OMI Architects

232-236 PALATINE ROAD

prepared on behalf of

Marco Living Ltd

DESIGN & ACCESS STATEMENT

MAY 2026

Certified B Corporation

Contents

1. Background

1.1 Introduction
1.2 Summary of Supporting Documents

2. Context

2.1 The Site
2.2 Site History
2.3 Appraisal of Existing Structures
2.4 Site Analysis
2.5 Planning History

3. Design

3.1 Flood Risk & Mitigation
3.2 Adjacencies & Constraints
3.3 Layout
3.4 Massing
3.5 Apartment & Housing Types
3.6 Appearance & Materiality
3.7 Landscape Strategy
3.8 Planting for Ecology and BNG
3.9 Tree Retention & Biodiversity
3.10 Masterplan & Hard Landscape Materials

4. Access

4.1 Vehicular Access & Parking
4.2 Refuse & Waste Management Strategy
4.3 Emergency Services
4.4 Equal Access & Security

5. Consultation

6. Conclusion



1 Background

1.1 Introduction

1.2 Summary of Supporting Documents

1 Background

1.1 Introduction

1.1.1 This Design and Access Statement has been prepared by OMI Architects, in support of the Planning Application by Marco Living for the redevelopment of an existing housing site (numbers 232, 234 & 236) west of Palatine Road in Didsbury, South Manchester.

1.1.2 The applicant wishes to undertake a series of works which include the demolition of the 3 existing buildings, which contain a total of 22 dwellings, and undertake the redevelopment of the site to create a new build mixed apartment and townhouse residential scheme.

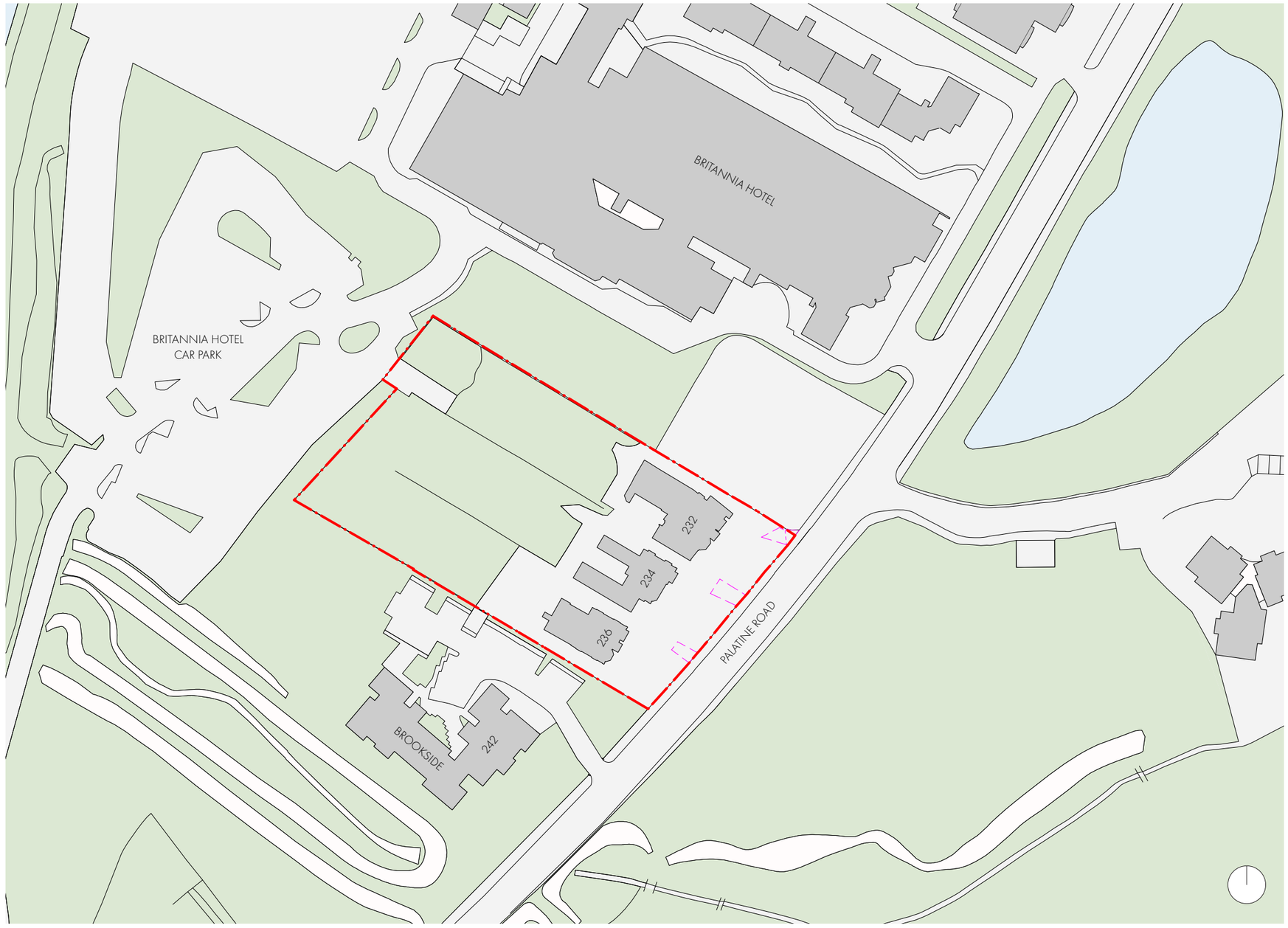
1.1.3 The proposal comprises a total of 83 two bedroom apartments and 5 four bedroom townhouses spread between 3 buildings linked with access walkways.

1.1.4 The proposal includes 68 parking spaces associated with the apartment building, of which 8 are located within the front curtilage, adjacent to Palatine Road and the remaining within a lower ground parking area.



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

- Application Forms & Certificates
- Covering Letter
- Planning Statement
- Financial Viability Assessment
- Acoustic Assessment
- Air Quality Assessment
- Arboricultural Assessment
- BNG Assessment & Metric
- Crime Impact Statement
- Ecological Assessment
- Environmental Standards Statement
- Flood Risk Assessment
- Sequential Test – Flood Risk
- Drainage Strategy
- Landscape Strategy Plan
- Phase 1 Site Investigation
- Transport Statement & Travel Plan



Location Plan (NTS)

2 Context

2.1 The Site

2.2 Site History

2.3 Appraisal of Existing Structures

2.4 Site Analysis

2.5 Planning History

2 Context

2.1 The Site

2.1.1 The application site stands to the west of Palatine Road towards the southern edge of Didsbury close to its border with Northenden. The River Mersey is approximately 200 metres to the west, the site is within the Didsbury West ward and the sites western boundary also forms the extent of the Greater Manchester Green Belt.

2.1.2 The site is roughly rectangular in shape bounded by Palatine Road to the east (with Withington Golf Club on the opposite side of the road), open scrub-land associated with the Britannia Hotel to the north, open car park associated with the same hotel to the west and Brookside, an age exclusive housing project to the south.

2.1.3 The site currently contains 3 detached buildings that are sub-divided into 22 separate dwellings. The large rear curtilage, originally three separate gardens, is now a single connected, overgrown and underutilised space with a partially demolished out-building located to the rear of the site.

2.1.4 The original, nineteenth century front boundary wall and three separate access points with gate posts still remain but pedestrian and vehicular access to the site is provided only via middle of these three entrances.

2.1.5 The site is located within Flood Zone 3 with a high risk of flooding; the impact and design strategies to mitigate this risk are outlined in section 3.1 and in the Flood Risk Assessment that forms part of the supporting information included within this application.



Existing Site Plan (NTS)

2 Context
2.2 Site History

2.2.1 The site appears to have been first developed from agricultural land in the late nineteenth century as a result of the construction of a turnpike, now Palatine Road, in the 1860s; the houses on the site, though much extended and altered, are assumed to date from this time.

2.2.2 Historic maps indicate that the site and adjacent land consisted of a row of six detached properties, each with their own long east to west orientated rear gardens. Of these six properties the two to the south were located where Brookside age exclusive housing is now located and one to the north is now a vacant parcel of land associated with the Britannia Hotel.

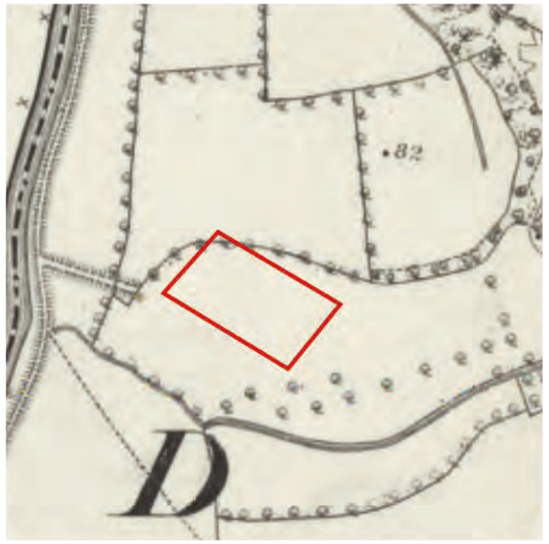
2.2.3 During the twentieth century urban development spread southwards towards the application site from Barlow Moor Road but to the south the area remains relatively undeveloped and is characterised by golf clubs and their associated club-houses and parking.

2.2.4 The River Mersey, historically a boundary between the counties of Lancashire and Cheshire, meanders northwards to run west of the site beyond the hardstanding car park of the Britannia Hotel; the river is enclosed by earth mound flood defences and heavy tree growth which visually separates it from the site.

2.2.5 Palatine Road is a busy route into and out of Manchester and linking to Princess Parkway, and ultimately the M60, a mile to the south. The road is, for large sections, tree lined with stone boundary walls on both sides of the road and is characterised by a variety of development types from Victorian brick villas, modern detached housing and more contemporary 4 and 5 storey apartment buildings.

2.2.6 The adjacent Britannia Hotel, set-back from Palatine Road, consists of a series of large interconnected buildings with primarily three storey elements to the east that rise to five storeys to the west adjacent to the Green Belt.

2.2.7 The building line along Palatine Road in the vicinity of the site is only partially defined with late twentieth century development and demolitions resulting in a variety of building lines, development heights and set-backs.



1830 - 1880



1944 - 1973



1888 - 1915

2.3.1 The existing buildings on site, albeit originally constructed in the later part of the nineteenth century, have been significantly altered and extended so that, other than parts of their Palatine Road elevation, little of the original fabric is visible or legible.

2.3.2 The houses, identified as being called Lymehurst (232), Oakleigh (234) and Arden House (236) are assumed to have been constructed as individual detached dwellings similar in form and style to many properties found within West Didsbury and adjacent areas of South Manchester. It is assumed that the three buildings were built either at the same or very similar time to the other three, now demolished adjacent properties that can be seen on the aforementioned historic maps.



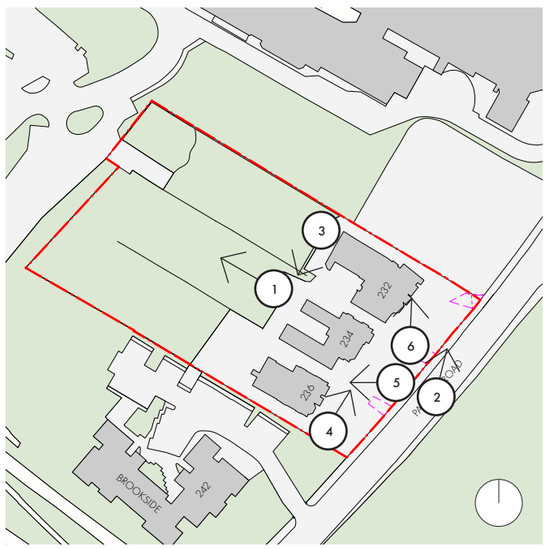
1. View towards the rear of the site

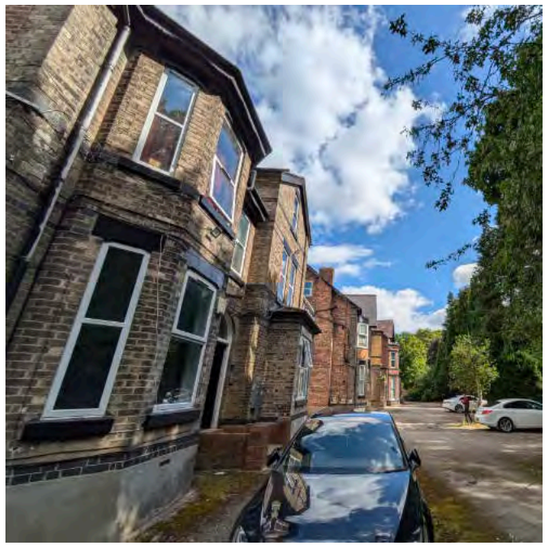


2. View from Palatine Road



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





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



5. View from the site entrance to the existing buildings



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

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

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

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



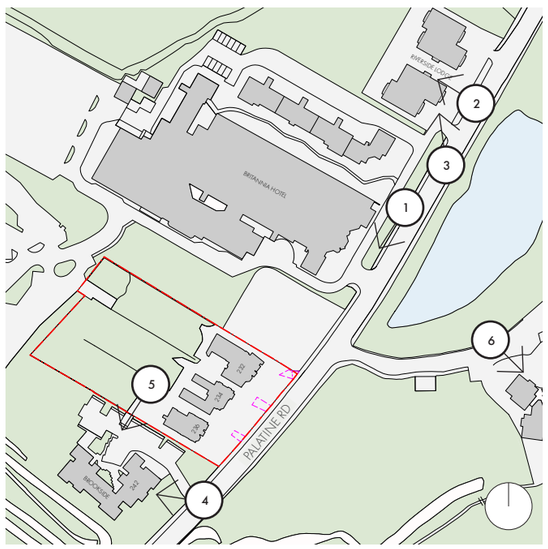
1. Britannia hotel



2. Riverside lodge



3. Riverside lodge





4. Brookside



5. Brookside

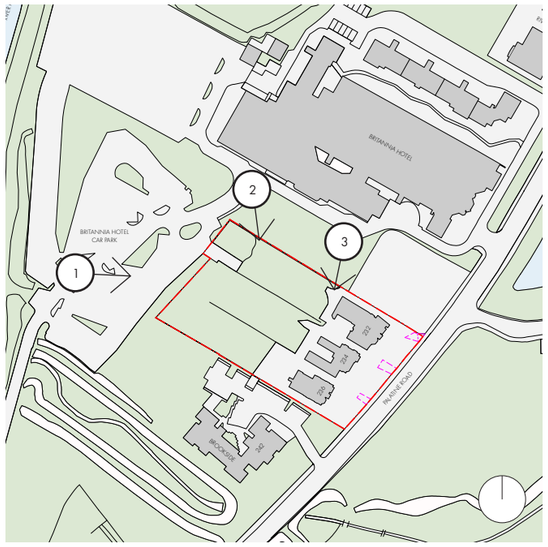


6. Ashfield lodge

2.3.6 Given the extent of alteration to the existing building, the loss of architectural detail and relatively large number of similar building types within the wider area, it is considered that they have relatively limited architectural or heritage value.

2.3.7 Although they have some value in highlighting how development progressed along Palatine Road, the historic maps show that they have always been relative outliers from the development that occurred closer to Barlow Moor Road. Furthermore development in the latter part of the twentieth century has reduced any clear legibility of the original building plots as they were first laid out as sites have amalgamated and re-developed.

2.3.8 It is therefore considered that the existing structures have limited architectural or historical significance any legibility they provided of the historical development of the area has been lost in the subsequent sub-division of the properties and the amalgamation of the gardens.





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



2. View towards the northern boundary of the site



3. View towards the existing buildings from the northern boundary



4. Local brick detailing

2 Context
2.4 Site Analysis

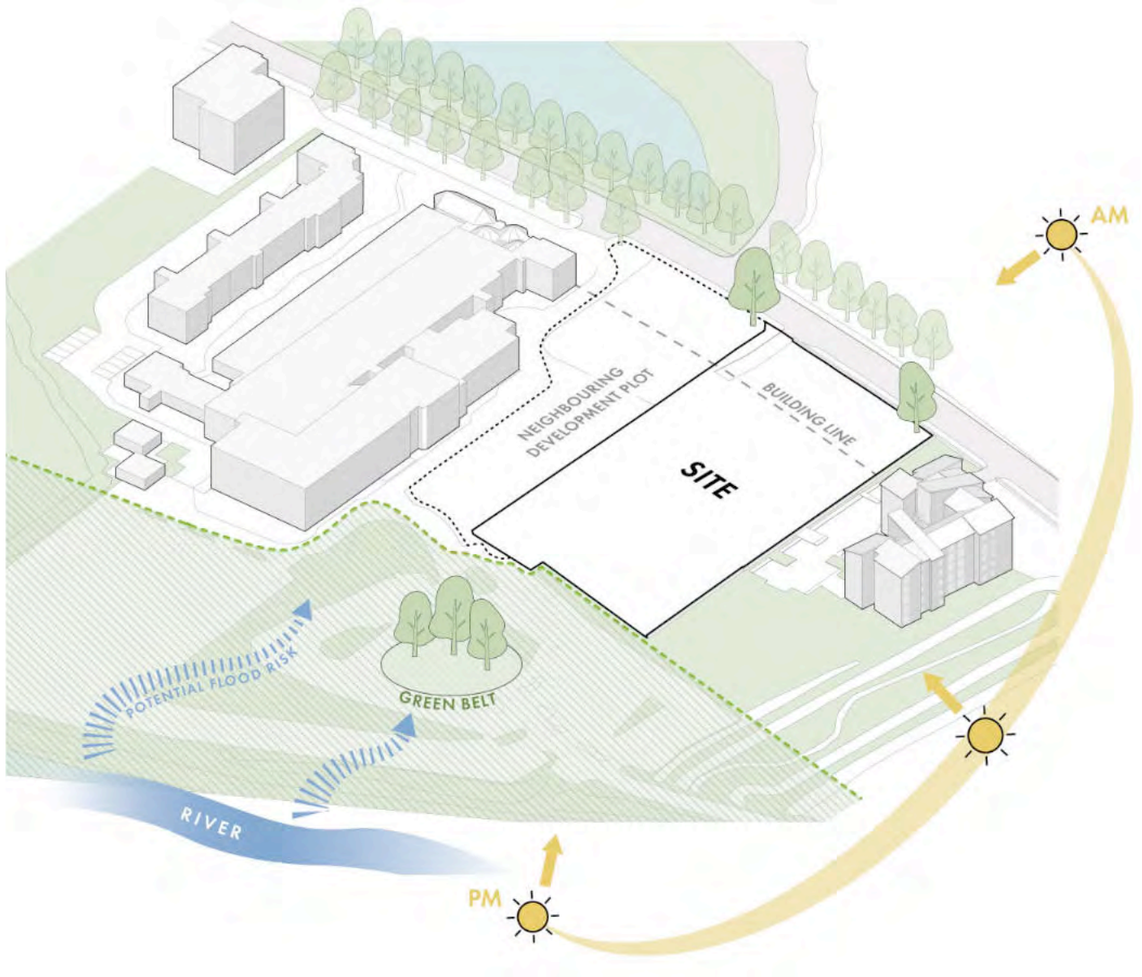
2.4.1 The following opportunities and constraints have been considered pertinent in the development of the initial design approach;

2.4.2 Sun Path & Adjacent Development - The site has relatively open aspect to the south and west albeit with areas of well established tree growth particularly on or just beyond the west boundary; to the north the site is bordered by a vacant development plot with heavy shrub and tree growth and beyond this the long elevation of the Britannia Hotel, which at 3 and 5 storeys, overlooks the site and therefore creates a potential constraint on development in close proximity to the site boundary.

2.4.3 The River Mersey – The site topography has a slight fall from east to west and, although physically and visually separated from the site by a car park, earth mound and well established tree line, the low lying nature of the site means that the effect of river flooding is a critical factor impacting the development of the site.

2.4.4 The Green Belt – the boundary of the Green Belt is directly adjacent to the site and defined as aligning with the western boundary of the site; the area of hardstanding car park to the west sits within the Green Belt. This area of Green Belt can be considered open but of relatively low quality and extends both north and southwards beyond the site. The open nature of the Green Belt becomes more established further south and consists of golf courses to the west of the River Mersey and east of Palatine Road.

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



Site Analysis Diagram







Riverside

View of the river Mersey towards the site

2 Context
2.5 Planning History

2.5.1 There have been a small number of planning applications on the site primarily related to the sub-division of the existing houses.

2.5.2 In 2024, an application (validated 23.12.24) was submitted by Marco Living to develop the site with a mix of apartments (to the East of the site) and traditional housing (to the West). This application was withdrawn in April 2025.

App Ref: F12443
Date: 1979
Decision: Approved
Description: Alterations and extensions to existing flats to form service flats.

App Ref: 019324
Date: 1983
Decision: Approved
Description: Refurbishment of existing coach house for residential use
(Note – it is assumed that the Coach House has been demolished since this time)

App Ref: 029571
Date: 1987
Decision: Approved
Description: Residential development of 11 detached dwelling houses after demolition of 236 Palatine Road.

App Ref: 051323/FO/SOUTH2/97
Date: 1997
Decision: Approved
Description: Conversion of front ground floor flat into 2no.self-contained flats (232 Palatine Road)

App Ref: 062114/OO/SOUTH2/01
Date: 2002
Decision: Refused
Description: Erection of three apartment blocks (one 6 storey, one 5 storey and one 4 storey) to form a total of 100 units and creation of 115 basement parking spaces, 5 visitor parking spaces and associated landscaping after demolition of the existing properties.

App Ref: 01141813/FO/2024
Date: 2024
Decision: Withdrawn
Description: Erection of a residential development comprising a single 5 storey building containing 54 apartments, together with 16 x 4 storey dwelling houses (Use Class C3) with associated landscaping and infrastructure, following demolition of existing buildings

3 Design

3.1 Flood Risk & Mitigation

3.2 Adjacencies & Constraints

3.3 Layout

3.4 Massing

3.5 Apartment & Housing Types

3.6 Appearance & Materiality

3.7 Landscape Strategy

3.8 Planting for Ecology and BNG

3.9 Tree Retention & Biodiversity

3.10 Masterplan & Hard Landscape Materials

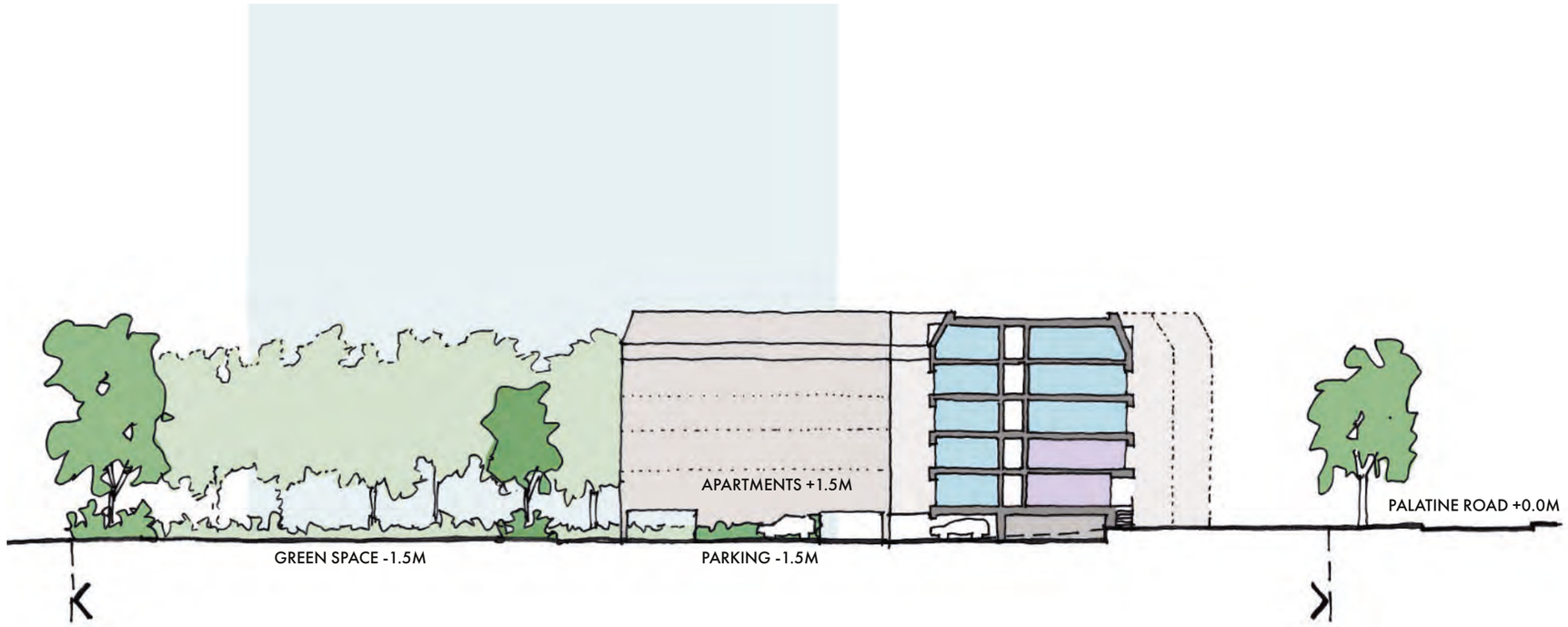
3 Design
3.1 Flood Risk & Mitigation

3.1.1 The site is located within Flood Zone 3a due to its proximity to the River Mersey. Flood risk has therefore been a key consideration in the design of the development, supported by a Flood Risk Assessment, Drainage Strategy and Flood Warning & Evacuation Plan.

3.1.2 The proposed residential development is classified as 'More Vulnerable' development. Following the completion of the Sequential Test, the scheme has been designed to satisfy the requirements of the Exception Test and ensure that it remains safe throughout its lifetime.

3.1.3 Environment Agency modelling identifies an adopted defended 0.1% AEP (1 in 1,000 year) design flood level of 30.090m AOD at the site. This level has informed the overall layout and flood mitigation strategy for the development.

3.1.4 All habitable accommodation is located at or above 30.690m AOD, providing 600mm freeboard above the design flood level. This ensures residential accommodation remains protected during extreme flood events and provides a safe refuge for occupants if required.

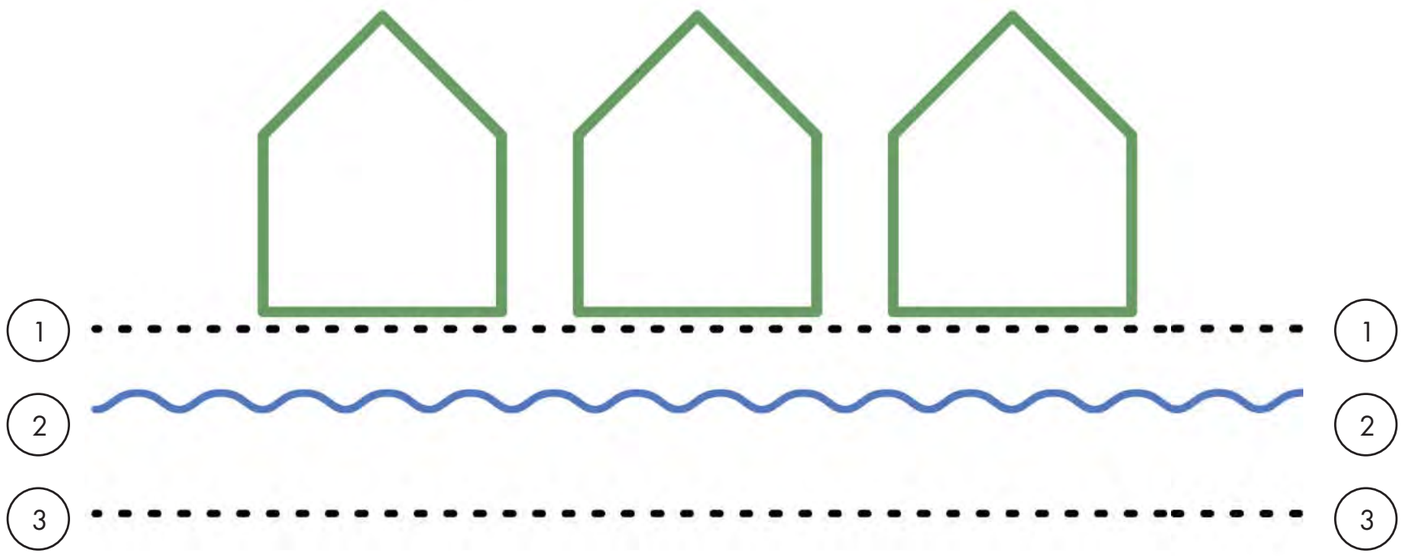


3 Design
3.1 Flood Risk & Mitigation

3.1.5 To achieve these levels, parking, cycle storage, refuse facilities and plant areas are located within a lower-ground undercroft, while the principal residential floor is raised above the design flood level. This arrangement separates habitable and non-habitable uses and has been a key driver of the architectural design.

3.1.6 The undercroft is intentionally designed as a floodable, non-habitable space that remains hydraulically open, allowing floodwater to pass beneath the development and recede naturally. In addition, compensatory flood storage is provided to offset any loss of floodplain volume and ensure the development does not increase flood risk elsewhere.

3.1.7 The physical mitigation measures are supplemented by a site-specific Flood Warning & Evacuation Plan, ensuring residents benefit from clear flood response, evacuation and refuge procedures as part of a comprehensive flood resilience strategy.



Key

1 30.690 Minimum residential floor level.
600mm freeboard above Design Flood Level

2 30.090 Design Flood Level
Adopted defended 0.1% AEP (1 in 1000 year)

3 29.000 Approximate existing site level

* As proposed following calculation by Clancy Consulting Engineers

3 Design
3.2 Adjacencies & Constraints

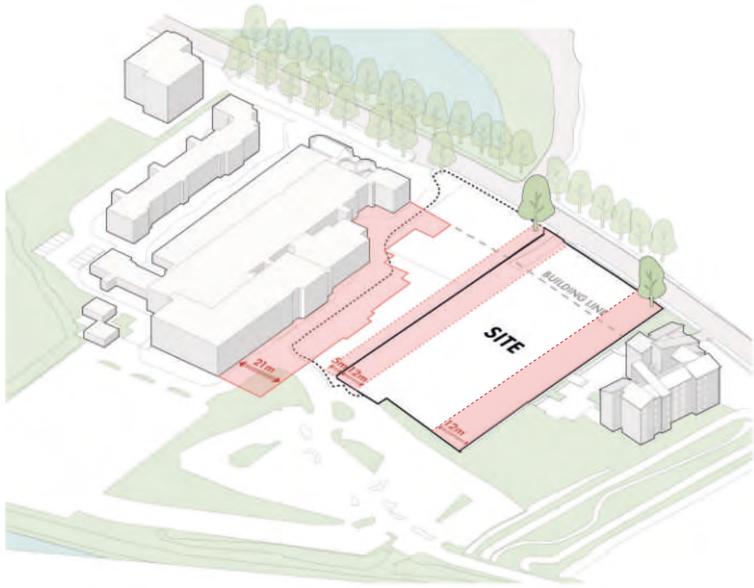
3.2.1 The proximity of existing buildings to both north and south create potential overlooking considerations that create a series of constraints for development on the site, these are as follows:

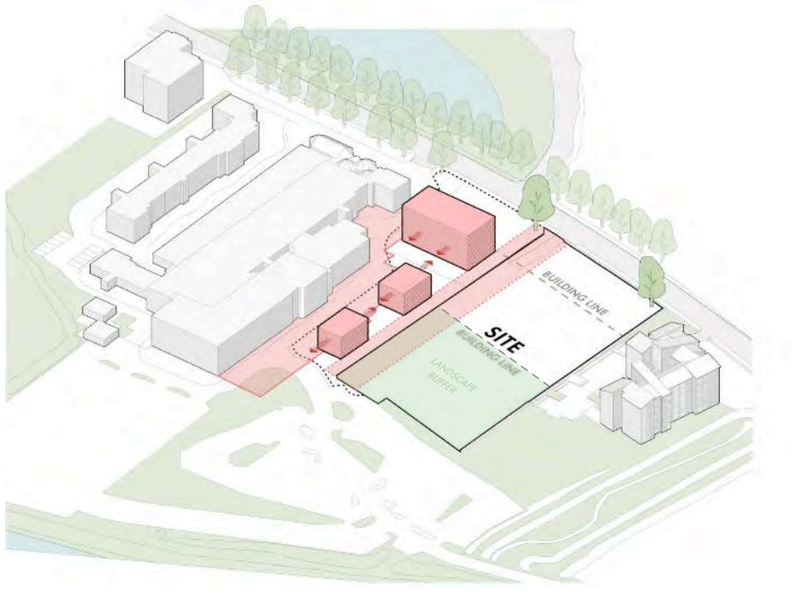
3.2.2 South – The five storey, pitched roofed, development known as Brookside is set well away from the site's southern boundary and is separated by surface level parking. It is considered there is little chance of proximity or overlooking being a significant issue in relation to this neighbouring site. However a notional 12m zone within the application site is shown. A 21m building separation for overlooking would not significantly restrict future development to the rear of this already developed site.

3.2.3 West – Despite its relative low quality, the hard-standing to the west of the site is located within the Green Belt and therefore it is considered highly unlikely that this will be subject to future development and therefore there are no significant overlooking considerations. The rear of Brookside sets a notional building line that offers potential to create a landscape buffer within the application site separating proposed development from the Green Belt boundary. Although this boundary benefits from a considerable amount of mature tree growth, its relatively open nature means that potential impacts on views from the Green Belt remain a consideration and have been assessed as part of the overall design approach for the proposed development.

3.2.4 North – The 3 and 5 storey elements of the Britannia Hotel have windows that look south towards the site but are set considerably further than 21m and therefore are a minor consideration. However, the associated overgrown land (previously 230 Palatine Road) represents a potential future development site. The diagrams opposite explain the challenges of developing this site but makes some reasonable assumptions in how this could take place. This in turn determines that a series of potential limitations on the proximity of any proposed development along the application site's north boundary

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



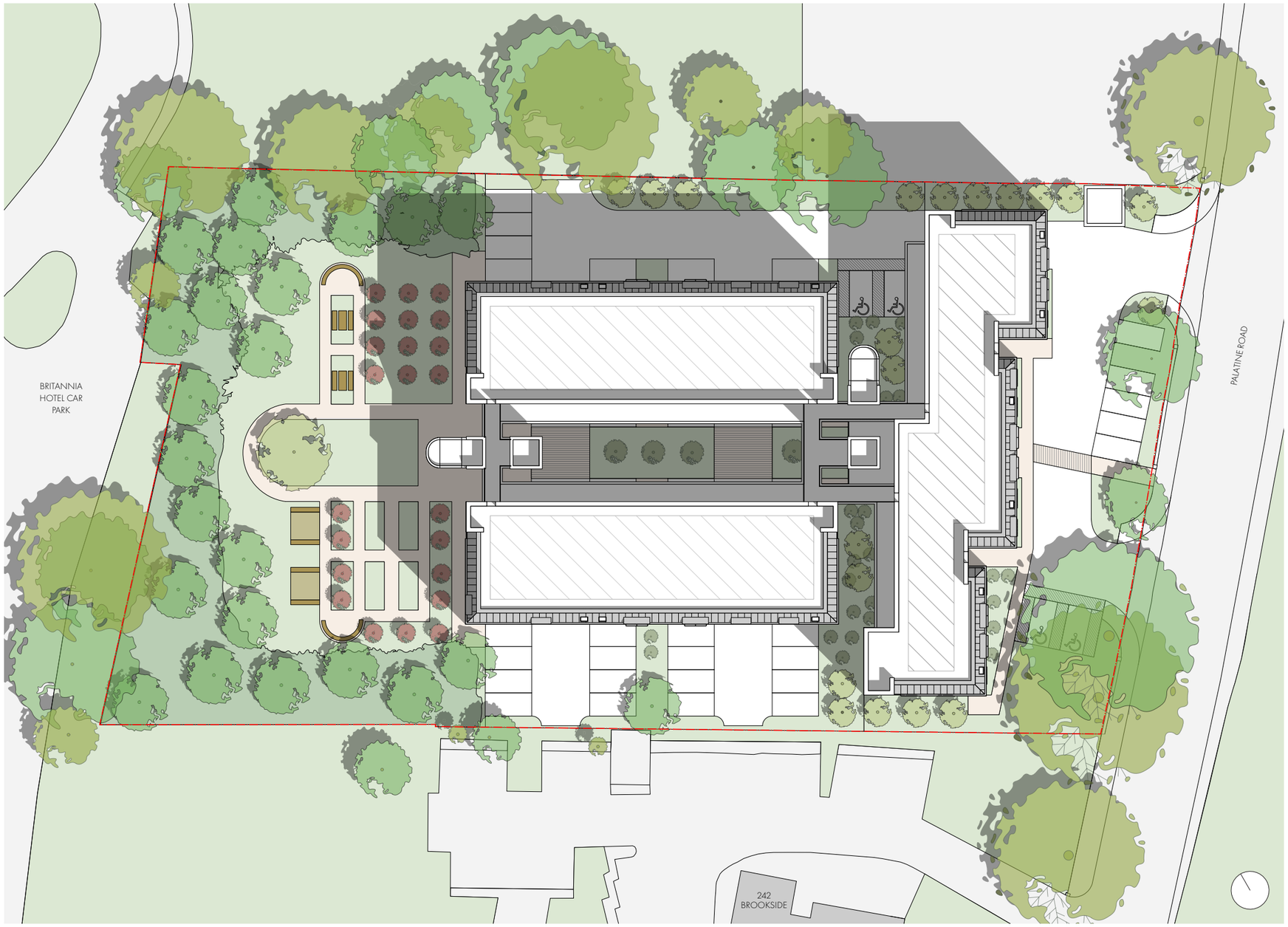


3 Design
3.3 Layout

3.3.1 The layout for the Palatine Road scheme has been carefully considered to respond to both the immediate context and wider landscape setting, whilst optimising residential quality and amenity.

3.3.2 The proposed building footprint is set back approximately 40m from the rear boundary, aligning broadly with the rear extent of the neighbouring Brookside site. This deliberate positioning creates a generous landscaped buffer, delivering high-quality outdoor amenity space for residents and providing enhanced opportunities for biodiversity net gain across the site. The set-back also ensures that the visual presence of the development is significantly softened when viewed from the adjoining Green Belt, reducing its perceived mass and reinforcing a landscape-led character.

3.3.3 The two rear blocks are further offset by circa 12m from both the northern and southern site boundaries. This approach is designed to mitigate overlooking and maintain appropriate separation distances to surrounding uses, including the Brookside site to the south and the currently vacant Britannia Hotel site to the north. In particular, the northern interface has been designed with an understanding of its future development potential, ensuring that the scheme does not prejudice, nor is it adversely affected by, potential redevelopment scenarios.



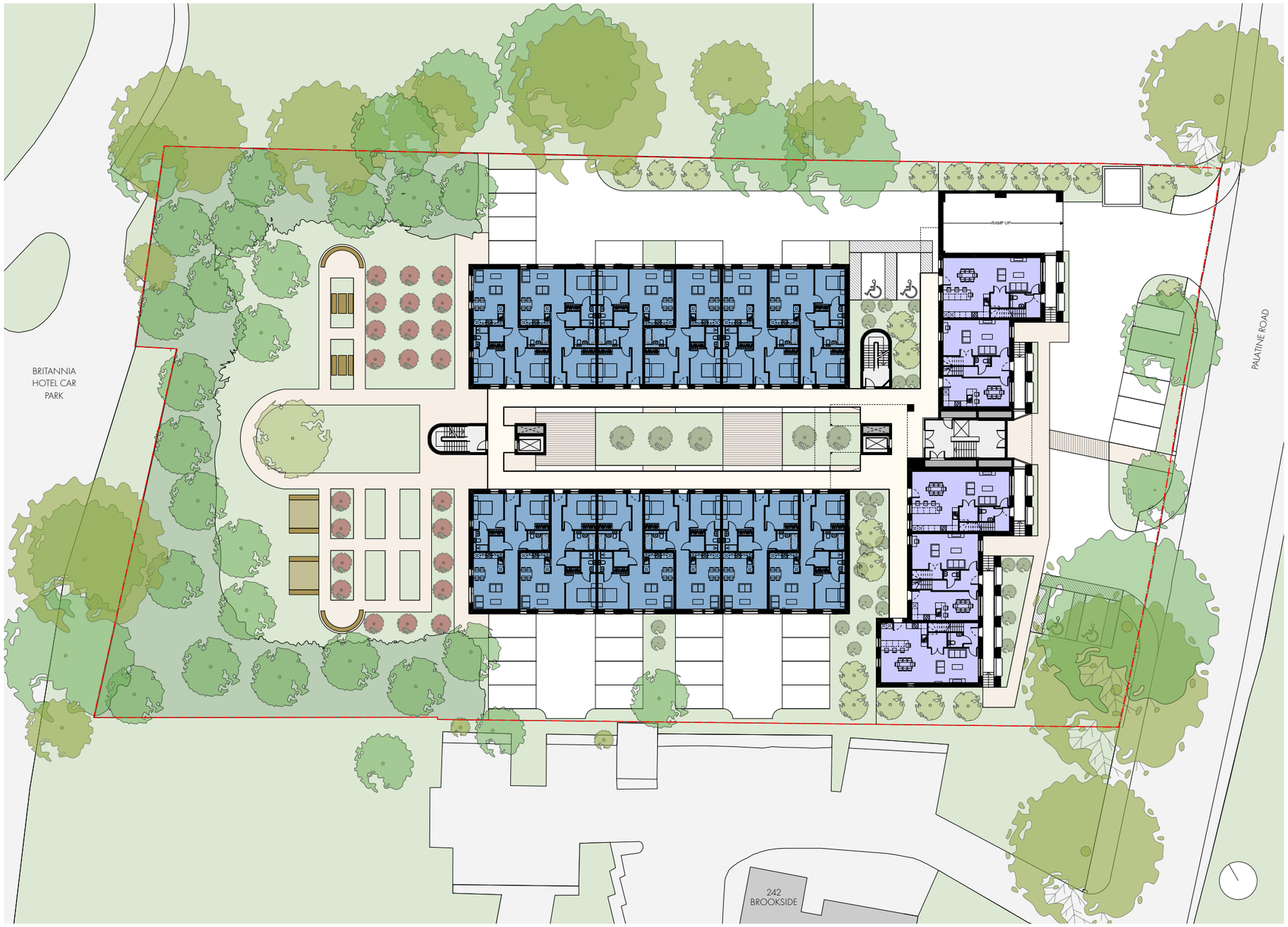
Proposed Roof Plan (NTS)

3.3.4 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.

3.3.5 Level changes across the site have been positively integrated into the design. The principal ground floor is set approximately 1.5m above the site entrance level, with parking, plant, cycle storage and refuse facilities located 1.5m below. Vertical stair and lift cores provide level access to a central deck which in turn provides level access to all dwellings from within the building, ensuring a legible and inclusive arrangement. The townhouses benefit from individual front entrances, strengthening street engagement. These stepped entrances are supplemented by the level access provided from the access walkway to the rear.

3.3.6 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.

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



Proposed Ground Floor Plan (NTS)

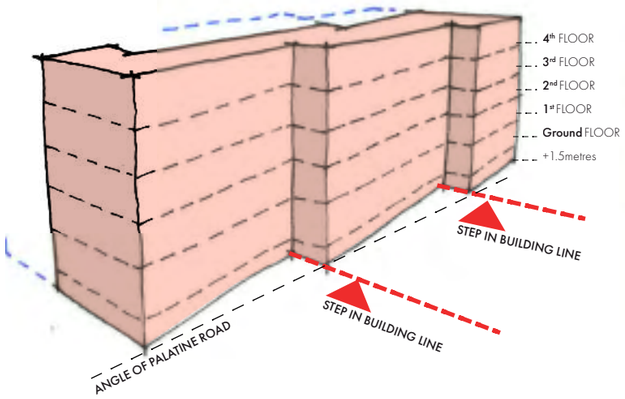
3.4.1 The massing of the front building has evolved through a series of clear, iterative steps responding to context, previous feedback and local aspirations, resulting in a building that sits comfortably within its surroundings.

3.4.2 **Massing A** establishes the overall form, with the building set broadly perpendicular to the site boundaries. This allows the front to step along Palatine Road, reflecting the angled street alignment and avoiding a continuous flat façade.

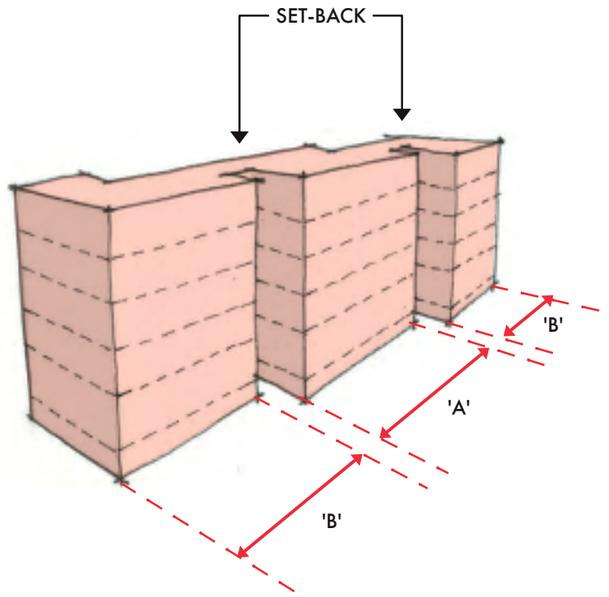
3.4.3 **Massing B** introduces more defined recesses, breaking the building into three distinct elements: a central section with two flanking wings. This reduces perceived bulk and strengthens vertical emphasis, with the wider central section reading as the primary element.

3.4.4 **Massing C** focuses on reducing apparent height. A lowered parapet and mansard roof soften the roofline and diminish overall scale. The central section is emphasised through a clear entrance and vertically proportioned 'bay windows'.

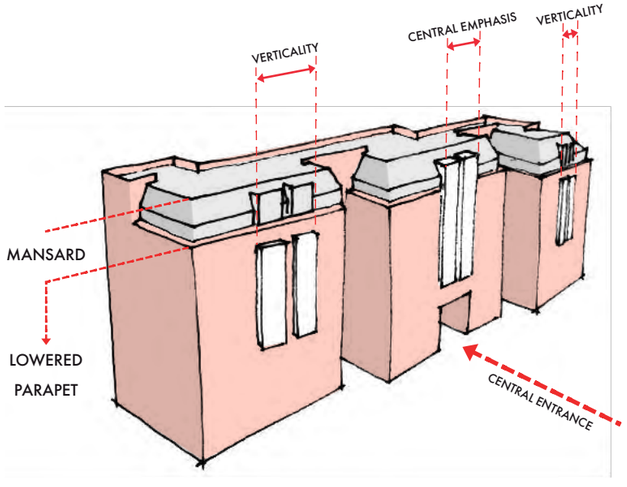
3.4.5 **Massing D** refines the ground floor, introducing a recessed base for townhouse entrances that adds activity and a human scale to the street. Together with the mansard roof, this establishes a clear base, middle and top, reinforced by vertically proportioned windows, dormers and bay projections.



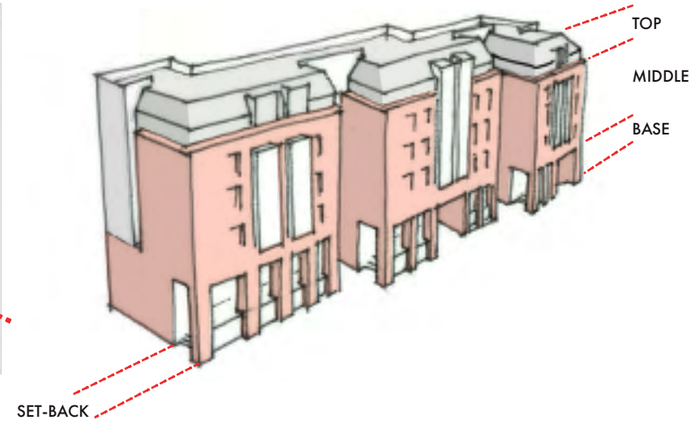
MASSING A



MASSING B



MASSING C



MASSING D

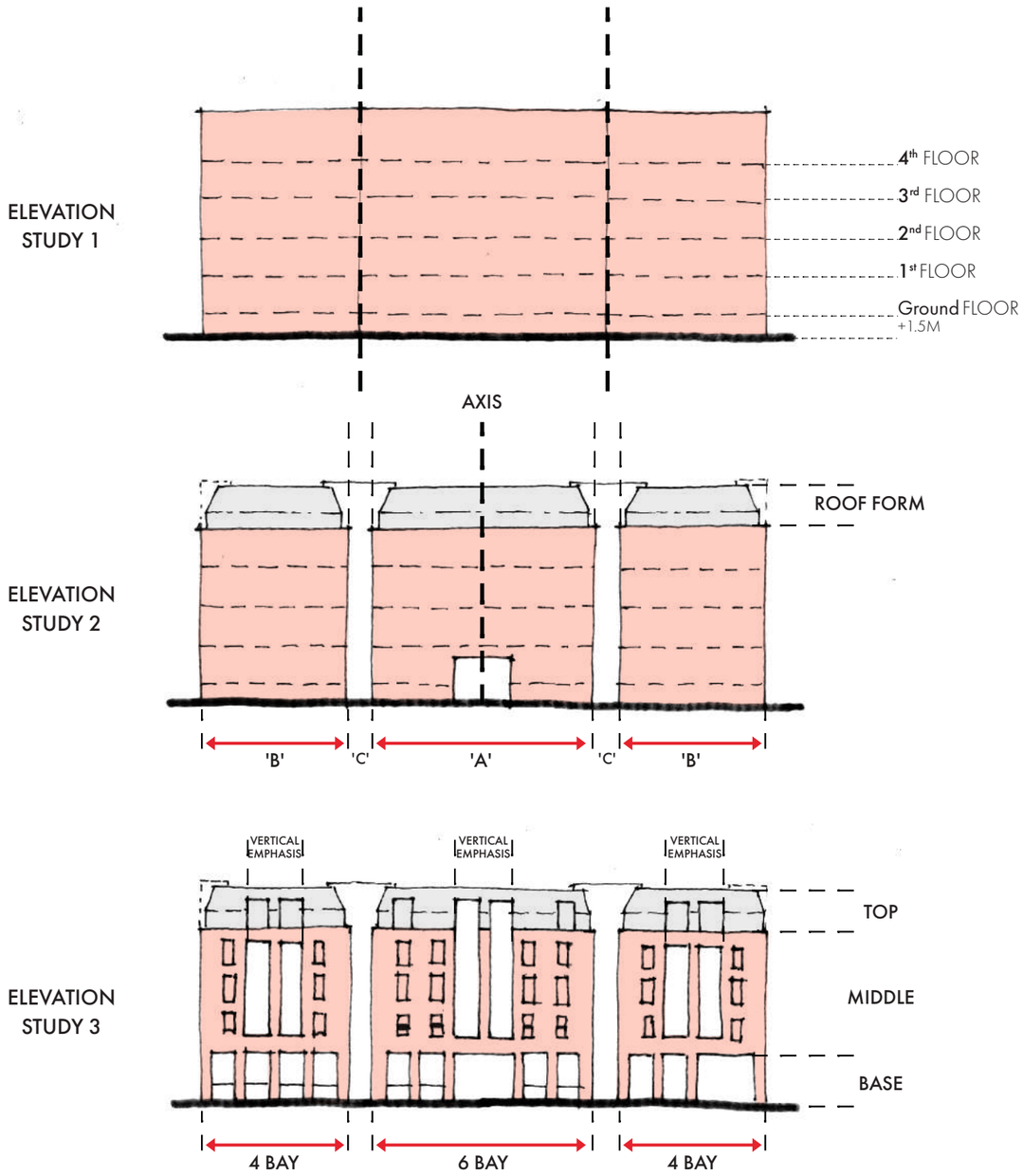
3.4.6 These ideas are carried through into the elevation studies.

3.4.7 **Elevation Study 1** establishes floor levels in response to flood requirements, with the lowest level raised to form a clear plinth. The stepping of the building line along Palatine Road is also introduced at this stage.

3.4.8 **Elevation Study 2** strengthens the three-part composition by adding set-backs and a central entrance, while also introducing the mansard roof to reduce perceived height.

3.4.9 **Elevation Study 3** refines the design further with a ground floor set-back, creating a clear base, middle and top and adding vertical window proportions and projecting 'bay window' elements to give depth and interest.

3.4.10 Architecturally, the use of outward-facing mansard roofs, dormer windows and projecting pre-cast stone elements helps reduce the perceived scale of the building and gives it a more domestic character. The same design principles are applied to the rear blocks to ensure a consistent and unified scheme.



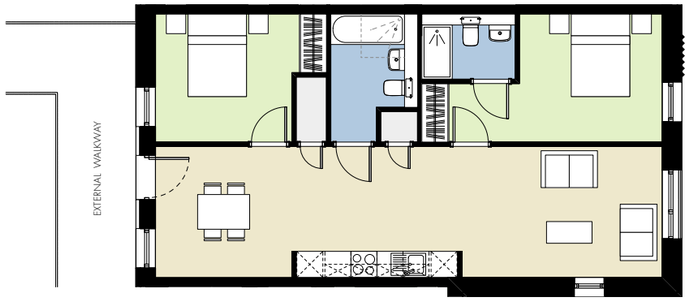
3 Design
3.5 Apartment & Housing Types

3.6.1 The development consists primarily of three separate elements - a front building onto Palatine Road and two perpendicular rear blocks. The front block contains a mix of apartments and family homes, while the rear buildings comprise entirely apartments. A range of apartment layouts is provided, offering choice for residents and responding to the differing positions within the scheme.

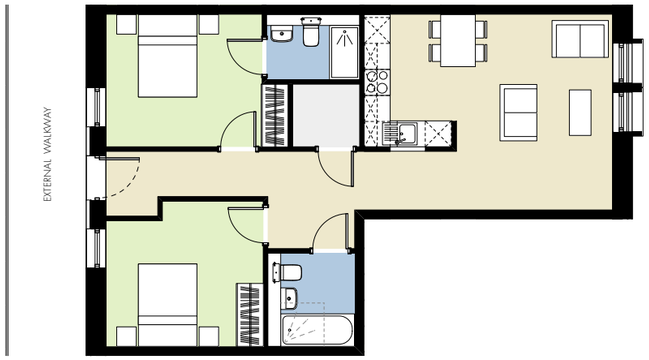
3.6.2 Apartment layouts are predominantly open-plan and dual-aspect, creating flexible and light-filled living spaces. All apartments are designed to meet M4(2) standards, whilst the houses are designed to meet M4(1) standards.

3.6.3 All apartments are provided with Juliette balconies to the main living areas, improving natural light and ventilation and all residents will have access to a shared rear garden, providing amenity space.

3.6.4 All apartments meet the Nationally Described Space Standards, ensuring good-quality living environments. The four-bedroom houses exceed these standards, reflecting the demand for larger family homes in this location.

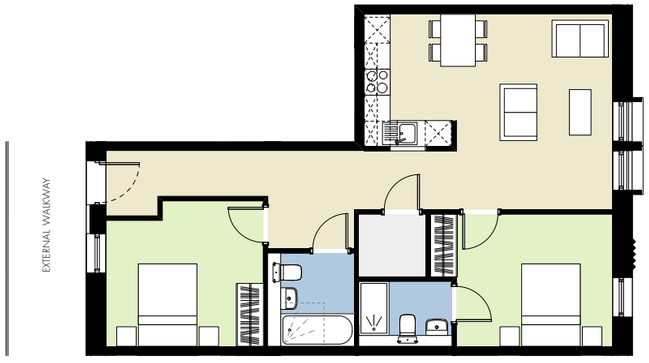


APARTMENT TYPE: A (2B 4P)
GIA: 71.4 m2/ 769 ft2





APARTMENT TYPE: B (2B 4P)
GIA: 71.1 m2/ 765 ft2

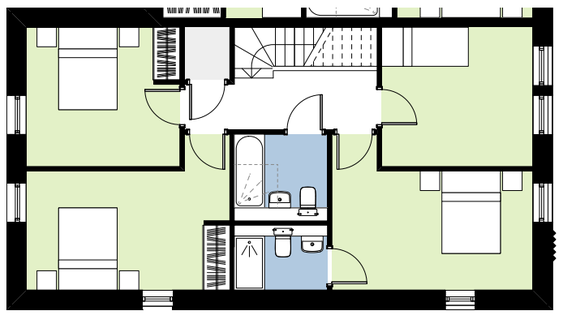


APARTMENT TYPE: C1 & C2 (2B 4P)
GIA: 71.7 m2/ 761 ft2

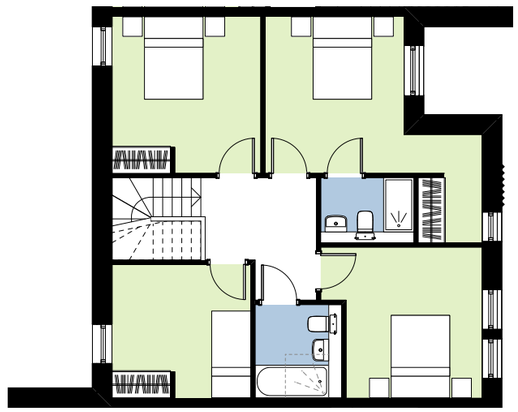
Apartment & Townhouse Plans (NTS)

Accommodation Schedule

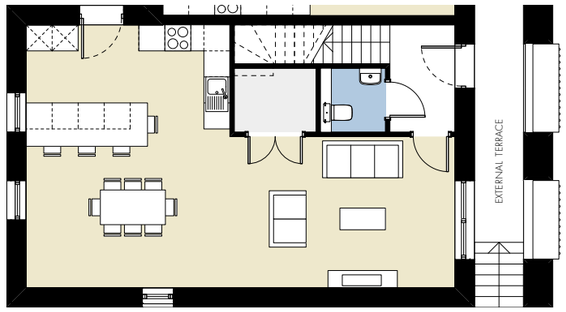
TOWNHOUSES	NUMBER
4 BEDROOM HOUSES	5
2 BEDROOM APARTMENTS	83
TOTAL	**88**



PROPOSED FIRST FLOOR PLAN

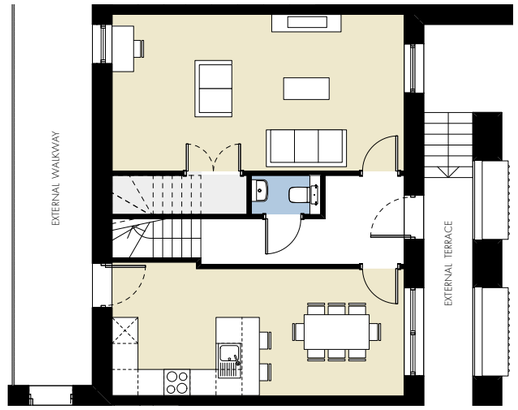


PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN

5 TOWNHOUSE OPTION - HOUSE TYPE A (4B 7P)
GIA: 132.1 m2/ 1422 ft2



PROPOSED GROUND FLOOR PLAN

5 TOWNHOUSE OPTION - HOUSE TYPE B (4B 7P)
GIA: 132.1 m2/ 1422 ft2

Apartment & Townhouse Plans (NTS)

3 Design
3.6 Appearance and Materiality

3.6.1 The proposals have been carefully developed to respond sensitively to their context while delivering a high-quality and contemporary residential environment. The scheme is composed of three principal elements, which together present a cohesive and considered architectural language. This approach successfully combines traditional influences with refined modern detailing.

3.6.2 At ground floor level, the principal communal entrance has been designed to be discreet yet clearly legible.

3.6.3 A recessed, fully glazed frontage establishes a welcoming threshold for residents and visitors. This is complemented by a subtle entrance canopy, which provides both visual emphasis and practical shelter.

3.6.4 A transition in brickwork, utilising a striped red and white pattern, gently guides movement towards the entrance. This feature acts as both a functional and aesthetic device, subtly drawing attention to the point of arrival.

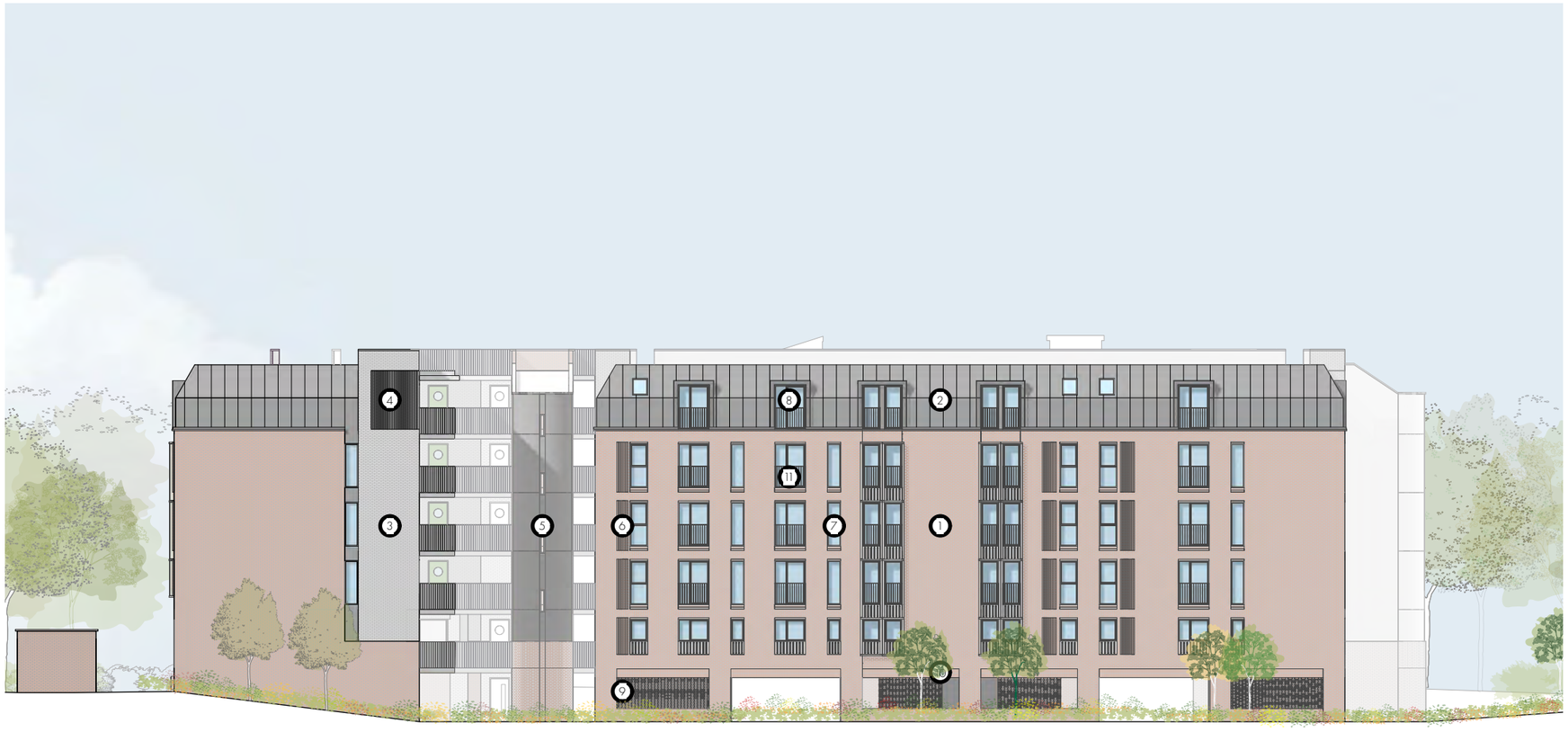
3.6.5 Carefully considered lighting is incorporated around the entrance, enhancing its presence and improving legibility during hours of low light. This contributes to a sense of safety while reinforcing the overall identity of the building.



Proposed East Elevation (NTS)

3.6.6 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.

3.6.7 By adopting this material approach, the scheme reinforces a familiar domestic scale and appearance. It ensures that the development feels appropriate to its setting while maintaining a high-quality architectural expression.



Proposed North Elevation (NTS)

3.6.8 In contrast, the inward-facing elevations—particularly those associated with the central circulation spaces and recessed areas—are finished in a lighter brick.

3.6.9 The use of lighter brickwork maximises the reflection of natural light within more shaded areas of the scheme. As a result, these spaces benefit from a brighter and more welcoming atmosphere.

3.6.10 Openings throughout the development are framed with light-coloured metal windows. Coordinated metalwork and window head detailing further strengthen the residential character of the scheme.

3.6.11 Individual front doors are expressed with more colourful treatments, introducing moments of identity and individuality. This adds vibrancy across the development and supports a sense of ownership among residents.



Proposed Section AA (NTS)

3.6.12 Within the central circulation space, contrasting cladding is introduced alongside windows and doors. This material brings a natural tone and warmth to the internal-facing environments, softening the architectural expression.

3.6.13 The choice of cladding reflects the surrounding context but its use is carefully moderated, appearing as subtle accent detailing rather than a dominant material.



CGI of central circulation space

3.6.14 At the rear and side elevations, hit-and-miss brickwork provides both visual grounding and functional performance. This detail allows for natural ventilation of lower ground floor amenity, car park and plant spaces while contributing to the overall architectural language.



Proposed West Elevation (NTS)

3.6.15 Pre-cast stone elements are incorporated to form projecting features that reference the bay windows characteristic of nearby Victorian properties. These are reinterpreted in a contemporary manner, adding depth, shadow, and visual richness to the façades, while maintaining a consistent palette through their use in spandrel panels.



KEY

1 Aluminium framed glazing system
Light colour e.g. off-white

2 Aluminium head flashing detail
Light colour e.g. off-white to match windows

3 King Closer Brick Cill
Light red brick with light coloured mortar

4 Vertical 'Bay Window' in pre-cast stone
Light colour e.g. Portland Stone

5 Horizontal 'Bay Window' in pre-cast stone
Light colour e.g. Portland Stone

6 Pre-cast stone spandrel
Light colour e.g. Portland Stone, fluted detailing

7 Steel / aluminium balustrade
Light colour e.g. off-white to match windows

Typical Upper Floor Elevational Bay Study (NTS)

3.6.16 The façade design also incorporates contemporary brick detailing, including chevron patterns and soldier courses, which help articulate larger expanses of masonry.

3.6.17 On the Palatine Road front facade, the private entrances to the townhouses are set back. This provides depth and shadow to the front elevation and sets up a base, middle and top architectural expression. The set backs in the facade are clad in a lighter brick to help distinguish them and the openings are capped with a double brick soldier course at their heads.



KEY

1 Aluminium framed glazing system
Light colour e.g. off-white

2 Aluminium head flashing detail
Light colour e.g. off-white to match windows

3 Chevron Brick Detailing Panel
Light red brick with light coloured mortar

4 Vertical 'Bay Window' in pre-cast stone
Light colour e.g. Portland Stone

5 Double 'soldier-course'
Same brick as typical facing brick

6 Light-colour brick
Contrast to typical facing brick and used at set-backs and courtyard

7 Aluminium framed glazing system
Light colour e.g. off-white, located within set-back

8 Steel / aluminium balustrade
Light colour e.g. off-white to match windows

9 Light-colour brick plinth
Same as item 6 above

10 Aluminium planter
Light colour e.g. off-white to match windows

Typical Ground Floor Elevational Bay Study (NTS)

3.6.18 At roof level, a light-grey standing seam metal finish forms the mansard roof and dormer elements, complemented by the use of similar materials on the lift and stair cores. These cores combine metal cladding with a red brick base, breaking up the massing and introducing architectural interest to key elevations. Their sloped forms reduce visual bulk, while the overall arrangement of cores and circulation spaces establishes a clear and balanced composition, reinforcing a sense of order, symmetry, and cohesion across the scheme.



Typical Roof Level Elevational Bay Study (NTS)

KEY

1 Aluminium framed glazing system
Light colour e.g. off-white

2 Aluminium head flashing detail
Light colour e.g. off-white to match windows

3 King Closer Brick Cill
Light red brick with light coloured mortar

4 Vertical 'Bay Window' in pre-cast stone
Light colour e.g. Portland Stone

5 Horizontal 'Bay Window' in pre-cast stone
Light colour e.g. Portland Stone

6 Pre-cast stone spandrel
Light colour e.g. Portland Stone, fluted detailing

7 Steel / aluminium balustrade
Light colour e.g. off-white to match windows

8 Pre-cast stone coping / cornice
Light colour e.g. Portland Stone, fluted detailing

9 Zinc roofing
Forming vertical & pitch mansard faces - colour under-review

10 Zinc gutter & fascia
To match roofing - colour under-review

11 Zinc dormer surround
To match roofing - colour under-review

12 Roof-light
In order to reduce complexity of roof

3 Design
3.7 Landscape Strategy

Opportunities and Constraints

3.7.1 The development of the existing site presents an opportunity to create an exciting and unique place to live. Flood risk mitigation has resulted in the architectural layout being arranged around a central podium deck area for communal use which is well overlooked and easily accessible from all of the properties. A stair core from the basement car park is located centrally within the podium and provides a natural focus for desire lines.

3.7.2 The Palatine Road frontage is heavily vegetated and it is desirable, where possible, to retain trees that contribute most to the street scene.

3.7.3 To the west (rear) of the properties, approximately one third of the site has been dedicated to landscape buffer and amenity use for the proposed residential properties. There is little opportunity to retain the existing vegetation for inclusion into the new proposals.

Open Space

3.7.4 The landscape strategy splits the lower ground floor into three distinct areas.

3.7.5 Area 1 is the frontage to Palatine Road where site access is retained with major emphasis put on the retention of the existing trees where possible.

3.7.6 Area 2 is beneath the suspended upper ground floor building and predominantly consists of parking and vehicular access. There is opportunity to provide soft landscape within an atrium courtyard which can be viewed from, and soften the deck access areas above. Shade tolerant species will be used to provide a lush green environment with taller species penetrating the upper levels and providing greenery to the decked access levels above.

3.7.7 Area 3 aims to utilise the west (rear) of the proposed properties to create a landscape buffer between the River Mersey corridor and provide amenity space for the residents. Native tree and understory planting is proposed as a buffer to the adjacent car park and river corridor. This swathe of planting will create a visual and physical buffer while providing opportunity to gain significant biodiversity on site.

3.7.8 Amenity provision is set out to the rear of the property. The spine is based around a formal lawn and perimeter path in - line with the central core of the building focussed on a specimen tree on the central axis. The formal lawn provides space for activities such as yoga and informal outdoor games.

3.7.9 To the north of the lawn is set out a formal orchard within a meadow lawn which will provide a variety of fruit for residents to pick at their leisure. Adjacent to the orchard is a seating and picnic area that residents can use for outdoor eating and recreation.

3.7.10 The southern area is given over to raised beds for community planting, fruit trees, and defensible seating areas beneath a pergola for social gatherings and general enjoyment of the outdoor space. These private spaces will allow people within the blocks to make new social connections and create a place to foster a sense of community. There will be a variety of different types of area types so that residents can relax, gather, play, eat and socialise.

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

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











3 Design
3.8 Planting for Ecology and BNG

3.8.1 Every effort has been made to address biodiversity net gain on the site and opportunities have been explored to try to mitigate for lost habitat due to the development of the site.

3.8.2 A large amount of scrub and grassland will be removed to allow the development of the site together with a number of Category D trees that will be removed due to their poor health.

3.8.3 The western boundary has been planted with standard native trees, underplanted with a native understory shrub mix.

3.8.4 Where grass is proposed, a species-rich or flowering meadow mix has been used to maximise ecological benefits.

3.8.4 Ornamental shrub planting has been used in areas where scrub or wildflower grass is unsuitable due to proximity to buildings or where maintenance access is limited. The use of flowering herbaceous and hardy shrubs also allows a wide range of attractive species to be used that will add colour and form to the landscape throughout the year.

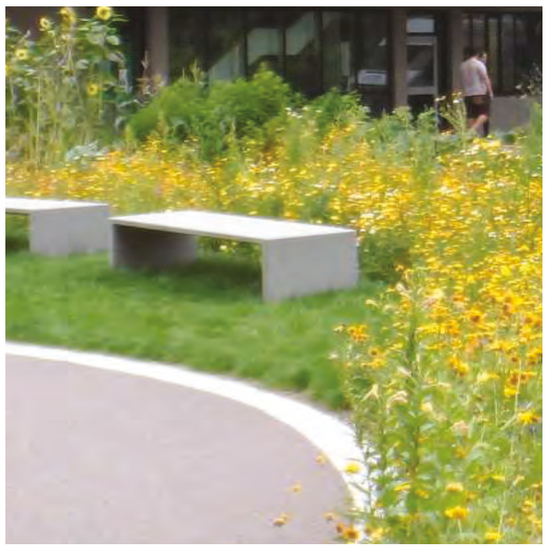












3 Design
3.9 Tree Retention & Biodiversity

Tree Retention

3.9.1 Although site entrances and proposed parking will inevitably mean the loss of some of the exiting vegetation on Palatine Road, every effort will be made to retain the existing trees where possible.

3.9.2 A root bridge system will be used to ensure that the root protection areas of the adjacent retained trees are not disturbed. The system effectively bridges the RPA with a steel lattice framework supported on ground screws to directly protect the existing root range from harmful pressure and compression. The framework houses mesh grids which ensure natural water relations are maintained.

3.9.3 Car parking and trafficked areas within the root protection areas of retained trees will be built using no dig construction methods ensuring that the trees are not disturbed.









Biodiversity

3.10.4 An Ecology Survey and Tree Survey have been produced; the findings of these will be integrated into the landscape proposals, in order to mitigate loss of trees and potential habitats, enhancing biodiversity and achieving BNG credits. These surveys will be shared with the planning authority.

3.10.5 As part of the landscape proposals, bird and bat boxes will be provided on existing mature trees and on the proposed the buildings/structures where practical, to help offset and mitigate impact of the development on wildlife species. Suitable bat roosting locations have been identified and bat boxes are proposed in positions which will align with planting to link to the vegetation network. In addition, log piles will be introduced to increase opportunities for hedgehogs, amphibians, reptiles and invertebrates. The log piles will be placed in suitable positions around the site. The locations of these features will be indicated on the Planting Plans.

3.10.6 Appropriate locally sourced indigenous tree, plant and grass seed species will be selected. In particular, these will include native flowering, fruit-bearing and high pollen producing species.



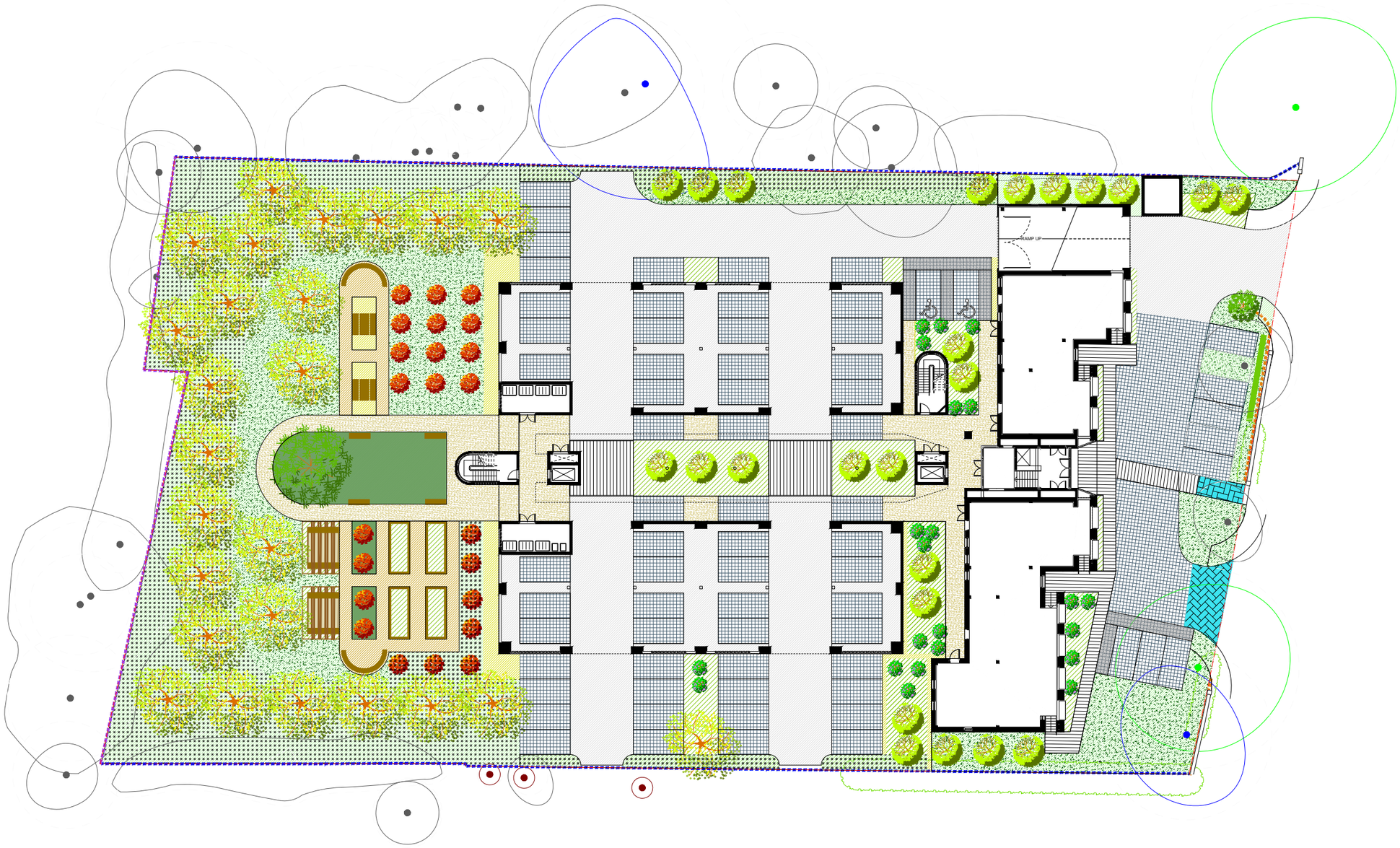






3 Design

3.10 Masterplan & Hard Landscape Materials



SURFACE TREATMENTS

Paving Regs 1
300 x 150/200/300 x 30mm flags - Imagimo granite appearance. To be laid stretcher bond - supplied by www.londonstone.co.uk or similar approved manufacturer

Resin Bound Gravel - Winter Feast
4mm natural aggregate resin bound gravel in natural colour. Supplied by www.pasteur.co.uk or similar approved manufacturer

Self Binding Gravel - Cedec or similar

Loose pea gravel

Bitmac

TIE
Paving system with gravel infill. sales@acoyn.co.uk or similar approved

Area of 'Roof bridge' construction

Concrete Blocks
200 x 100 concrete permeable blocks laid in herringbone pattern

EDGES

Corten edging
corten steel edging. Supplied by Kirkley sales@kirkley.co.uk or similar approved

FEATURES

Backless Bench
Backless Timber Bench Seat Supplied by Woodscape www.woodscape.co.uk or similar approved manufacturer

Corten Steel Planter
Corten steel modular linear planter system 450 mm high. Supplied by Bolle Wiesheu Street Furniture Group www.bolleofwiesheime.co.uk or similar approved

Timber Pergola Arches
Pressure and fire retardant treated hardwood timber.

Boundary Treatments

Timber boundary fence
1.8m high close boarded and groove timber fence with 300mm trellis insert

Existing low stone wall repaired and retained as necessary

1.8m High Paladin mesh security fencing

SOFTWORKS

Multistemmed Trees
Native tree species to be planted as 3m h multi-stemmed specimens.

Proposed Medium/ Large Trees
Native and Trees to be planted as 14-16cr girth Extra Heavy Standards within the development. Trees to be planted and secured in place with double timber stake cross bar and free ties.

Native Trees
Native Trees to be planted as feathered 1 175-200 cm height within the developmer Trees to be planted and secured in place double timber stakes, cross bar and free t

Native scrub understorey
40-60cm Bare root shrubs planted at 1/m2

Fruit Trees
Trees to be planted and secured in place double timber stakes, cross bar and free t

Proposed Specimen Shrubs
Native and Ornamental shrubs to be plan

Ornamental Shrubs
Raised planters and shrub beds to be pla with a mixture of shrubs in 3L pots at 3 plan of 1 per sq m and 20L specimens to be pl in the beds to provide instant height and Shrubs in beds to be mulched with a m grade bark mulch.

Proposed Wildflower Turf
Areas to be laid with wildflower turf EM1 purpose meadow mixture. To be regularly maintained.

Native Hedgerow

Amenity grass

DEP LANDSCAPE ARCHITECTURE LTD
2 COMMERCIAL STREET
MANCHESTER, M15 4RQ
T: 0161 2419878
E: info@dep.co.uk
W: www.dep.co.uk

Client
Atzaro Real Estate

Project
Palatine Road

Description
Landscape Proposals

Status
For Planning

Scale	Drawn
1:200@A1	BH

Job number	Drawing number	Date	Revision
6008	01	14.10.26	D

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

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3 Design
3.10 Masterplan & Hard Landscape Materials

KEY

1 Paving Flags 1
150 x 300 x 50mm Magma granite flags. Laid stretcher bond

2. Resin Bound Gravel
6mm resin bound gravel. Colour - Winter Pearl.

3. TTE
Total Traffic Exopave permeable paving system

4. Corten Edging
Corten steel edging

5. Corten Steel Planter 450mm above ground level

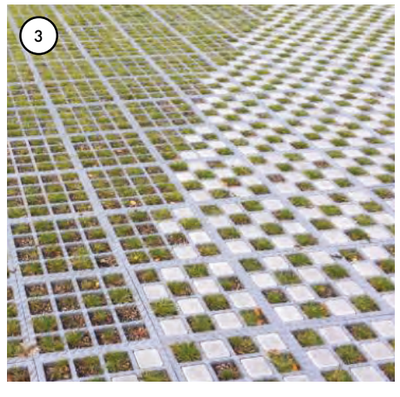
6. Hardwood Beam Seat

7. Self binding gravel

8. Loose pea gravel



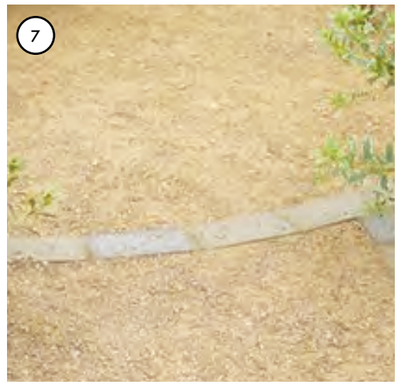














4 Access

4.1 Vehicular Access & Parking

4.2 Refuse & Waste Management Strategy

4.3 Emergency Services

4.4 Equal Access & Security

4 Access
4.1 Vehicular Access & Parking

4.1.1 The access and movement strategy for the revised Palatine Road scheme has been carefully considered to improve safety, legibility and functionality for both vehicles and pedestrians.

4.1.2 Vehicular access to the site is currently from the north-west corner, where the existing junction meets Palatine Road at an oblique angle, resulting in restricted visibility. The proposals therefore include the realignment and widening of this access to facilitate safer vehicle movement both into and out of the site, improving visibility splays and overall road safety.

4.1.3 At present, the site accommodates informal parking arrangements across the front curtilage and between existing buildings, with no clear demarcation of spaces. The revised proposals rationalise this arrangement, introducing clearly defined parking areas and improving circulation throughout the site, whilst removing reliance on underutilised or inefficient spaces such as the existing garage provision.

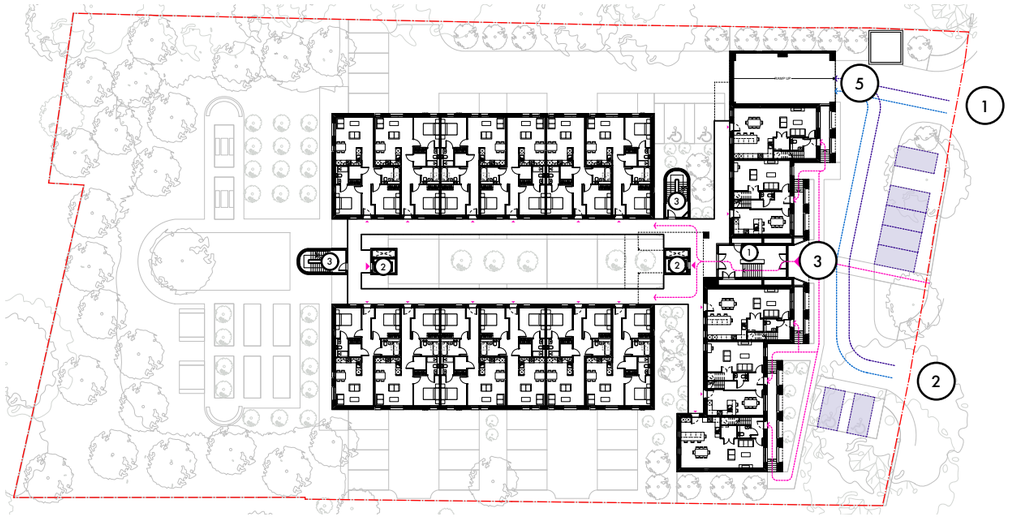
4.1.4 In addition to the improved northern access, the southern access point will also be modified and repurposed as a dedicated vehicle egress. These adjustments ensure a clearer and safer one-way movement strategy through the site. A dedicated pedestrian access is positioned centrally, creating a legible 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 points, with existing gate posts retained and reinstated where possible to preserve the character of the site.

4.1.5 The southern portion of the site retains a number of mature trees, allowing this area to remain predominantly landscaped in character. Alongside circulation routes, this space accommodates seven parking spaces, including two accessible bays, all equipped with electric vehicle charging infrastructure.

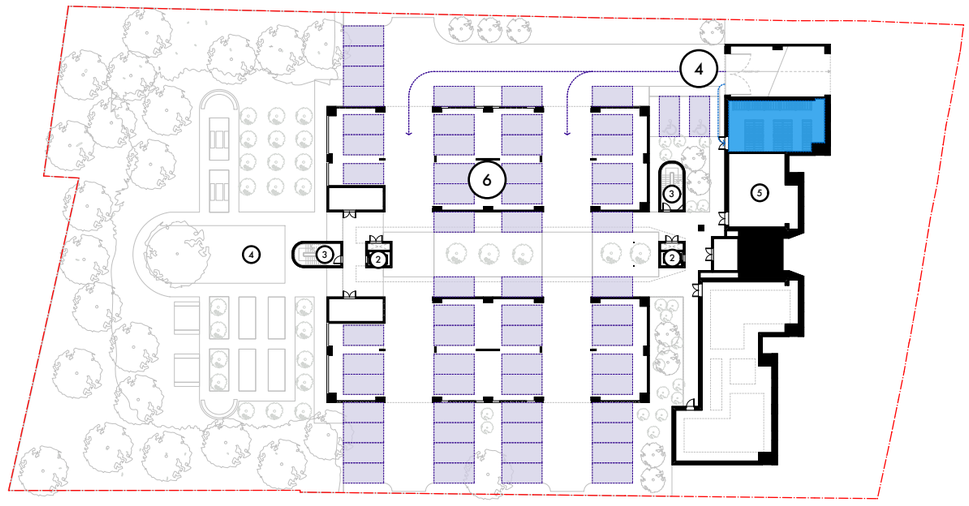
4.1.6 Vehicles are directed towards the rear of the site via a gated ramped access beneath the northern end of the front building. This ramp provides access to a lower ground floor level, where the majority of parking is located.

4.1.7 The lower ground floor accommodates 61 car parking spaces, including two accessible bays, with associated circulation space. Most of this parking is provided beneath the building footprint, with electric vehicle charging points incorporated for spaces located externally.

4.1.8 In addition to car parking, the scheme provides cycle storage within the lower ground floor of the frontage building. A total of 88 secure cycle spaces are provided using semi-vertical stands, as well as provision for adapted cycles, encouraging sustainable transport choices and supporting inclusive access for all users.



PROPOSED GROUND FLOOR PLAN



PROPOSED BASEMENT FLOOR PLAN

KEY

1 Vehicle entrance
2 Vehicle exit
3 Pedestrian access
4 Vehicle access gates
5 Vehicle access ramp
6 Lower ground floor car park

4 Access
4.2 Refuse & Waste Management Strategy

4.2.1 Refuse management for the development has been designed to provide a clear, efficient and well-integrated solution that supports convenient use by residents while ensuring a practical and safe collection strategy.

4.2.2 Waste arising from dwellings within the front building, together with the three front-most apartments in the rear buildings, will be taken by residents to a primary bin store located at lower ground floor level within the front building. This centrally located facility is easily accessible and positioned to support straightforward movement from the principal circulation cores.

4.2.3 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.

4.2.4 The provision of refuse storage has been sized to align with the requirements set out in Manchester City Council's Waste Storage and Collection Guidance for New Developments (GD04, version 7.0), which recommends an allowance of 0.43m² per residential unit. The primary bin store provides approximately 68m² of space, while the secondary store provides approximately 36m², ensuring capacity is more than sufficient to accommodate the needs of the development and allowing for effective waste segregation and management.

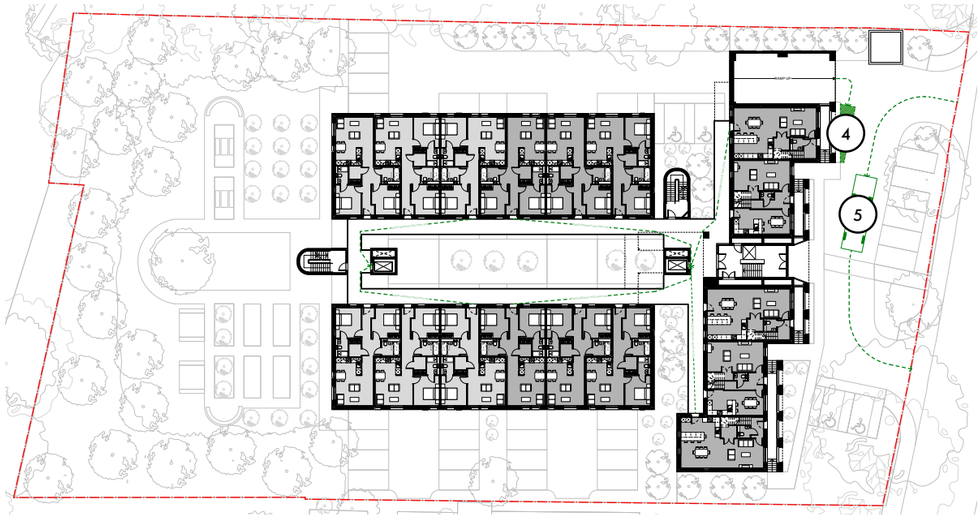
4.2.5 On designated collection days, bins will be managed by the appointed facilities management team, who will transfer them from the lower ground floor storage areas to a defined collection point at the front of the site. This ensures that residents are not required to manoeuvre bins themselves beyond the internal storage areas, improving usability and maintaining a high-quality environment across the development.

4.2.6 Refuse collection vehicles will enter the site via the northern access point, pause at the designated collection area to retrieve waste, and then exit via the southern access. This one-way movement strategy has been designed to minimise conflicts and ensure smooth vehicle circulation. The internal access route has been carefully planned to provide adequate turning capability and clearance, meeting the minimum requirements for vehicle movement and headroom as outlined within Appendix B of the GD04 guidance.

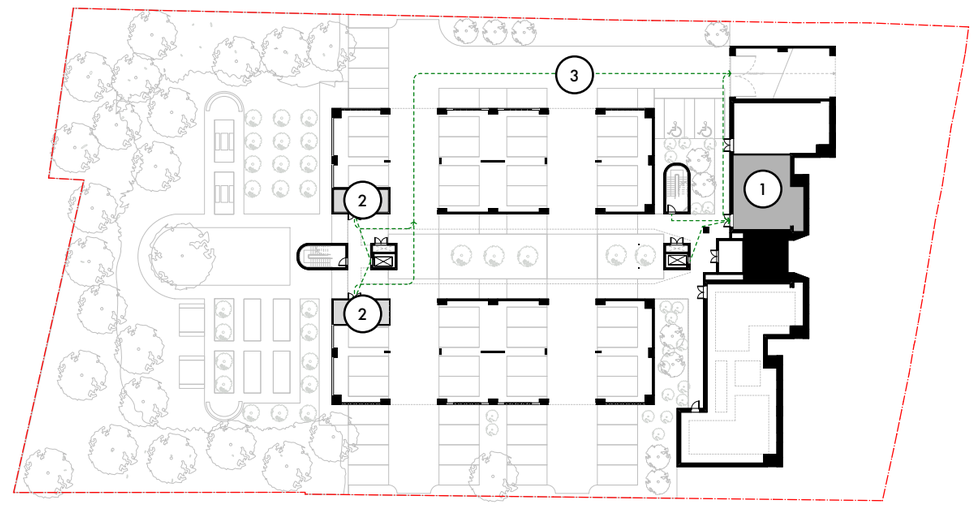
4.2.7 Overall, the refuse strategy is discreet, efficient and fully integrated into the wider access and landscape design, supporting both operational functionality and a positive residential environment.

KEY

1 Primary bin store
2 Secondary bin store
3 Bin movement of collection day (building maintenance responsibility)
4 Bin holding area
5 Refuse vehicle movement



PROPOSED GROUND FLOOR PLAN



PROPOSED BASEMENT FLOOR PLAN

4 Access
4.3 Emergency Services

4.3.1 The fire and emergency access strategy for the Palatine Road scheme has been developed as an integral part of the overall design, ensuring that all areas of the site can be safely and effectively reached in the event of an emergency.

4.3.2 The layout has been carefully considered to enable fire and rescue services to access both the front and rear portions of the development. This has been achieved through close collaboration with the project's fire engineer, resulting in a coordinated approach that integrates access, building design and fire safety measures.

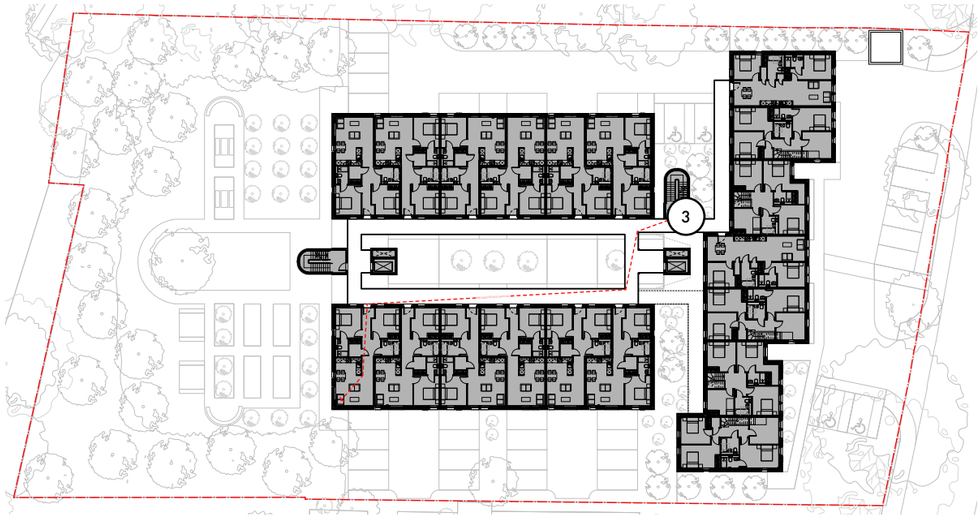
4.3.3 A fire appliance is able to attend the front of the site and position adjacent to the dry riser inlet, which is located externally and serves the front staircase within the building. This allows fire-fighting operations to be undertaken efficiently from a clearly identifiable and accessible location.

4.3.4 All dwellings within the scheme are to be fitted with sprinkler systems, significantly enhancing fire safety and enabling compliance with a maximum 60m hose distance from the dry riser outlet on each floor to the furthest point within any apartment. The undercroft car parking area will also be sprinkler protected, providing an additional layer of resilience in the event of a fire occurring at lower ground floor level.

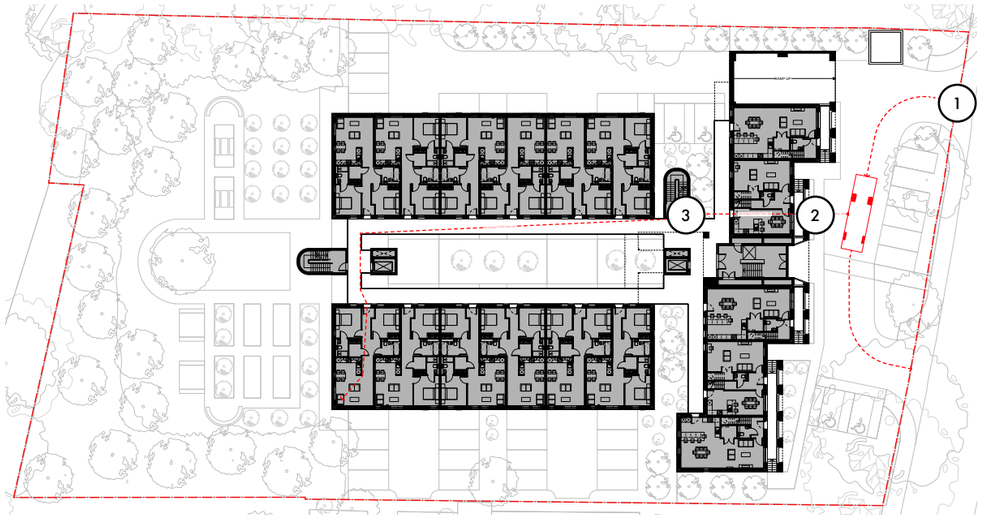
4.3.5 Circulation routes and access arrangements within the building have been designed to support safe evacuation. External walkways to apartments are a 1.8m in width, allowing adequate space for movement during emergency situations. Where two directions of escape are available, balustrading is designed to be perforate but where only a single escape route is present, balustrading is imperforate to provide additional protection.

4.3.6 At lower ground floor level, the design of the undercroft parking area has been carefully considered to manage smoke movement. Solid (imperforate) construction is used along the central green spine and western edge where vehicle access is not required, reducing the risk of smoke spreading upward into residential circulation spaces. In contrast, outward-facing walls incorporate perforated construction to allow smoke to vent externally towards the site boundaries, supporting safer escape conditions for residents above.

4.3.7 Overall, the strategy provides a robust and integrated approach to fire safety, combining passive and active measures with clear access arrangements to ensure a safe environment for residents and emergency responders alike.



PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN

KEY

1 Emergency service entrance
2 Dry riser inlet
3 Dry riser outlet

4 Access
4.4 Equal Access & Security

4.4.1 The accessibility and security strategy for the scheme has been developed to provide an inclusive, safe and welcoming environment for all users.

4.4.2 In response to the need for raised finished floor levels to mitigate flood risk, careful consideration has been given to maintaining level access and step-free thresholds throughout the site. This ensures that access remains equitable and convenient despite level changes.

4.4.3 All residential floors are served by two passenger lifts, providing reliable vertical circulation. The level difference between the site entrance and the ground floor is addressed through a platform lift within the entrance lobby, enabling step-free access from arrival. From this point, residents can access their homes via level walkways and circulation cores.

4.4.4 Residents arriving by car benefit from step-free access directly from the lower ground floor parking area, with passenger lifts serving all levels of the building. This provides a seamless and inclusive route from vehicle to dwelling.

4.4.5 Level access is also provided to the landscaped amenity space at the rear via the rear lift cores. The amenity space itself is designed to be fully level, with no steps, ensuring it is easily accessible and usable for all residents.

4.4.6 All apartments meet or exceed Nationally Described Space Standards and comply with Approved Document M4(2) for accessible and adaptable homes, while houses are designed to M4(1) standards, ensuring a consistent and appropriate level of accessibility across the scheme.

4.4.7 The main communal entrance is secure, incorporating an access control and intercom system to manage entry and maintain resident safety. Similarly, the vehicle ramp to the lower ground floor is secured by a 2.1m high automated gate operated via fob or intercom.

4.4.8 The front curtilage remains open, reflecting its existing condition and maintaining a welcoming interface with Palatine Road. This approach avoids the need for defensive boundary treatments, allowing visitors and deliveries to access the site easily.

4.4.9 In contrast, all other site boundaries are secured with fencing to a height of 2.1m, establishing a robust and secure perimeter.

4.4.10 Overall, the proposals successfully balance accessibility and security, creating a development that is inclusive, legible and safe for all users.



5 Consultation

5 Consultation

Planning Consultation with MCC

5.1.1 Following the withdrawal of application 01141813/FO/2024, the design team engaged in a series of pre-application meetings with Manchester City Council (MCC) to refine the proposals and respond to planning queries.

5.1.2 An initial meeting on 10th July 2025 presented a revised design rationale, including site layout, massing and flood mitigation, based on a T-block arrangement with flats accessed via a central corridor.

5.1.3 Feedback received on 24th July 2025 acknowledged that the revised scheme was a clear improvement on the previous application. Officers welcomed the increased buffer space to the rear, greater separation from the North and South boundaries and generally supported the proposed scale and massing.

5.1.4 A follow-up meeting on 8th January 2026 introduced a further evolution of the scheme, moving to a deck-access arrangement with dual-aspect dwellings and townhouses fronting onto Palatine Road, while retaining the key principles established in the previous meeting.

5.1.5 Feedback dated January 2026 was positive overall, again regarding the increased buffer to the Green Belt and provision of amenity space. Officers recommended enhancements to planting and biodiversity net gain, ensuring level access in response to flood risk, and supported larger townhouses on Palatine Road. Further refinement of massing and elevations to better reflect local character was also advised.

5.1.6 A final meeting on 29th April 2026 reviewed a more developed version of the scheme, including detailed proposals for materiality, façade articulation and refined massing.

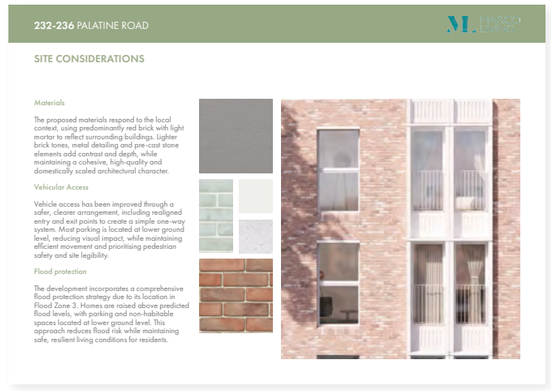
5.1.7 Feedback received on 12th May 2026 was supportive, noting improvements in design quality and housing mix. Officers encouraged submission, subject to addressing flood risk, access, local character and separation distances, and clearly demonstrating deliverability, viability, affordable housing and biodiversity net gain. The scheme was recognised as responding positively to prior feedback.

Other Stakeholder Consultation

5.1.8 In parallel with the planning process, the design team engaged with Greater Manchester Police to inform the Crime Impact Statement, ensuring the scheme integrates appropriate safety and security principles.

5.1.9 A formal public consultation was undertaken in May 2026, providing residents, ward councillors and local stakeholders with the opportunity to review and comment on the proposals. Details of the consultation can be found in the relevant chapter of the Planning Statement.







Public Consultation Boards

6 Conclusion

6 Conclusion

6.1 The proposals outlined in this document and the associated supporting information are for the replacement of low quality housing and much altered and sub-divided buildings with a high quality residential development that combines apartments and family housing whilst creating a landscaped buffer to the rear boundary and retaining a green frontage to Palatine Road

6.2 The design addresses the challenges of future flood risk and ensures that development can provide step-free access to all dwellings and creates energy efficient, adaptable accommodation fit for the future.



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