AshtonHale

Planning Statement

Proposed Residential Development at Palatine Road

Palatine Road, West Didsbury, Manchester, M20 2WF

Marco Living Ltd.

June 2026

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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 ("the Applicant") in support of a full planning 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:

> *Demolition of existing buildings and the erection of a residential development 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: Development Options Appraisal** – this chapter sets out development options considered by the Applicant in formulating its preferred scheme, which is the subject of this planning application.
- **Chapter 6: The Planning Policy Context –** provides a summary of relevant planning policy, and other material considerations;
- **Chapter 7: Affordable Housing Statement-** details the provision of affordable housing within the proposed scheme;
- **Chapter 8: 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 9: Assessment of Technical Considerations -** sets out a summary of the technical work undertaken to support the planning application and compliance with relevant policies;
- **Chapter 10: 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 11: 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, Brookside Apartments and 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.

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 To the south, the Site adjoins residential accommodation and sits within the broader context of a predominantly residential part of Greater Manchester. The Site occupies a position on Palatine Road, along which a mix of residential and commercial development is arranged. 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 Rochdale, 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 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	Refused 22/08/2002

	parking spaces, 5 visitor parking spaces and associated landscaping after demolition of the existing properties.	
141813/FO/2024	Erection of a residential development comprising a single 5 storey building containing 54 apartments, together with 16 x 4 storey dwellinghouses (Use Class C3) with associated landscaping and infrastructure, following demolition of existing buildings.	Withdrawn 14/04/2025

2.17 Most recently, application ref. 141813/FO/2024 was submitted at the Site and validated on 23 December 2024. The application sought full planning permission for the erection of a residential development comprising a single 5 storey building containing 54 apartments, together with 16 x 4 storey dwellinghouses (Use Class C3), with associated landscaping and infrastructure, following demolition of the existing buildings on the Site.

> *Erection of a residential development comprising a single 5 storey building containing 54 apartments, together with 16 x 4 storey dwellinghouses (Use Class C3) with associated landscaping and infrastructure, following demolition of existing buildings.*

2.18 The scheme proposed comprehensive redevelopment of the Site through demolition of the three existing buildings and their replacement with a higher-density residential form of development. In broad terms, the proposal comprised 54 apartments within a single frontage block addressing Palatine Road, together with 16 family houses to the rear of the Site arranged around landscaped communal space and associated infrastructure.



Figure 2.2: Application Ref 141813/FO/2024 Proposed Site Plan

2.19 The application entered the Council's consultation process in early 2025 but was subsequently withdrawn on 14 April 2025 before determination. The withdrawal followed consultation and officer feedback which identified that further design development and refinement would be beneficial before a revised proposal was brought forward. The current application has therefore been informed by, and should be read in the context of, that earlier submission and the evolution in the design approach since that time.

Surrounding Sites

2.20 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.

2.21 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. 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.

2.22 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.

2.23 The above approvals demonstrate the sustainable location of the area for residential development and that there is a requirement need for residential development.

Summary

2.24 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 to 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 August 2025);
- The National Planning Policy Framework ('NPPF') (adopted in December 2024); and
- The Localism Act (adopted in November 2011).

Statement of Community Involvement (2025)

3.3 Manchester City Council adopted a Statement of Community Involvement ('SCI') in August 2025. 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 eight 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 39 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 As part of the previous application submitted (ref. 141813/FO/2024) at the Site, the Applicant entered into a number 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 Following the withdrawal of this application, and in preparation of the revised scheme's submission, the Applicant has engaged in further pre-application discussions with the

Council. Meetings were held with MCC in July 2025, January 2026, and April 2026 to discuss the design development strategy which proposed the following design amendments;

- Increased buffer to Green Belt / landscape corridor to west of site, reducing the footprint of the new built form
- Creation of visual and resident amenity within this buffer space
- Increased on-site planting at grade
- Exploration of BNG increase
- Incorporation of larger townhouses at the lower level of Palatine Road elevation
- Removal of all 1-bed apartments from the scheme
- Amended massing and elevational treatments to reflect existing context to address previous urban design comments

3.10 Comments received by the Council within each of the discussions have been fed into the final development design. Thoughtful consideration has been given to the feedback received previously, and the current application seeks to respond directly to those matters through an improved and more refined scheme. This is expanded upon in the submitted Design and Access Statement.

Consultation with the Local Community

3.11 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.

3.12 Previous consultation was held with nearby residents under the previous application submission at the site (ref. 141813/FO/2024). Consultation on the proposals ran from Wednesday 4 December to Friday 13 December 2024, providing residents with over a week to view the details of the scheme and submit their feedback.

3.13 Previous consultation included leaflet distribution, a dedicated consultation website and an email contact for comments. The exercise helped to introduce the earlier proposals to local residents and businesses and informed the evolution of the scheme now being brought forward.

3.14 In June 2026, leaflets were again distributed to surrounding premises within the boundary area shown in Figure 3.1 above. The leaflet informed local residents and businesses about the forthcoming planning application, and directed them to an email address and website where further information could be provided. The distributed leaflet information can be found at **Appendix VII**.



Figure 3.1: *Leaflet Distribution Area*

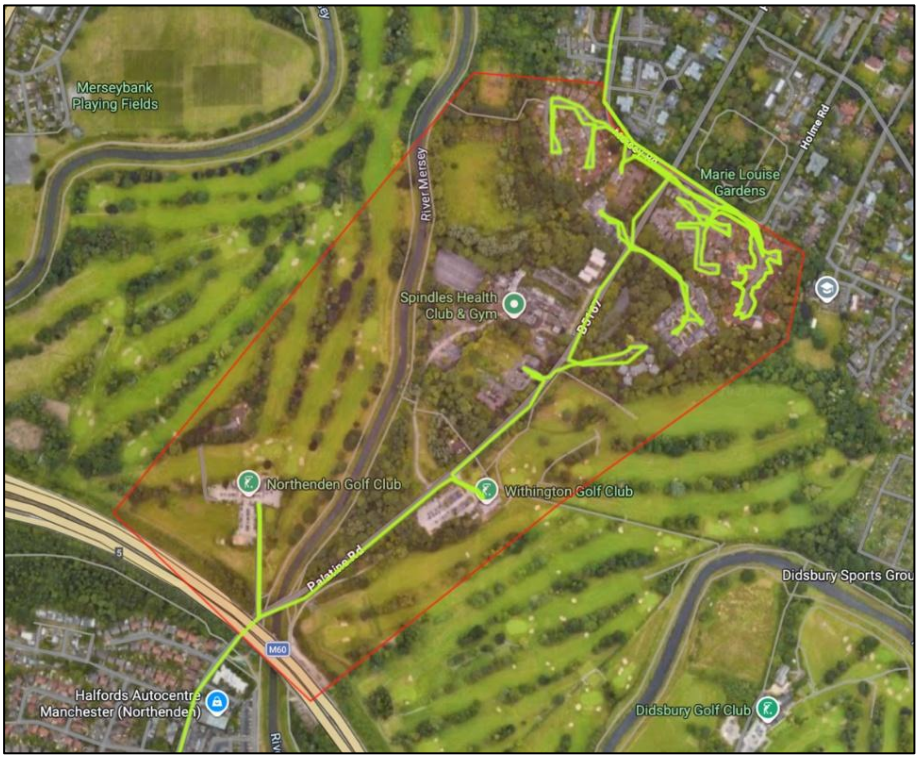


Figure 3.2: *GPS Mapping of Leaflet Distribution Route*

3.15 The leaflets directed recipients to an online webpage where further narrative and design information produced by OMI Architects could be downloaded.

Consultation with Local Stakeholders

3.16 The Ward Councillors for West Didsbury ward and the adjacent Northenden Ward were contacted directly with a copy of the leaflet being distributed locally and information on the proposed scheme in June 2026.

3.17 Within previous consultation exercises with local stakeholders in 2024, comments were received from Cllr Debbie Hilal requesting further information on flood risk and drainage, affordable housing and parking, which were responded to, and the applicant hopes are again made clear within this application.

3.18 Contact was also made with the West Didsbury Residents Association.

Summary

3.19 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.

4.3 The redevelopment of the Site has been brought forward to transform an outdated and deteriorating residential site through the delivery of a well-designed scheme of apartments and family homes that will help meet identified housing needs in South Manchester. In doing so, this application has built upon the previous submission made in December 2024 and has sought to respond positively to the matters raised during the course of its consideration.

4.4 Key changes made to the proposals since the previous 2024 planning application include:

- Increased buffer to Green Belt / landscape corridor to west of site, reducing the footprint of the new built form
- Creation of visual and resident amenity within this buffer space
- Increased on-site planting at grade
- Exploration of BNG increase
- Incorporation of larger townhouses at the lower level of Palatine Road elevation
- Removal of all 1-bed apartments from the scheme
- Amended massing and elevational treatments to reflect existing context to address previous urban design comments

Use and Amount

4.5 The proposed development will deliver 88 new homes within Didsbury, comprising a mix of apartments and townhouses. The development seeks to facilitate the creation of a new community within the area, with a focus held on family sized houses alongside apartments for younger people, or those looking to downsize.

4.6 Marco Living has worked closely with Manchester City Council to deliver an appropriate use and mix on this site. In summary, the site will host 5 no. four bedroom townhouses, and 83 no. two bedroom apartments.

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



Figure 4.1: Application Site Plan

4.8 All apartments and houses proposed comply or exceed the Nationally Described Space Standards. It should additionally be recognised that the four-bedroom houses significantly exceed these levels and reflect the demand for larger family dwellings within this location.

4.9 All apartments are compliant M4(2) accessible and adaptable dwellings as outlined in Approved Document (Part) M of the Building Regulations, while houses are designed to M4(1) standards, ensuring a consistent and appropriate level of accessibility across the scheme.

4.10 The proposal includes 69 car parking spaces, including four accessible spaces and EV charging facilities. 8 of these parking spaces will be located to the front curtilage

adjacent to Palatine Road, and the remaining will be located within a lower ground parking area.

Layout

4.11 The layout of the scheme has been carefully developed in response to the Site's particular opportunities and constraints, with regard to both spatial arrangement and built form.

4.12 The proposed layout comprises three principal built elements: a frontage building addressing Palatine Road, together with two additional blocks arranged perpendicular to the road and set away from the boundaries to maintain appropriate overlooking distances. The townhouses will front Palatine Road, with apartments provided above the townhouses, as well as within two blocks extending across the site.

4.13 To the western part of the Site, a landscaped amenity area is proposed to form a buffer to the River Mersey. This area will incorporate native planting, meadow grassland and new tree planting, providing both visual amenity and ecological enhancement. In order to mitigate flood risk at the site, 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 'freeboard'; this results in a finished floor level AOD +30.690. A design strategy has been adopted in which car parking and other non-habitable spaces are located at lower ground floor level, approximately 1,500mm below existing ground level. This enables the raised ground floor to be set at the level identified in the Flood Risk Assessment, which is approximately 1,500mm above existing ground level.

4.14 The front curtilage retains a number of mature trees, preserving the established character of Palatine Road. The remaining space accommodates vehicular and pedestrian access alongside eight parking spaces, including two accessible bays, all equipped with electric vehicle charging infrastructure.

4.15 Primary pedestrian access is via a central entrance lobby within the front block, incorporating mail and parcel storage and a platform lift to provide step-free access to the raised ground floor level. This ensures the development is accessible to all users.

4.16 At lower ground level, a landscaped 'spine' introduces visual interest, creating an attractive outlook from the walkways above and enhancing the overall resident experience.

Access

4.17 Vehicular access to the site is currently taken from the north-east corner via the existing junction with Palatine Road, which meets the highway at an oblique angle and results in limited visibility. The proposals therefore include the realignment and widening of this access to enable safer ingress and egress, improving visibility splays and overall highway safety.

4.18 At present, the site is used for informal parking across the front curtilage and between existing buildings, with no clearly defined parking layout. The revised scheme rationalises this arrangement by introducing clearly marked parking areas and improving internal circulation, while removing reliance on inefficient or underused provision such as the existing garage spaces.

4.19 In addition to the improved northern access, the southern access will be altered and repurposed as a dedicated vehicle exit. A centrally located pedestrian entrance is also proposed, providing a clear and convenient route for residents and visitors. As part of these works, the existing stone boundary wall will be carefully rebuilt to accommodate the revised access arrangements, with existing gate posts retained and reinstated where possible to preserve the site's character.

4.20 The southern part of the site retains a number of mature trees, allowing this area to remain largely landscaped in character. In addition to circulation routes, this area accommodates eight parking spaces, including two accessible bays, all of which are provided with electric vehicle charging infrastructure.

4.21 Vehicles are directed to the rear of the site via a gated, ramped access beneath the northern end of the frontage building. This ramp provides access to a lower ground floor level, where the majority of parking is located.

4.22 The lower ground floor provides 61 car parking spaces, including two accessible bays, together with associated circulation areas. Most parking is accommodated beneath the building footprint, with electric vehicle charging points provided for externally located spaces.

4.23 In addition to car parking, the scheme includes cycle storage at lower ground floor level within the frontage building. A total of 88 secure cycle spaces are proposed, using semi-vertical stands, alongside provision for adapted cycles, supporting sustainable transport choices and inclusive access for all users.

Scale and Massing

4.24 The hardstanding to the west of the site lies within the Green Belt and is therefore unlikely to be subject to future development. As such, no significant overlooking issues arise in this direction. The rear of Brookside, located to the south of the site, establishes a notional building line that allows for the creation of a landscaped buffer within the application site, separating the proposed development from the Green Belt boundary. While this boundary benefits from a substantial degree of mature tree cover, its relatively open character means that potential effects on views from the Green Belt remain a relevant consideration and have been addressed as part of the overall design approach.

4.25 The proposed building footprint is set back approximately 40m from the rear boundary, broadly aligning with the rear extent of the neighbouring Brookside site. This positioning creates a generous landscaped buffer, providing high-quality outdoor amenity space for residents and enhanced opportunities for biodiversity net gain. It also softens the visual presence of the development in views from the adjoining Green Belt, reducing its perceived mass and reinforcing a landscape-led character. In addition, the two rear blocks are offset by approximately 12m from both the northern and southern site boundaries. This arrangement helps to mitigate overlooking and maintain appropriate separation distances to surrounding uses, including Brookside to the south and the currently vacant Britannia Hotel site to the north. The northern interface has also been designed with regard to its future development potential, ensuring that the scheme neither prejudices, nor is unduly constrained by, any future redevelopment scenario.

4.26 The building height and design respond to the surrounding context while creating a softer, more residential character. The use of a mansard roof and lowered parapet reduces perceived height, while strong vertical proportions and articulated façades break the mass into smaller elements. Features such as bay windows and a clear base, middle and top further reinforce a domestic, human-scaled appearance.

Appearance

4.27 The proposals have been carefully developed to respond sensitively to their context while delivering a high-quality, contemporary residential environment. The scheme is arranged as three principal elements, which together create a cohesive and well-considered architectural language, combining traditional influences with refined modern detailing.

4.28 At ground floor level, the main communal entrance has been designed to be discreet yet clearly legible. A recessed, fully glazed frontage creates a welcoming point of arrival for residents and visitors, complemented by a subtle entrance canopy that provides both visual emphasis and practical shelter. A change in brickwork, using a striped red and white pattern, further guides movement towards the entrance, acting as both a functional and aesthetic feature. Carefully integrated lighting around the entrance enhances its visibility and legibility in low light, contributing to a sense of safety while reinforcing the building's identity.



Figure 4.2: Proposed Palatine Road View – Looking South



Figure 4.3: Proposed Palatine Road View – Looking North

4.29 The outward-facing elevations are predominantly clad in a pinky-red brick with a light-coloured mortar. This palette reflects the prevailing material character of the surrounding residential streets, allowing the development to integrate comfortably within its context. In contrast, the inward-facing elevations, particularly those associated with the central circulation spaces and recessed areas, are finished in a lighter brick.

Refuse

4.30 Refuse arising from the dwellings within the frontage building, together with the three front-most apartments within the rear buildings, will be taken by residents to a primary bin store located in the lower ground floor level within the building. Residents of the three rear-most apartments (per floor) within the rear blocks will instead use a secondary bin store, also located at lower ground floor level, adjacent to the rear stair and lift core. This arrangement ensures that all residents have convenient and equitable access to waste storage facilities without the need for excessive travel distances across the site.

Landscaping

4.31 DEP Landscape Architects have prepared a landscape design for the proposed scheme. Amenity space is located to the rear of the site. The layout is centred on a formal lawn and perimeter path aligned with the building's central core and focused on a specimen tree. The lawn provides space for informal recreation.

4.32 To the north of the lawn, an orchard within meadow grassland will be provided. Adjacent seating and picnic space will support outdoor dining and recreation. To the south, raised beds, fruit trees and seating beneath a pergola will provide space for planting and social use. Together, these areas offer opportunities to relax, gather and play. A consistent hard and soft landscape provision will unify the spaces, while the alignment of trees and other vertical elements will guide movement through the site. Lighting will aid navigation. Space around the buildings will be planted for ecological benefit and include bird, bat and insect boxes.



Figure 4.4: Landscape Proposals

Design Amendments from Previous Application

4.33 Following the withdrawal of the previous application, the design has been progressively refined through a series of pre-application discussions with Manchester City Council (MCC), with a clear focus on improving the scheme's layout, massing, architectural quality and overall placemaking response.

4.34 This process has established a more coherent overall composition, with improved building massing, increased separation from site boundaries, and enhanced buffer zones. Early feedback from MCC confirmed that these changes represented a clear improvement, particularly in terms of spatial arrangement and the relationship to surrounding context.

4.35 This design shift has strengthened street presence and improved housing mix and frontage activation, while retaining the core spatial principles of the earlier layout. Additional improvements were made to amenity provision, separation distances, and the interface with surrounding Green Belt land.

4.36 Further refinement has focused on elevational treatment, façade articulation, and materiality, with the aim of better reflecting local character and improving overall design quality. Landscape design was also strengthened, with increased emphasis on planting, biodiversity enhancement, and integrating level-access solutions in response to flood risk considerations.

4.37 Overall, the scheme has progressed through successive design iterations that have improved layout efficiency, spatial quality, frontage definition, and environmental responsiveness, with a stronger emphasis on local character and placemaking.

Summary

4.38 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.

4.39 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. Furthermore, the design of the development has been heavily influenced by ongoing consultations with Manchester City Council and feedback received from various consultees during the previous application submission. Thoughtful consideration has been given to that earlier feedback, and this revised application seeks to address those comments through an improved scheme that responds more effectively to the site context and the issues previously identified.

5. Development Options Appraisal

5.1 This chapter of the Planning Statement is intended to set out a Development Options Appraisal, which presents and explores the development options considered by the Applicant in formulating its preferred scheme, which is the subject of this planning application. The options ranged from retention and refurbishment of existing buildings to full demolition and creation of purpose-built residential schemes. The objective has been to respond to technical challenges including flood risk and to find an appropriate and viable solution.

5.2 Early pre-application discussions with planning officers at Manchester City Council, who confirmed that the site should remain as a residential use and officer feedback helped inform a scheme which is entirely appropriate and in accordance with the local planning policy.

5.3 The Applicant has considered four development options ahead of this submission. These have been set out below and are explored in more detail in the rest of this chapter;

- Option 1 – Retention and refurbishment of existing buildings. Renovation of existing apartments and re-building of dilapidated extensions.
- Option 2 – Demolition of existing buildings, with the creation of a new block comprising of 54 apartments and 16 townhouses to the rear, with a raised podium and undercroft parking. This option represents the previously submitted application ref: 141813/FO/2024.
- Option 3 – Demolition of existing buildings with a new T Shaped block comprising of 72 Units. Response to officer feedback on previous submission.
- Option 4 – Demolition of existing buildings with creation of a new deck access scheme with a total of 88 units, comprising of 83 Apartments and 5 Town Houses.

Option 1: Retention and Extension of Existing Buildings

5.4 This option focused on retention and renovation of the three existing detached buildings, with partial demolition of extensions to be replaced with more suitable modern extensions. Images of the site and existing buildings are shown below:



Figure 5.1: Site context



Figures 5.2 and 5.3: Site context

Overview & Summary

5.5 This option would retain the existing buildings, however, the restoration and conversion of the buildings would be difficult and result in the project being financially unviable. The buildings would also continue to remain at significant flood risk, with floor levels being below recommended safe flood levels.

Development Constraints

5.6 This option is subject to a number of development and/or viability constraints including:

- The existing buildings do not lend themselves to conversion into well designed apartments to meet National Space Standards.
- Costs to repair the buildings before any re-development could take place would be significant and further increase the viability gap.
- It would be difficult to increase energy efficiency of the dwellings, without substantial alterations to the fabric of the existing buildings.
- Repair / renovation of existing apartments, would only achieve a minimal increase in rental income, due to size of the dwellings.

5.7 Overall, this option is not viable or deliverable.

Option 2: Demolition of Existing Buildings with creation of new Apartment block and Townhouses.

5.8 This option considered the demolition of existing buildings, with the creation of a new apartment 5 storey building fronting Palatine Rd comprising of 54 Apartments. A raised podium to the rear creating a landscaped communal space and access to 16 Townhouses. This is the proposed development that was subject of the 2024 planning application (ref: 141813/FO/2024).

5.9 A site plan and proposed images of this option are provided below:



Figure 5.4: Option 2 Site Plan



Figures 5.5 and 5.6: Option 2 CGI's

Overview & Summary

5.10 This option proposed to demolish existing buildings and create a total of 70 units, with 54 apartments in a new 5 storey block fronting Palatine Road and 16 Townhouses to the rear of the site.

5.11 To mitigate against flood risk, all habitable dwellings were set at a level above the 1 in 1000 year flood event with + 600mm Free-board. This resulted in the Ground FFL being proposed at 30.690 AOD, which is over 1m above existing site levels.

5.12 A raised podium is required at the rear, to provide safe and level access to the Townhouses. The podium, also creates a communal landscaped area to assist with on site BNG creation.

5.13 Level parking was proposed at the front of the site adjacent to Palatine Road. With the remainder of parking for the scheme located below the raised podium and accessed via a ramp to the North of the apartment building.

5.14 This scheme was submitted as a formal planning application in 2024, planning ref: 141813/FO/2024.

5.15 The application was withdrawn in April 2025 due to a lack of officer support. This option is, therefore, not considered a deliverable scheme.

Option 3: Demolition of existing buildings with a new T Shaped block comprising of 72 Units.

5.16 Following withdrawal of the application in April 2025 (option 2 above), a revised scheme was prepared responding to officer feedback. The proposals comprised of a single 5

storey T Shaped apartment building of 72 units comprising a mix of 1, 2 & 3 bed apartments and larger 4 bed townhouses.

5.17 Image of the proposed site plan and massing are provided below:



Figure 5.7: Option 3 Site Plan

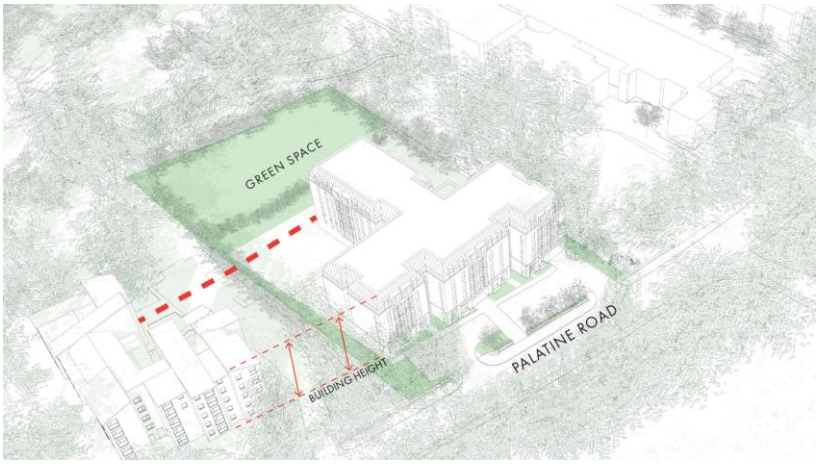


Figure 5.8: Illustrative Layout

Overview & Summary

5.18 This option proposed demolition of the existing buildings to create a purpose built 5 storey T-Shaped block featuring a mix of dwellings ranging from 1-bed apartments to 4-bed townhouses.

5.19 The proposals were prepared in response to officer feedback on the 2024 planning submission and were initially presented to MCC in a pre-application meeting in July 2025.

5.20 The same technical challenges remain with flood risk as with option 2, and the proposed ground floor was proposed to be raised above existing site levels.

5.21 Built form was pulled away from the western boundary to create a large landscape and amenity area. This was a key point raised by officers on option 2.

5.22 The larger landscaped area to the rear of the site, provided an opportunity for increased on-site BNG compared to previous proposals.

5.23 Parking was proposed at the front of the site with a new undercroft parking area below the extending section of built form to the rear.

5.24 Despite a small increase in the overall number of units from 70 to 72, the scheme faced viability challenges. A reduction in larger family homes from 16 down to 5, and an increase in the number of smaller 1 and 2 bed apartments, reduced overall revenue.

5.25 The scheme was tested through a series of development appraisals and was considered to be unviable.

Option 4: Demolition of existing buildings with creation of a new deck access scheme comprising of 88 units.

5.26 This scheme proposes demolition of existing buildings with the creation of three new 5-storey apartment buildings interlinked with a decked access. The proposals comprise of larger dwellings with 83 x 2 bedroom apartments and 5 x 4 bed Townhouses. Proposed Site plan and images of the scheme are provided below:



Figure 5.9: Option 4 Site Plan



Figures 5.10 and 5.11: Proposed CGI and Illustrative Layout

Overview & Summary

5.27 This option proposes demolition of the existing buildings with the creation of a new apartment scheme with 3 buildings interlinked though a decked access. The introduction of decked access, allows for each dwelling to feature dual aspect windows, improved ventilation and natural light, as well as improving construction efficiencies with built form maximising net internal area..

5.28 All dwellings are designed to meet National Space Standards including accessible design standard M4(2).

5.29 The proposed ground floor level mitigates potential future flood risks by raising to 30.690 AOD.

5.30 Similar to previous proposals, parking is provided at the front including accessible spaces, with the majority of parking hidden from view in an undercroft parking area. A well designed landscape scheme allows for improved onsite BNG credits, whilst being designed for appropriate use by future occupiers.

5.31 This option was considered the most viable of the options considered following withdrawal of the 2024 application.

Financial Viability Summary

5.32 This Development Options Appraisal has been prepared to present and explore the development options considered by the Applicant in formulating its preferred scheme, which is the subject of this detailed planning application.

5.33 The Applicant has carefully considered the suitability, viability and deliverability of each option presented in informal the final proposals subject to this planning application. A detailed Financial Viability Appraisal (FVA) for Option 4 has also been prepared by Tim Claxton and is submitted as part of this application.

5.34 As detailed above, the Applicant has considered four primary options for the proposed development of the site. These range from retention and conversion of existing buildings to new build development. The full detail around the development of the final option for the site, and the justification from a design and heritage perspective, is contained within the Design and Access Statement produced by OMI Architects.

5.35 It is concluded that Option 4 represents the most appropriate yet viable proposal, and one that the Applicant is committed to deliver. This option necessitates the demolition of existing buildings and new build residential development, and a scheme that responds positively to the site's context and pre-application engagement with officers at Manchester City Council.

5.36 The Applicant is already in ownership of the site and intends to retain the completed dwelling for open market rent.

6. The Planning Policy Context

6.1 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.

6.2 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

6.3 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).

6.4 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

6.5 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

6.6 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. 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

6.7 The Unitary Development Plan for the City of Manchester (''UDP'') was adopted by the Council on 21 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

6.8 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).

6.9 These are addressed in-turn below.

National Planning Policy Framework

6.10 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

6.11 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth.

6.12 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

6.13 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 polices, 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."*

6.14 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

6.15 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.

6.16 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

6.17 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

6.18 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.

6.19 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

6.20 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.

6.21 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

6.22 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

6.23 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

6.24 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

6.25 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

6.26 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

6.27 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

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

7. Affordable Housing Statement

7.1 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."*

7.2 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.

7.3 The Applicant has been in discussion with registered providers, including Southway Housing, regarding the delivery of affordable housing within the scheme, should viability allow. The initial discussions suggest a registered provider would not look to manage only a few units within a larger scheme, but would be willing to continue discussions and explore potential grant funding opportunities should planning permission be granted.

7.4 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 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.

7.5 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. Chapter 8 of the report sets out that the proposed scheme cannot meet an acceptable level of developer

return, even where Section 106 contributions are not included within the figures. On this basis, the proposals do not provide for any affordable housing contribution.

7.6 Notwithstanding the above, the proposed scheme seeks to redevelopment a brownfield site to provide much needed residential development, including the provision of a variety of unit sizes, family homes, and price points, will assist in diversifying the housing market and would deliver regeneration benefits by developing an under-used site.

8. Assessment of the Principle of Development

8.1 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

8.2 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.

8.3 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.

8.4 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.

8.5 The application proposals seek to free up the Site to accommodate higher density development within a desirable area of Manchester.

8.6 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 7.46 years[1], national planning guidance is clear that LPAs should plan beyond 5 years[2].

Development of an Underutilised Site

8.7 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 124 of the NPPF, planning decisions should promote effective land use in meeting the need for homes.

8.8 It is also relevant that the current application has evolved from the previous submission for the site and has been amended to address the comments raised through that earlier process. As set out elsewhere in this Statement, the revised scheme reflects design development undertaken in response to officer and consultee feedback, including amendments to the layout, massing, elevational treatment and landscape strategy, as well as introducing townhouses and removing any smaller 1-bed units. This iterative approach weighs positively in support of the principle of development, demonstrating that the proposal has been refined to respond to the Site's context and the key planning issues previously identified.

Development in Flood Zone 3

8.9 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. Clancy Consulting 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.

8.10 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.

[1] Last 5HLS updated 2023
[2] Paragraph: 019 Reference ID: 68-019-20190722

8.11 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 predevelopment flood storage volume, and this has been incorporated into the proposals.

8.12 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.

8.13 Where it is not possible to direct development to an area at lower risk of flooding, the Exception Test must be applied, supported by appropriate mitigation measures. As set out in the NPPF, the purpose of the Exception Test is to demonstrate that, where sites at lower flood risk are not available, flood risk to people and property can be managed satisfactorily. To satisfy the test, it must be shown that:

- the development will deliver wider sustainability benefits to the community and the wider area that outweigh the flood risk; and
- the development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall.

8.14 The proposed development has several benefits which are considered to outweigh the flood risk associated with the scheme. The development will expand the provision of new housing in the Borough, addressing an identified need and regenerating an underutilised brownfield site in a sustainable location. It will also deliver wider social, economic and environmental benefits through investment in the site, the provision of high-quality new homes, support for local services and public transport, new employment during construction, and ecological and landscape enhancements that will improve the overall quality and appearance of the site.

8.15 Paragraph 8 of the Framework sets out the economic, social and environmental dimensions of sustainable development, all of which are to be pursued in a mutually supportive manner. Accordingly, the development will provide public benefits which respond to all three of the interdependent dimensions of sustainability, namely:

- Sustaining on-site construction employment and supporting off-site employment in construction related industries over the build period;
- Generating resident expenditure in the local area, boosting the local economy and sustaining jobs;
- Creating a strong, vibrant and healthy community with sustainable housing located within walking distance of a wide variety of existing shops and services; and,
- Securing the development of a brownfield site.

8.16 Further factors of sustainable development which demonstrate that the provisions of the exception test have been met is set out in Section 10 of this statement.

8.17 As detailed within the technical documents supporting this submission, a number of flood mitigation measures have been implemented to ensure the development is safe for its lifetime whilst avoiding increasing overall flood risk. The site is at low risk of flooding from all forms of flooding except fluvial flooding for which the measures above have been incorporated to mitigate the level of overall flood risk associated with the development. For further details of mitigation measures applied to this development, please refer to the Flood Risk & Drainage Report prepared by Clancy Consulting.

8.18 In the event of planning permission not being granted to redevelop the site, it will remain in its current state that is susceptible to flooding, and the opportunity to improve the quality of the accommodation, the visual amenities of the area and the flood protection measures on site will be lost.

8.19 Overall, the proposed development will not give rise to any increased flood risk within the vicinity of the site. It therefore follows that the proposal satisfies the requirements of the relevant Development Plan policies and the NPPF, which require development to be safe for its lifetime without increasing flood risk elsewhere. In these circumstances, it is clear that the requirements of the Exception Test are met.

Green Belt Impact

8.20 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.

8.21 Notwithstanding the above, the development proposal has 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 Proposal Statement.

Summary

8.22 It has been demonstrated that the principle of residential development in this location is wholly acceptable when considered against the Development Plan and the NPPF.

9. Assessment of Technical Considerations

9.1 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 Design, Amenity and Quality

9.2 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. The development proposes open market dwellings consisting of 2 and 4 bed dwellings in the form of apartments and townhouses, providing a street scene of contemporary and sympathetic architectural styles.

9.3 In accordance with Core Strategy Policy DM1, the proposed development must also have 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.

9.4 The Site is located within an established residential area, with residential uses located along Palatine Road and within the wider area.

9.5 Several technical reports on noise, air quality and ecology of the Site have been prepared to ensure that the proposed residential development uses are not compromised.

Highways and Transport

9.6 A Transport Statement and Trave Plan have been prepared by SK Transport to advise on the transport and highways baseline and impacts of the proposed development.

9.7 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 local bus network. 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.

9.8 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.

9.9 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 and Biodiversity Net Gain

9.10 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 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 is proposed.
- Bats in trees – a ground level tree assessment (GLTA) will be undertaken as required to assess the potential of the trees onsite to support roosting bats. 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.

- Amphibians - the document notes that Great Crested Newts are unlikely to be present however, Reasonable Avoidance Measures should be implemented to safeguard common amphibians.

- 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 (Crocosmia × crocosmiiflora) and wall cotoneaster (Cotoneaster horizontalis) are present on site. 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.

9.11 UES have also undertaken a Biodiversity Net Gain Statement for the Site. Whilst the proposed development does not achieve the full 10% Biodiversity Net Gain target on-site, the landscape strategy has sought to strike an appropriate balance between maximising on-site ecological enhancements and delivering high-quality, functional and usable landscaped amenity space for future residents. On-site habitat creation and enhancement have therefore been incorporated wherever practicable, with any residual shortfall in biodiversity units to be addressed through appropriate off-site compensation. This approach has been discussed with the LPA and agreed in principle.

9.12 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.

9.13 The enclosed BNG Statement prepared by UES details that the site holds a baseline value of 4.93 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 5.42 habitat units, and 0.08 hedgerow units. It is considered unlikely that sufficient onsite habitat retention, creation and / or enhancement will be feasible whilst facilitating the proposed

development. As such, any deficit in units will be provided through off-site compensation.

9.14 The proposed development has carefully considered the on-site ecology and biodiversity and sought to strike the appropriate balance between providing usable green infrastructure and meeting legislative requirements, and the developer will accept appropriate mitigation to secure necessary BNG credits and future management in accordance with Core Strategy Policies EN9 and EN15.

Noise

9.15 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.

9.16 The report concludes that noise should not be a limiting factor for this planning application. 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

9.17 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.

9.18 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities.

9.19 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.

9.20 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. Review of the dispersion modelling

results indicated that impacts on annual mean NO2, PM10 and PM2.5 concentrations as a result of traffic exhaust emissions associated with the development were predicted to be negligible at all receptor locations.

9.21 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

9.22 A Flood Risk Assessment has been prepared by Clancy Consulting 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.

9.23 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.

9.24 The Flood Risk Assessment has been prepared and submitted in line with local and national planning polices, specifically Policy EN8 and EN14 of the MCC Core Strategy and Chapter 14 of the NPPF.

Environmental Standards

9.25 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

9.26 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

9.27 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.

9.28 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

9.29 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.

9.30 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

9.31 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

9.32 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. The suite of technical work also reflects the careful consideration that has been given to matters

raised previously, with the revised submission seeking to address those comments through a more robust and improved scheme.

10. Planning Balance

10.1 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.

10.2 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 IV.**

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.

10.3 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.

11. Summary and Conclusions

11.1 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.

11.2 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. More broadly, thoughtful consideration has been given to the comments raised in relation to the previous submission, and this application seeks to address those matters through an improved, more carefully resolved scheme.

11.3 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.

11.4 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.

11.5 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

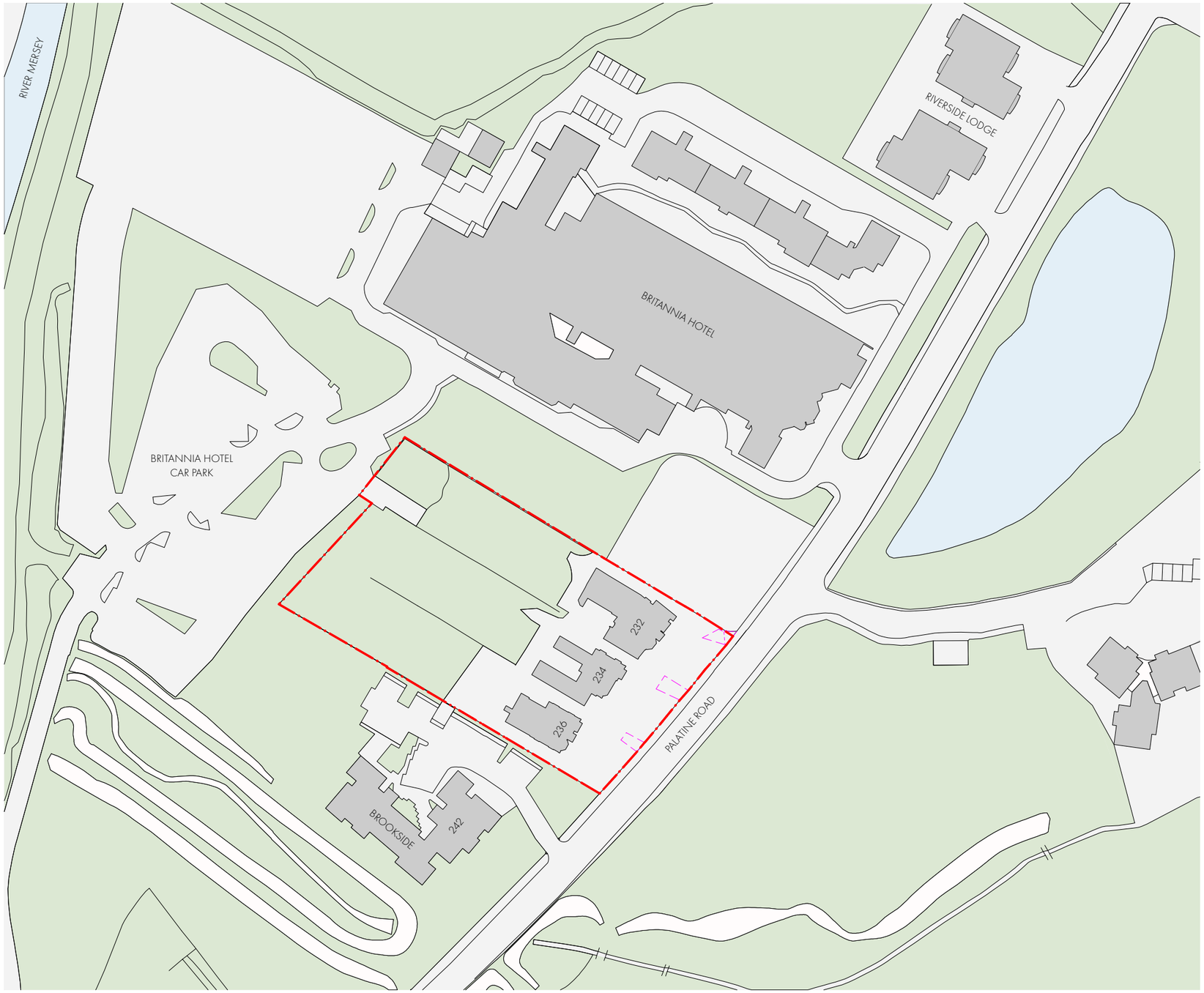
Document	Reference	Author
Plans		
Existing Plans		
Site Location Plan	1459-L0001	OMI Architects
Existing Site Plan	1459-L0100	OMI Architects
Existing Site Elevation - North	1459-L0200	OMI Architects
Existing Site Elevation – East	1459-L0201	OMI Architects
Existing Site Elevation – South	1459-L0202	OMI Architects
Existing Site Elevation – West	1459-L0203	OMI Architects
Existing Site Section	1459-L0204	OMI Architects
Proposed Plans		
GA Plans		
Masterplan – Level Basement	1459-L1000	OMI Architects
Masterplan – Level 00	1459-L1001	OMI Architects
Masterplan – Level 01	1459-L1002	OMI Architects
Masterplan – Level 02 &03	1459-L1003	OMI Architects
Masterplan – Level 04	1459-L1004	OMI Architects
Masterplan – Roof Plan	1459-L1005	OMI Architects
Apartment Type A	1459-L1100	OMI Architects
Apartment Type B	1459-L1101	OMI Architects
House Type A	1459-L1102	OMI Architects
House Type B	1459-L1103	OMI Architects
Apartment Type C1 & C2	1459-L1115	OMI Architects
Proposed Site Section AA	1459-L1500	OMI Architects
Proposed Site Section BB	1459-L1501	OMI Architects
Proposed Site Section CC	1459-L1502	OMI Architects
Proposed Site Section DD	1459-L1503	OMI Architects

Document	Reference	Author
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
Strategy Plans		
Fire Strategy	1459-L1010	OMI Architects
Waste Management Strategy	1459-L1011	OMI Architects
Access Strategy	1459-L1012	OMI Architects
Landscape		
Landscape Proposals	6008-01-B	DEP
Soft Landscape Proposals	6008-02	DEP
Documents and Reports		
Application Forms and Certificates	12th June 2026	AshtonHale
Covering Letter	12th June 2026	AshtonHale
Planning Statement	June 2026	AshtonHale
Design and Access Statement	May 2026	OMI Architects
Financial Viability Assessment	June 2026	Tim Claxton Property
Arboricultural Survey	6008-AIA-V1-A	DEP
Crime Impact Statement	2024/0369/CIS/02	Design for Security
Preliminary Ecological Appraisal	UES04587/12	UES
Bat Scoping and Survey Report	UES04587/05	UES
GCN Report	UES04587/14	UES
Biodiversity Net Gain Assessment – Biodiversity Statement	UES04587/15	UES
Environmental Standards Statement	3349-CWC-XX-XX-RP-M-0001	CWC
Flood Risk Assessment & Drainage Strategy	21724-CCL-XX-XX-RP-C-02500 Rev 01	Clancy Consulting
Flood Risk Sequential Test	May 2026	AshtonHale
Landscape Proposal Statement	May 2026	DEP
Transport Assessment and Travel Plan	260512/SK22492/TA01(-02)	SK Transport
Air Quality Assessment	8730-1r2	Redmore Environmental
Noise Impact Assessment	26028-R01-SW	Dbx Acoustics
Ground Conditions Phase 1 – Desk Study Report	2500-CCL-XX-XX-RP-GE-001 Rev. 02	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

OMIArchitects

31 Blackfriars Road, Salford, Manchester, M3 7AQ
+44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com

PROJECT	MARCO LIVING, PALATINE ROAD					
DRAWING	LOCATION PLAN					
DATE	NOV '24	DRAWN BY	DK	SCALE	1:1250	@A3
JOB NO.	1459	DWG.NO.	L0001			

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.

Policy JP-G9- The Green Belt: Green Belt serves the five purposes set out in national policy:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The beneficial use of the Green Belt will be enhanced where this can be achieved without harm to its openness, permanence or ability to serve its five purposes.

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

Local Labour Agreement

AshtonHale

Local Labour Agreement

Proposed Residential Development at Palatine Road, West Didsbury, Manchester

This agreement summarises how Marco Living 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.

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

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.

End Use

As there are no proposed commercial uses, labour for the end use is not relevant.

Appendix V

Framework Management Plan

Construction Management Plan Framework

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.

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.

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

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

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.

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

Chapter 1: Project Method Statement

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

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

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

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.

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.

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

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

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.

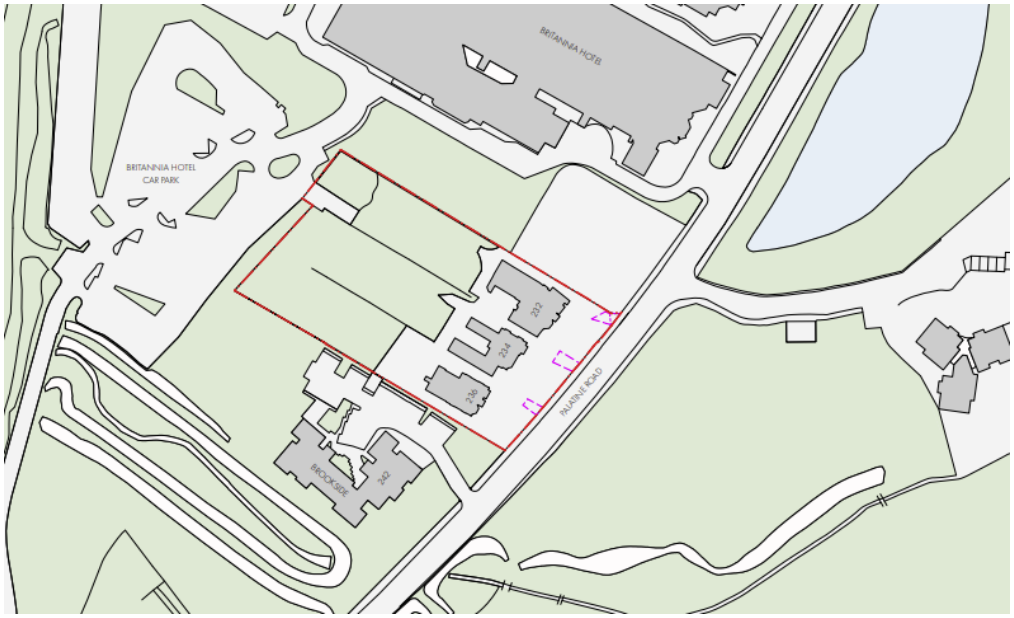
Summary

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

Consultation Material

Residential Development at 232-236 Palatine Road, Didsbury



Planning Application Submission

In 2024, Marco Living undertook a public consultation and submitted a planning application for a new residential development at 232–236 Palatine Road, Didsbury. The site is shown on the plan above.

Since then, Marco Living has continued to work closely and positively with Manchester City Council to refine and enhance the scheme, and has made a number of significant changes to the proposals that were originally submitted for planning permission. These include a revised appearance, a reduction in built form, an increase in green space, and more family homes.

This leaflet has been distributed to inform local residents that a new planning application will soon be submitted to the Council. Once validated, full details of the proposed development will be available to view on the Council's website. Further information can found at **atzaro.co.uk/didsbury**

We hope you find the new proposals to be well considered. If you have any questions regarding the planning application, please contact the project team at:
info@ashtonhale.co.uk





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 will respond to the context of the surrounding area, address flooding concerns, and contribute to the housing stock in West Didsbury.

Summary of Proposals

- Redevelopment of an existing residential and brownfield site.
- Demolition of existing buildings and creation of a new residential accommodation comprising a mix of apartments and townhouses.
- Well-considered design from OMI Architects
- Access from Palatine Road
- High energy-efficient and sustainability credentials
- Amendments from the previous planning application include:
    - Revised appearance
    - Reduction in built form
    - Increase in green space and landscaping
    - More family homes

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 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 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 88 new homes, broken down into a mix of apartments and townhouses. 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 development adopts a contemporary design informed by traditional proportions and detailing, creating a timeless and broadly appealing character. High-quality materials ensure durability and low maintenance, while the layout preserves a green frontage to Palatine Road and introduces a landscaped buffer at the rear, enhancing the setting and sense of place.



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.

88 New Homes

69 car-parking spaces
including 4 accessible spaces and EV charging

5no. 4 bedroom Townhouses

Secure cycle storage for all residents
with space for regular and adapted cycles

83no. 2 bedroom Apartments

High-quality landscaped communal space
encouraging bio-diversity and providing residents with attractive external space to enjoy

MASTERPLAN


83no. APARTMENTS
5no. TOWNHOUSES
RAMP UP
VEHICULAR ACCESS
PALATINE ROAD
PEDESTRIAN ACCESS
VEHICULAR ACCESS
LANDSCAPED AMENITY
ITANNIA
OTEL CAR
PARK

SITE CONSIDERATIONS

Car Parking

8 parking spaces (including 2 accessible spaces) are to be provided at the front of the site, concealed behind planting on Palatine Road. The majority of the parking for the development is provided at the rear of the site hidden from view. EV charging points are to be provided to all spaces outside of the building footprint.



Massing

The massing strategy breaks the front building into three distinct elements, with a central core and two flanking wings, reducing perceived bulk and creating a varied form. Set-backs, recessed ground floor and strong vertical emphasis further articulate the façade, while the mansard roof softens the roofline, helping the development sit comfortably within its context.



SITE CONSIDERATIONS

Materials

The proposed materials respond to the local context, using predominantly red brick with light mortar to reflect surrounding buildings. Lighter brick tones, metal detailing and pre-cast stone elements add contrast and depth, while maintaining a cohesive, high-quality and domestically scaled architectural character.

Vehicular Access

Vehicle access has been improved through a safer, clearer arrangement, including realigned entry and exit points to create a simple one-way system. Most parking is located at lower ground level, reducing visual impact, while maintaining efficient movement and prioritising pedestrian safety and site legibility.

Flood protection

The development incorporates a comprehensive flood protection strategy. Homes are raised above predicted flood levels, with parking and non-habitable spaces located at lower ground level. This approach reduces flood risk while maintaining safe, resilient living conditions for residents.











DESIGN EVOLUTION AND CONSULTATION

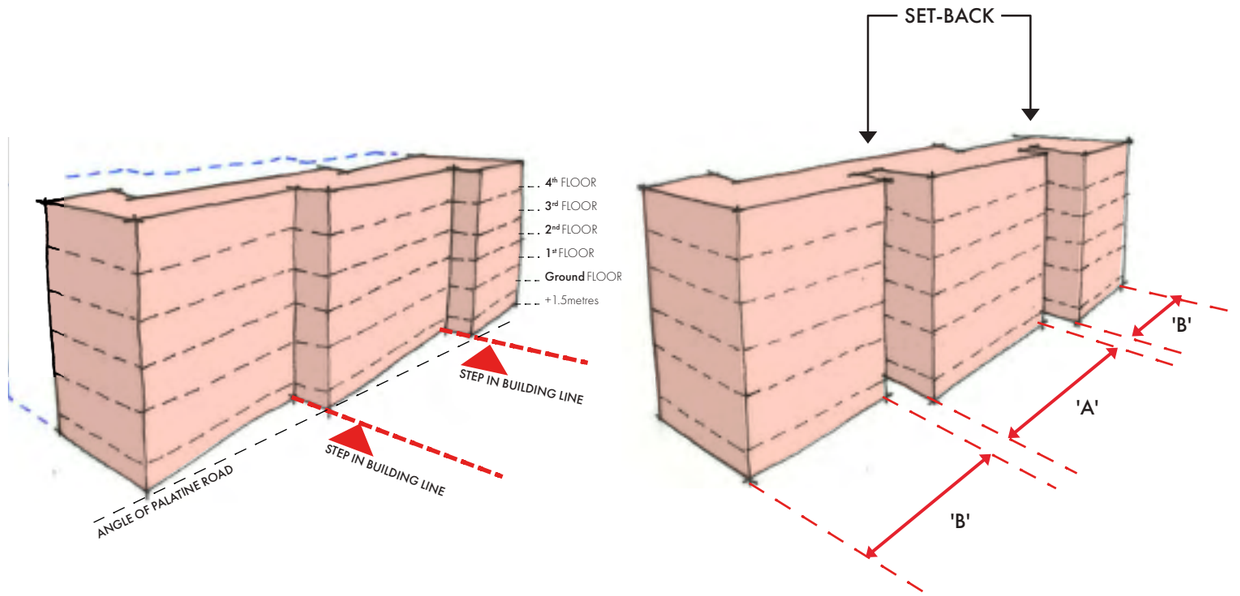
The proposals for 232–236 Palatine Road have been developed through ongoing engagement with local stakeholders and Manchester City Council. The design has evolved through detailed site assessment and feedback, refining key aspects such as;

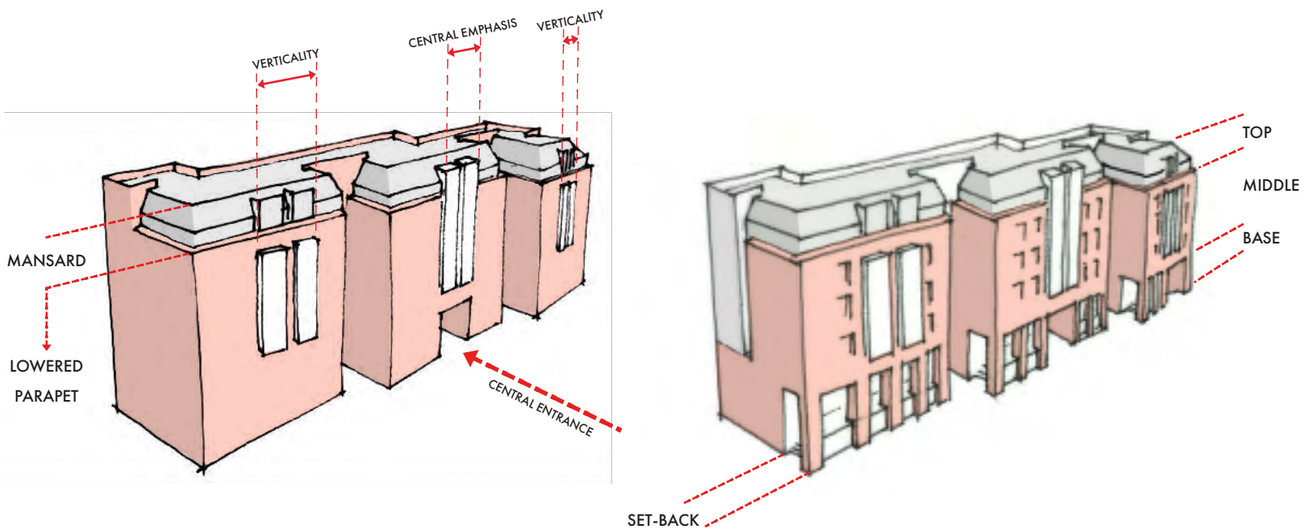
Landscaping and Bio-diversity

The landscape strategy enhances amenity and biodiversity, creating a green, attractive setting for residents. A large rear garden forms a landscape buffer to the River Mersey, with native planting, meadow areas and tree planting supporting ecology. Communal spaces, including lawns, seating and gardens, promote social interaction and improve overall environmental quality.

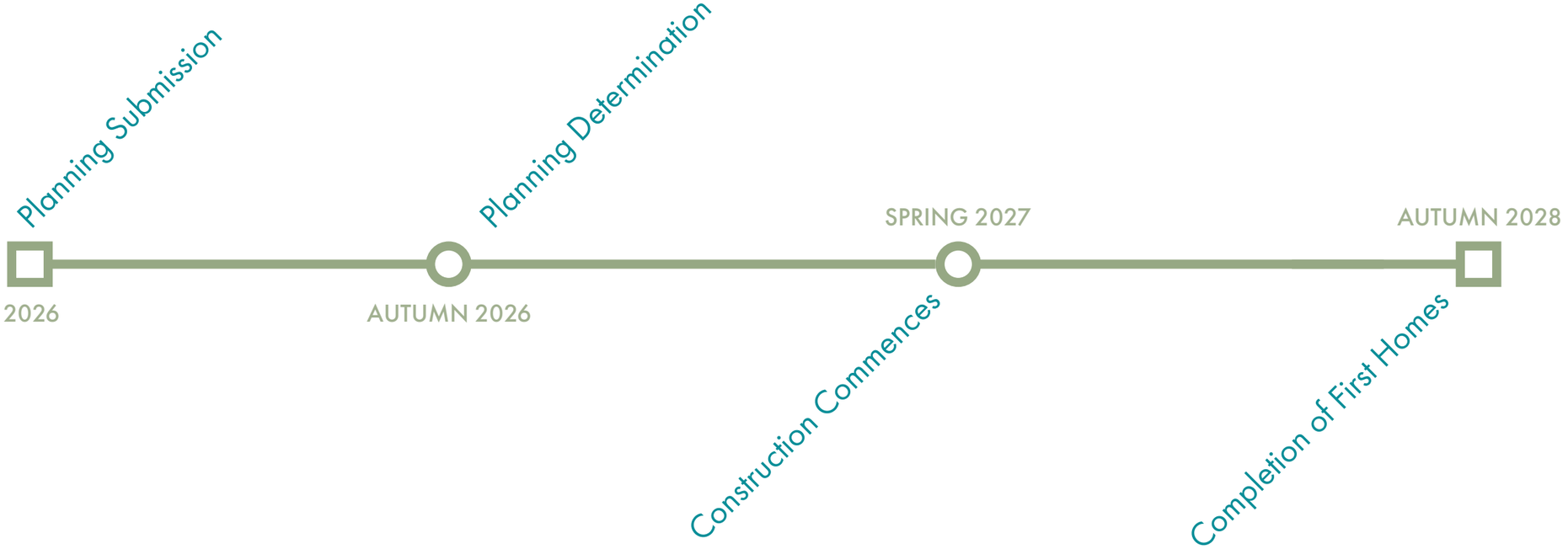
Building Design

The building height and design respond to the surrounding context while creating a softer, more residential character. The use of a mansard roof and lowered parapet reduces perceived height, while strong vertical proportions and articulated façades break the mass into smaller elements. Features such as bay windows and a clear base, middle and top further reinforce a domestic, human-scaled appearance.





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 works, vehicle management plans will be shared with local residents alongside details of working hours. Site managers will be contactable throughout construction should residents need to raise any concerns.

CONTACT & FURTHER INFORMATION

We hope you find the new proposals to be well considered. If you have any questions regarding the planning application, please contact the project team at:

info@ashtonhale.co.uk



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.