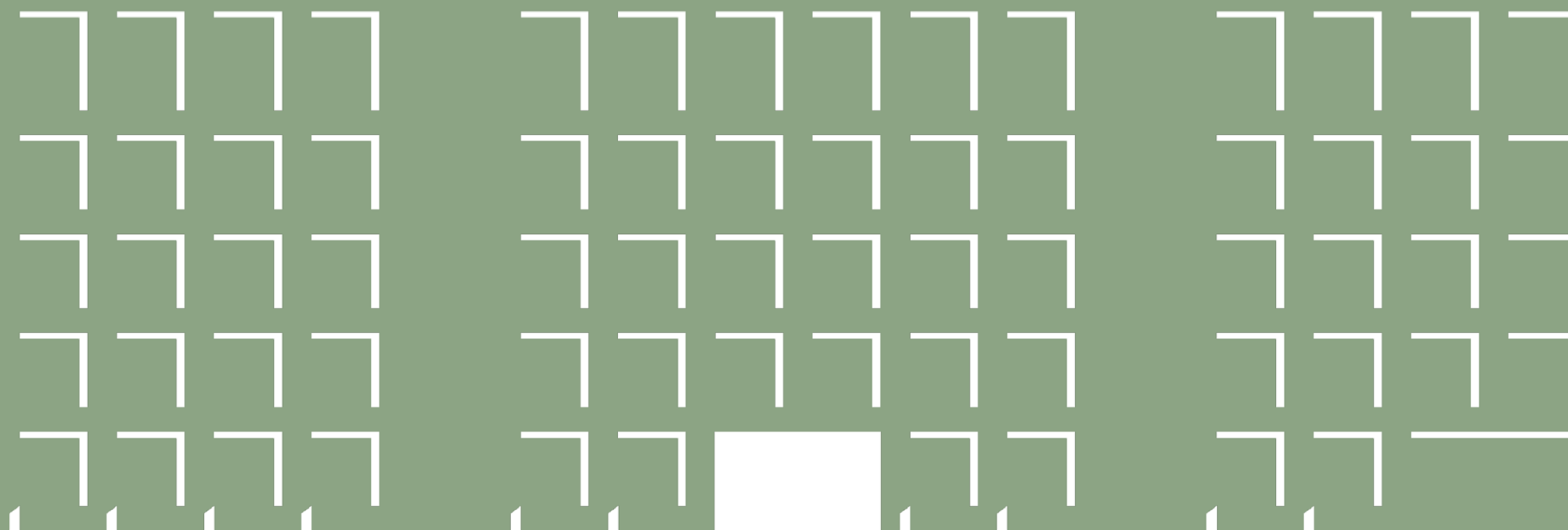




232-236
PALATINE ROAD

prepared on behalf of
Marco Living Ltd

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1 Background

1.1 Introduction

- 1.1.1 This Design and Access Statement has been prepared by OMI Architects, in support of the Planning Application by Marco Living for the redevelopment of an existing housing site (numbers 232, 234 & 236) west of Palatine Road in Didsbury, South Manchester.
- 1.1.2 The applicant wishes to undertake a series of works which include the demolition of the 3 existing buildings, which contain a total of 22 dwellings, and undertake the redevelopment of the site to create a new build mixed apartment and traditional housing scheme.
- 1.1.3 The proposal comprises a total of 54 one, two & three bedroom residential apartments within a single building as well as 16 five bedroom houses in both semi-detached and townhouse arrangements.
- 1.1.4 The proposal includes 48 parking spaces associated with the apartment building, of which 8 are located within the front curtilage, adjacent to Palatine Road, and the remaining within a lower ground parking area. In addition the townhouses and semi-detached properties all have garages, also located at this lower ground level.

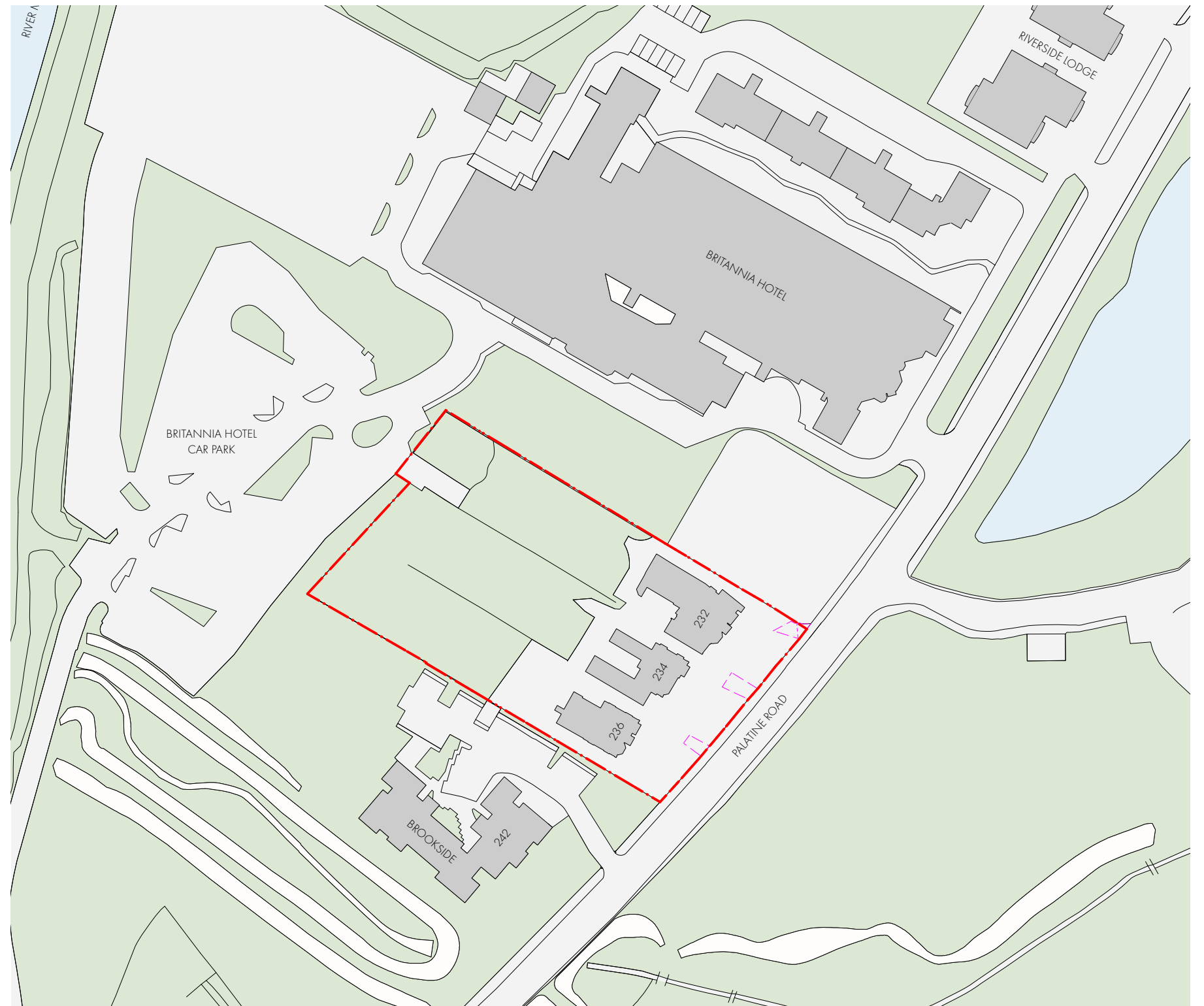


1 Introduction

1.2 Summary of Supporting Documents

1.2.1 The purpose of this document is to set out the design principles, concepts and strategy behind the proposals, including landscape design, and it should be read in conjunction with the planning drawings prepared by OMI Architects, along with the following supporting documents:

- Application Forms & Certificates
- Covering Letter
- Planning Statement – including
 - Statement of Community Involvement
 - Framework Construction Management Plan
 - Local Labour Agreement
 - Blue & Green Infrastructure Statement
- Financial Viability Assessment
- Acoustic Assessment
- Air Quality Assessment
- Aboricultural Assessment
- BNG Assessment & Metric
- Crime Impact Statement
- Ecological Assessment
- Environmental Standards Statement
- Flood Risk Assessment
- Sequential Test – Flood Risk
- Drainage Strategy
- Landscape and Greenbelt Statement
- Phase 1 Site Investigation
- Transport Statement & Travel Plan



Existing site location plan 1:1250 @ A3

2 Context

2.1 The Site

- 2.1.1 The application site stands to the west of Palatine Road towards the southern edge of Didsbury close to its border with Northenden. The River Mersey is approximately 200 metres to the west, the site is within the Didsbury West ward and the sites western boundary also forms the extent of the Greater Manchester Green Belt.
- 2.1.2 The site is roughly rectangular in shape bounded by Palatine Road to the east (with Withington Golf Club on the opposite side of the road), open scrub-land associated with the Britannia Hotel to the north, open car park associated with the same hotel to the west and Brookside, an age exclusive housing project to the south.
- 2.1.3 The site currently contains 3 detached buildings that are sub-divided into 22 separate dwellings. The large rear curtilage, originally three separate gardens, is now a single connected, overgrown and underutilised space with a partially demolished out-building located to the rear of the site.
- 2.1.4 The original, nineteenth century front boundary wall and three separate access points with gate posts still remain but pedestrian and vehicular access to the site is provided only via middle of these three entrances.
- 2.1.5 The site is located within Flood Zone 3 with a high risk of flooding; the impact and design strategies to mitigate this risk are outlined in section 3.1 and in the Flood Risk Assessment that forms part of the supporting information included within this application.



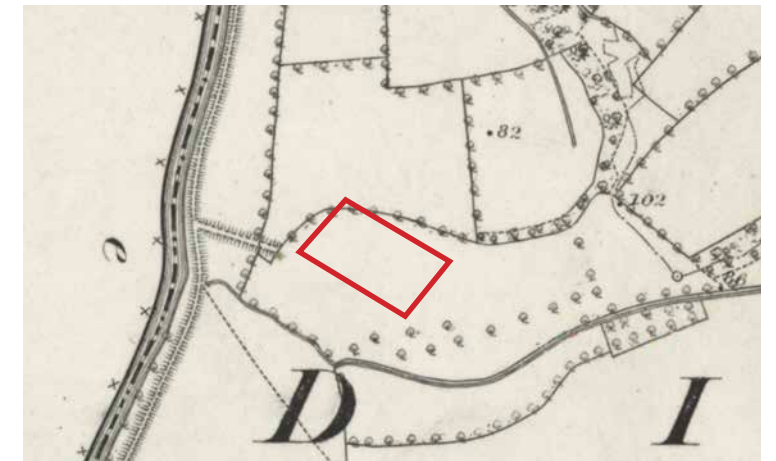
Existing site plan (not to scale)



2 Context

2.2 Site History

- 2.2.1 The site appears to have been first developed from agricultural land in the late nineteenth century as a result of the construction of a turnpike, now Palatine Road, in the 1860s; the houses on the site, though much extended and altered, are assumed to date from this time.
- 2.2.2 Historic maps indicate that the site and adjacent land consisted of a row of six detached properties, each with their own long east to west orientated rear gardens. Of these six properties the two to the south were located where Brookside age exclusive housing is now located and one to the north is now a vacant parcel of land associated with the Britannia Hotel.
- 2.2.3 During the twentieth century urban development spread southwards towards the application site from Barlow Moor Road but to the south the area remains relatively undeveloped and is characterised by golf clubs and their associated club-houses and parking.
- 2.2.4 The River Mersey, historically a boundary between the counties of Lancashire and Cheshire, meanders northwards to run west of the site beyond the hardstanding car park of the Britannia Hotel; the river is enclosed by earth mound flood defences and heavy tree growth which visually separates it from the site.
- 2.2.5 Palatine Road is a busy route into and out of Manchester and linking to Princess Parkway, and ultimately the M60, a mile to the south. The road is, for large sections, tree lined with stone boundary walls on both sides of the road and is characterised by a variety of development types from Victorian brick villas, modern detached housing and more contemporary 4 and 5 storey apartment buildings.
- 2.2.6 The adjacent Britannia Hotel, set-back from Palatine Road, consists of a series of large interconnected buildings with primarily three storey elements to the east that rise to five storeys to the west adjacent to the Green Belt.
- 2.2.7 The building line along Palatine Road in the vicinity of the site is only partially defined with late twentieth century development and demolitions resulting in a variety of building lines, development heights and set-backs.



1830 - 1880



1888 - 1915



1944 - 1973

2 Context

2.3 Appraisal of Existing Structures

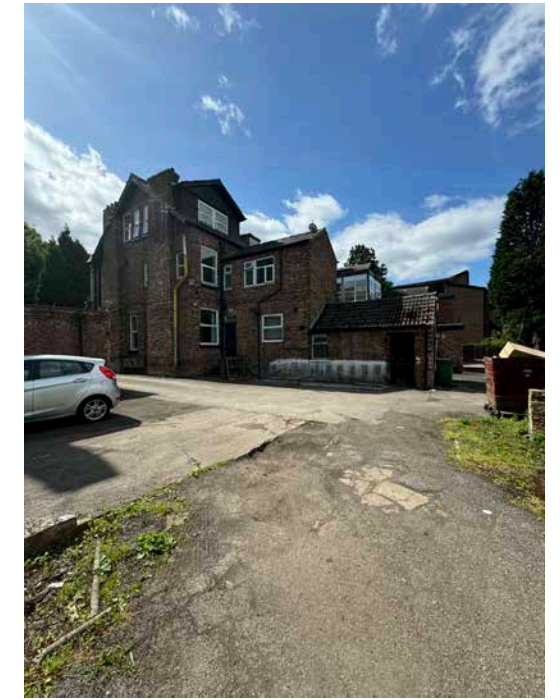
- 2.3.1 The existing buildings on site, albeit originally constructed in the later part of the nineteenth century, have been significantly altered and extended so that, other than parts of their Palatine Road elevation, little of the original fabric is visible or legible.
- 2.3.2 The houses, identified as being called Lymehurst (232), Oakleigh (234) and Arden House (236) are assumed to have been constructed as individual detached dwellings similar in form and style to many properties found within West Didsbury and adjacent areas of South Manchester. It is assumed that the three buildings were built either at the same or very similar time to the other three, now demolished adjacent properties that can be seen on the aforementioned historic maps.



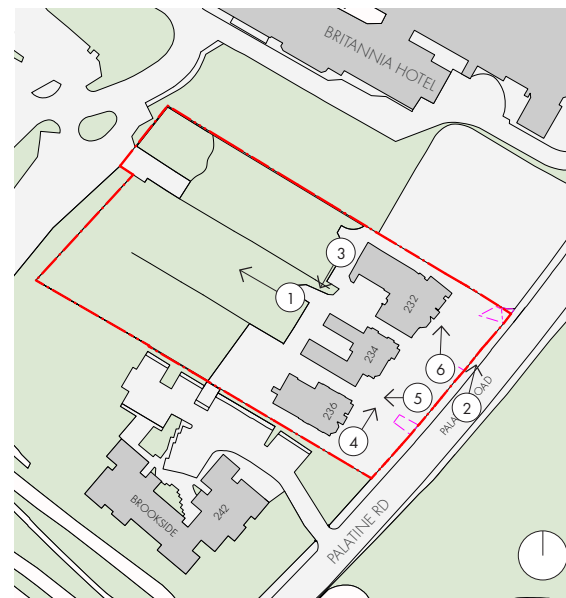
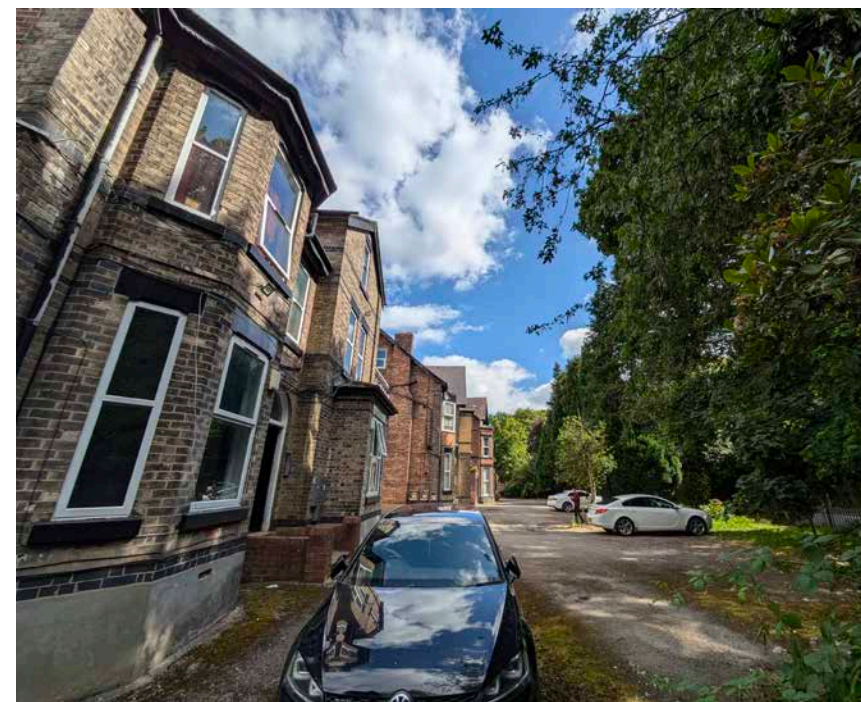
1. View towards the rear of the site



2. View from Palatine Road



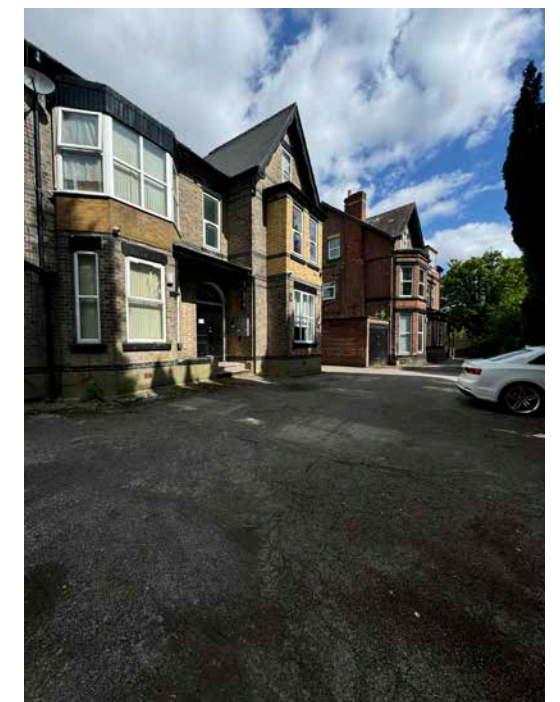
3. View of the existing houses from the rear of the site



4. View from the SE corner of the on-site parking and the entrance to the existing buildings



5. View from the site entrance to the existing buildings



6. View from the on-site parking to the existing buildings

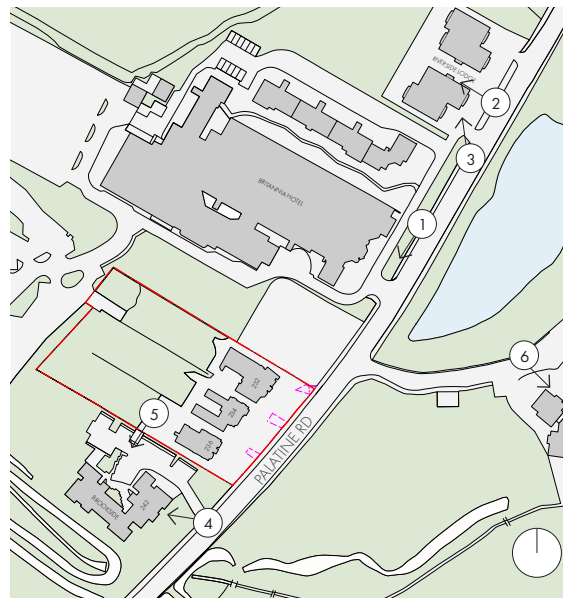
2 Context

2.3 Appraisal of Existing Structures

2.3.3 Photographs from the mid-twentieth century show the buildings closer to their original form, with brick walls, stone detailing, slate roofs and profiled timber barge-boards / fascias, albeit by this date there is evidence of alterations (including garages) as well as sub-division and amendments to the front curtilage boundary wall.

2.3.4 The buildings are now in relatively poor state and have lost much of their original architectural detailing. There are also numerous ad-hoc flat roof extensions to both the side and rear which significantly change their overall appearance and legibility as standalone dwellings as originally constructed.

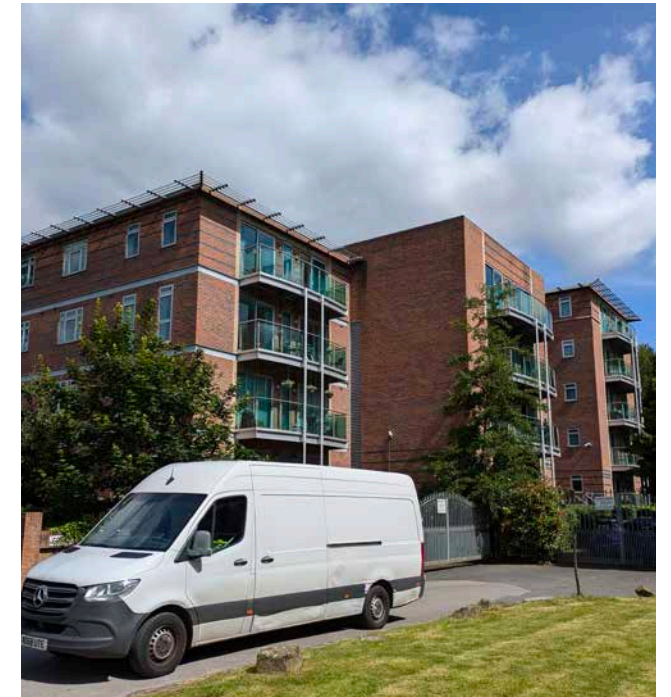
2.3.5 As a result of the sites more recent development there is little remnant of the curtilages as they previously existed, the gate posts being the only remaining evidence of this.



1. Britannia hotel



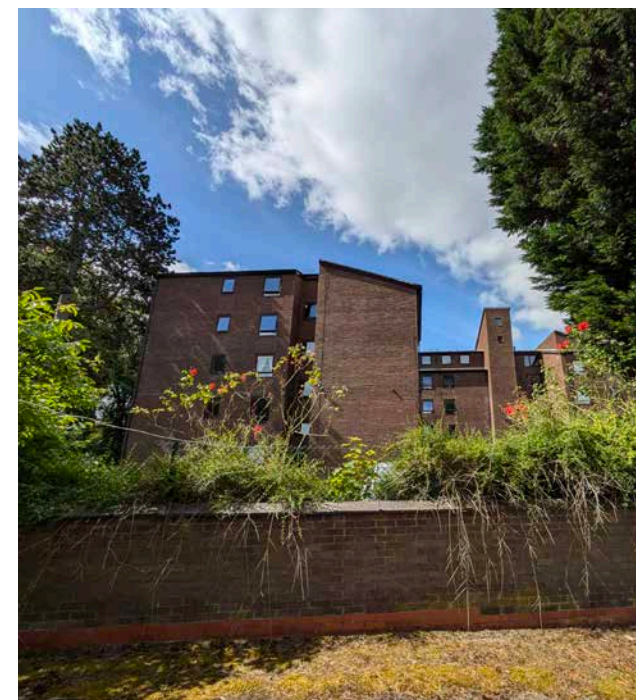
2. Riverside lodge



3. Riverside lodge



4. Brookside



5. Brookside



6. Ashfield lodge

2 Context

2.3 Appraisal of Existing Structures

- 2.3.6 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.
- 2.3.7 Although they have some value in highlighting how development progressed along Palatine Road, the historic maps show that they have always been relative outliers from the development that occurred closer to Barlow Moor Road. Furthermore development in the latter part of the twentieth century has reduced any clear legibility of the original building plots as they were first laid out as sites have amalgamated and re-developed.
- 2.3.8 It is therefore considered that the existing structures have limited architectural or historical significance any legibility they provided of the historical development of the area has been lost in the subsequent sub-division of the properties and the amalgamation of the gardens.



1. View towards the site from the Britannia hotel car park



2. View towards the northern boundary of the site



3. View towards the existing buildings from the northern boundary



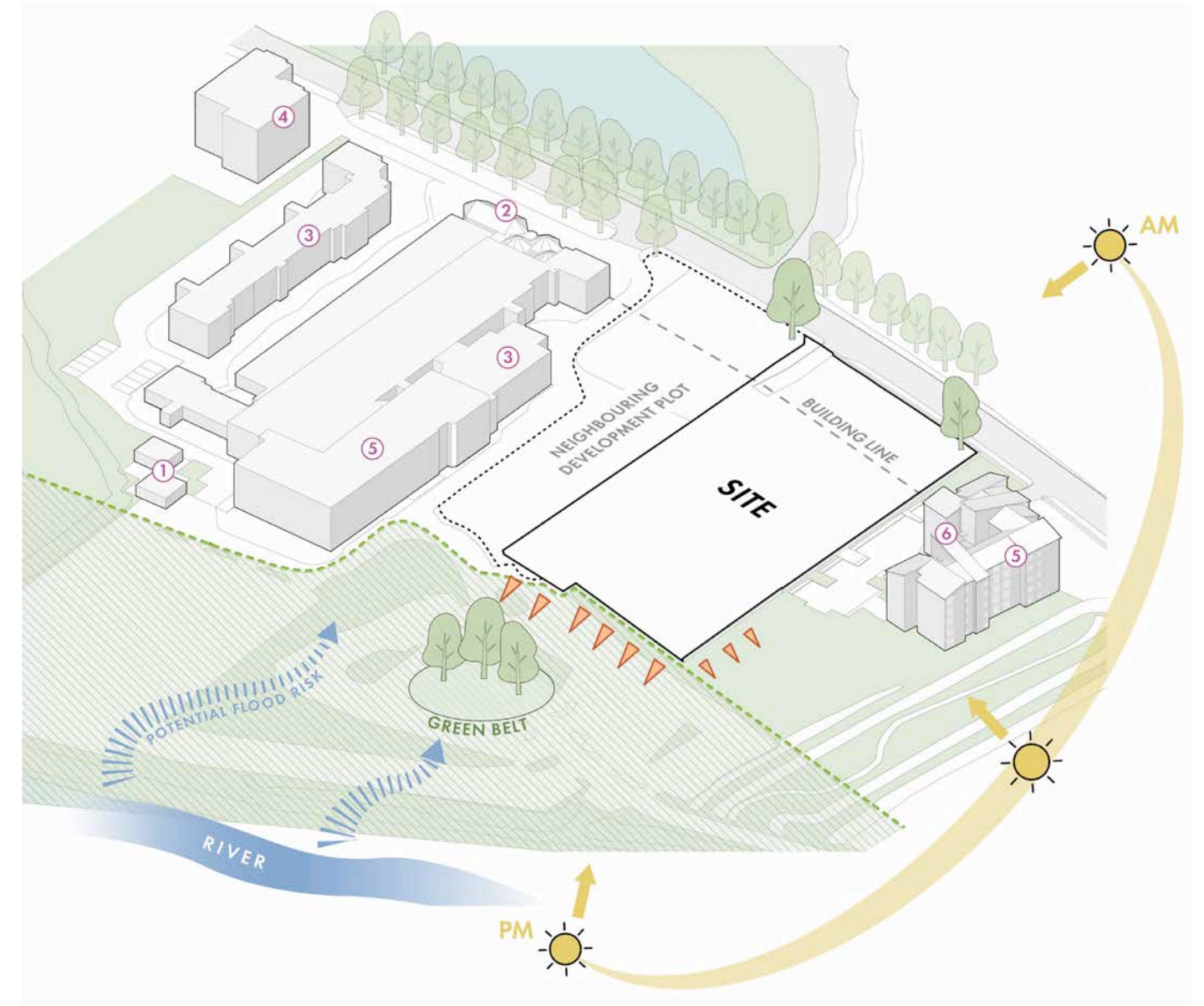
Local brick detailing

2 Context

2.4 Site Analysis

- 2.4.1 The following opportunities and constraints have been considered pertinent in the development of the initial design approach;
- 2.4.2 Sun Path & Adjacent Development - The site has relatively open aspect to the south and west albeit with areas of well established tree growth particularly on or just beyond the west boundary; to the north the site is bordered by a vacant development plot with heavy shrub and tree growth and beyond this the long elevation of the Britannia Hotel, which at 3 and 5 storeys, overlooks the site and therefore creates a potential constraint on development in close proximity to the site boundary.
- 2.4.3 The River Mersey – The site topography has a slight fall from east to west and, although physically and visually separated from the site by a car park, earth mound and well established tree line, the low lying nature of the site means that the effect of river flooding is a critical factor impacting the development of the site.
- 2.4.4 The Green Belt – the boundary of the Green Belt is directly adjacent to the site and defined as aligning with the western boundary of the site; the area of hardstanding car park to the west sits within the Green Belt. This area of Green Belt can be considered open but of relatively low quality and extends both north and southwards beyond the site. The open nature of the Green Belt becomes more established further south and consists of golf courses to the west of the River Mersey and east of Palatine Road.

- 2.4.5 Building Line – The variety of building types and scales along Palatine Road results in a relatively poorly defined building line, however, a degree of set-back from the road is consistent. If a line is taken between the front elevation of the Britannia Hotel to the north of the site and Brookside to the south this creates a potentially consistent approach of any development to Palatine Road and this broadly aligns with the relationship of the existing development on the site and allows for the retention of the existing tree-line, a characteristic of the southern section of Palatine Road.



Site Analysis Diagram

2 Context

2.4 Site Analysis



Riverside view



View of the river Mersey towards the site

2

Context

2.5

Planning History

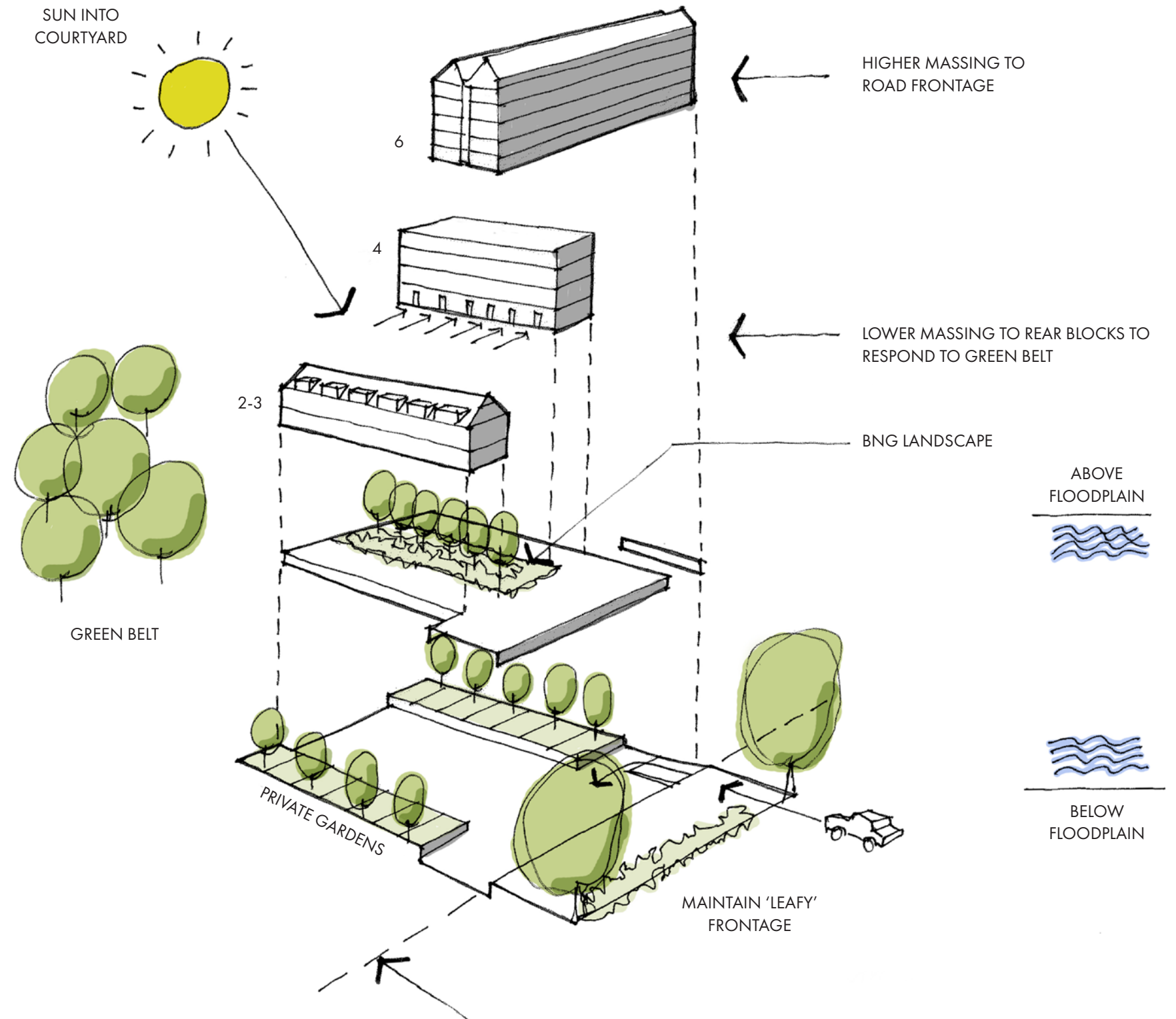
2.5.1 There have been a small number of planning applications on the site primarily related to the sub-division of the existing houses; the most recent relates to the refusal of a three apartment block development in 2002.

App Ref:	F12443
Date:	1979
Decision:	Approved
Description:	Alterations and extensions to existing flats to form service flats.
App Ref:	019324
Date:	1983
Decision:	Approved
Description:	Refurbishment of existing coach house for residential use <i>(Note – it is assumed that the Coach House has been demolished since this time)</i>
App Ref:	029571
Date:	1987
Decision:	Approved
Description:	Residential development of 11 detached dwellinghouses after demolition of 236 Palatine Road.
App Ref:	051323/FO/SOUTH2/97
Date:	1997
Decision:	Approved
Description:	Conversion of front ground floor flat into 2no.self-contained flats (232 Palatine Road)
App Ref:	062114/OO/SOUTH2/01
Date:	2002
Decision:	Refused
Description:	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.

3 Design

3.1 Flood Risk & Mitigation

- 3.1.1 The proximity of the site to the River Mersey & its relatively low-lying nature results in it being located within Flood Risk Zone 3. A Flood Risk Assessment has been prepared to accompany this application and the mitigation proposed in the assessment is discussed in the following section.
- 3.1.2 The Environment Agency guidance on climate change advises that for *More Vulnerable* developments that are in flood zone 3 are at a medium risk of flooding.
- 3.1.3 The assessment indicates that the entire site is affected by the defended 1.0% AEP (100 year event) + 30% climate change event to a depth range of 0.44m in the east and 1.14m in the north and also that the entire site is affected by the undefended 1.0% AEP (100 year event) + 30% climate change event to a depth range of 0.22m in the west and 0.55m in the east.



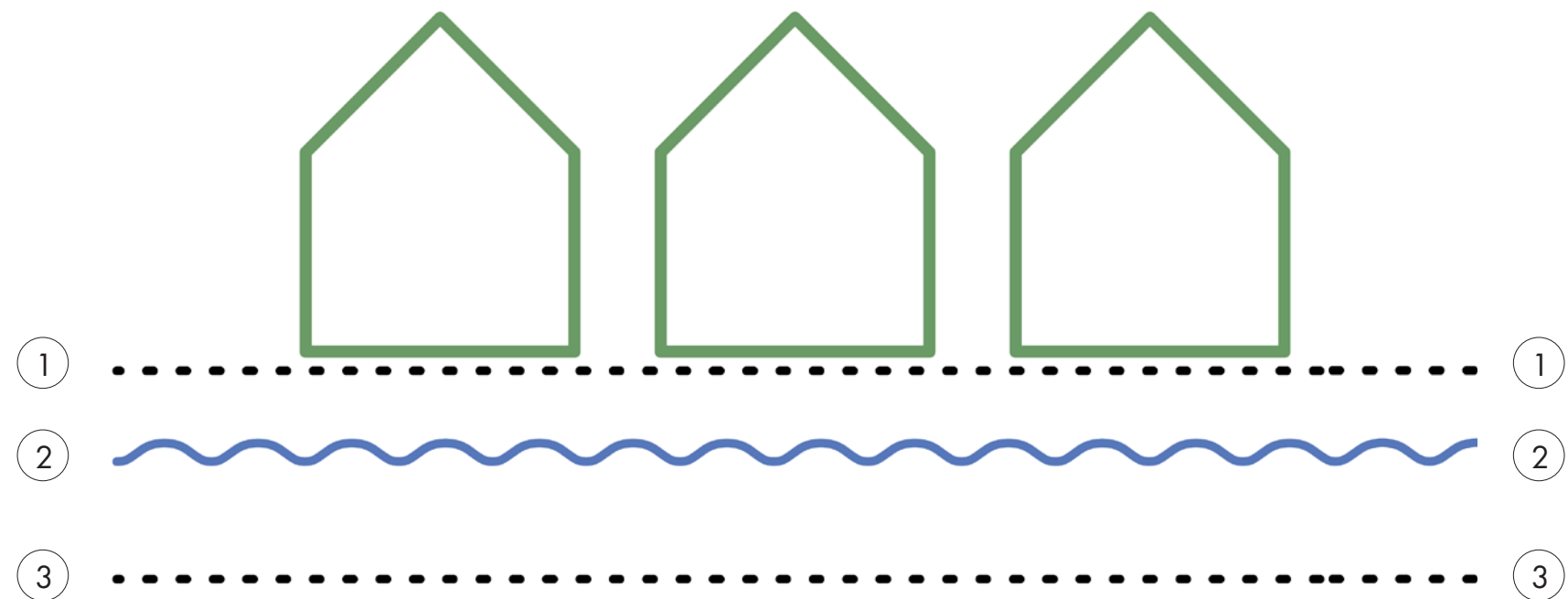
3 Design

3.1 Flood Risk & Mitigation

3.1.4 To mitigate against this any habitable dwellings are to be set at a level that is above the level of flood in a 1 in 1000 year event + 600mm 'free-board'; this results in a finished floor level AOD +30.690.

3.1.5 As a result of these flood mitigation requirements a design strategy has been adopted whereby car parking and non-habitable spaces are located within a lower ground floor level circa 1,400mm below existing ground and, in turn sets a raised ground floor level, above the level identified in the Flood Risk Assessment which is in turn circa 1,400mm above existing ground level.

3.1.6 In addition the excavation required to form the lower ground floor level provides a compensatory flood water storage volume to prevent the development displacing flood water to other neighbouring sites.



Key

- ① 30.690 Minimum residential floor level. 600mm freeboard over 1:100 year + 70% climate change flood level.
- ② 30.090 Design Flood Level for defended 0.1% AEP storm event (1000 year residual risk event)*
- ③ 29.000 Approximate existing site level

* As proposed following calculation by Fairhurst

3 Design

3.2 Adjacencies & Constraints

3.2.1 The proximity of existing buildings to both north and south create potential overlooking considerations that create a series of constraints for development on the site, these are as follows:-

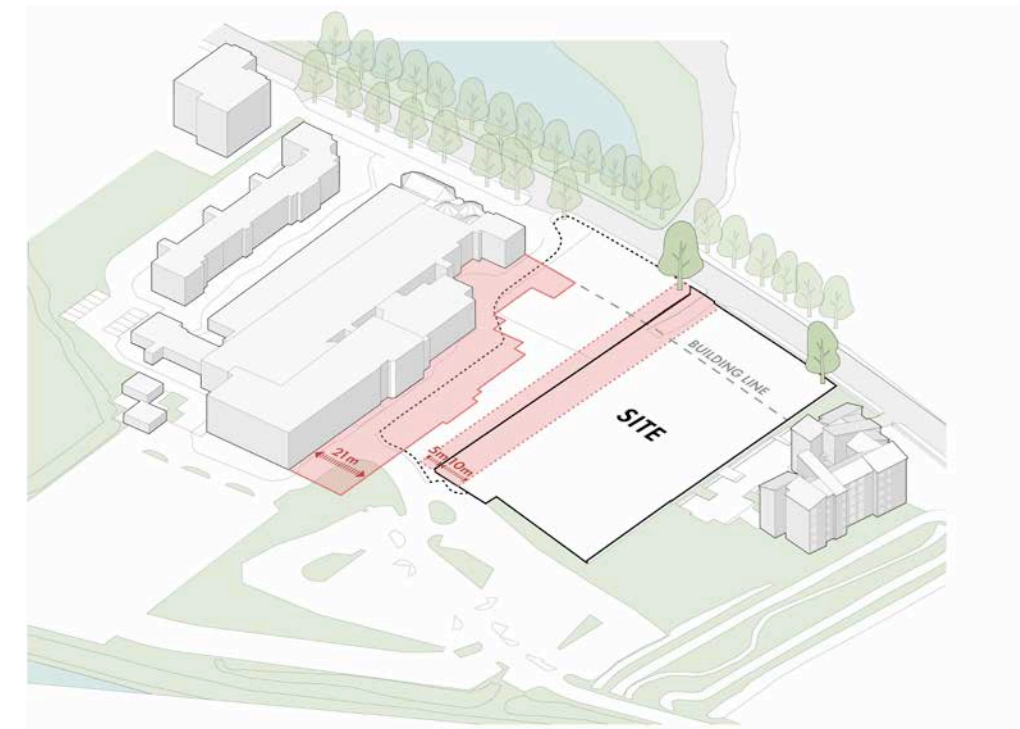
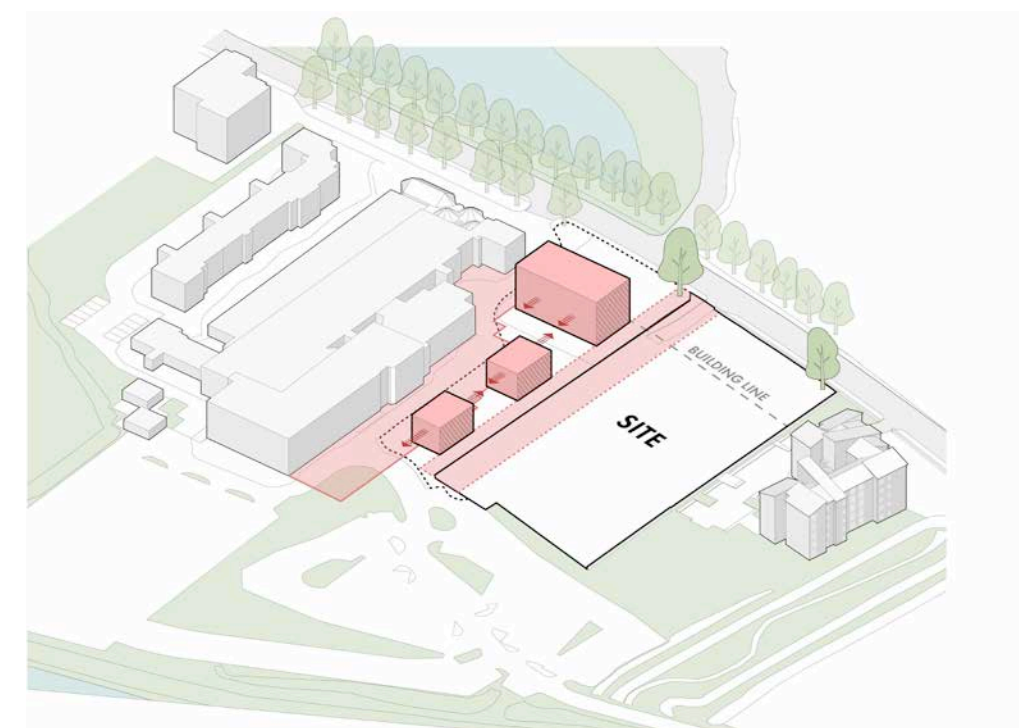
3.2.2 South – The five store, pitched roofed, development known as Brookside is set well away from the site’s southern boundary and separated by the surface level parking. It is considered there is little chance of proximity or overlooking being a significant issue in relation to this neighbouring site

3.2.3 West – Despite its relative low quality, the hard-standing to the west of the site is located within the Green Belt and therefore its considered highly unlikely that this will be subject to future development and therefore there are no significant overlooking considerations. Although this boundary has considerable mature tree growth along it, the relatively open nature means potential impact on views from the Green Belt are a consideration that is dealt within in more detail in the Green Belt Statement that supports this application.

3.2.4 North – The 3 and 5 storey elements of the Britannia Hotel have windows that look south towards the site but are set considerably further than 21m and therefore are a minor consideration. However, the associated overgrown land (previously 230 Palatine Road) represents a potential future development site. The diagrams explains the challenges of developing this site but makes some reasonable

assumptions in how this could take place. This in turn determines that a series of potential limitations on the proximity of any proposed development along the application site’s north boundary

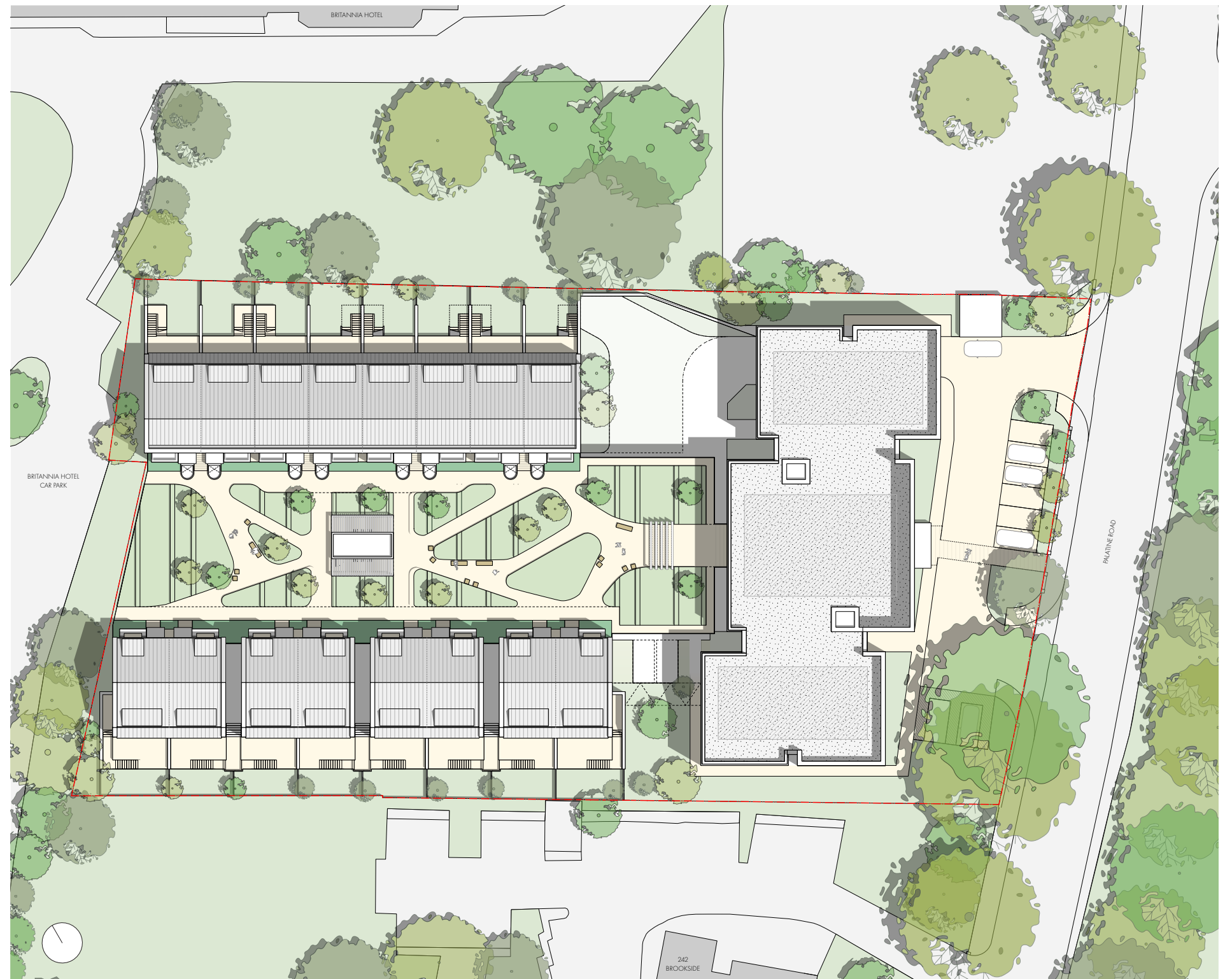
3.2.5 East – whilst there are no proximity considerations on this boundary, as outlined above, a notional building line, broadly in line with the existing buildings on the site, acts as a constraint on development in this direction in order to maintain a consistent relationship with Palatine Road.



3 Design

3.3 Layout & Massing

- 3.3.1 As a result of the site opportunities, constraints, adjacent property proximities and flood matters, a site layout developed that introduces three elements of development; a frontage building that addresses Palatine Road and two separate terraces of development running perpendicular to the road and set off the boundary to maintain overlooking distances.
- 3.3.2 The rear elements of development enclose an area of lower ground floor parking which is concealed under a landscaped podium deck which provides access to the various building elements.
- 3.3.3 The frontage building, containing a mix of one, two and three bedroom apartments, addresses Palatine Road re-enforcing the existing building line. In terms of scale this element at five storeys is a taller element of development responding to the scale of the Britannia Hotel and Brookside as well as the apartment buildings further north on Palatine Road (for example No. 208 Riverside Lodge).
- 3.3.4 The two elements to the rear of the site consist of a series of 5 bedroom houses which front on to the communal landscaped podium space. These houses take the form a continuous terrace of three storey townhouses to the north and 2 storey plus roof (with dormers) semi-detached houses to the south. The change in type provides visual variety and the reduction in scale and permeability to the south reflect increasing open character of the area to the south.



Existing site plan (not to scale)

3 Design

3.3 Layout & Massing

- 3.3.5 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.
- 3.3.6 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.
- 3.3.7 The front curtilage contains a series of existing large mature trees that are to be retained. The remaining space provides pedestrian and vehicular access as well as 8 parking spaces, two of which are accessible spaces and all of spaces are provided with electric charging points.

House types:

- Semi-detached houses
- Terraced houses

Apartment types:

- 1B 2P apartment
- 2B 3P apartment
- 2B 4P apartment
- 3B 5P apartment

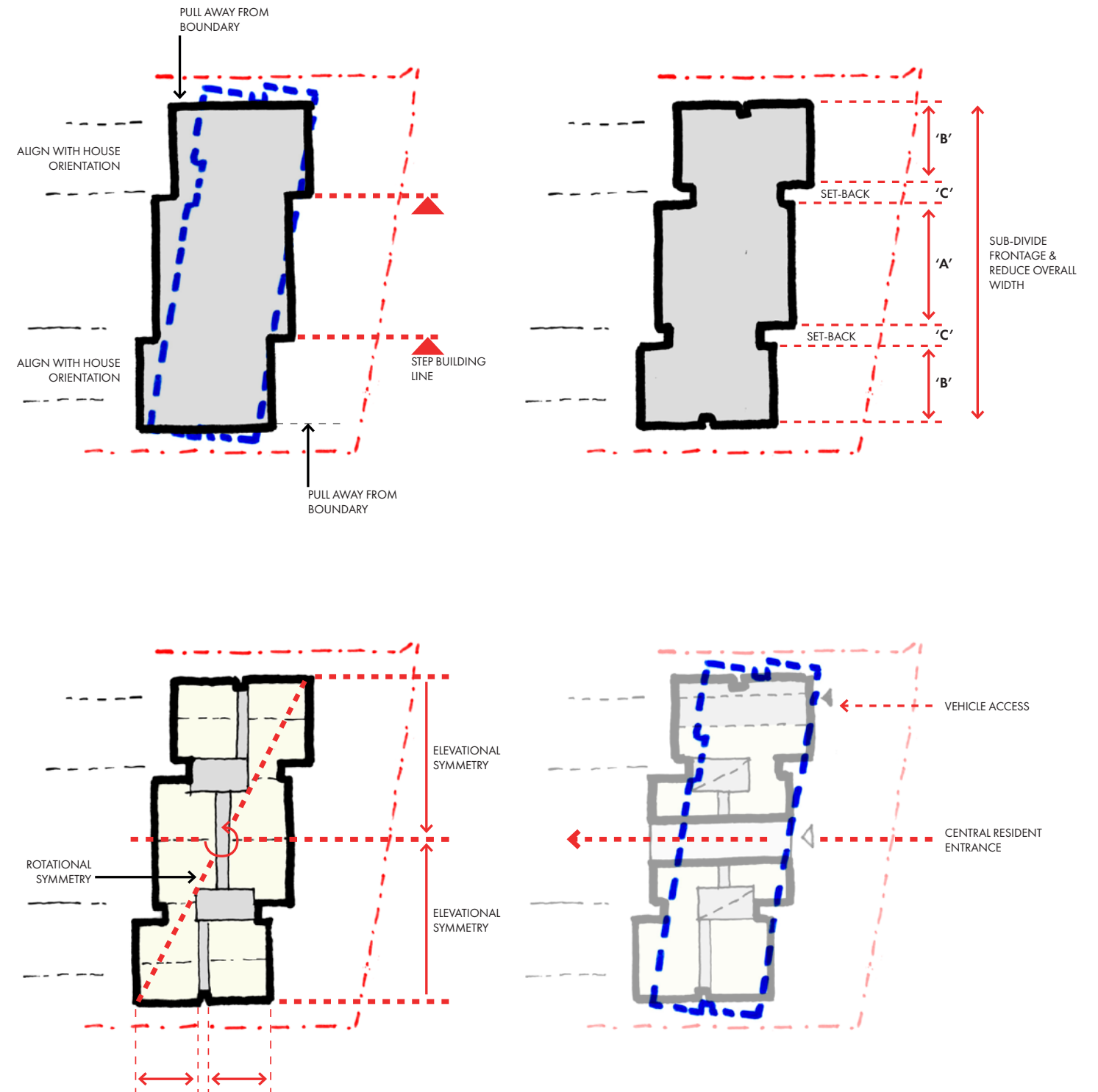
Existing site plan (not to scale)



3 Design

3.4 Initial Massing Proposals

- 3.4.1 Although the design has developed through various iterations the general approach to the site layout, with three distinct elements, and massing, height to the front reducing in scale to the rear and south, has remained relatively consistent varying more in detail than in broad principles.
- 3.4.2 However, at the initial design stages the proposals for the frontage building containing apartments, consisted of a single linear block orientated to align with Palatine Road and therefore not perpendicular to the site boundary. This block was initially designed to have 6 storeys with the uppermost level set partially within the pitched roof space creating a Mansard-like arrangement to reduce the apparent scale of massing. The long, unarticulated frontage was broken by a series of vertical elements and cantilevering balconies to address the relatively simplicity of the overall massing.
- 3.4.3 To address the non-perpendicular relationship with the sites north and south boundaries, as well as reduce the pitched roof ridge height, the block was split into two linear halves, front and back, allowing the two halves to shift slightly at the north and south ends in order to better align with the site boundary
- 3.4.4 The split halves also enabled the pitched roof to be resolved into two separate pitches with a short section of flat roof between at both north and south ends and creating a relatively slim proportion and allowing front and rear halves to read as distinct, albeit connected, elements.
- 3.4.5 Following a pre-application meeting with Manchester City Council on 31st July 2024 feedback was received which focussed on the following:-
- Reducing the overall scale of the frontage building
 - Break-up massing and profile of frontage
 - Create a relationship with the site boundary at both north and south ends that is more in line with the existing arrangement



3 Design

3.5 Updated Massing Proposals

3.5.1 In response to the feedback received the design team undertook a thorough review of the frontage building and how changes in terms of plan form and massing could address the concerns raised.

3.5.2 Firstly, the orientation of the frontage building was amended to align the gables with the site boundary and create a series of 'set-backs' in plan along Palatine Road to provide a consistent relationship with the street line. This rationalisation of the footprint allowed the building to be pulled away from both north and south boundaries.

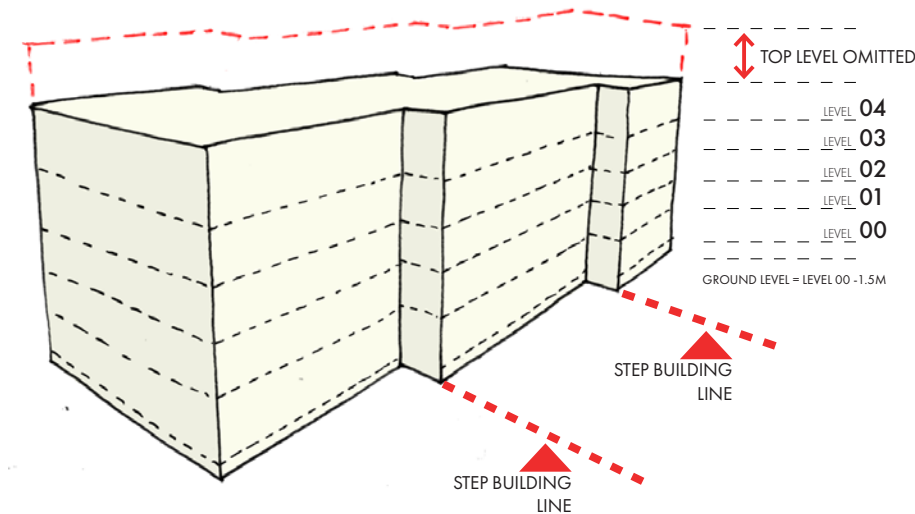
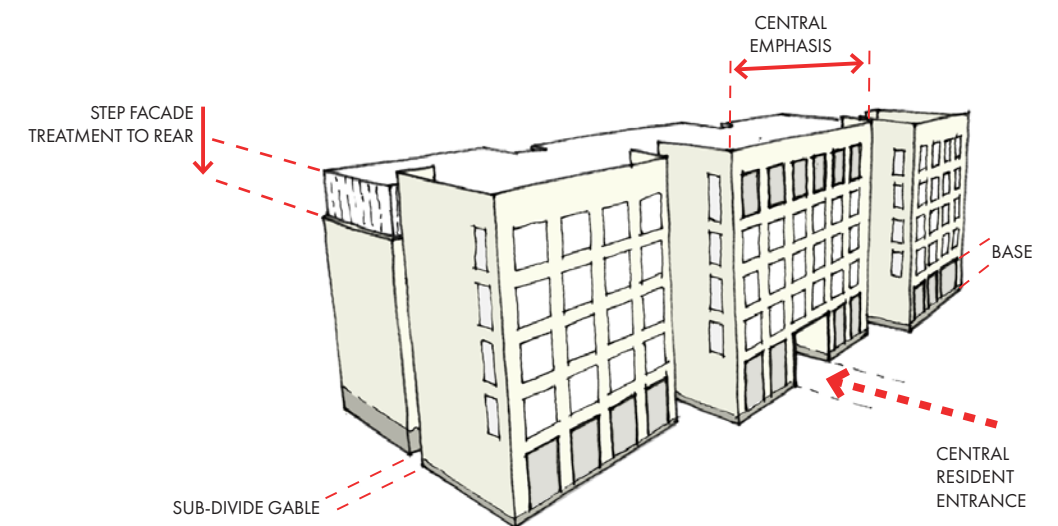
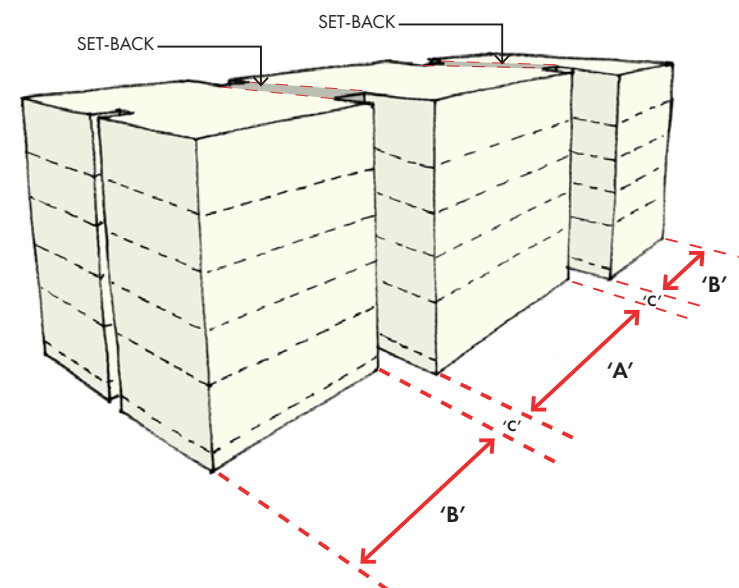
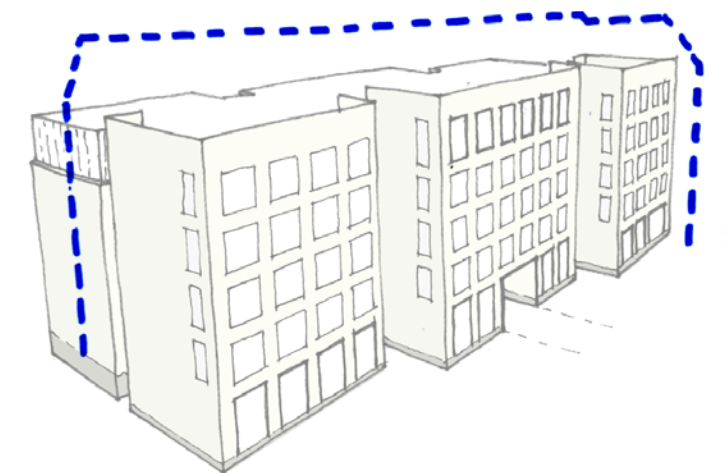
3.5.3 Secondly, the overall height of the proposed building was reduced from six to five storeys and the pitched roof removed to further reduce overall scale.

3.5.4 Thirdly, this massing was manipulated to create a series of recesses where the building line set-backs occur; the effect of which was to create a visual break and reduce the overall scale of the elevation. The legibility of the three separate building elements also reflects the arrangement of the three existing buildings on the site.

3.5.5 The overall effect was to reduce the number of apartments within the frontage building from 59 to 54

3.5.6 The amended arrangement also creates a more defined symmetrical arrangement and strengthens the axial relationship with the landscape podium to the rear of the site and enables the separation of pedestrian and vehicular access.

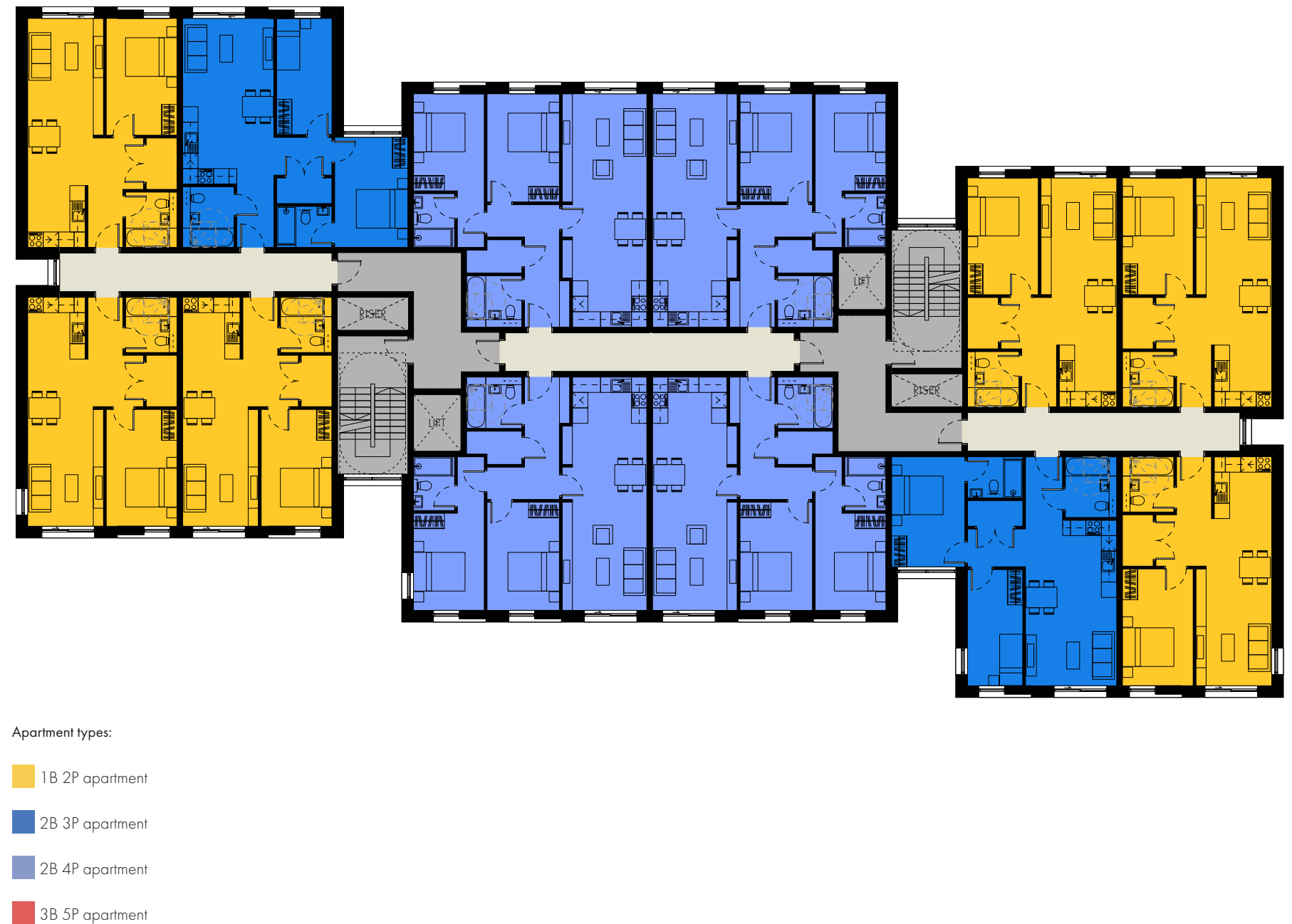
3.5.7 Finally, recesses were introduced along the gables to break-down these elevations and parapet heights and façade treatments were introduced that create a distinction between base, middle and top to improve the overall legibility of the design.



3 Design

3.6 Apartment & Housing Types

- 3.6.1 As outlined above the site is divided into a frontage building that contains one, two and three bedroom apartments and two rear rows of five bedroom houses; a terrace of townhouses to the north and semi-detached houses to the south.
- 3.6.2 The apartments include hallway/lobbies which add privacy, separating the living spaces from the communal areas for the building. All apartments include generous storage areas within the hallway which incorporate facilities for washing machines and are compliant M4(2) accessible and adaptable dwellings as outlined in Approved Document (Part) M of the Building Regulations.
- 3.6.3 All residents will have access to the communal landscaped podium. All apartments are provided with julliette balconies to the living spaces and the houses, as well as being provided with private gardens, have julliette balconies and small external terraces to principal bedrooms.
- 3.6.4 All apartments and houses comply or exceed the Nationally Described Space Standards but the five bedroom houses significantly exceed this level reflecting the demand for larger family dwellings in this location.



3

Design

3.6

Apartment & Housing Types

Accommodation Schedule

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%



Typical Housetype Plan

3 Design

3.7 Appearance and Materiality

APARTMENTS

- 3.7.1 As outlined above the overall approach to massing the frontage building is articulated as three 'solid' elements divided by contrasting recesses in dark metal that have the effect of articulating the breaks in the building line.
- 3.7.2 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.



3 Design

3.7 Appearance and Materiality

- 3.7.3 In order to act as a contrast to the regular fenestration of front and rear elevations, the gables are treated as primarily solid elements broken down by a central recess (reflecting the corridor ends internally) and discreet openings provide visual interest as well maintaining passive surveillance is achieved.



3 Design

3.7 Appearance and Materiality

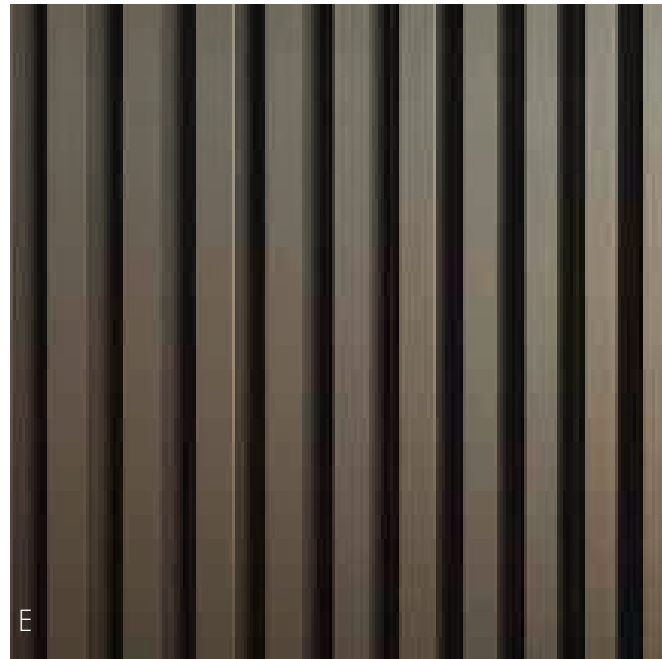
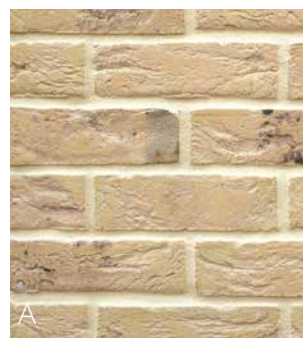
- 3.7.4 The brickwork steps-down a storey and is replaced by a bronze metal cladding with reduced parapet on the east elevation. This further reinforces the base, middle and top organisation of the building elevations but also reflects the overall approach to reduction in scale from front to rear of the site.



3 Design

3.7 Appearance and Materiality

3.7.7 The central section of the Palatine Road elevation has slightly raised parapet with a chevron brick 'cornice' that enlivens the elevation and emphasises the symmetry of the composition. At ground level a double bay opening with dark metal canopy and banded brickwork detailing demarcates the building's primary entrance.



Bay Study - Front upper level

- A** Buff / grey brick
- B** Cast stone cill
- C** Metal handrail / planters
- D** Dark grey/ blue brick
- E** Bronze anodised profiled aluminium

3

Design

3.7

Appearance and Materiality

3.7.8 The rear elevation is similarly treated but, in lieu of metal spandrel panels an area of recessed brickwork is introduced with alternate courses of recessed blue and buff; a detail that ties in with treatment of the elevations of the houses (discussed in more detail below).

Bay Study - Rear upper level

- A

Buff / grey brick
- B

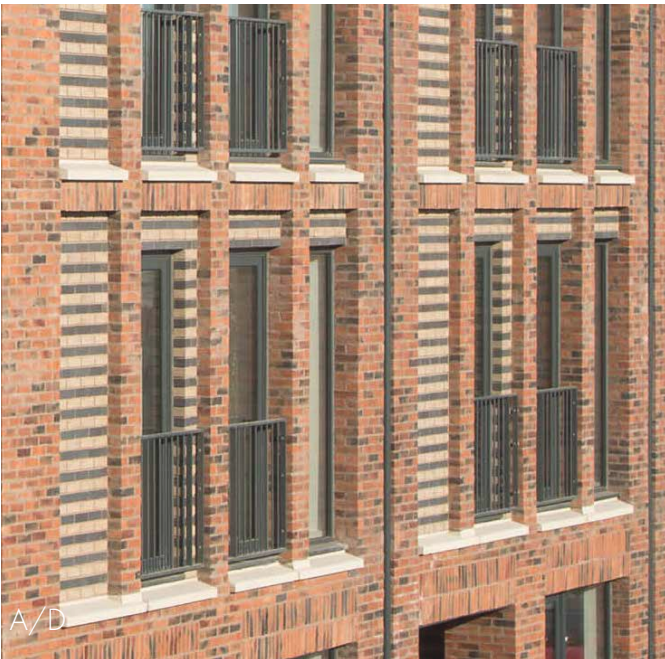
Cast stone cill
- C

Metal handrail
- D

Dark grey/ blue brick
- E

Bronze anodised aluminium
- F

Aluminium fin detail

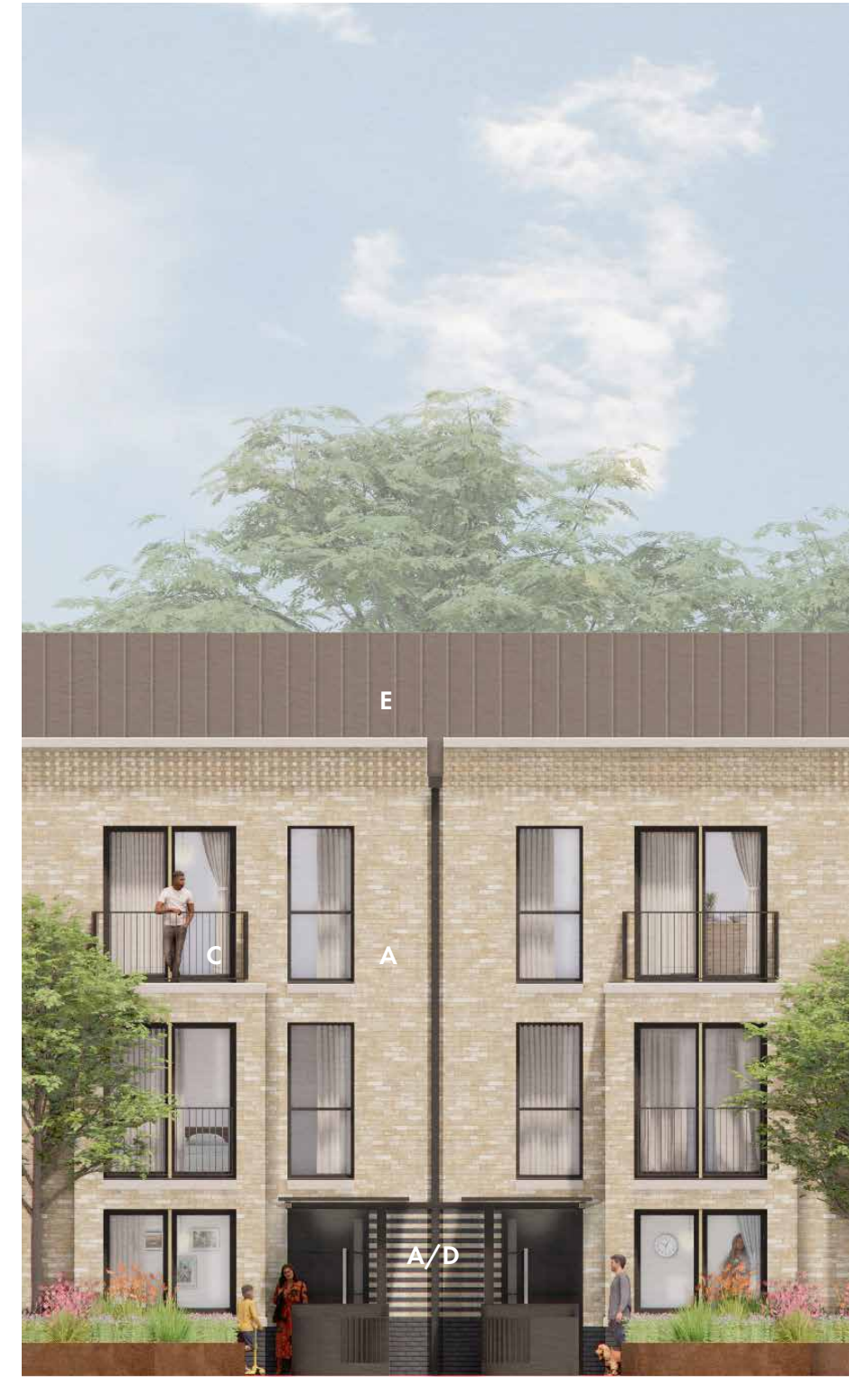


3 Design

3.7 Appearance and Materiality

HOUSES

- 3.7.9 The houses to the rear of the site share the same design language as the apartments but applied at a more domestic scale; openings are more vertically proportioned and are composed less formally than grid of openings utilised on the frontage building elevations.
- 3.7.10 Each of the townhouses to the north are provided with a two storey bay window with external balcony on top serving the uppermost floor. These bay windows ensure that each dwelling is legible within the overall form but the terrace is also seen as a consistent three storey element under a flat and consistent parapet line.
- 3.7.11 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.
- 3.7.12 In contrast to the fully expressed three storey townhouses, the semi-detached houses have their upper most floor partially contained within a dark metal roofscape with windows being formed as dormers protruding from this roof form.



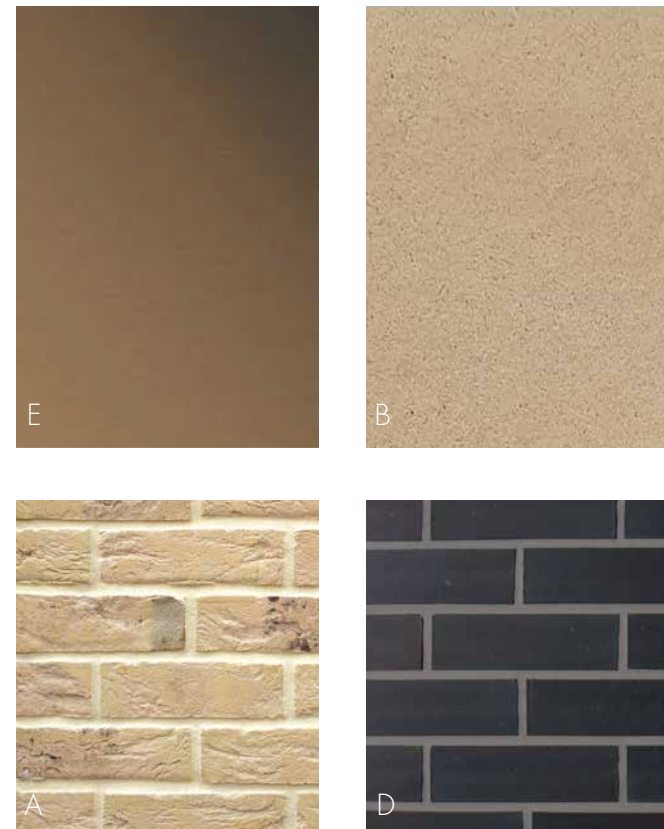
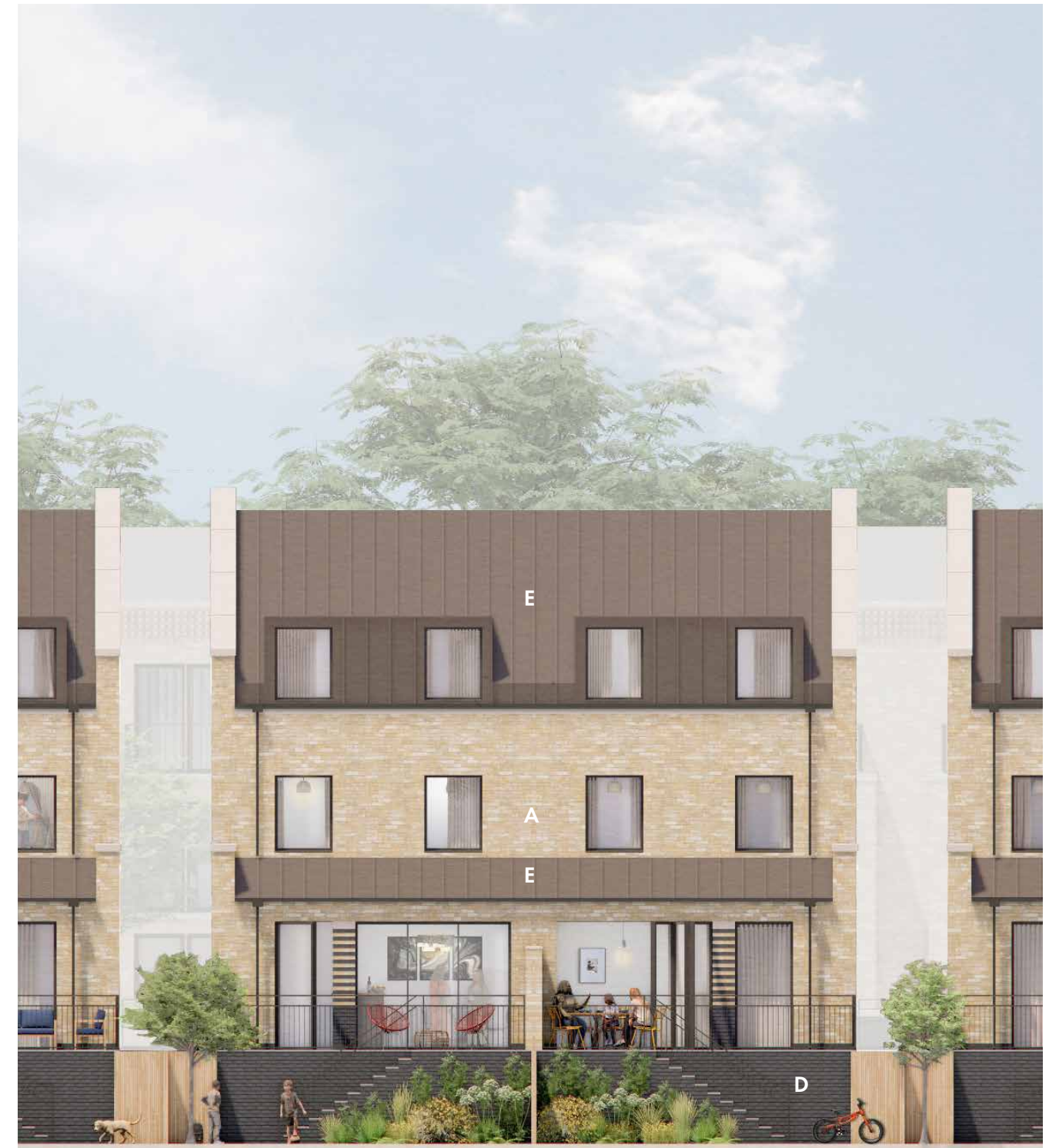
3 Design

3.7 Appearance and Materiality

- 3.7.13 Gables are articulated through the introduction of punched window openings, variety of brickwork treatment and use of parapet with stone copings.
- 3.7.14 The rear of the houses are treated more simply with large areas of glazing at ground level leading out to the private gardens. Due to the floor level required as part of the flood mitigation strategy, these gardens are at a lower level. The semi-detached houses are provided with a full terrace built up in brickwork and with steps down to the lower garden level. In contrast the townhouses, with north facing gardens, have a smaller balcony and stairs down to garden formed in metalwork.
- 3.7.15 Finally, the elevations of the garages, that sit at lower ground floor level directly under the houses, are faced with blue brick that forms a plinth for the houses to sit on and this treatment rises up to form a cill level to the bay windows and acts as a contrast to the light brickwork that forms the majority of the house elevations. The bronze metalwork used on the frontage building is utilised for small scale details on the houses acting as a tertiary material that assists in creating a consistent design approach.

Bay Study - Lower level

- A** Buff / grey brick
- B** Cast stone cill
- C** Metal handrail / planters
- D** Dark grey/ blue brick
- E** Bronze anodised profiled aluminium



3 Design

3.8 Landscape Strategy

Opportunities and Constraints

- 3.8.1 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.
- 3.8.2 The Palatine Road frontage is heavily vegetated and it is desirable, where possible, to retain trees that contribute most to the street scene.
- 3.8.3 The back garden areas have been left to become bramble, mixed scrub and modified / neutral grassland. There is little opportunity to retain the existing vegetation for inclusion into the new proposals.

Open Space

- 3.8.4 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.
- 3.8.5 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

- 3.8.6 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.

- 3.8.7 The selection of hard and soft landscape materials will create a common visual language to bring these spaces together. The alignment of trees and vertical elements within the landscape will guide pedestrian flow. Lighting will also contribute to creating a strong connection between the spaces enabling users to easily navigate through the site.

- 3.8.8 In addition to the communal landscape areas the semi-detached houses and townhouses are provided with their own private rear gardens for use of residents.

- 3.8.9 Incidental space around the building blocks will be used primarily to plant species of ecological benefit and house ecological features such as bird, bat, and insect houses.

External Lighting

- 3.8.10 External lighting is provided for the purposes of ensuring safe access in and around the site during the hours of darkness and to assist security and surveillance. It is not intended that the

buildings be lit of for effect but discreet areas of low level lighting will improve legibility of the development.

- 3.8.11 To the parking areas within the front curtilage and on the landscaped podium low level lighting via bollard type fittings or fittings recessed into walls or planters will provide low-level light levels to avoid overspill but ensuring residents and visitors can safely move around the site.
- 3.8.12 The pedestrian and vehicle entrances to the frontage building will be provided with recessed soffit fittings to ensure sufficient light to indicate the building access points. Similarly, each house will be provided with an external light adjacent to their front doors.
- 3.8.13 The lower ground floor parking area will be provided with soffit lighting to ensure sufficient light levels, however, this lighting will be controlled in such a way to ensure it is only operational when movement is detected within these areas.



3 Design

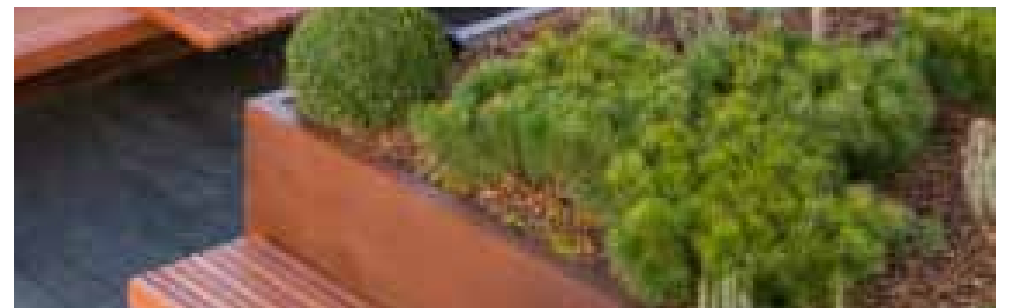
3.9 Planting for Ecology and BNG

3.9.1 Every effort has been made to address biodiversity net gain on the site and opportunities have been explored to try to mitigate for lost habitat due to the development of the site. A large amount of scrub and grassland will be removed to allow the development of the site together with a number of Category D trees that will be removed due to their poor health.

3.9.2 The planting beds created on the podium, back gardens to the properties, and incidental spaces have been analysed to present a practical, aesthetically pleasing, yet ecologically beneficial scheme to address BNG to the site's maximum potential. This has resulted in a planting scheme that is different from what would be considered 'the norm'.

3.9.3 A significant amount of mixed scrub has been lost due to the development proposals. While mixed native scrub is not a suitable habitat to plant in a residential scheme from a maintenance or aesthetic perspective, blocks of native species normally found within scrub are proposed within strict geometric beds. The blocks are to be maintained and trimmed in to rectangular blocks divided by linear formal hedges of yew. The native species used have aesthetic value through flowering and fruiting, while responding well to tight pruning. Areas of more traditional mixed scrub have been proposed where possible at the site extremities where a dual purpose of landscape buffer can be used to the site's advantage.

3.9.4 Wildflower grassland has been proposed in swathes across the podium section part of the site where soil depth is limited and where low maintenance and low growing species contrast with the scrub planting described above. Again, the wildflower turf is designed to compensate for neutral grassland lost due to development.



3 Design

3.10 Tree Retention & Biodiversity

Tree Retention

- 3.10.1 Although site entrances and proposed parking will inevitably mean the loss of some of the exiting vegetation on Palatine Road, every effort will be made to retain the existing trees where possible.
- 3.10.2 A root bridge system will be used to ensure that the root protection areas of the adjacent retained trees are not disturbed. The system effectively bridges the RPA with a steel lattice framework supported on ground screws to directly protect the existing root range from harmful pressure and compression. The framework houses mesh grids which ensure natural water relations are maintained.
- 3.10.3 Car parking and trafficked areas within the root protection areas of retained trees will be built using no dig construction methods ensuring that the trees are not disturbed.



Biodiversity

- 3.10.4 An Ecology Survey and Tree Survey have been produced; the findings of these will be integrated into the landscape proposals, in order to mitigate loss of trees and potential habitats, enhancing biodiversity and achieving BNG credits. These surveys will be shared with the planning authority.
- 3.10.5 As part of the landscape proposals, bird and bat boxes will be provided on existing mature trees and on the proposed the buildings/ structures where practical, to help offset and mitigate impact of the development on wildlife species. Suitable bat roosting locations have been identified and bat boxes are proposed in positions which will align with planting to link to the vegetation network. In addition, log piles will be introduced to increase opportunities for hedgehogs, amphibians, reptiles and invertebrates. The log piles will be placed in suitable positions around the site. The locations of these features will be indicated on the Planting Plans.
- 3.10.6 Appropriate locally sourced indigenous tree, plant and grass seed species will be selected. In particular, these will include native flowering, fruit-bearing and high pollen producing species.



3 Design

3.11 Masterplan & Hard Landscape Materials



SURFACE TREATMENTS	SOFTWARES
 <p>Fining flag 1 10 x 100 mm (4 x 4 in) square tiles. Requires grout application to be laid in interlock pattern. Available by the square meter or in 100 square meter cartons.</p>  <p>Fining flag 2 10 x 100 mm (4 x 4 in) square tiles. Requires grout application to be laid in interlock pattern. Available by the square meter or in 100 square meter cartons.</p>	 <p>Softland medium/large tree Medium and large trees. These trees are planted in 1 m high grass planters. Dimensions with the development. Trees to be planted and secured in place with double 8 mm wires, cross bar and flex ties.</p>  <p>Softland small tree Small trees. These trees are planted in 10 x 120 cm grids. These trees with the development. Double border ribbons, cross bar and flex ties.</p>
 <p>Double border Double border. 100 mm wide double ribbed or minor approved.</p>  <p>Double border Double border. 100 mm wide double ribbed or minor approved.</p>	 <p>Double border Double border. 100 mm wide double ribbed or minor approved.</p>  <p>Double border Double border. 100 mm wide double ribbed or minor approved.</p>
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Client
Marco Living

Project
Palatine Road

Description

Status
For Planning

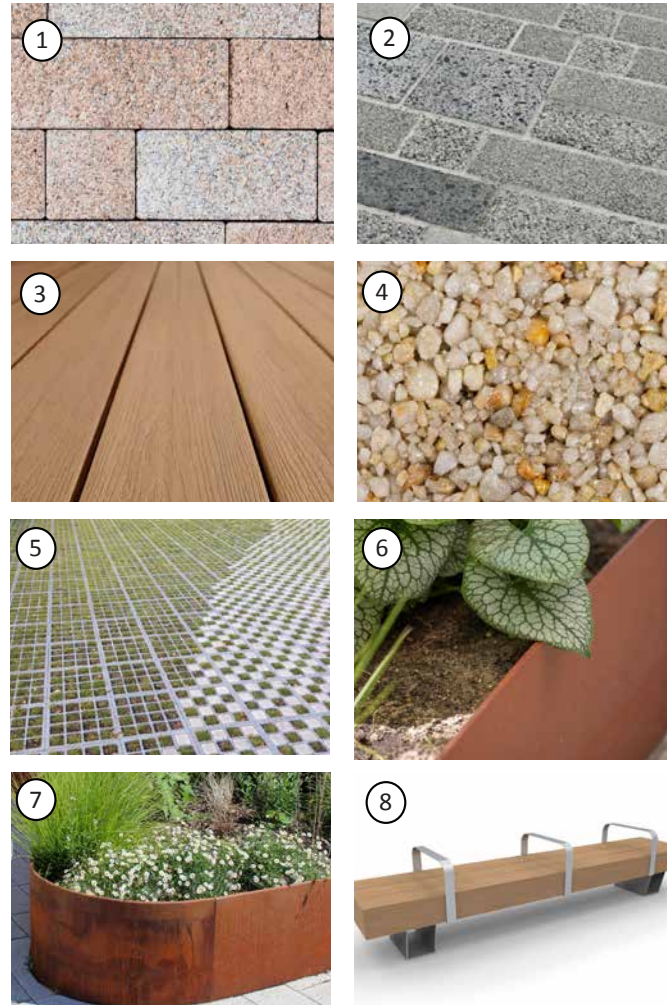
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Job number	Drawing number	Date	Revision
5592	02	14.10.24	

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All levels and dimensions to be checked on site by contractor prior to commencement; Any variations to be reported to the client. This drawing is to be read in conjunction with all others relating to the project and all information derived accordingly; any anomalies to be reported to the client. Do not scale from this drawing. Use figured dimensions only. Work shown on this drawings to be carried out in accordance with current British Standards and Codes of Practice

3 Design

3.11 Masterplan & Hard Landscape Materials



1. Paving Flags 1 - 150 x 150/200/300 x 50mm Magma granite flags. To be laid stretcher bond.
2. Paving Flags 2 - Mixed size 'Pastiche' concrete units. To be laid stretcher bond.
3. Decking - Durdeck 'Resist 150' solid fire rated decking or equal approved.
4. Resin Bound Gravel - 6mm resin bound gravel. Colour - Winter Pearl.
5. TTE - Total Traffic Exopave permeable paving system
6. Corten edging - Corten steel edging
7. Corten Steel Planter 450mm above ground level
8. Hardwood Beam Seat



4 Access

4.1 Vehicular Access & Parking

4.1.1 Vehicle access to the existing site is via the north west corner of the site. The existing access meets Palatine Road at an oblique angle and, as a result, restricts visibility for drivers entering or exiting the site. Therefore the existing access point is to be adjusted and widened to ensure safe access to and from the public highway.

4.1.2 The existing site has hard-standing along most of the front curtilage and this area provides ad-hoc parking spaces. There are also spaces between the existing buildings which can be utilised for parking, none of which are demarcated and there is also a garage associated with one of the properties albeit it is understood that this is not utilised for parking.

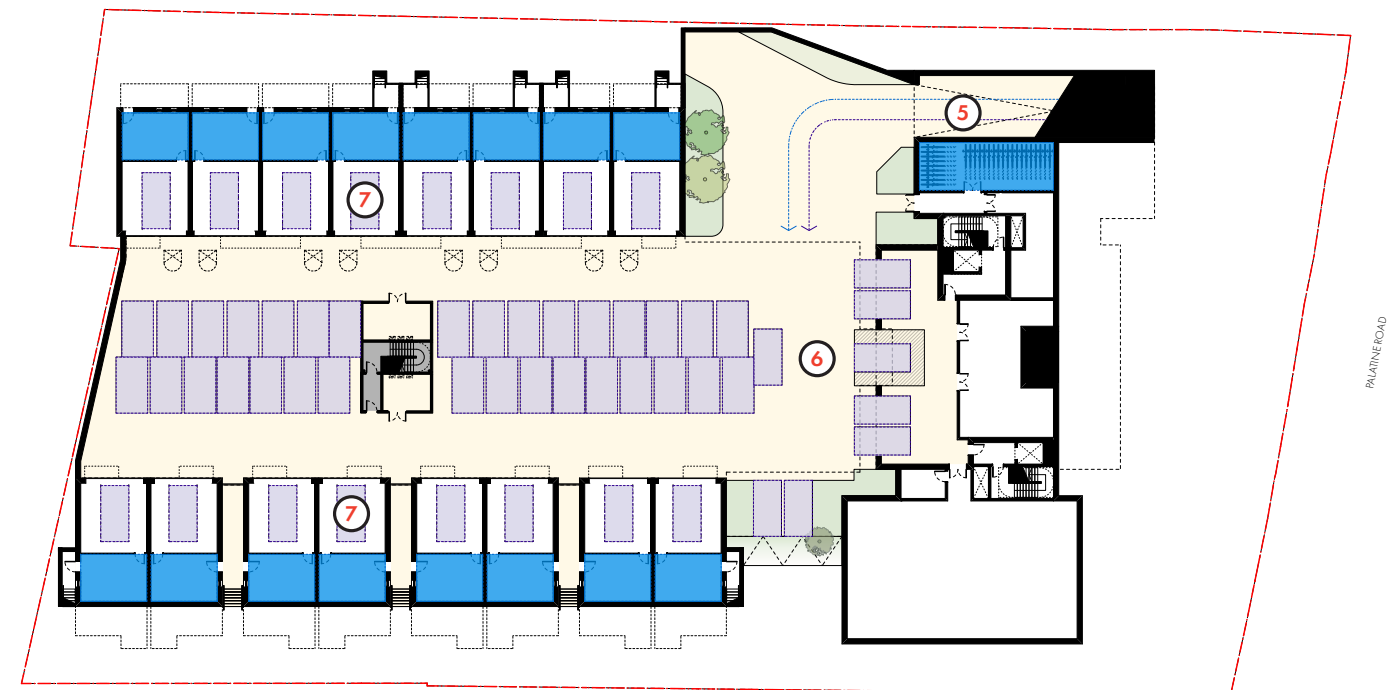
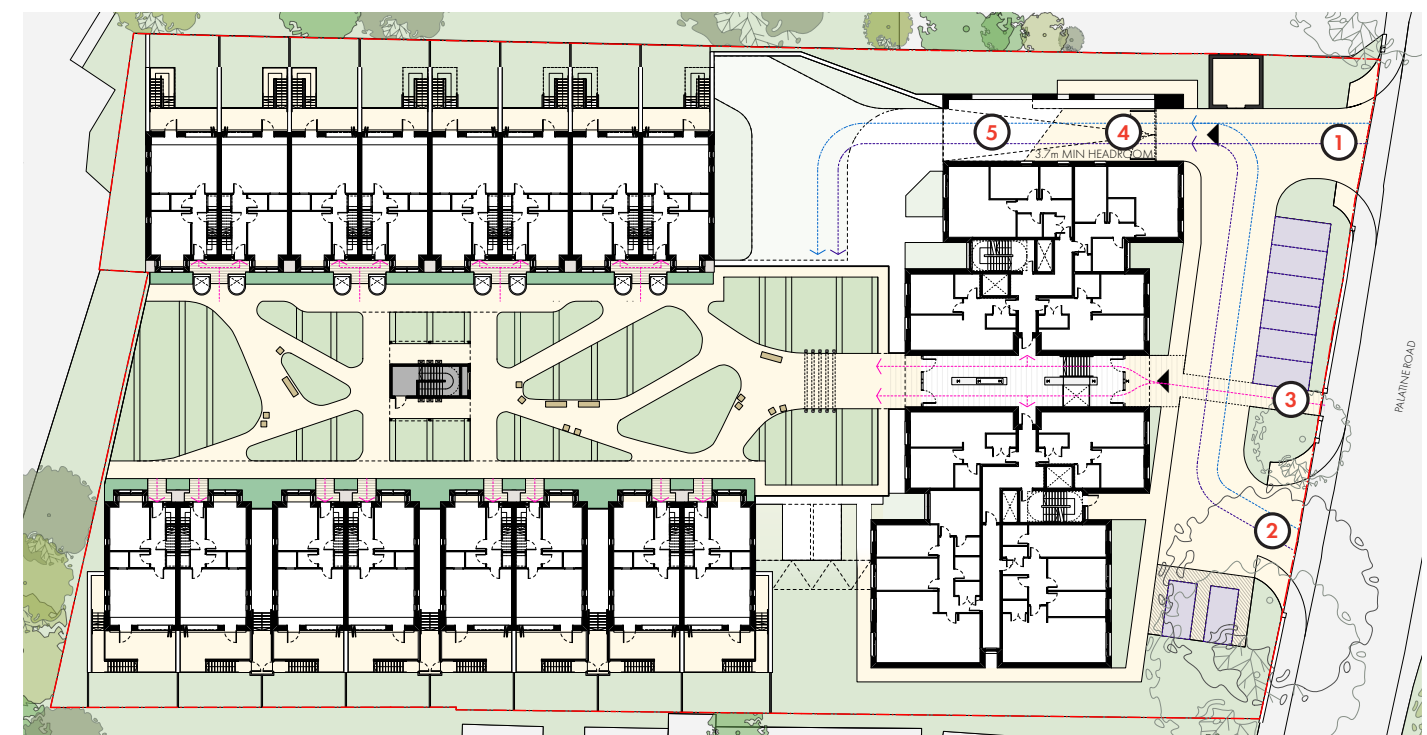
4.1.3 As well as an amended access point to the north the proposals seek to alter the existing access to the south and utilise this as a vehicle egress point. As per the northern access this access point requires adjustments to ensure vehicles can safely re-join the public highway. Pedestrians access towards the centre of the site via a dedicated access point. The design intent is to re-build the existing stone boundary wall to accommodate the adjusted access arrangements and repair and re-use the existing gate posts as part of these works.

4.1.4 A series of existing large mature trees are to be retained and results in the southern section remaining a primarily green landscaped area. As well as pedestrian and vehicle access, the remaining space provides 8 parking spaces, two of which are accessible spaces and all of spaces are provided with electric charging points.

4.1.5 Vehicles enter the rear of the site via secure automatic gates at the top of a ramp that runs under the northern end of the frontage building and drops down to the lower ground floor level.

4.1.6 The lower ground floor level provides 40 parking spaces and associated vehicle circulation. The majority of these are in the area beneath the landscaped podium but 2 sit outside of this zone and 5 are located in undercroft beneath the apartment building. This lower ground level also provides access to the parking garages associated with the townhouses and semi-detached houses.

4.1.7 Within the lower ground floor level of the frontage building 54 bike storage spaces are provided, including space for adapted cycles.

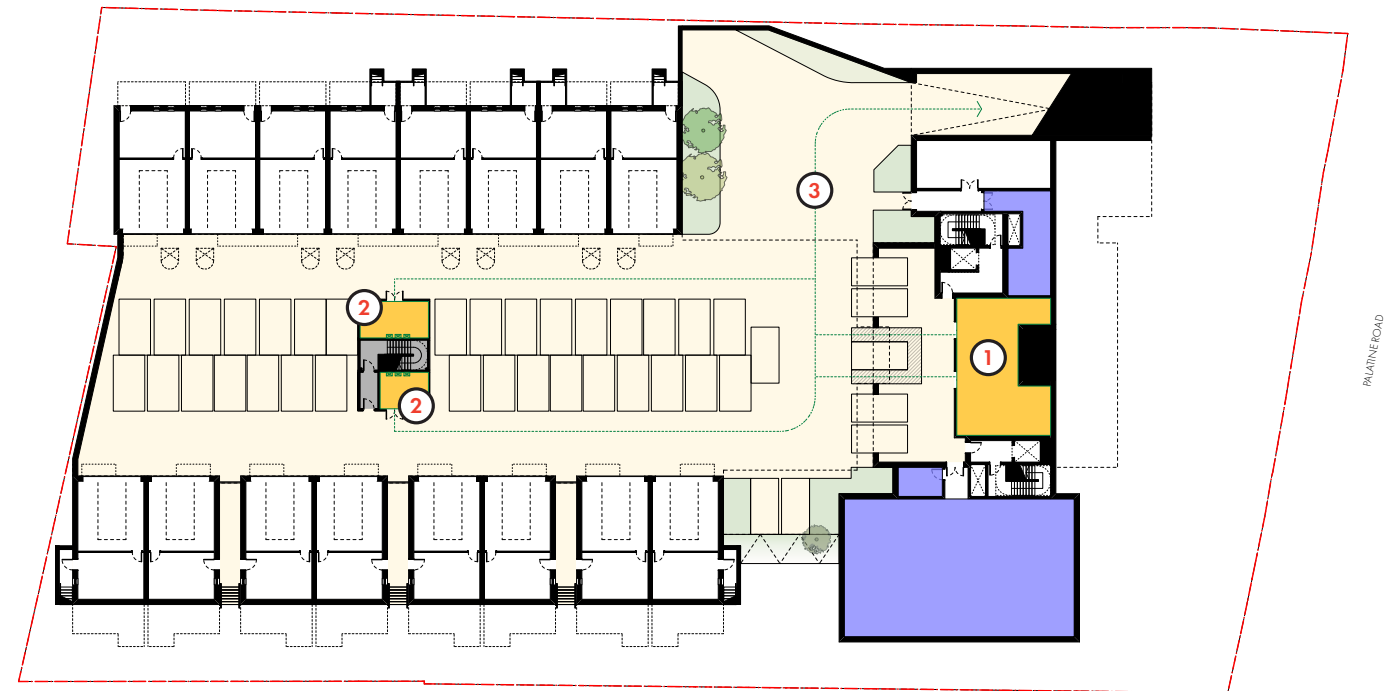
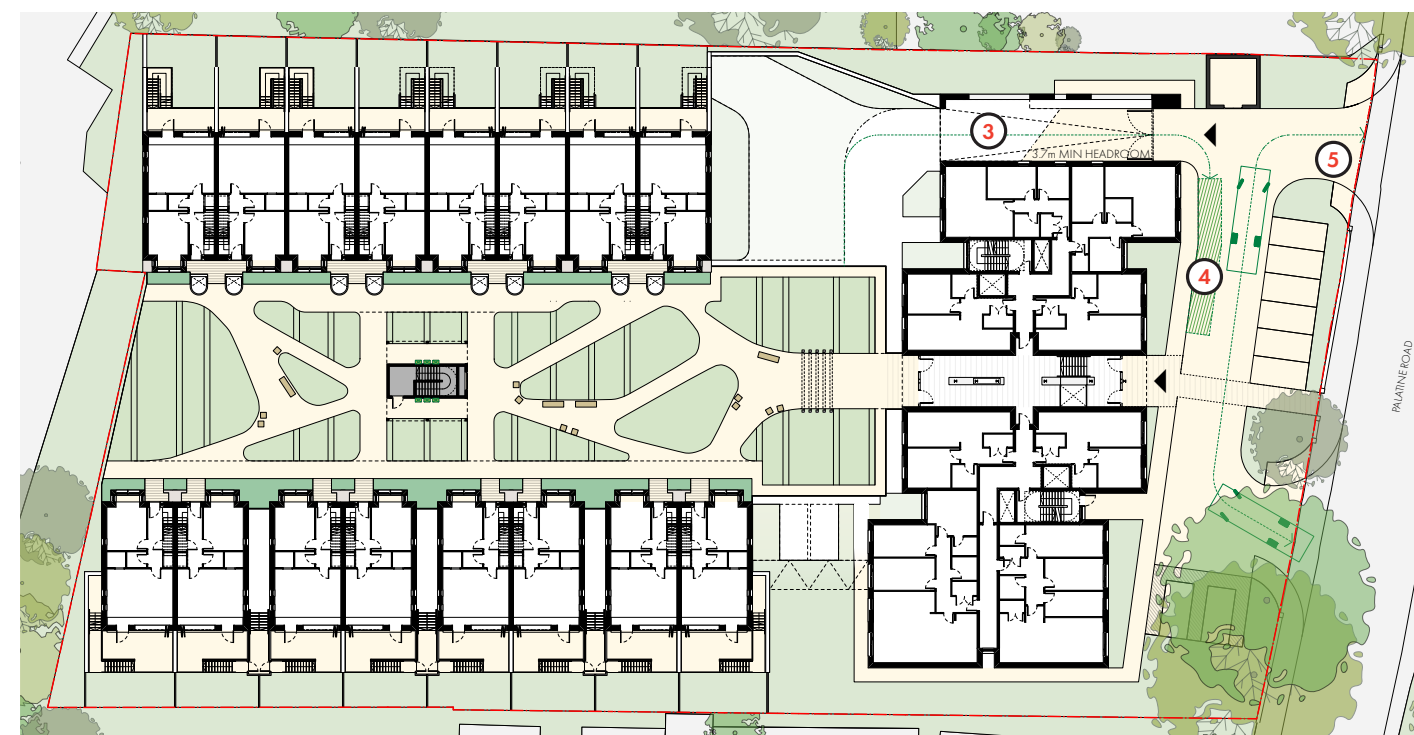


- 1 VEHICLE ENTRANCE
- 2 VEHICLE EXIT
- 3 PEDESTRIAN ACCESS
- 4 VEHICLE ACCESS GATES
- 5 VEHICLE ACCESS RAMP
- 6 LOWER GROUND CAR PARK AREA
- 7 GARAGES ASSOCIATED WITH HOUSES

4 Access

4.2 Refuse & Waste Management Strategy

- 4.2.1 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.
- 4.2.2 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.
- 4.2.3 The storage area sizes are 80m² serving the apartment area and 27m² serving the houses, this is well in excess of the areas indicated in MCC document GD 04 - Waste Storage and Collection Guidance for New Developments (version 7.0) of 0.43m² per residential unit.
- 4.2.4 On the relevant collection day the facilities management team will move the bins from the storage areas to the collection area at ground floor level as indicated on the drawing opposite. The collection vehicle will enter the site at the northern access point, retrieve the refuse from the collection area and proceed to exit the site from the southern access / egress point. The access route has been designed to provide sufficient turning circle and the access route has the necessary minimum learned heights as outlined in Appendix B of document GD04.



- 1 APARTMENT BIN STORE
- 2 HOUSE BIN STORE (CHUTE AT PODIUM LEVEL)
- 3 BIN MOVEMENT ON COLLECTION DAY (BUILDING MAINTENANCE RESPONSIBILITY)
- 4 BIN HOLDING AREA
- 5 REFUSE VEHICLE MOVEMENT

KEY:

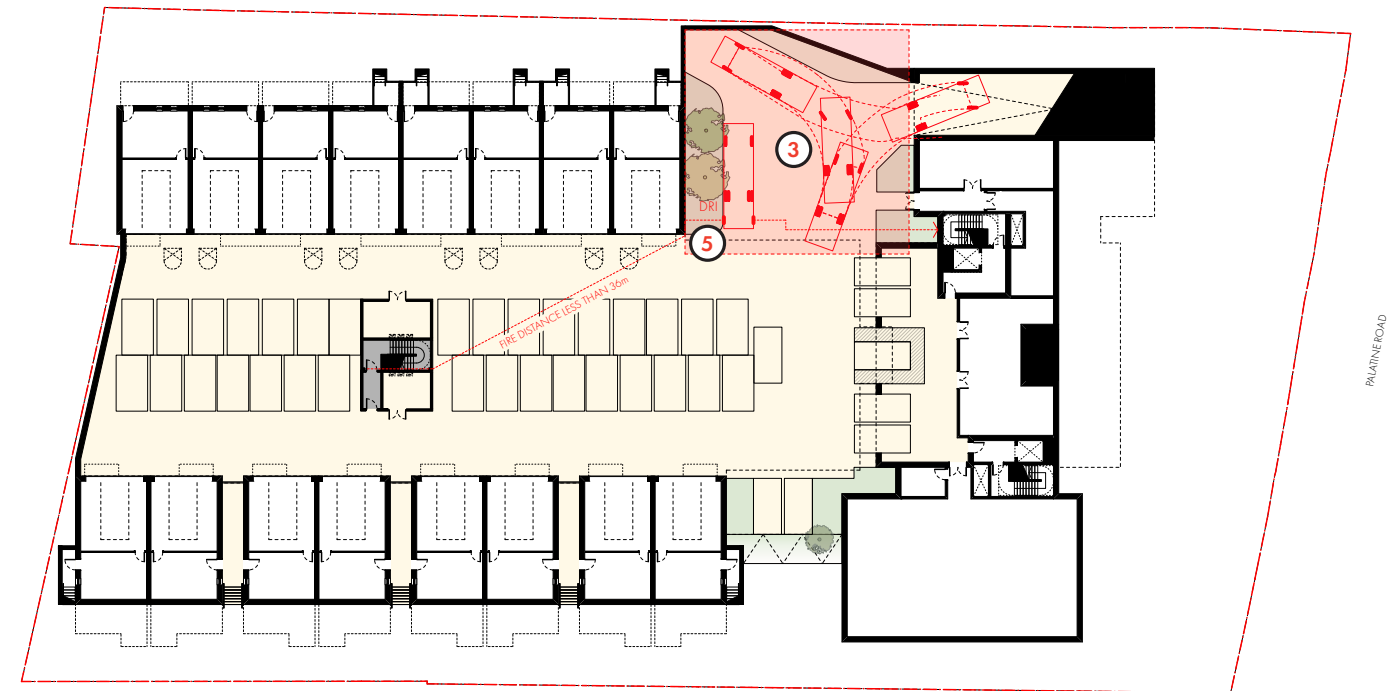
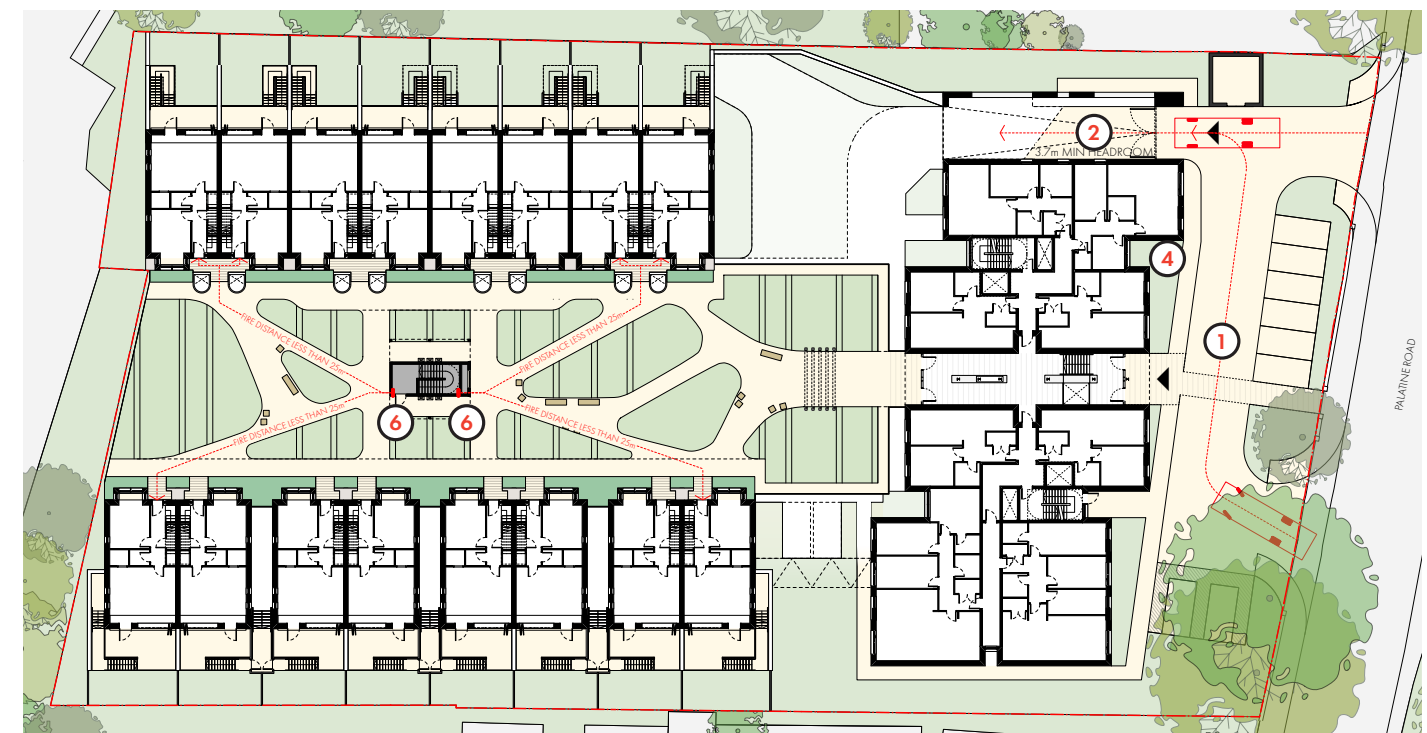
- Application Boundary
- Plant room
- Bin Store
- Bin Chutes
- Bin collection point
- Bins to be wheeled out to the collection point by management company

4 Access

4.3 Emergency Services

- 4.3.1 The site has been carefully designed to ensure that emergency services, most specifically the fire and rescue service, are able to access the entire site and fight a fire in any given location.
- 4.3.2 In close collaboration with the project's fire engineer a scheme has been developed that enables a fire appliance to access both the front and rear sections of the site.
- 4.3.3 In the event of a fire within the apartment building the fire appliance arrives at the site utilising the vehicle entrance point and can set-down adjacent to a dry riser inlet on the outside of the building and which serves both building cores.
- 4.3.4 In the event of a fire to the rear of the site or within one of the houses the fire appliance drops down to the lower ground floor level via the vehicle entrance ramp (with 3,700mm minimum clear height) and arrives at an external, uncovered space with sufficient room to act as turning circle for a fire appliance. From this location access can be gained to a dry riser inlet that is routed to the central stair within the landscaped podium deck and this in turn provides sufficient access and hose length to fight a fire within all the houses accessed from this podium level.
- 4.3.5 It should be noted that both the apartment building and lower ground floor parking areas are provided with a sprinkler system.

- 4.3.6 For all other emergency vehicles it is envisaged these will access the front of the site only, however, given the design accommodates a full size fire appliance and the necessary turning circle to the rear any vehicle can gain access to the lower ground floor if required.



- 1 NON-FIRE EMERGENCY ACCESS VIA FRONT CURTILAGE
- 2 FIRE APPLIANCE ACCESS DOWN VEHICLE RAMP
- 3 FIRE APPLIANCE TURNING CIRCLE
- 4 DRY RISER INLET (APARTMENTS)
- 5 DRY RISER INLET (HOUSES)
- 6 DRY RISER OUTLET (HOUSES)

4 Access

4.4 Equal Access & Security

- 4.4.1 As a result of the raised finished floor levels required in order to mitigate against the risk of flood provision of equal access, including level access and thresholds, has been carefully considered across the site.
- 4.4.2 All floors of the frontage building containing apartments are served by two passenger lifts whilst the level change between existing ground level and upper ground floor is resolved by the inclusion of a platform within the entrance lobby. From this upper level step-free access is enabled to the circulation cores of the frontage building, the landscaped podium and the front doors of each of the houses to the rear of the site.
- 4.4.3 For residents arriving by car and parking within the lower ground floor step-free access is achieved by accessing the circulation cores of the frontage building from which passenger lifts can transport resident either to the relevant apartment floor or upper ground floor and, from there, to the landscaped podium and therefore to front doors of the houses.
- 4.4.4 All apartments and houses are designed to at least a minimum of Nationally Described Space Standards and to achieve the requirements set out in Approved Document M4(2): Accessible and adaptable dwellings.
- 4.4.5 The frontage building entrance provides pedestrian access to both the apartments and houses and this entrance is provided with an access control and intercom system ensuring the security of the building and landscaped podium area.
- 4.4.6 Similarly the vehicle entrance ramp is secured by a 2,100mm high automatic gate that opens via fob or intercom ensuring the lower ground floor parking area is secure.
- 4.4.7 The front curtilage is not secured and remains open in the same manner that the existing front curtilage is. This arrangement ensures there are not secure railings and gates along the Palatine Road frontage and allows visitors and deliveries to freely leave the highway without need to stop at the boundary.
- 4.4.8 The remaining boundaries are secured by fences or brick walls in order to achieve 2,100mm high secure line as measured from the outside of the site. Private gardens within the development are provided with 1,800mm high fences or brick walls.



5

Consultation

5.1

Planning & Stakeholder Consultation

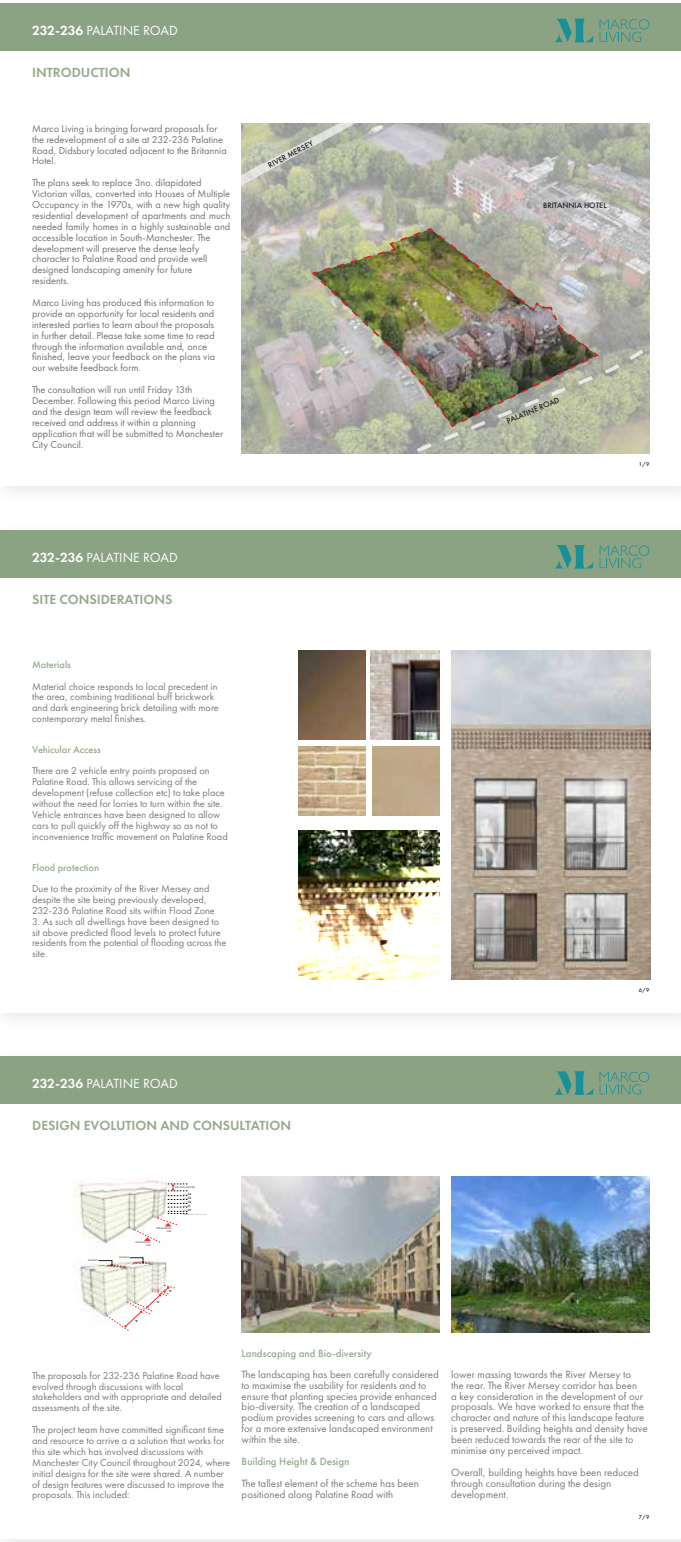
Planning Consultation with MCC

- 5.1.1
- The design team has met with MCC on three occasions to present the emerging proposals and elicit feedback on the planning and design considerations.
- 5.1.2
- An initial meeting took place at MCC on 31st July 2024 in which the initial design rationale, including site layout and massing and flood mitigation strategy were presented.
- 5.1.3
- The team received feedback from MCC on 6th September 2024 noting the scheme, as presented, represented an improvement on previous emerging proposals. As noted in section 3.4 the feedback included some comments around massing of the frontage building. The feedback also covered matters such as bio-diversity net-gain, affordable housing strategy and requirement for some form of green belt buffer assessment
- 5.1.4
- A follow-up meeting took place at MCC on 18th September 2024 in which discussions focussed on an the amended frontage building design as outlined in Section 3.5.
- 5.1.5
- Further feedback was received on 17th October 2024 noting the positive reduction in scale and amended approach to massing. The feedback also highlighted the need for additional information on front curtilage design and materiality as well as justification for loss of existing buildings (see section 2.3).

- 5.1.6
- A subsequent meeting was held with MCC on 28th November to provide further information on the developed proposals for the houses and landscape areas to the rear of the site
- 5.1.7
- This meeting also offered an opportunity to clarify the design approach to the front curtilage including vehicle and pedestrian access as well as retention of trees and impact of root protection areas on the design. As part of these discussions further information was provided on the approach to Bio-Diversity Net Gain requirements and this is further elaborated in the BNG Assessment & Metric which supports this application.

Other Stakeholder Consultation

- 5.1.8
- With a view to procuring the Crime Impact Statement necessary to support this application. OMI Architects met with David Maher of Design for Security and outline the design principles and how they addressed security.
- 5.1.8
- A formal public consultation was undertaken in early December 2024 in order to provide information on the proposals and elicit feedback from local residents, ward councillors and resident association. Further information on this process can be found within the Statement of Community Involvement (within the Planning Statement) that supports this application.



Public Consultation Boards

6 Conclusion

- 6.1 The proposals outlined in this document and the associated supporting information are for the replacement of low quality housing and much altered and sub-divided buildings with a high quality residential development that combines apartments and much needed family housing whilst also concealing the associated parking areas under heavily landscaped podium and retaining a green frontage to Palatine Road
- 6.2 The design addresses the challenges of future flood risk and ensures that development can provide step-free access to all dwellings and creates energy efficient, adaptable accommodation fit for the future.



