) facades. The base, middle and top are articulated by subtle changes in fenestration arrangements at ground and top floor levels.
- 4.17 The choice of material palette has been informed by the Site's surrounding context in particular the prevalence of nineteenth century houses utilising a light/buff brickwork.



- 4.18 The houses located at the rear of the Site shall share the same design language as the apartment building. Both the townhouses and semi-detached houses are 'paired' so that the front doors of neighbouring dwellings are in close proximity. These areas also become a focal point for detailing where banded brickwork and dark metal canopies provide visual interest whilst assisting in tying the connected dwellings into an overall design composition.
- 4.19 In contrast to this design decision, the semi-detached houses have their upper most floor partially contained dark metal roofscape with windows being formed as dormers protruding from this roof form.
- 4.20 Further design and appearance details are outlined within the DAS and plans submitted alongside this planning statement.



Figure 4.2: Proposed Palatine Road View

Landscaping

- 4.21 The development of the existing site presents an opportunity to create an exciting and unique place to live. Flood risk mitigation has resulted in the architectural layout being arranged around a central podium deck area for communal use which is well overlooked and easily accessible from all of the properties. A stair core from the basement car park is located centrally within the podium and provides a natural focus for desire lines.
- 4.22 Existing trees along the Site boundaries are being retained where possible. Trees which have been surveyed as dead, dying or dangerous are proposed for removal and

replacement. The landscape is proposed to be reinforced with trees and vegetation to maintain a landscape buffer around the Site to help contribute to the wider landscape character and visual amenity.

- 4.23 The landscape strategy aims to create a vibrant series of spaces that facilitate connections and access across the site. A distinctive identity and character will be sought through the use of signature materials, furniture, lighting and planting to establish the areas as an exciting place to live. The Landscape Plan is shown below at Figure 4.3.



Figure 4.3: Proposed Landscaping Plan

- 4.24 The ground floor is focused primarily on a central amenity space which is suspended on a podium above the basement. The large rectangular podium area offers great opportunity to create a vibrant and practical space for residents, as shown at Figure 4.4.



Figure 4.4: Proposed Courtyard View

- 4.25 The design is focused on providing clear access from each property to the central stair core and bin chute on the podium. From here, the space is divided into a series of planted islands and incidental sitting / communal spaces for people to sit and enjoy the outdoors. These private spaces will allow people within the blocks to make new social connections and create a place to foster a sense of community. There will be a variety of different types of area types so that residents can relax, gather, play, eat and socialise.

Access

- 4.26 The existing driveway openings will be replaced with two formal bellmouth arrangements, with footway reinstated where necessary to suit the new access layout.
- 4.27 48 parking spaces are provided for the apartments of which eight are located within the front curtilage at ground level and the remainder is located in the lower ground parking area. 10 EV charging spaces are provided. To ensure that all apartment households with a parking space have access to an EV charger it is proposed to reserve four of the EV spaces as a short-stay, active charging location. This will allow apartment residents without an EV charger in their parking space to charge their vehicle. Based on this, apartment residents will have 44 long-stay car parking spaces, a provision of 81%. Three of the apartment parking spaces are to accessible standard.

- 4.28 The houses will all have a garage with a single parking space (16 garage spaces), a provision of 100%. All of the garage spaces will have an EV charger.
- 4.29 54 cycle parking spaces are provided for the apartments, including space for adapted bikes. Cycle parking for the houses will be accommodated in curtilage.
- 4.30 Pedestrian access to the front doors of the houses is from landscaped podium level and these residential units are also provided with private gardens spaces located at existing ground level. These houses also have enclosed garage spaces, vehicle access to which is via the communal lower ground level under the landscape deck. Secondary access for residents to this lower ground level is provided by external stairs within the private gardens spaces.
- 4.31 Dropped kerb crossing points with tactile paving will be provided at each of the access points, alongside reinstatement of the footway on the site frontage. A new dropped kerb crossing point is also proposed on Palatine Road on the site frontage, to enhance the accessibility of the southbound bus stop.

Refuse

- 4.32 Refuse arising from the apartments within the frontage building is to be taken by residents down into a dedicated bin store located in the lower ground floor level of this building. Residents of the townhouses and semi-detached houses to the rear of the Site will take their refuse to a central waste chute located in the middle of the landscaped podium. Separate chutes for each waste type then drop into bin stores below located at the lower ground floor level.

Summary

- 4.33 In summary, this chapter of the Planning Statement has described the use and amount, layout and scale, appearance and means of access to the development. The proposed development will result in high quality residential accommodation being delivered which meets the provisions contained within the Manchester Residential Quality Design Guide.
- 4.34 The design of the proposal has been shaped through collaborative preapplication discussions to ensure that the existing residents and occupants of the sought development will experience good levels of amenity and high-quality design.





5. The Planning Policy Context

- 5.1 This chapter outlines and assesses the proposals against the Development Plan and all other relevant material considerations, which the decision taker should have regard to.
- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan

- 5.3 The Site is within the administrative boundary of Manchester City Council. The Development Plan for the Site currently comprises of the following documents:
- Places for Everyone (adopted March 2024);
 - Manchester's Core Strategy 2012-2027 (adopted July 2012); and,
 - The 'Saved' policies of the Manchester Unitary Development Plan (adopted July 1995).
- 5.4 There are no saved policies of relevance to the determination of the application within the Greater Manchester Joint Waste Plan or the Minerals Plan. As such, no further consideration has been given to these documents within this Planning Statement.

Places for Everyone

- 5.5 The Places for Everyone ('PfE') plan is a Joint Development Plan for 9 of Greater Manchester's Planning Authorities, including Manchester City Council. The Plan was formally adopted by Manchester City Council on 20th March 2024. An overview of the policies which are of relevance to the application are set out at **Appendix III**.

Manchester Core Strategy

- 5.6 The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. An overview of the policies which are of relevance to the application are set out at Appendix III, however the Site is covered by the following policies on the Policies Map:



- **Policy EC9; South Manchester:** Didsbury is identified as a district centre, within this location mixed use development providing local needs and services shall be appropriate. Development proposals should have regard to improving connectivity between residential neighbourhoods and employment locations.
- **Policy H6; South Manchester:** South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes.

Unitary Development Plan

5.7 The Unitary Development Plan for the City of Manchester ("UDP") was adopted by the Council on 21st July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. The Manchester Core Strategy however has replaced a significant number of elements of the UDP document. An overview of the policies which are of relevance to the application are set out at Appendix III, however the Site is covered by the following policies on the Policies Map:

- **Policy E3.4; River Valleys:** the Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space.

Other Material Considerations

5.8 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework (December 2024);
- Supplementary Planning Documents and Guidance (various); and
- Planning Practice Guidance (March 2014).

5.9 These are addressed in-turn below.

National Planning Policy Framework

- 5.10 The newly updated National Planning Policy Framework ('NPPF') was published in December 2024 and contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application. The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development.

The Presumption in Favour of Sustainable Development

- 5.11 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth.
- 5.12 Paragraph 8 of the Framework states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a) **an economic objective** - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) **a social objective** - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) **an environmental objective** - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy

- 5.13 Paragraph 11 of the Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, of the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 5.14 For the avoidance of doubt and as discussed later in this Statement, we consider that the proposals are in accordance with the Development Plan.

Delivering a Sufficient Supply of Homes

- 5.15 Paragraph 61 of the NPPF states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

- 5.16 Paragraph 78 of the NPPF requires that Local Planning Authorities have a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their local housing need.

Promoting Sustainable Transport

- 5.17 The NPPF sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.



Making Effective Use of Land

5.18 Paragraphs 124 sets out that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

5.19 Paragraph 125 states that planning decisions should:

c) give substantial weight to a number the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)

Achieving Well Designed Places

5.20 Paragraph 131 states that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

5.21 Paragraph 139 sets out that in determining applications, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Supplementary Planning Documents and Guidance

5.22 There are a number of Supplementary Planning Documents and other documents which are approved and/or published by Cheshire East Council and therefore are material considerations in the determination of this planning application. Those relevant include:

- Guide to Development in Manchester SPD (adopted 2007)
- Providing for Housing Choice SPD (adopted 2008)
- The Manchester Strategy
- Green and Blue Infrastructure Strategy.

Guide to Development in Manchester SPD and Guidance

- 5.23 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, such as high-quality developments that are safe, secure and accessible to all. The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently.

Providing for Housing Choice

- 5.24 This SPD sets out guidance regarding the mix of new housing provisions within Manchester. The document notes that the borough requires a diverse range of housing provision, which varies according to needs at a neighbourhood level. New development, with a high proportion of good quality, private housing, especially for owner occupation, and which meets the needs of the whole community continues to be a priority.

The Manchester Strategy

- 5.25 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the Site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy.

Green and Blue Infrastructure

- 5.26 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

Planning Practice Guidance

- 5.27 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is updated at regular intervals and is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the NPPF. It is therefore a significant material consideration in the determination of the application.

Summary

- 5.28 This chapter has identified national and local planning policy considerations to be taken into account when determining this application.

6. Affordable Housing Statement

- 6.1 The NPPG sets out that Local Planning Authorities should seek to ensure that policies surrounding developer contributions do not impact on a scheme's deliverability. The NPPG states:

"Viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan."

- 6.2 Core Strategy Policy H8 requires that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the city-wide target for 20% of new housing provision to be affordable. The policy states that there may be exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.
- 6.3 A detailed Financial Viability Assessment has been prepared by Tim Claxton Property and submitted in support of the development. The report considers the financial viability of the proposals; taking into account development costs and challenges associated with the Site and in particular the significant abnormal costs associated with flood mitigation, and the anticipated value of the proposed development on completion. The Applicant is committed to the delivery of this residential scheme that will have significant benefits to the Site and to its wider area. These factors will need to be considered as part of the viability assessment and the ability for the proposals to contribute to other public benefits, which would include affordable housing. The Viability Assessment, prepared by Tim Claxton, was completed in accordance with the relevant guidance, and concludes that the proposed scheme cannot sustain any planning contributions in the form of affordable housing or otherwise.
- 6.4 Notwithstanding the above, the proposed scheme seeks to help financially unlock the strategic development Site, and the provision of a variety of unit sizes and price points, will assist in diversifying the housing market and would deliver regeneration benefits by developing an underutilised Site.

7. Assessment of the Principle of Development

- 7.1 This chapter appraises the proposed development against the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Need for Residential Development

- 7.2 Core Strategy Policies H1 and H2 state that a wide choice of housing will be provided to meet the requirements of existing and future Manchester households. Emphasis is placed on the creation of housing within strategic locations to create sustainable neighbourhoods with complementary facilities and services.
- 7.3 The Core Strategy states that approximately 60,000 new dwelling will be provided in Manchester between 2009 and 2027, with an average of 3,333 units per year South Manchester is expected to accommodate approximately 3,240 (5%). Policy H6's justification text notes that the small proportion of new development in reflects the lack of land available for new residential development in South Manchester. The Strategy emphasises that it is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property.
- 7.4 The Places for Everyone Plan sets a target for the provision of 175,000 homes to be delivered over the plan period (2022-2039), with a focus on directing development to the most sustainable areas and enable the most efficient use of brownfield land supply. The 2019 Strategic Housing Market Assessment for Greater Manchester highlighted that between 2016-2036, Manchester was expected to experience the highest population growth within this period.
- 7.5 The application proposals seek to free up the Site to accommodate higher density development within a desirable area of Manchester.
- 7.6 The NPPF requires all Local Planning Authorities to identify and maintain a five-year housing land supply. The NPPF states that where Council's fail to meet this requirement the presumption in favour of sustainable development for the determination of residential applications must be made. Whilst Manchester City Council currently claim

sufficient supply for 6.12 years¹, national planning guidance is clear that LPAs should plan beyond 5 years².

Development of an Underutilised Site

- 7.7 The redevelopment of the land will enable the Site to be brought forward to deliver needed residential accommodation on a currently underutilised plot of land within a highly sustainable and desirable location within Manchester. It is recognised within Manchester's Core Strategy that the Council Manchester seeks to create neighbourhoods of choice, providing high quality and diverse housing to meet identified need. In accordance with Paragraph 123 of the NPPF, planning decisions should promote effective land use in meeting the need for homes.
- 7.8 The merit of the existing buildings in architectural and heritage terms is discussed in the Design and Access Statement. In summary, given the extent of alteration to the existing building, the loss of architectural detail and relatively large number of similar building types within the wider area, it is considered that they have relatively limited architectural or heritage value. It is worth noting that historic planning permissions have accepted the demolition of these properties.

Development in Flood Zone 3

- 7.9 The Site is located in Flood Zone 3 and as such the Applicant team have been aware of the sensitivities around flood risk and drainage since the inception of the project. Fairhurst were instructed to prepare a Flood Risk Assessment and provide input to the proposals and engage with the Environment Agency at an early stage. The Flood Risk Assessment identified a minimum floor level (AOD) for habitable dwellings.
- 7.10 The development will include ground level undercroft parking beneath a first floor podium level, with ramped vehicle access down from Palatine Road. The ground level undercroft parking will be open to and link into the existing external ground levels to the west and south. All private access and living space of the residential units (i.e. the habitable dwellings) is located at the first floor podium level. The proposals sit upon a raised first floor podium. The undercroft parking will be subject to the same flooding

¹ Last 5HLS updated 2023

² Paragraph: 019 Reference ID: 68-019-20190722



mechanisms as the existing site. Flood resilient materials and construction techniques would also be utilised.

- 7.11 A proposed drainage system which is sufficient for the end use and for the lifetime of the development has been developed as well as a drainage maintenance plan to ensure the drainage system remains operational at all times.
- 7.12 Planning policy requires that development proposals do not increase flood risk elsewhere, and that is the case here. The overall flood storage volume for the proposed development of the site must be maintained (or increased) when compared to the pre-development flood storage volume, and this has been incorporated into the proposals.
- 7.13 In line with NPPF Policy and PPG, a Sequential Test has been prepared by AshtonHale and submitted with the application. The analysis within demonstrates that there are no suitable or available sites in the defined search area of the West Didsbury Ward to accommodate the proposed development either together or in their distinct parts.
- 7.14 In the event of planning permission not being granted to redevelop the site, it will remain in its current state and an opportunity to improve the quality of the accommodation, the visual amenities of the area and the flood protection measures on site will be lost.

Green Belt Impact

- 7.15 The Site is situated adjacent to a stretch of Green Belt land however, the Site itself does not fall within this allocation. Chapter 13 of the NPPF details the requirement for development to protect Green Belt land and that proposals should not result in any harm to these areas; however it should be noted that there is no policy relating to sites or proposals *adjacent* to the Green Belt.
- 7.16 Notwithstanding the above, the development proposal have been designed to limit visual impacts on the Green Belt, and the Site itself is well screened from the wider open landscape by surrounding trees, vegetation and physical landscape features. This is addressed further in the submitted Landscape and Green Belt Statement.
- 7.17 The site is well screened from the Green Belt and wider surrounding landscape by the surrounding trees and vegetation growing alongside the site boundaries and within the adjacent Green Belt itself, therefore there are no significant views from the Green Belt into the site.

- 7.18 There are currently no visual or physical links through the site between the adjacent areas of Green Belt and the site does not play a role in the purpose of the adjacent Green Belt as it forms a previously developed site within the Urban extents of West Didsbury.
- 7.19 The development proposals would continue to maintain this site as an urban residential development, it would continue to be screened from the wider Green Belt and would not impact on the openness of the adjacent Green Belt. The design of the proposals has evolved during pre-application discussions to address this point through a reduction in height / density and promoting higher quality landscaping.

Summary

- 7.20 It has been demonstrated that the principle of residential development (Use Class C3) in this location is wholly acceptable when considered against the Development Plan and the NPPF.

8. Assessment of Technical Considerations

- 8.1 This Chapter of the Statement summarises the findings of the individual technical assessments which accompany the detailed planning submission and demonstrates that the proposal fully accords with both national and local planning policy criteria.

Residential Mix and Quality

- 8.2 The proposed development seeks to deliver a high-quality, attractive and safe environment for current and future residents. The scheme provides continuity of street frontages and the enclosure of space by development that clearly defines private and public areas using attractive and distinctive landscaping. The streetscape hierarchy underpins the sense of place and different street characters which will be created through the materials and landscape strategy.
- 8.3 The development proposes open market dwellings consisting of 1, 2, 3 and 5 bed dwellings in the form of apartments, townhouses and semi-detached housing, providing a street scene of contemporary and sympathetic architectural styles. Core Strategy Policy H6 suggests that in this area, priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people. The proposed development provides 34% 1-bedroom properties, 37% 2-bedroom properties and 29% 3+bedroom properties and therefore caters for individuals as well as smaller and larger families/groups.
- 8.4 In accordance with Core Strategy Policy DM1, the proposed development has regard to effects on amenity of new residents and those surrounding the Site, including privacy, light, noise, vibration, odours, litter, vermin, birds, road safety and traffic generation.
- 8.5 Several technical reports (expanded upon below) have been prepared to ensure that the proposed residential development uses are not compromised.

Highways and Transport

- 8.6 A Transport Statement and Travel Plan have been prepared by SK Transport to advise on the transport and highways baseline and impacts of the proposed development.
- 8.7 The Site is located within a highly accessible area within south Manchester with a number of complementary uses and amenities within walking and cycling distance. The Site is



well located to take advantage of the existing public transport facilities, including the Metrolink and bus. These public transport facilities, in addition to walking and cycling opportunities, would provide viable alternatives to travel by private car, and reduce car dependency whilst encouraging sustainable travel modes. The Travel Plan indicates that the Site has a GMAL of 5.

- 8.8 A traffic assessment has been undertaken and this shows that the proposal will not be associated with a significant level of traffic and that the Site access will operate within suitable capacity levels.
- 8.9 The transport assessments undertaken and submitted in support of this proposed scheme meet the requirements of local and national policy, specifically Core Strategy Policies CC5 and T1, and Chapter 9 of the NPPF.

Ecology, Trees and Biodiversity Net Gain

- 8.10 UES have prepared a Preliminary Ecological Appraisal (PEA) which is submitted with the application. The PEA provides an assessment of potential ecological impacts associated with the proposed development and sets out recommendations / further survey work required as set out below:

- **Badger** – reasonable avoidance measures (RAMs) are to be implemented during the construction phase of the development.
- **Bats in buildings** – bat presence / absence surveys have been undertaken of the buildings onsite. Two bat roosts consisting of one common pipistrelle pipistrellus pipistrellus day roost and one soprano pipistrelle Pipistrellus pygmaeus day roost. Further mitigation and compensation are required in terms of bats within the buildings.
- **Bats in trees** – if any of the trees onsite will be affected by the proposed development, a ground level tree assessment (GLTA) will need to be undertaken to assess the potential of the trees onsite to support roosting bats. If any trees due to be impacted are found to have potential to support roosting bats, further surveys may be required from May to August inclusive. Any external lighting installed as part of the development should be designed to be wildlife friendly and avoid overspill onto the vegetation along the edges of the site.

- **Breeding birds** – site clearance, tree felling, arboricultural works and vegetation clearance are to take place outside of the breeding bird season and should not be undertaken from March to August inclusive. If not possible and works need to take place during this period, a targeted nest survey is to be undertaken immediately prior to the works by a suitably qualified ecologist or an ecological clerk of works appointed to oversee the works.
 - **Hedgehogs** – RAMs are to be implemented during the construction phase of the development.
 - **Hedgerows and trees** – to be retained where possible or replaced as part of a detailed landscaping scheme. Generic issues relating to root protection areas.
 - **Invasive species** – the non-native invasive species Himalayan balsam *Impatiens glandulifera*, rhododendron *Rhododendron ponticum*, montbretia *Crocsmia × crocosmiiflora* and wall cotoneaster *Cotoneaster horizontalis* are present on site. These species are listed under Schedule 9 of the Wildlife and Countryside act or Schedule 2 of the Invasive Alien Species (Enforcement and Permitting) Order 2019 and as such, it is illegal to allow them to spread offsite. These species will need to be eradicated prior to the start of works that may disturb them, and control measures will need to be implemented during the construction phase of the development. An invasive species method statement should be prepared to detail how these species will be controlled and eradicated.
- 8.11 Bat Scoping and Survey Report and a Great Crested Newt report were commissioned and support the application.
- 8.12 UES have also undertaken a Biodiversity Net Gain Statement at the Site. The baseline value of the Site has been calculated at 6.32 habitat units and 0.07 hedgerow units. In order to achieve a 10% net gain in biodiversity, the post development value would need to be 6.95 habitat units, and 0.08 hedgerow units, no gain in watercourse units is required due to the baseline value of 0.
- 8.13 To mitigate the loss of habitats on Site, mitigation planting on Site in open space areas has been maximised in terms of area coverage and accommodating appropriate species.

- 8.14 As a result of the development, the habitat units onsite will decrease to 3.61 units (a net loss of 2.71 units (42.84%)). The hedgerow units onsite will increase to 0.26 units (a net gain of 0.19 units (265.49%)). Watercourse units remain unchanged at 0 units.
- 8.15 The landscaping proposals will be subject to long term management to ensure that the benefits are realised on Site. To increase the Biodiversity Net Gain to the required 10%, units will be provided through offsite compensation.
- 8.16 The Arboricultural Survey accompanying this application concludes that the proposed tree losses associated with the development can easily be mitigated within the new landscaping for the development, and that there is plenty of scope for tree replacement planting.
- 8.17 The design proposals within this development have been demonstrated how the benefits of the proposed development are considered to outweigh the loss of green infrastructure, and how the developer will mitigate this loss in terms of quantity, quality, function and future management in accordance with Core Strategy Policies EN9 and EN15.

Noise

- 8.18 A Noise Impact Assessment has been prepared by dbx Acoustics to provide an assessment of the impact of environmental noise on the proposed development Site. These surveys of noise impacts have been carried out in order to determine the recommended noise mitigation strategy to achieve indoor and garden noise levels in line with relevant guidance.
- 8.19 The report concludes that noise should not be a limiting factor for this planning applications. The assessment undertaken and submitted in support of this proposed scheme meets the requirement of local and national planning policy, specifically Policy DM1 and Policy C10 of the Core Strategy, and Paragraph 191 of the NPPF.

Air Quality

- 8.20 An Air Quality Assessment has been prepared by Redmore Environmental to determine the baseline conditions, consider site suitability for the proposed end-use and assess the potential impacts as a result of the scheme.

- 8.21 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities.
- 8.22 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Additionally, the report notes that future residents may be exposed to any existing air quality issues at the Site.
- 8.23 Therefore, dispersion modelling was undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network with and without the development in place. Results were subsequently verified using local monitoring data.
- 8.24 The assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy DM1, EN16 of the MCC Core Strategy and Paragraph 192 of the NPPF.

Flood Risk and Drainage

- 8.25 A Flood Risk Assessment has been prepared by Fairhurst for the proposed residential development at the Site. The Site is located within Flood Zone 3 however, the report recognises that there are existing flood defences to the west adjacent to the River Mersey and to the south adjacent to the inland river. The document notes a series of mitigation methods that should be incorporated into the development proposals in order to ensure that flood risk impacts are mitigated.
- 8.26 A Sequential Test for Flood Risk Assessment has also been submitted with this application. The document demonstrates that there are no suitable or available sites in the defined search area of West Didsbury Ward to accommodate the proposed development either together or in their distinct parts.
- 8.27 A Drainage Strategy has been submitted which sets out the proposals for surface water drainage and foul water drainage, following the hierarchy as required by policy.
- 8.28 The Flood Risk Assessment and Drainage Strategy have been prepared and submitted in line with local and national planning policies, specifically Policy EN8 and EN14 of the MCC Core Strategy and Chapter 14 of the NPPF.

Environmental Standards

- 8.29 Crookes Walker Consulting were instructed to advise on the energy and carbon related consideration associated with the planning application for Palatine Road. The report confirms that the development prioritises sustainability throughout its lifecycle, adhering to the principles of Manchester's Core Strategy, the Places for Everyone Joint Plan, and the city's ambition to achieve net zero carbon emissions.

Ground Conditions

- 8.30 Clancy Consulting have prepared a Phase 1 Preliminary Risk Assessment for the proposed residential development at the Palatine Road Site. The report concludes that given the residential development history of the Site and surrounding area, the potential for significant concentrations of contaminants of concern to be present in soils beneath the Site is considered to be limited.

Crime and Safety

- 8.31 Design for Security GMP have prepared a Crime Impact Statement in order to reduce the opportunities for crime and fear of crime. The layout of the proposed scheme is considered acceptable.
- 8.32 The Crime Impact Statement has provided an assessment of the potential crime impacts of the scheme and is therefore considered compliant with Policy DM2 of the Core Strategy and Paragraph 135 of the NPPF.

Green and Blue Infrastructure

- 8.33 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create well maintained green and blue spaces which are integral parts of neighbourhoods. The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development. The Strategy recommends that developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 8.34 As detailed within the supporting reports and plans, the scheme has implemented a variety of greening techniques across the Site. The proposed development therefore accords with Core Strategy Policy EN9.

Construction Impacts

- 8.35 A Framework Construction Management Plan has been appended at **Appendix VI**. It is anticipated that a detailed Construction Management Plan will be conditioned to any approval which will ensure the local impacts of construction are minimised and mitigated wherever possible.

Summary

- 8.36 It has been clearly demonstrated that the proposals fully accord with the relevant policies of the Development Plan, including on technical matters, and as such should be approved without delay in accordance with Paragraph 11 of the NPPF.

9. Planning Balance

- 9.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in this Statement the application proposals accord with the relevant policies of the Development Plan when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 9.2 Notwithstanding the above, if the Council does identify conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the significant economic, social and environmental benefits, as set out below.

Economic Benefits

- The development will provide additional household spend created by the new residents of the development, in accordance with Policy H1 (Overall Housing Provision).
- Significant investment and jobs will be provided through the construction period with additional local training and opportunities, in accordance with Policy PA1 (Developer Contributions).
- The Proposed Development would attract new residents which will enhance the skills base available to employers in the local area and potentially benefit businesses productivity.

Social Benefits

- The proposals will deliver well designed housing of a range and type to meet local needs and make a positive contribution to the Council's housing requirements in accordance with Policy EN1.
- The construction of the new homes would generate additional Council Tax revenue which could be spent on community infrastructure and facilities.
- The Applicant has committed to a Local Labour Agreement which includes key targets to source employment locally, thus providing opportunities for upskilling and various apprenticeship opportunities. The Local Labour Agreement can be found within **Appendix VI**.



Environmental Benefits

- Ensure efficient use of previously developed land by maximising its development potential whilst taking into account key Site opportunities and constraints, in accordance with Chapter 11 (Making effective use of land) of the NPPF.
- The proposal has been designed to ensure that the delivery of residential dwellings at the Site can be achieved viably and sustainably whilst also reinforcing an exciting and innovative design in accordance with Policy EN8 (Adaptation to Climate Change); and
- Delivery of a scheme which ensures efficient use of land by maximising its development whilst taking into account key Site opportunities.

9.3 In summary, the proposed development represents a highly sustainable form of development on a previously developed site which will deliver additional specialist residential accommodation. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance.

10. Summary and Conclusions

- 10.1 This Planning Statement has been prepared by AshtonHale Ltd (“AshtonHale”) for Marco Living (“the Applicant”) in support an application submitted to Manchester City Council (“MCC”) for residential development at Palatine Road, West Didsbury, Manchester, M20 2WF (“the Site”). It has addressed all relevant planning policy considerations, and particularly the case for residential development at the Site.
- 10.2 The proposals have been designed with due regard to the technical assessments undertaken by the Applicant’s project team, and the proposed scheme has been amended in response to the feedback received during the pre-application stage.
- 10.3 The proposals have been sensitively designed to transform this brownfield site to provide much-needed residential development which will support Manchester’s growth ambitions. The proposals represent a comprehensive and high-quality scheme undertaken in line with best practice guidance and are in line with Manchester City Council’s design guidance.
- 10.4 The report has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. It has clearly been demonstrated that the principle of a Use Class C3 development in this location can be robustly justified in line with local and national planning policy.
- 10.5 Furthermore, the proposed development constitutes sustainable development in accordance with the NPPF when taken as a whole. The development will deliver significant positive economic, social and environmental benefits which should be afforded considerable weight in the determination of this planning application. It is respectfully requested that planning permission is granted without delay.

Appendix I

Submission Schedule



Application Submission Schedule - 232-236 Palatine Road

Document	Reference	Author
<i>Plans</i>		
Existing Plans		
Site Location Plan	1459-L0001	OMI Architects
Existing Site Plan	1459-L0100	OMI Architects
Existing Site Elevation - North	1459-L0200	OMI Architects
Existing Site Elevation - East	1459-L0201	OMI Architects
Existing Site Elevation - South	1459-L0202	OMI Architects
Existing Site Elevation - West	1459-L0203	OMI Architects
Existing Site Section	1459-L0204	OMI Architects
Proposed Plans		
<i>GA Plans</i>		
Masterplan - Level Basement	1459-L1000	OMI Architects
Masterplan - Level 00	1459-L1001	OMI Architects
Masterplan - Level 01	1459-L1002	OMI Architects
Masterplan - Level 02	1459-L1003	OMI Architects
Masterplan - Level 03-04	1459-L1004	OMI Architects
Masterplan - Roof Plan	1459-L1005	OMI Architects
Apartment Block - Level Basement	1459-L1100	OMI Architects
Apartment Block - Level 00	1459-L1101	OMI Architects
Apartment Block - Level 01-02	1459-L1102	OMI Architects
Apartment Block - Level 03-04	1459-L1103	OMI Architects
Apartment Block - Roof Plan	1459-L1104	OMI Architects
<i>Strategy Plans</i>		
Fire Strategy	1459-L1010	OMI Architects
Waste Management Strategy	1459-L1011	OMI Architects
Access Strategy	1459-L1012	OMI Architects

Document	Reference	Author
<i>House Types</i>		
Apartment Types – 1 of 3	1459-L1105	OMI Architects
Apartment Types – 2 of 3	1459-L1106	OMI Architects
Apartment Types – 3 of 3	1459-L1107	OMI Architects
Semi-Detached Plans	1459-L1200	OMI Architects
Townhouse Plans	1459-L1205	OMI Architects
<i>Building Elevations</i>		
Apartment Block – East Elevations	1459-L1110	OMI Architects
Apartment Block – South Elevations	1459-L1111	OMI Architects
Apartment Block – West Elevations	1459-L1112	OMI Architects
Apartment Block – North Elevations	1459-L1113	OMI Architects
Semi-Detached Elevations	1459-L1201	OMI Architects
Semi-Detached Gable Elevation	1459-L1202	OMI Architects
Town House Elevations	1459-L1206	OMI Architects
Town House Gable Elevation	1459-L1207	OMI Architects
<i>Site Elevations and Sections</i>		
Proposed Site Elevation - North	1459-L1600	OMI Architects
Proposed Site Elevation - East	1459-L1601	OMI Architects
Proposed Site Elevation - South	1459-L1602	OMI Architects
Proposed Site Elevation - West	1459-L1603	OMI Architects
Proposed Site Section	1459-L1604	OMI Architects
<i>Landscape</i>		
Ground Level Landscape Proposals	5592-02	DEP
Soft Landscape Proposals	5592-03	DEP
<i>CGIs (For Illustrative Purposes Only)</i>		
CGI – View 1 (View from Palatine Road looking South-West)	1459-L1700	OMI Architects
CGI – View 2 (View from Palatine Road looking North)	1459-L1701	OMI Architects
CGI – View 3 (Courtyard View)	1459-L1702	OMI Architects
<i>Documents and Reports</i>		
Application Forms and Certificates	20 th December 2024	AshtonHale
Covering Letter	20 th December 2024	AshtonHale
Planning Statement	December 2024	AshtonHale
Design and Access Statement	December 2024	OMI Architects
Financial Viability Assessment	20 th December 2024	Tim Claxton Property
Arboricultural Survey	5592 – December 2024	DEP
Crime Impact Statement	2024/0369/CIS/01 Version C	Design for Security

Document	Reference	Author
Preliminary Ecological Appraisal	UES04587/01	UES
Bat Scoping and Survey Report	UES04587/05	UES
GCN Report	2880-2024	SureScreen Scientifics
Biodiversity Net Gain Assessment – Biodiversity Statement	UES04587/04	DEP
Environmental Standards Statement	3349-CWC-XX-XX-RP-M-0001	CWC
Flood Risk Assessment	159923/01 – November 2024	Fairhurst
Flood Risk Sequential Test	December 2024	AshtonHale
Drainage Strategy	21724-CCL-XX-XX-RP-C-00500 Rev. 00	Clancy Consulting
Landscape and Green Belt Statement	28 th November 2024	DEP
Transport Assessment and Travel Plan	SK22492 17/12/24	SK Transport
Air Quality Assessment	8730r1	Redmore Environmental
Noise Impact Assessment	24084-R01A-SF 29/10/24	Dbx Acoustics
Ground Conditions Phase 1 – Desk Study Report	10/2500/001 Rev. 00	Clancy Consulting

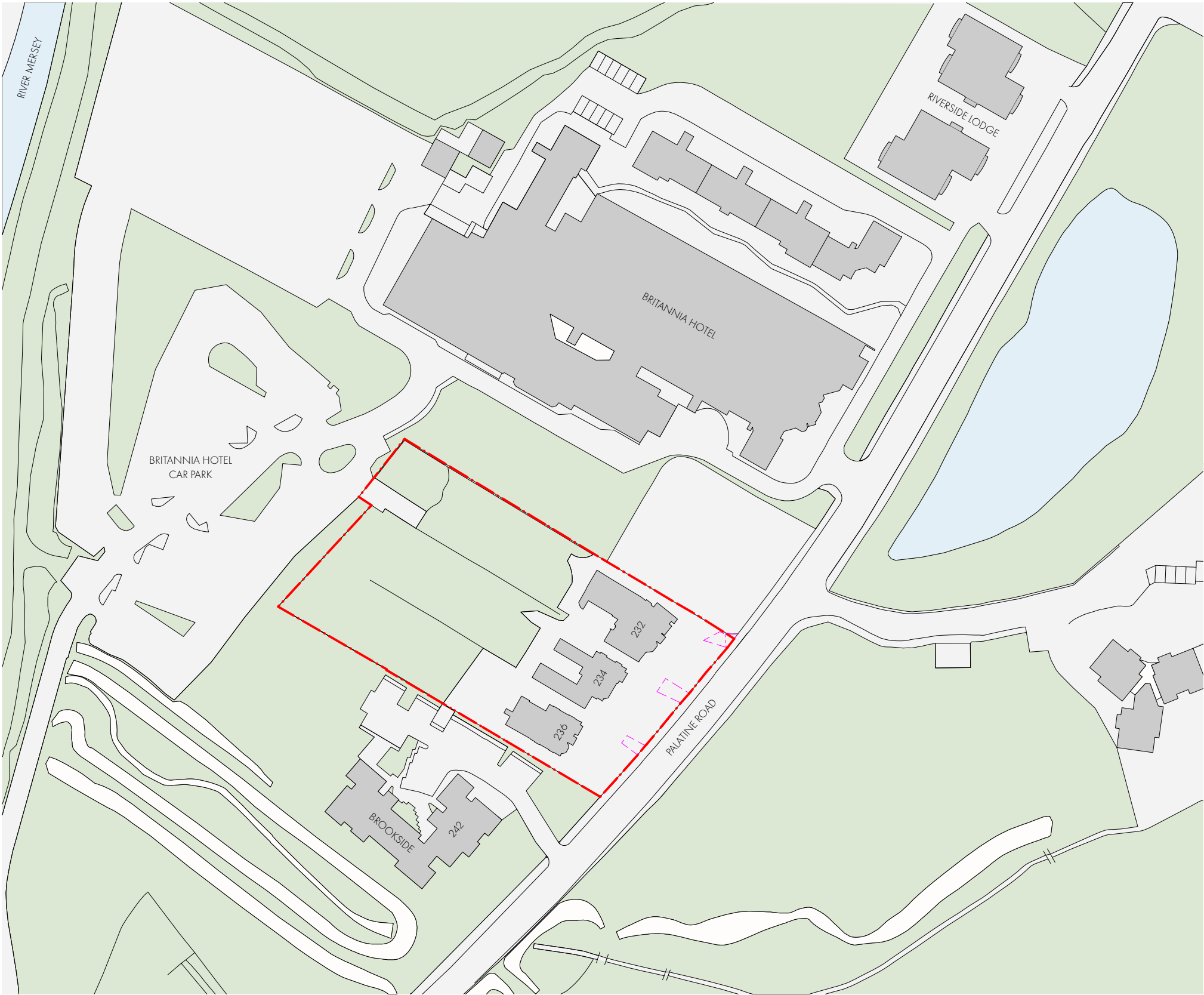
Appendix II

Site Location Plan

REVISION	DATE	DESCRIPTION
P01	08/11/2024	PRELIMINARY ISSUE
P02	12/2024	ISSUED FOR PLANNING

KEY:

--- Application Boundary



Appendix III

Relevant Planning Policies

Relevant Planning Policies

The following chapter of this Planning Statement sets out the planning policies relevant to the proposed scheme at Palatine Road, West Disbury, Manchester. These policies have been extracted from Manchester City Council's Development Plan.

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning Act 1990, applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Places for Everyone

The Places for Everyone ('PfE') plan is a Joint Development Plan for 9 of Greater Manchester's Planning Authorities, including Manchester City Council. The Plan was formally adopted by Manchester City Council on 20th March 2024.

The Plan seeks to deliver sustainable, inclusive growth through a number of Strategic Objectives, of most relevance to this application are Strategic Objectives 1, 2 and 5:

- **Objective 1: Meet our housing need-** The Plan aims to increase net additional dwellings, increase the number of affordable homes, and provide a diverse mix of housing.
- **Objective 2: Create neighbourhoods of choice-** The Plan will focus the delivery of new homes within 800m of public transport hubs and ensure that there is no increase in the number of homes and premises at a high risk of flooding.
- **Objective 5: Reduce inequalities and improve prosperity-** The Plan seeks to prioritise development in well-connected locations.

Policy JP-Strat9- Southern Areas: There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-S1- Sustainable Development: states that development should seek to maximise its economic, social, and environmental benefits, with effort in place to minimise any adverse impacts.

Policy JP-H1- Scale, Distribution and Phasing of New Housing Development: this policy identifies the need for a minimum of 175,185 additional dwellings to be delivered over the Plan period. New homes shall be of good quality design, adaptable and accessible to necessary infrastructure.

Policy JP-H3- Type, Size and Design of New Housing: Development shall incorporate a range of dwelling types and sizes that reflect local plan policies and local evidence.

Policy JP-H4- Density of New Housing: New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Policy JP-G8- A Net Enhancement of Biodiversity and Geodiversity: A net enhancement of biodiversity resources will be sought within new development. Development proposals shall be informed by the findings and recommendations of the appropriate biodiversity/ecological assessments.

Manchester Core Strategy

The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

CS Policy H6 (South Manchester) South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes.

CS Policy EC9 (South Manchester) Didsbury is identified as a district centre, within this location mixed use development providing local needs and services shall be

appropriate. Development proposals should have regard to improving connectivity between residential neighbourhoods and employment locations.

CS Policy SP1 (Spatial Principles) provides the key spatial principles that will guide the strategic development of Manchester to 2027. Emphasis is placed on the creation of neighbourhoods of choice, providing high quality and diverse housing to meet local needs.

CS Policy H1 (Overall Housing Provision) states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027, equating to an average of 3,333 units per year. South Manchester is identified to deliver approximately 3,240 dwellings towards the total figure. 90% of residential development will be on previously developed land. Proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution and take into account the availability of developable sites;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area;
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations); and,
- Be designed to give privacy to both its residents and neighbours.

CS Policy H8 (Affordable Housing) states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% as a starting point for calculating affordable housing provision. The proportion of affordable housing units will reflect the type and size of the development as a whole. Either an exemption from providing affordable housing, or a

lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target or where material considerations indicate that intermediate or social rented housing would be inappropriate in accordance with the stated circumstances.

CS Policy EN 1 (Design Principles and Strategic Character Areas) states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

CS Policy PA 1 (Developer Contributions) highlights that, where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for specific factors, such as affordable housing, with priority assessed on a site-by-site basis.

CS Policy DM 1 (Development Management) states that all development should have regard to the stated specific issues, including appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas in terms of design, scale and appearance of the proposed development; community safety and crime prevention; and refuse storage and collection.

Policy EN9 (Green Infrastructure) states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises the Council also encourages developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

The following additional Core Strategy policies are relevant to this application:

- Policy CC5 – Transport
- Policy T1 – Sustainable Transport

- Policy T2 – Accessible areas of opportunity and need
- Policy EN4- Reducing CO2 Emissions
- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 – Adaptation to Climate Change
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN19 – Waste

Saved Unitary Development Plan

Policy E3.4 (River Valleys) states that the Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space.

Policy DC7.1 (New Housing Development) states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

Appendix IV

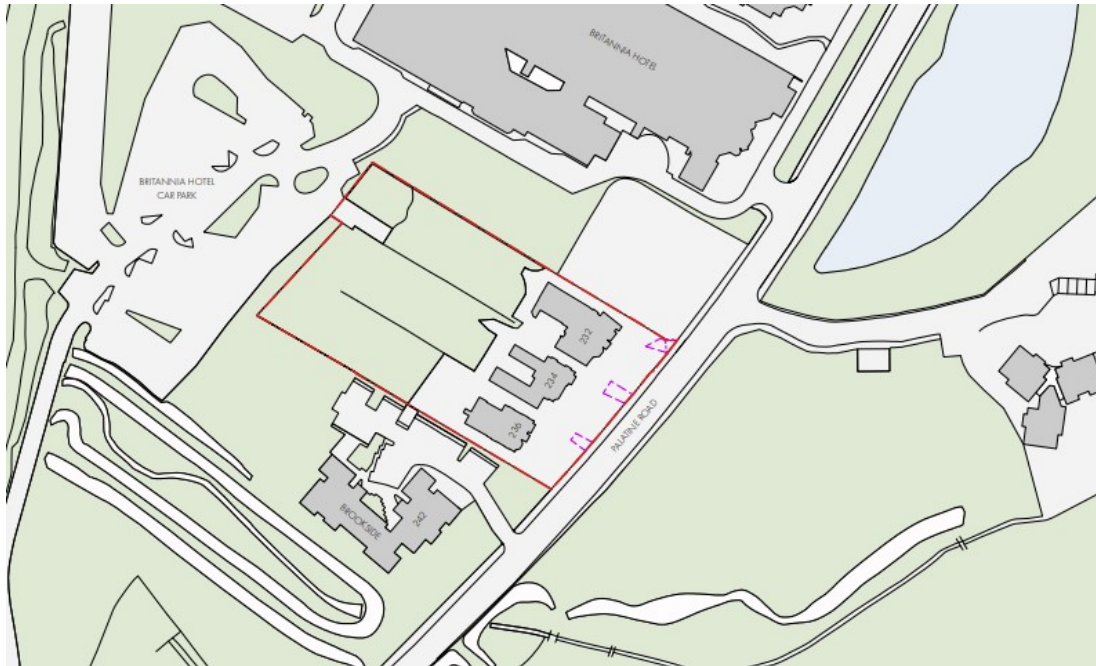
Consultation Material



Palatine Road – Proposed Consultation Boundary

Public Consultation for New Residential Development

232-236 Palatine Road, Didsbury



Have Your Say

Marco Living welcome your comments on the emerging proposals for a new residential development at 232-236 Palatine Road, Didsbury, as identified on the above plan.

There is a dedicated consultation webpage where further details of the proposals can be found at:

ashtonhale.co.uk/didsbury-consultation

Or **email us** directly at: didsburyconsultation@ashtonhale.co.uk

Please provide your comments to us before our consultation ends on Friday 13th December.



Illustrative Artist Impressions



The Site and Proposed Development

The site extends to approximately 0.57 hectares and is located to the south of Didsbury, on land west of Palatine Road. It is currently occupied by three detached houses which are sub-divided into 22 flats in total. Britannia Country House Hotel and associated parking are to the north and west of the site respectively. Brookside residential accommodation is to the south, and Withington Golf Course extends to the east.

Located approximately 1.6km from both the centre of Didsbury Village and Burton Road in West Didsbury, the site is well located with access to excellent local retail, recreation and leisure facilities in South Manchester as well as transport connections to Manchester City Centre.

Marco Living are proposing a high-quality and deliverable scheme, which through sustainable design, will respond to the context of the surrounding area and contribute to the housing stock in this ever-popular area of South Manchester.

Summary of Proposals

- Redevelopment of an existing residential and brownfield site
- Demolition of existing buildings and creation of a new build apartment block containing a mix of 1, 2 and 3 bed apartments, and 16 5-bed townhouses/semi-detached houses.
- Well-considered design from OMI Architects
- Access from Palatine Road
- High energy-efficient and sustainability credentials

Timescales

Subject to the feedback received, it is envisaged that a full planning application will be considered by Manchester City Council in Q1 2025.



INTRODUCTION

Marco Living is bringing forward proposals for the redevelopment of a site at 232-236 Palatine Road, Didsbury located adjacent to the Britannia Hotel.

The plans seek to replace 3no. dilapidated Victorian villas, converted into Houses of Multiple Occupancy in the 1970s, with a new high quality residential development of apartments and much needed family homes in a highly sustainable and accessible location in South-Manchester. The development will preserve the dense leafy character to Palatine Road and provide well designed landscaping amenity for future residents.

Marco Living has produced this information to provide an opportunity for local residents and interested parties to learn about the proposals in further detail. Please take some time to read through the information available and, once finished, leave your feedback on the plans via our website feedback form.

The consultation will run until Friday 13th December. Following this period Marco Living and the design team will review the feedback received and address it within a planning application that will be submitted to Manchester City Council.



THE PROPOSALS

Marco Livings' Vision for the site

The redevelopment of 232-236 Palatine Road has been brought forward with the ambition of improving a outmoded and dilapidated residential site to provide an appropriately designed development of apartments and family homes to meet local need in South-Manchester.

Designed by OMI Architects, the development will deliver 70 new homes, broken down into a mix of apartments, Townhouses and Semi-Detached houses. This mixture of housing will facilitate the creation of a new multi-generational community with family sized houses situated close to apartments for younger people or those looking to down-size.

The design of the development is contemporary but embodies traditional proportions and motifs that will make it appealing to a broad cross section of future residents. Designs are of the highest quality that will ensure that the buildings are low maintenance and will age well.

An extensive landscaping courtyard connects the houses and apartments providing amenity for residents and enhancing biodiversity across the site.



KEY METRICS

Marco Living have worked closely with Manchester City Council to bring forward the proposals you are looking at today. This board provides an overview of the main aspects of the plans.



70 New Homes including;



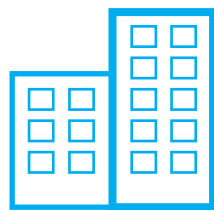
Separate car-parking for apartments and houses, with dedicated parking for houses within private garages and separate covered parking spaces for the apartments.



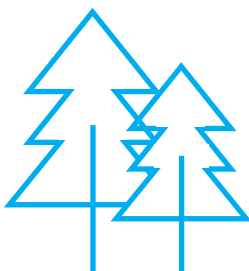
8no. 5 bedroomed Townhouses
8no. 5 bedroomed Semi-detached houses



Dedicated cycle storage for 100% of residents, with space for regular and adapted cycles in secure storage areas within semi basement level



54no. 1, 2 & 3 Bedroomed Apartments



Well designed communal landscaping, encouraging bio-diversity and providing residents with attractive external space to dwell

MASTERPLAN

8no. TOWNHOUSES

54no. APARTMENTS

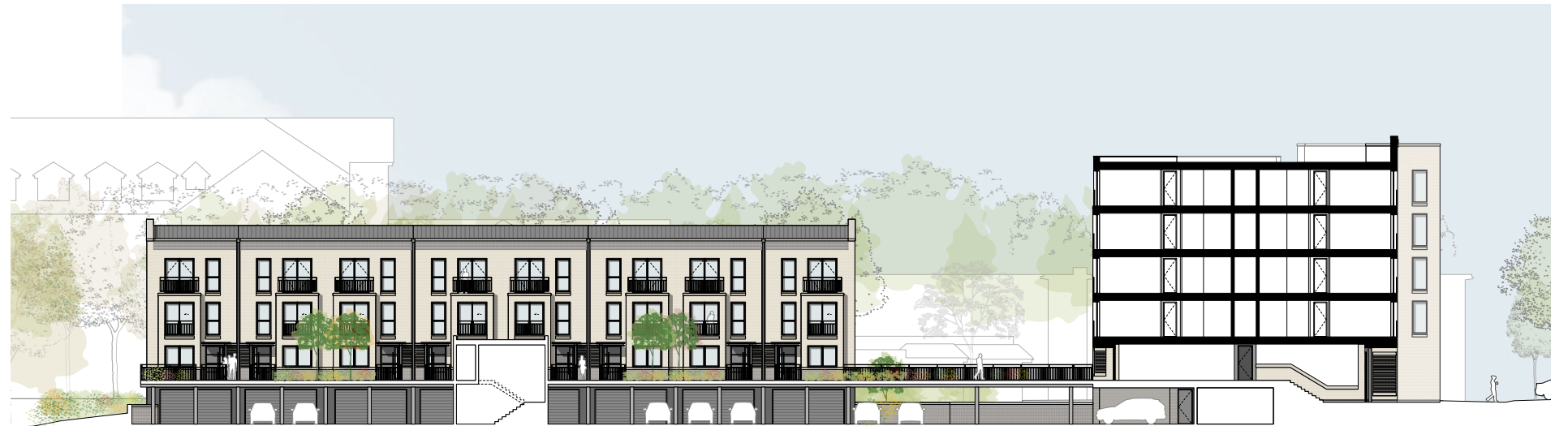


8no. SEMI-DETACHED HOUSES

SITE CONSIDERATIONS

Car Parking

Car parking is provided in limited numbers at the front of the site, concealed behind planting on Palatine Road. The majority of the parking for the development is provided in a covered area at the rear of the site hidden from view. Townhouses are provided with secure garages accessed from the covered parking area.



Height & Massing

The height of the buildings has been considered in relation to the local context. The Apartment building on Palatine Road is 5 storeys in height. This is similar in height to the neighbouring Brookside apartments and Riverside Lodge apartments further up Palatine Road. At the rear of the site, townhouses and semidetached dwellings are 3 storeys in height with the 3rd storey occupying the roof level.



SITE CONSIDERATIONS

Materials

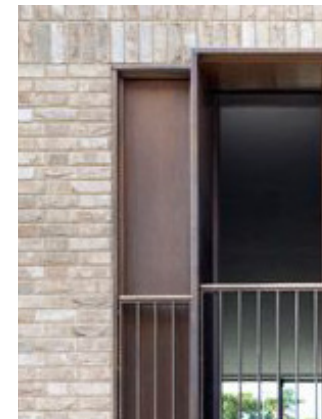
Material choice responds to local precedent in the area, combining traditional buff brickwork and dark engineering brick detailing with more contemporary metal finishes.

Vehicular Access

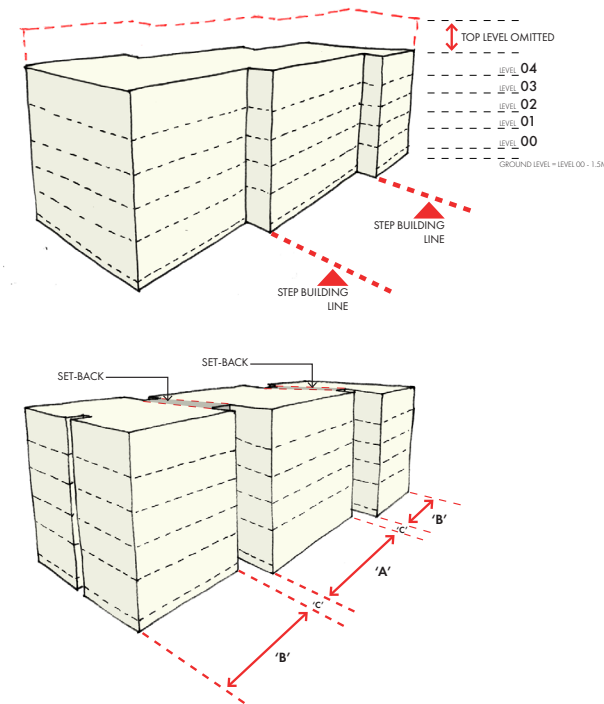
There are 2 vehicle entry points proposed on Palatine Road. This allows servicing of the development (refuse collection etc) to take place without the need for lorries to turn within the site. Vehicle entrances have been designed to allow cars to pull quickly off the highway so as not to inconvenience traffic movement on Palatine Road

Flood protection

Due to the proximity of the River Mersey and despite the site being previously developed, 232-236 Palatine Road sits within Flood Zone 3. As such all dwellings have been designed to sit above predicted flood levels to protect future residents from the potential of flooding across the site.



DESIGN EVOLUTION AND CONSULTATION



The proposals for 232-236 Palatine Road have evolved through discussions with local stakeholders and with appropriate and detailed assessments of the site.

The project team have committed significant time and resource to arrive at a solution that works for this site which has involved discussions with Manchester City Council throughout 2024, where initial designs for the site were shared. A number of design features were discussed to improve the proposals. This included:

Landscaping and Bio-diversity

The landscaping has been carefully considered to maximise the usability for residents and to ensure that planting species provide enhanced bio-diversity. The creation of a landscaped podium provides screening to cars and allows for a more extensive landscaped environment within the site.

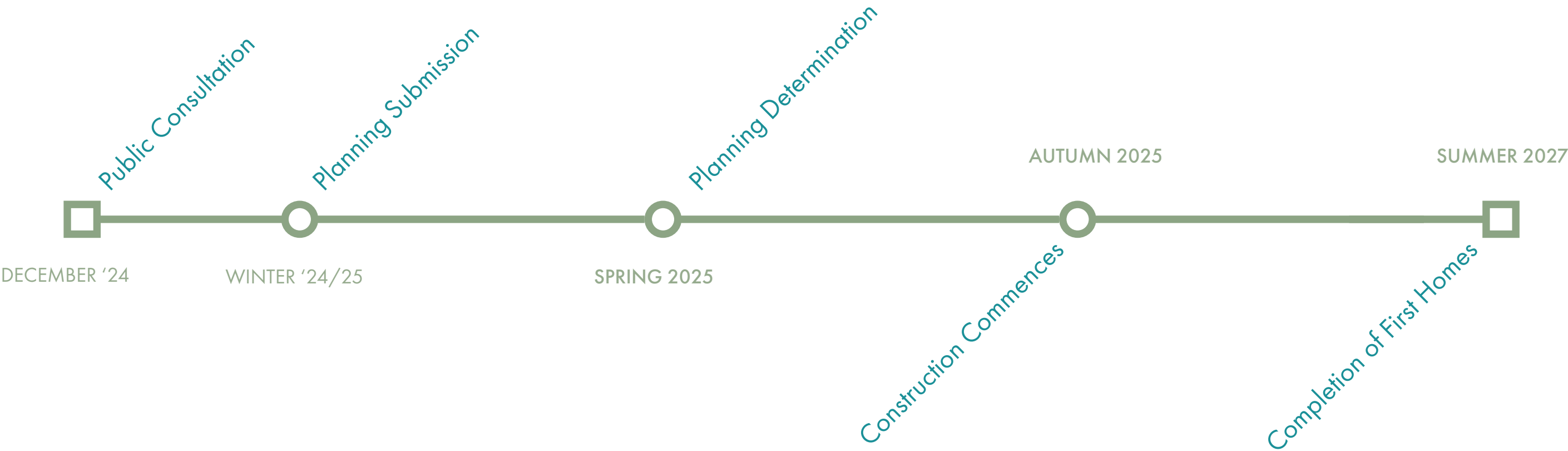
Building Height & Design

The tallest element of the scheme has been positioned along Palatine Road with

lower massing towards the River Mersey to the rear. The River Mersey corridor has been a key consideration in the development of our proposals. We have worked to ensure that the character and nature of this landscape feature is preserved. Building heights and density have been reduced towards the rear of the site to minimise any perceived impact.

Overall, building heights have been reduced through consultation during the design development.

TIMELINE



TIMELINE

If approved, Marco Living is committed to delivering the proposals quickly and efficiently to contribute to national and local housing demand. Above is the expected timeline, from planning to construction.

CONSTRUCTION WORKS

Marco Living understand that construction works can lead to temporary disruption of peoples routines. Working with our construction partners we are committed to being considerate neighbours and will work hard to minimise disruption during construction.

Prior to commencement of any future works, management plans for vehicles associated with the works will be shared with local residents alongside details of our working hours. Site managers will be contactable throughout the construction works should residents need to raise any concerns.

CONTACT & FURTHER INFORMATION

Let us know your views on 232-236 Palatine Road

Marco Living is consulting to understand the views of the local community on the plans for 232-236 Palatine Road to ensure that our development is considers the needs and preferences of both current and future residents in Didsbury.

You can provide feedback by:

Visit our dedicated website:
www.ashtonhale.co.uk/didsbury-consultation

Email us at:
didsburyconsultation@ashtonhale.co.uk

Please be sure to share your feedback by Friday 13th December to ensure it can be taken into consideration as part of this consultation.

ABOUT MARCO LIVING



Building Community, Creating Homes

Marco Living is a proud family-run business with over 50 years of dedication to the Manchester and Didsbury area. Rooted in local values, we are passionate about investing in and creating homes that reflect the unique spirit and character of the community. Our vision goes beyond property development—we aim to contribute to a thriving neighbourhood that honours its rich heritage while embracing future growth.

Palatine Road

Didsbury, Manchester



Public Consultation

Proposed Residential Development at 232-236 Palatine Road, Didsbury

Thank you for taking the time to visit and contribute to our public consultation about Marco Living's proposals for a new residential development at 232-236 Palatine Road, Didsbury.

This website has been set up to provide members of the public with information about the draft scheme proposals. Whilst we undertake pre-application discussions with Manchester City Council, we wish to seek your views on the proposed development ahead of a future planning application.

The consultation boards are provided through this website and can be viewed by clicking on the 'Consultation Boards' button at the bottom of this page. The boards provide more information about the site and its surroundings, design development and current proposals.

Your views are important to help us develop our final detailed scheme design and are very much appreciated. Please use the survey available on the 'Feedback' button to the bottom of this page to submit comments or alternatively send your feedback to: didsburyconsultation@ashtonhale.co.uk

We would be grateful if you could please provide your feedback by Friday 13th December.

CONSULTATION LEAFLET

CONSULTATION BOARDS

FEEDBACK FORM

Feedback Form - Palatine Road

Your Views

- ☐ Supportive
- ☐ Partially Supportive
- ☐ Undecided
- ☐ Not Supportive

Please explain why you have ticked the above

Message

These details will be used solely in relation to this development. You do not need to provide your details if you don't want to.

Name

Address

Phone

Email

Are you a

- ☐ Local Resident
- ☐ Councillor
- ☐ Organisation Representative
- ☐ Other

Please place your comments in the comment box provided, or alternatively, you can submit your views via didsburyconsultation@ashtonhale.co.uk

SUBMIT YOUR FEEDBACK

Thank you for taking the time to fill in this form. Your views are valued and we would be grateful to know what you think of our draft proposals.

Appendix V

Framework Construction Management Plan



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Framework Construction Management Plan

Proposed Residential Development at 232-236 Palatine Road, Didsbury

- 1.1 The purpose of this section is to provide a framework for the preparation of the Construction Management Plan ("CMP") which will be prepared prior to construction and delivered via a planning condition. The CMP will provide details of how the proposed scheme will be managed during the construction.
- 1.2 A Construction Phase Plan is required by the CDM 2015 Regulations for any construction work carried out by contractors. This CMP will be prepared to satisfy these regulations. The CMP will be enforced by the Contracts/Project Manager on receipt of client pre-construction information.
- 1.3 The CMP will be checked by the client team or his appointed Principal Designer for accuracy and robustness before commencement of site works. Following agreement of the Plan, this will be issued to the construction team and be updated/maintained on site by the site manager.

Objectives of the CMP

- 1.4 The objectives of the CMP are to:
 - Define the existing and proposed ground levels specific to the proposed development.
 - Provide information on any environmental and sensitive local receptors relating to the construction of the development and associated infrastructure;
 - Set out actions required to manage the specified environmental risks, through consideration of design requirements, monitoring schemes and appropriate method statements.
 - Define the requirements for communication of the CMP to the project team, environmental training and awareness, stakeholder liaison.
 - Define the processes for updating the CMP - management reviews, incident reporting and investigation, etc The key function of the CMP is to highlight and manage the specific environmental effects of the construction phase and to ensure that the significant negative effects are

mitigated, and where practicable that additional environmental enhancements are delivered through completion of the proposed works.

Perceived Environmental Risk from Construction Activities

1.5 The perceived and potential risks which the CMP will set out to address are:

- Contamination of soils, surface waters and groundwater through spills, run-off etc;
- Production of dust from construction activities;
- Management of construction traffic;
- Production of noise and vibration from construction activities;
- Production of construction waste from construction activities and;
- Damage to habitats (including flora and fauna and watercourses) from construction activities.

1.6 The following sets out the framework and structure of the CMP:

Chapter 1: Project Method Statement

1.7 The section will provide a detailed description of the proposed approach to the enabling and construction programme and set out the following:

- The construction process – sets out the programme and key construction operations such as setting up of compounds, access, any remediation required, changes in levels etc.
- Hours of operation – for the avoidance of doubt, the construction working hours will be 07:30 – 19:30 Mondays to Fridays and 08:00 to 13:00 on Saturdays. No construction work shall take place on Sundays or Bank Holidays.

Chapter 2: General Site Management

1.8 The project delivery team structure, roles and responsibilities for the overall development of the site will be presented. Roles include:

- Environmental Manager
- Ecological Liaison Officer
- Principal Contractor
- PCs Contract Manager
- Design Manager
- Sub-Contractors

1.9 Site induction procedures will be set out which will include instruction on emergency procedures and any training required for site-based staff. The project goal is zero reportable or major accidents and dangerous occurrences during construction. Other items covered under this section of the CMP include:

- Selection criteria for contractors and designers
- Security and fencing
- Offices and cabins

- Welfare facilities
- Emergency incidents and management
- Fire and emergency evacuation

Chapter 3: Arrangement for Controlling Significant Site Risks

- 1.10 Material placement, delivery, removal and waste management will be set out and measures to ensure that site services are protect and maintained. Consideration of adjacent land uses and protecting the public to ensure activities will not create unnecessary safety issues will be undertaken. All works will be planned to protect the public and adjacent site workers from the site's activities associated with construction site movement, deep excavations and movement of materials.
- 1.11 Preventing of falls is considered to be one of the highest control priorities and measures will be set out to control working at height. Fuelling and hazardous liquids has the most potential for environmental impact to surface and ground water and will be tightly controlled through measures set out in this chapter.
- 1.12 A subsection within this part of the CMP will set out measures to control deliveries and vehicle movement:
- Parking
 - Deliveries
 - Site access and vehicle movement
 - Road Cleanliness

Chapter 4: Environmental Considerations and Management Measures

- 1.13 This section will set out the key environmental issues such as soil contamination and how any contaminated material will be handled, removal of any asbestos material, ground gas and set out techniques that will minimise noise and vibration. In addition to reduce the impact of dust and air emissions measures such as dust suppressants, stockpile management and speed limits on site will be considered. The site management team will ensure that all site personnel are appropriately briefed on any ecological issues at the site. Specific site related issues will be set out here.

Chapter 5: Health and Safety

- 1.14 This chapter will set out the information that will be required, by the Principal Designer, for inclusion in the Health and Safety File. The above sets out the framework for the CMP. The applicant invites the requirement for a CMP to be a condition to the planning consent.

Summary

1.15 In summary, this section of the Planning Statement has described various components of the CMP. This CMP will be prepared prior to construction and delivered via a planning condition. The final CMP once issued will provide details of how the proposed scheme will be managed during the construction.

Appendix VI

Local Labour Agreement



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Local Labour Agreement

Proposed Residential Development at 232-236 Palatine Road, Didsbury

- 1.1 This agreement summarises how Marco Living 3 Ltd and/or the scheme contractor (herewith referred to as “The Company”), will discharge planning conditions in relation to local labour attached to the above planning application. The Company will engage voluntarily with Manchester City Council’s Work and Skills Team to maximise the recruitment of local residents in construction and related jobs.
- 1.2 The Company will also consider links with schools, employment support organisations and community groups to offer careers information, skills development, work experience or other activities to be agreed.

Construction Phase

- 1.3 We will agree with the Work and Skills Team indicative targets against key performance indicators issued as part of this Agreement. We will endeavour to deliver and monitor these targets and we will provide regular updates as agreed with the Work and Skills Team.
- 1.4 In the first instance, The Company will consider conducting a local candidate search using the Manchester Employers Suite and other local community networks. The Work and Skills Team will support this work.
- 1.5 If 2 months prior (or another period to be agreed) to the start of construction, not enough local candidates have been identified and recruited, The Company can broaden its search for suitable staff via whatever means it so chooses but ideally targets Greater Manchester first.

Scope of Agreement

- 1.6 There shall be no obligation to extend the above commitments for staff that are difficult to recruit locally because of specific or specialist qualifications, where The Company reserves the right to recruit as business needs dictate. However, The Company will explore with the Work and Skills Team how opportunities for local residents can be maximised.

- 1.7 Nothing in this undertaking shall be deemed to impose on The Company any obligation or require any action that would contravene any UK employment law or UK anti-discrimination law.

