

Statement of Common Ground



**Appeal under Section 78 of the Town and Country Planning Act 1990 (as amended)
By Dandara Living Developments Limited**

**Against the decision of Manchester City Council in refusing Planning Permission for the
redevelopment of Land Junction of Parrs Wood Lane, Manchester, M20 5AA**

Appeal ref. APP/B4215/W/23/3314646

Core Document ref. [#]

March 2023

Contents

1 Introduction 4

2 Site Description 7

3 The Appeal Proposals 13

4 Planning Policy Context 16

5 Agreed Matters 19

6 Planning Conditions..... 21

1 Introduction

- 1.1 On 5 May 2022, Dandara Living Developments Limited ('the Appellant') submitted an application for full planning permission for residential development ('the planning application') (ref. 133746/FO/2022) to Manchester City Council ('the Council') for the redevelopment of Land Junction of Parrs Wood Lane, Manchester, M20 5AA ('the Site').
- 1.2 The Appeal reference is APP/B4215/W/23/3314646.
- 1.3 This Statement of Common Ground (SoCG) has been prepared on behalf of the Appellant and the Council. It has been prepared in accordance with the Town and Country Planning (Determination by Inspectors) (Inquiries Procedure) (England) Rules 2000 (as amended) and Annexe R of the Procedural Guide "*Planning appeals – England*" (dated 12 April 2022).
- 1.4 The aim of this SoCG is to provide a clear record of the planning and highways matters that have been discussed and agreed (common ground) between the parties and to provide an updated position between the parties following the preparation of further supporting data and analysis by the appellant and the Council's review of this information. This information and material has been assessed and is considered to address the reasons for refusal outlined in the Council's decision notice.

Description of Development

- 1.5 The description of development is as follows:

"Erection of a 6 storey residential building (Use Class C3) comprising 75 no. apartments together with ground floor residential amenity space, landscaping, cycle parking, car parking and associated works."

Validation

- 1.6 The planning application (ref. 133746/FO/2022) was submitted in full detail via the Planning Portal (ref. PP-11206151) on 5 May 2022 and was validated by the Council on 11 May 2022.

Determination of the Planning Application

- 1.7 The planning application was reported to Manchester City Council's Planning and Highways Committee ('Planning Committee') on 28 July 2022, with an Officer recommendation to refuse the application for the following principal reasons:

"The proposal is for a high density form of residential development outside of an identified district centre that does not address the housing needs of the area. As such the proposals do not accord with policies SP1, H1 and H6 of the adopted Manchester Core Strategy

The proposals fail to provide an adequate level of on-site car parking to serve the proposed residential units contrary to policies DM1 and T2 of the adopted Manchester Core Strategy

The applicant has failed to demonstrate that the proposed development would not give rise to unacceptable impacts to congestion on the highway network contrary to policy T1 of the adopted Manchester Core Strategy".

- 1.8 Members subsequently determined to refuse planning permission for the proposed development in line with Officer's recommendation.

Decision Notice

- 1.9 The Decision Notice was issued by the Council on 2 August 2022 with the following three reasons for refusal:

1. *"The proposal is for a high density form of residential development outside of an identified district centre that does not address the housing needs of the area. As such the proposals do not accord with policies SP1, H1 and H6 of the adopted Manchester Core Strategy.*
2. *The proposals fail to provide an adequate level of on-site car parking to serve the proposed residential units contrary to policies DM1 and T2 of the adopted Manchester Core Strategy.*
3. *The applicant has failed to demonstrate that the proposed development would not give rise to unacceptable impacts to congestion on the highway network contrary to policy T1 of the adopted Manchester Core Strategy".*

Structure of the Statement

- 1.10 This Statement is structure as follows:

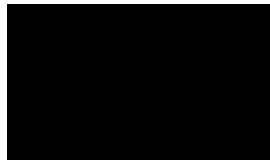
- **Section 2** – Site Description
- **Section 3** – The Appeal Proposals

- **Section 4** – Planning Policy Context
- **Section 5** – Agreed Matters
- **Section 6** – Key Issues
- **Section 7** – Planning Conditions

The Agreement

1.11 Between the Appellant and Manchester City Council:

Signed

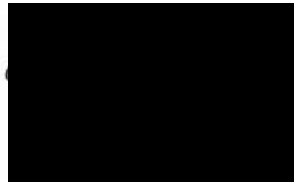


Harry Bolton, BSc (Hons), MRTPI, AIEMA

Dated 30th March 2023

Senior Director for CBRE (on behalf of
Dandara Living Developments Limited)

Signed



..... Derek Jones – Section Planning Manager

Dated 3rd April 2023 (on behalf of Manchester City Council)

2 Site Description

The Site

- 2.1 The site is irregular in shape and extends to 0.24 hectares (2,400m²) in area. The site is located in Didsbury and is bound by Kingsway to the east, Parrs Wood Lane to the South and Tesco store and car park to the north and west. The East Didsbury Metrolink stop and associated surface car park is located across Kingsway approximately 300m north east of the site, and East Didsbury Railway Station is located approximately 250m to the south west of the site.

Site Description

- 2.2 The Site is 0.24 hectares (2,400m²) in area. It is irregular in shape and constitutes previously developed land. The Site is located in Didsbury and is bound by Kingsway to the east, Parrs Wood Lane to the South and Tesco store and car park to the north and west. The East Didsbury Metrolink stop and associated surface car park is located across Kingsway approximately 300m north east of the site, and East Didsbury Railway Station is located approximately 250m to the south west of the site.
- 2.3 The Site is in a highly accessible location on previously developed land within the existing urban area.

Existing Use

- 2.4 The site presently forms a part of the existing car parking area of the associated Tesco store located off Parrs Wood Lane. It presently comprises an area of hardstanding with circa. 94 car parking spaces alongside intermittent landscaping and trees.
- 2.5 The Site has been identified by Tesco as being surplus to its current requirements. The existing Tesco Superstore presently has capacity for 350 car parking spaces, including 19 staff parking spaces. The development seeks to remove 94 car parking spaces, leaving 256 car parking spaces operational.

Statutory and Non-Statutory Designations

Heritage

- 2.6 The site is not subject to any statutory or non-statutory heritage designations nor is it proximate to any such heritage assets designated or undesignated.
- 2.7 Within 250m of the site is the Didsbury St James Conservation Area, situated to the west, and a series of statutorily listed buildings, including the Grade II* 'Parrs Wood House' (List UID: 1254971) and Grade II 'Former Coach House/Stable Block to North of Parrs Wood House and Attached Yard Wall' (List UID: 1254972), 'The Cedars' (List UID: 1270546); 'Lodge to Didsbury Lodge' (List UID: 1254969); and 'Walls and Gate Piers at Entrance to Didsbury Lodge' (List UID: 1270547). The significance of none of the above would be affected by the proposals with the site considered to be located outside of the setting of these assets, screened by intervening development.

Nature Conservation

- 2.8 The site is not subject to any statutory or non-statutory nature conservation designations and no trees on Site are subject to Tree Preservation Orders.

Landscape

- 2.9 The site is not subject to any statutory or non-statutory landscape designations.

Flood Risk

- 2.10 As noted on the Environment Agency's Flood Map, the site is located within Flood Zone 1 and as such has low probability of flooding.

Air Quality

- 2.11 The Site is partially located within the Greater Manchester Combined Authority Air Quality Management Area (AQMA) declared due to Nitrogen Dioxide exceedances.

Planning Designation

- 2.12 The Council's adopted Policies Map indicates that the site is located within the Manchester City Boundary and South Manchester Sub Area (Core Strategy Policies EC9 and H6).

Site Surroundings

Neighbouring Uses and Character

- 2.13 The surrounding is characterised by a wide variety of uses including residential (C3), retail (E(a)), food and drink (E(b)) office (E(g)(i))), hotel (C1) and Sui Generis (‘drinking establishment’) with the following Parrs Wood Entertainment Centre, Grosvenor Casino, restaurants including Nando’s, Starbucks, JD Wetherspoons, and Travelodge situated to the south east.
- 2.14 Parrs Wood Green, an area of landscaped public realm is located directly south of the site opposite Parrs Wood Lane/ A5145.
- 2.15 To the east and north, the surroundings comprise residential uses. Two high schools, The Barlow RC High School and Parrs Wood High School are located c.6450m north and c.4350m south respectively.

Scale and Form

- 2.16 The surrounding area is characterised by buildings of a mixed of scale and form. There a number of taller residential buildings in the vicinity of the Site including CitiPeaks, which is 7-storeys in height and Parrs Wood Court, which is 5-storeys in height. There are also non- residential buildings including Parrs Wood Entertainment Centre that is circa 5 storeys in height.

Sustainability and Accessibility

Accessibility

- 2.17 The site has a highly accessible location rating, with a Greater Manchester Accessibility (GMAL) rating of Level 8 (‘very high’) as defined by TfGM.

Pedestrian Accessibility

- 2.18 The site is highly accessible by foot with pedestrian footways directly abutting the site along Parrs Wood Lane and Kingsway. Access to the development site is currently located off Parrs Wood Lane, by the public footpath.
- 2.19 Within walking distance of the Site are the following amenities which are typically associated with District Centres.

Table 2.1 – Site Walking Distances

Local Amenities	Approximate Walking Distance from Site (m)	Approximate Walking Time from Site* (mins)
Employment		
Towers Business Park	650	8
Heaton Mersey Industrial Estate	1,300	15
Education		
Parrs Wood Sixth Form	300	4
Parrs Wood High School	400	5
The Barlow RC High School	650	7
St Catherine's RC Primary School	800	10
Beaver Road Junior School	1,000	12
Didsbury Primary School	1,100	13
Broad Oak Primary School	1,200	14
St John's C of E Primary School	1,300	15
St Winifred's RC Primary School	1,800	21
Priestnall School	1,900	23
Narazene Theological College	1,900	23
Healthcare		
The Dentists of Didsbury	180	2
Didsbury Family Dental Care	760	9
Barlow Medical Centre	1,000	12
The Dental Health Centre	1,200	14
Shopping		
Tesco Superstore, East Didsbury	80	1
Amazon Hub Locker (Flirt) at Parrs Wood Entertainment Centre	550	7
Gawsworth General Store	650	8
Wheildon Butchers	650	8
M&S Simply Food, Didsbury Road	700	8
McColls Convenience Store, Didsbury Road	1,100	13
Co-op Food, Didsbury	1,200	14
Didsbury Village Post Office	1,200	14
Leisure		

Local Amenities	Approximate Walking Distance from Site (m)	Approximate Walking Time from Site* (mins)
Parrs Wood Entertainment Centre	250	3
Nuffield Health Didsbury Fitness & Wellbeing Centre	350	4
Didsbury Greys Hockey Club	350	4
Didsbury Park	900	11
Heaton Mersey Village Cricket Club	950	11
Didsbury Lawn Tennis Club	1,000	12
Fletcher Moss Park	1,000	12
Waterside Leisure Centre	1,000	12
Sustainable Transport		
East Didsbury Rail Station	250	4
East Didsbury Metrolink Station	300	4
East Didsbury Rail Station Cycle Hub	300	4
East Didsbury Park & Ride	300	5
Various Bus Stops	<400m	<5

Cycling Accessibility

- 2.20 There are currently cycle ways along Kingsway within the vicinity of the site, and National Cycle Network Routes 55 and 62 are located within 250m north of the site.

Accessibility by Public Transport

- 2.21 As noted in the Council's Committee Report (dated 28 July 2022) the appeal site is situated in a "location accessible to a variety of public transport modes" (pg. 16), as described below:

Bus Network

- 2.22 The closest bus stops to the Site are located to the south across Parrs Wood Lane, circa 100m distance and adjacent to East Didsbury Rail station, circa 200m distance and to the east along Kingsway, circa 250m distance.

Metrolink Network

- 2.23 The East Didsbury Metrolink Stop is located circa 300m to the north-east of the Site.

Railway Network

- 2.24 The closest Rail Station to the development is East Didsbury, located circa 250m south -west of the proposed development.

3 The Appeal Proposals

- 3.1 The Appeal proposals are fully described in the Council's Committee Report.
- 3.2 The appeal seeks full planning permission for residential development comprising 75 new homes (Use Class C3) consisting of 25 one bedroom (33%), 40 two bedroom (53%) and 10 three bedroom (14%) homes.
- 3.3 The proposed development will also include 20% affordable private rented apartments equating to 15 apartments and 114 sq.m of flexible community space at ground floor level.
- 3.4 The proposal extends to 6 storeys in height.
- 3.5 In terms of parking, the proposed development includes 36 car parking spaces (which equates to 48% provision) and 75 cycle spaces (which equates to 100% provision).
- 3.6 Details of the proposed development were set out in the following supporting documents accompanying the original planning application:
- Application Forms, Certificates, Notices and Covering Letter prepared by Deloitte;
 - Supporting Planning Statement prepared by Deloitte LLP;
 - Design and Access Statement prepared by Hodder & Partners;
 - Public realm and landscaping strategy prepared by Layer included in the Design and Access Statement;
 - Drainage Statement prepared by Apex;
 - Environmental Standards Statement and Energy Statement prepared by Element Sustainability;
 - Noise Assessment prepared by E3P;
 - Air Quality Assessment prepared by Redmore Environmental;
 - Ground Conditions report prepared by CCG;
 - Preliminary Ecological Appraisal prepared by E3P;
 - Arboricultural Impact Assessment prepared by E3P;
 - Fire Statement prepared by Jensen Hughes;
 - Transport Assessment prepared by Curtins;
 - Interim Travel Plan prepared by Curtins;

- Waste Management Strategy (including MCC's waste proforma) prepared by Hodder & Partners;
- Framework Construction and Environmental Management Plan prepared by Dandara Living Developments Limited;
- Crime Impact Statement prepared by Greater Manchester Police;
- Daylight and Sunlight Appraisal prepared by Point2;
- TV and Radio Reception Survey prepared by Pager Power;
- Broadband Connectivity Assessment prepared by Pager Power;
- Residential Management Statement prepared by Dandara Living;
- Application Drawings prepared by Hodder and Partner Architects:
 - Site Location Plan (drawing ref. L(-)900);
 - Proposed Site Location Plan (drawing ref. L(-)901 revision P1);
 - Proposed Ground Floor Plan (drawing ref. L(-)000 revision P1);
 - Proposed First Floor Plan (drawing ref. L(-)001 revision P1);
 - Typical Floor Plan (drawing ref. L(-)002 revision P1);
 - Proposed Fifth Floor Plan (drawing ref. L(-)005 revision P1);
 - Proposed Roof Plan (drawing ref. L(-)00R revision P1);
 - Long Site Elevation AA (drawing ref. L(-)200 revision P1);
 - Long Site Elevation BB (drawing ref. L(-)201 revision P1);
 - North Elevation (drawing ref. L(-)210 revision P1);
 - East Elevation (drawing ref. L(-)211 revision P1);
 - South Elevation (drawing ref. L(-)212 revision P1);
 - West Elevation (drawing ref. L(-)213 revision P1);
 - Façade Fragment – Typical 5th Floor (drawing ref. L(-)252 revision P1);
 - Façade Fragment – Typical Recessed Balcony (drawing ref. L(-)251revision P1);
 - Façade Fragment – Typical Projecting Balcony (drawing ref. L(-)250 revision P1);
 - North Section (drawing ref. L(-)300 revision P1);
 - East Section (drawing ref. L(-)301 revision P1);
 - Landscape Levels (drawing ref. 262-LYR-XX-ZZ-DWG-L-4001)
 - Landscape General Arrangement (drawing ref. 262-LYR-XX-ZZ-DWG-L-1001); and
 - 76118 CUR XX 00 D TP 75001 P08 Proposed Access Arrangement.

- 3.7 Following the production of the appellants Statement of Case further highways information has been shared with the Council. This information includes: A Manual Traffic Survey conducted on 3rd November 2022, an Automatic Traffic Survey conducted between 3rd – 9th November 2022, LinSig modelling work following and independent audit of this undertaken by JCT Consultancy conducted in February 2023, and an On-Street Parking Survey conducted on 4th and 5th November 2022.
- 3.8 A review of this further information has been made by the Council and Transport for Greater Manchester. The data, analysis and modelling is accepted by the Council. As such the additional survey and analysis conducted by the appellant is considered to address the concerns raised by the scheme that manifested in the three reasons for refusal of the appeal application. As a result this Statement of Common Ground sets out that the Council does not intend to contest the three reasons for refusal.
- 3.9 Both parties agree that they will not pursue a claim for costs to be awarded against the other as part of the conduct of the appeal subject of this Statement of Common Ground.

4 Planning Policy Context

Statutory Development Plan

4.1 The Planning and Compulsory Purchase Act 2004 (“The Act”) establishes the legislative framework for town planning in England and Wales. Section 38(6) of The Act requires that proposals are determined in accordance with the Development Plan, unless material considerations indicate otherwise.

4.2 The statutory development plan for the Council comprises the following adopted documents:

- ‘Saved’ Policies of the Unitary Development Plan for the City of Manchester (July 1995);
- Manchester Core Strategy Development Plan Document 2012-2027 (July 2012); and
- Greater Manchester Joint Waste Plan (April 2012); and
- Greater Manchester Joint Minerals Plan (April 2013)

4.3 Development Plan policies of specific relevance to the determination of the planning application subject to this Appeal are set out below. It is not considered that any policies contained in the Joint Waste or Minerals are directly applicable to the Appeal proposals.

4.4 The policies identified in the Council’s reasons for refusal of planning permissions are emphasised in bold.

‘Saved’ Policies of the Manchester Unitary Development Plan (July 1995)

4.5 The Unitary Development Plan (UDP) for the City of Manchester was adopted in July 1995. However, ‘saved’ policies contained in the UDP have now largely been superseded by the Core Strategy (2012). The ‘saved’ UDP was adopted prior to the publication of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

4.6 The following ‘saved’ UDP policies are of specific relevance:

- Saved UDP Policy DC7.1 ‘New Housing Development’
- Saved UDP Policy DC20.1 ‘Archaeology’
- Saved UDP Policy DC26 ‘Development and Noise’

Manchester Core Strategy (July 2012)

4.7 The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaced significant elements of the 'saved' UDP and establishes the long-term strategic planning policies for Manchester's future development.

4.8 The following Core Strategy policies are of specific relevance:

4.9 Policy SP1 'Spatial Principles'

- Policy H1 'Overall Housing Provision'
- Policy H6 'South Manchester'
- Policy H8 'Affordable Housing'
- Policy EC9 South Manchester'
- Policy T1 'Sustainable Transport'
- Policy T2 'Accessible Areas of Opportunity and Need'
- Policy T3 'Strategic Integration'
- Policy CC5 'Transport'
- Policy DM1 'Development Management'
- Policy EN1 'Design Principles and Strategic Character Areas'
- Policy EN3 'Heritage'
- Policy EN4 'Reducing CO2 Emissions By Enabling Low and Zero Carbon Development'
- Policy EN6 'Energy Infrastructure Opportunities'
- Policy EN9 'Green Infrastructure'
- Policy EN14 'Flood Risk'
- Policy EN15 'Biodiversity and Geological Conservation'
- Policy EN16 'Air Quality'
- Policy EN17 'Water Quality'
- Policy EN18 'Contaminated Land and Ground Stability'
- Policy EN19 'Waste'

Other Material Considerations

4.10 In addition to the statutory development plan set out above, the following documents set out below are material considerations that should be taken into consideration by the Inspector in determining the Appeal:

National Planning Guidance

- National Planning Policy Framework (NPPF) (July 2021)
- Relevant Extracts of the Planning Practice Guidance (PPG) (2014 as amended)
- National Design Guide (NDG)(2021)

Strategic Regeneration Framework

- South Manchester Strategic Regeneration Framework (2007)

Other Local Strategies

- Manchester Residential Quality Guidance (July 2016)
- Manchester Housing Strategy 2022-2032
- Manchester Residential Growth Strategy
- Our Manchester Strategy Reset: Forward to 2025 (March 2021)
- Greater Manchester Transport Strategy 2040 (January 2021)

5 Agreed Matters

5.1 The section sets out the matters that are agreed between the Appellant and the Council.

Technical Considerations

5.2 The proposed development does not constitute Environmental Impact Assessment (EIA) development in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended in 2018).

5.3 Subject to the imposition of appropriately worded conditions the following technical matters are agreed between the Appellant and the Council:

- Air quality;
- Noise;
- Ground conditions;
- Waste and refuse management
- Broadband connectivity;
- Sunlight daylight;
- TV and radio reception;
- Ecology and protected species;
- Arboricultural impact;
- Flood risk and drainage;
- Risk of crime; and
- Sustainability and energy efficiency.

Reasons For Refusal – Agreed Matters

5.4 The following matters are agreed as they relate to the reasons for refusal given by Manchester City Council:

Table 5.1 – Agreed Matters as they relate to reasons for refusal

Reasons for Refusal	Matters Agreed
1) The proposal is for a high density form of residential development outside of an identified district centre that does not address the housing	Housing growth is a priority for the Council to allow them to meet strategic objectives.

needs of the area. As such the proposals do not accord with policies SP1, H1 and H6 of the adopted Manchester Core Strategy	The proposal is of high quality design within appropriate internal and external amenity space that is in keeping with the character and context of the surrounding area. The quality of the design and choice of materials in its construction can be appropriately dealt with by way of conditions relating to final approval of external materials and final details of the soft and hard landscaping of the site. The proposal would provide policy compliant affordable housing (20% of the residential units to be affordable private rent) and would be secured by way of a unilateral undertaking. The proposals include an appropriate housing mix. As there is now an agreed position relating to highways impacts and car parking, the planning balance now falls in favour of the grant of consent, and the Council does not contest this reason for refusal.
2) The proposals fail to provide an adequate level of on-site car parking to serve the proposed residential units contrary to policies DM1 and T2 of the adopted Manchester Core Strategy.	Following the preparation of further supporting data and analysis by the appellant (notably an On-Street Parking Survey) it is agreed that any displaced car parking from the development would not give rise to harmful impacts on residential streets in the vicinity of the site. It is agreed that the car parking provision at the development is at an appropriate level given the spaces provided, appropriate travel plan conditions being attached to any decision, and the sites location in respect of local amenities, and pedestrian, cycle and public transport networks.
3)The applicant has failed to demonstrate that the proposed development would not give rise to unacceptable impacts to congestion on the highway network contrary to policy T1 of the adopted Manchester Core Strategy”.	Following the preparation of further supporting data and analysis by the appellant (notably Traffic Surveys and LinSig modelling) it is agreed that the appellant has demonstrated that the appeal proposals would not give rise to harmful impacts to congestion on the highway network.

6 Planning Conditions

6.1 This section sets out the agreed planning conditions following discussions between the Appellant and the Council:

Condition	Description
1	The development must be begun not later than the expiration of three years beginning with the date of this permission. Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990
2	The development hereby approved shall be carried out in accordance with the following drawings and documents: • Site Plan Proposed P1 L(--)901 • Ground Level Plan P1 L(--)000 • Level 01 Plan P1 L(--)001 • Typical Floor Plan P1 L(--)002 • Level 05 Plan P1 L(--)005 • Roof Level Plan P1 L(--)00R • Long Site Elevation AA P1 L(--)200 • Long Site Elevation BB P1 L(--)201 • South Elevation P1 L(--)210 • North Elevation P1 L(--)211 • East Elevation P1 L(--)212 • West Elevation P1 L(--)213 • North Section P1 L(--)300 • East Section P1 L(--)301 • Facade Fragment • Typical Projecting Balcony P1 L(--)250 • Facade Fragment • Typical Recessed Balcony P1 L(--)251 • Facade Fragment_Typical 6th Floor P1 L(--)252 • 262-LYR-XX-ZZ-DWG-L-1001 Landscape General Arrangement • 262-LYR-XX-ZZ-DWG-L-4001 Levels • 76118 CUR XX 00 D TP 75001 P08 Proposed Access Arrangement • Planning Statement prepared by Deloitte LLP • Design and Access Statement prepared by Hodder & Partners; • Environmental Standards Statement and Energy Statement prepared by Element Sustainability; • Noise Assessment prepared by E3P; • Air Quality Assessment prepared by Redmore Environmental; • Ground Conditions Phase 1 Report prepared by CCG; • Preliminary Ecological Appraisal prepared by E3P; • Arboricultural Impact Assessment prepared by E3P; • Transport Assessment prepared by Curtins;

	• Interim Travel Plan prepared by Curtins; • Waste Management Strategy (including MCC's waste proforma) prepared by Hodder & Partners; • Crime Impact Statement prepared by Greater Manchester Police; • Ventilation Strategy prepared by Hodder & Partners; • Daylight and Sunlight Appraisal prepared by Point2; • TV and Radio Reception Survey prepared by Pager Power; • Broadband Connectivity Assessment prepared by Pager Power; and • Residential Management Statement prepared by Dandara Living. Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.
3	Prior to the commencement of development on site a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed plan which shall include: • The routing of construction traffic; • Detail the vehicular activity associated with the construction including appropriate swept-path assessment; • Details of the location and arrangements for contractor parking; • The identification of the vehicular access points into the site; • Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period; • The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; • A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site. • The hours of working of the site. Reason - In the interests of residential amenity, highway and pedestrian safety pursuant to policy DM1 and DM2 of the Core Strategy.
4	No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority. Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.
5	All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work". Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.
6	a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall

	be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN of the Core Strategy.
7	a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Kingsway and Parris Wood Road, and the nearby train line shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including local commercial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. It shall be necessary for vibration criteria within BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings" to be included within the assessment and that groundborne noise/re-radiated noise also be factored into the assessment and design. Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively. b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise

	criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria. Reason: To secure a reduction in noise from traffic or other sources including vibration impacts from the nearby trainline in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to Core Strategy policy DM1 and saved Unitary Development Plan DC26.
8	Prior to the commencement of development a surface water drainage scheme shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall be designed to be in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and shall include: • Results of a review of appropriate SuDs scheme solutions for the development • If soakaways are found to be unviable, then existing discharge rates should also be calculated by modelling the existing positive drainage network. • Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment; • Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building; • Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. • Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required. ▪ Hydraulic calculation of the proposed drainage system; ▪ Construction details of flow control and SuDS elements. Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to the NPPF and NPPG and Core Strategy policies EN8 and EN14.
9	Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

	Reason – In order to capture recruitment of local labour opportunities as part of the development pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).
10	Prior to any vibro-compaction machinery / piling machinery or piling and other ground treatment works taking place at the site, details of the use of such machinery and a method statement for those elements of the construction works shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed details. Reason - In order to review such works and to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and the level of vibration that will occur as a result of the piling to prevent impact upon the nearby railway line and associated structures and assets.
11	6.20 Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details. Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.
12	Within three months of the commencement of above ground works a scheme for the Biodiversity Enhancement Measures of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter. Reason – Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.
13	Notwithstanding the approved plans, within three months of the commencement of above ground works a detailed hard and soft landscaping treatment scheme based upon the principles contained within the approved drawings and Design and Access Statement including details and positions of all boundary treatments to be installed at the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place. Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.
14	a)Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level

	of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to first occupation of the development hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority. b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and Saved Unitary Development Plan DC26.
15	No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include: ▪ Verification report providing photographic evidence of construction as per design drawings; ▪ As built construction drawings if different from design construction drawings; ▪ Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its Lifetime. Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policy Core Strategy policies EN8 and EN14.
16	Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes: i) the measures proposed to be taken to reduce dependency on the private car by those residing, visiting and working in the development. ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time. iii) mechanisms for the implementation of the measures to reduce dependency on the private car. iv) measures for the delivery of specified travel plan services.

	v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car. Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use. Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).
17	The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing at the development. Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy.
18	Prior to the first use of the car parking hereby approved, a scheme for electric vehicle charging points together with details of infrastructure to allow further future EVC conversion based upon the recommendations contained within page 29 of the approved Air Quality Assessment shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development. Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy (2012).
19	The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times for people residing at the development whilst the site is occupied. Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.
20	a)The development hereby approved shall be implemented in accordance with the measures as set out within the approved Environmental Standards Statement prepared by Element Sustainability. b)Within 3 months of the completion of the construction of the authorised development a verification statement prepared by a suitably qualified expert shall be submitted to and approved in writing, by the City Council as local planning authority, to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the recommendations and requirements within the approved report.

	Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.
21	The development hereby approved shall be carried out in accordance with the recommendations contained within section 3.3 of the approved Crime Impact Statement prepared by Greater Manchester Police. Reason - To reduce the risk of crime pursuant to Policy DM1 of the adopted Core Strategy for the City of Manchester.
22	Prior to the first use of the ground floor 'community space' details of operating hours and arrangements in place to manage and facilitate access to this accommodation shall be submitted to and agreed in writing by the City Council as local planning authority. The community space shall be subsequently managed and operated in accordance with the agreed details. Reason – In the interests of residential amenity and to ensure satisfactory arrangements are in place to access and manage the space pursuant to policies SP1 and DM1 of the Core Strategy.
23	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). Reason - To safeguard the character of the area and to maintain the sustainability of the local community through provision of residential accommodation that is suitable for people living as families pursuant to policies DM1, SP1, H6 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework
24	Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission. Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located together, and in the interests of pedestrian and highway safety pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

