
DRAFT 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 [tbc]

January 2023

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1 Introduction

INTRODUCTION

1.1 On 11 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 [TBC].

1.3 This Statement of Common Ground (SoCG) has been prepared on behalf of the Appellant and is submitted in draft for agreement with 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).

Description of Development

1.4 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

1.5 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

1.6 The planning application was introduced 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:

1 Introduction

- 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”.*

1.7 Members subsequently determined to refuse planning permission for the proposed development in line with Officer’s recommendation.

Decision Notice

1.8 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”.*

1 Introduction

Structure of the Statement

1.9 This Statement is structure as follows:

- Section 2 – Site Description
- Section 3 – Appeal Proposals
- Section 4 – Planning Policy and Other Material Considerations
- Section 5 – Agreed Matters
- Section 6 – Key Issues
- Section 7 – Draft Conditions

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 and East Didsbury Railway Station is located approximately 250m to the south west of the site. It is a highly accessible previously developed site within the existing urban area.

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 and East Didsbury Railway Station is located approximately 250m to the south west of the site.
- 2.3 The Site constitutes a highly accessible previously developed site within the existing urban area.

Existing Use

- 2.4 The site presently forms an underused 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 as being surplus to Tesco's current requirements. The existing Tesco Superstore presently has capacity for 351 car parking spaces, including 19 staff parking spaces. The development seeks to remove 94 car parking spaces, leaving 257 car parking spaces operational.

2 Site Description

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 will 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.

2 Site Description

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). The site also falls within the boundary covered by the South Manchester Strategic Regeneration Framework (SRF) which was adopted by the Council in 2007.

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.450m north and c.350m 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.

2 Site Description

SUSTAINABILITY AND ACCESSIBILITY

Accessibility

- 2.17 The site is situated in a highly accessible location 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 residential development 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:

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	450	5
The Barlow RC High School	600	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

2 Site Description

Local Amenities	Approximate Walking Distance from Site (m)	Approximate Walking Time from Site* (mins)
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		
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	300	4
East Didsbury Metrolink Station	350	4
East Didsbury Rail Station Cycle Hub	350	4
East Didsbury Park & Ride	400	5
Various Bus Stops	<400m	<5

2 Site Description

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 approximately 250m to the south-east of the Site.

Railway Network

- 2.24 The closest Rail Station to the development is East Didsbury, located within 200m 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 E) 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;

3 The Appeal Proposals

- Arboricultural Impact Assessment prepared by E3P;
- Fire Statement prepared by Jensen Hughes;
- Transport Assessment prepared by Curtins;
- Framework Travel Plan prepared by Curtins;
- Waste Management Strategy (including MCC's waste proforma) prepared by Hodder & Partners and Curtins;
- 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);

3 The Appeal Proposals

- 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); and
- Landscape General Arrangement (drawing ref. 262-LYR-XX-ZZ-DWG-L-1001).

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. The other relevant policies which are not highlighted in bold are presumed to be agreed to be either complied with or not breached.
- '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 'Saved' Policies of the UDP have not been reviewed in 5 years.
- 4.7 The following 'saved' UDP policies are of specific relevance:

4 Planning Policy Context

- 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)

- 4.8 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.
- 4.9 The Core Strategy has not been reviewed in the past 5 years.
- 4.10 The following Core Strategy policies are of specific relevance:
- **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 CC5 'Transport'
 - **Policy DM1 'Development Management'**
 - Policy EN1 'Design Principles and Strategic Character Areas'
 - Policy EN3 'Heritage'

4 Planning Policy Context

- 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

4.11 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)

Emerging Local Plan

Places for Everyone Submission Plan (August 2021)

4.12 The following draft Places for Everyone Plan policies are of specific relevance:

- Policy JP-Strat 9 'Southern Areas'

4 Planning Policy Context

- Policy JP-S-1 'Sustainable Development'
- Policy JP-S-2 'Carbon and Energy'
- Policy JP-S-4 'Resilience'
- Policy JP-H 1 'Scale, distribution and Phasing of New Housing Development'
- Policy JP-H 2 'Affordability of New Housing'
- Policy JP-H 3 'Type, Size and Design of New Housing'
- Policy JP-H 4 'Density of New Housing'
- Policy JP-C 1 'An Integrated Network'
- Policy JP-C 7 'Transport'

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)

5 Agreed Matters

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

STATUTORY CONSULTEE RESPONSES

- 5.2 The original planning application was subject to a formal consultation period. Table 5.1 below provides a schedule of statutory consultee responses taken from the Council's Committee Report (dated July 2022) which raised no objection subject to suitably worded condition.

Table 5.1 – Schedule of Statutory Consultee Response

Statutory Consultee	Response
MCC Environmental Health	Request a condition be attached to any approval relating to: construction hours; residential sound insulation and overheating; acoustic treatment of any external plant and equipment; electric vehicle charging points; and, contaminated land matters.
MCC Work and Skills Team	Recommend a condition be attached to any planning approval relating to local labour agreement for the construction phase.
Greater Manchester Police	Recommend a condition to reflect the physical security specifications set out in the Crime Impact Statement
Network Rail	No works should block access or egress to East Didsbury Train Station. It is recommended that the train operating company be consulted regards to impacts, including increased footfall at the station. In terms of noise it is recommended that work is undertaken to ensure the most appropriate measures to mitigate noise and vibration from the existing railway operation are included within the proposals.

5 Agreed Matters

	A method statement for works involving vibro compaction machinery/piling machinery and ground treatment works are required and should be subject to an appropriately worded condition attached to any approval. All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement. The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicle's ability to access and exit Network Rail land. The applicant is reminded that each Network Rail has a specific right of way and as such any developer is requested to contact the Network Rail Property Services Team to discuss the impact of the proposal upon our access.
Transport for Greater Manchester	The location of the proposed development is sufficiently remote from Metrolink that we therefore have no comments to make from a Metrolink perspective in respect of this application.
Greater Manchester Ecology Unit	It is expected that any scheme include measures to enhance biodiversity at the site and to provide a net gain for biodiversity, in line with the requirements of the National Planning Policy Framework. A condition to secure this is recommended.

5 Agreed Matters

HSE (Planning Gateway One)	Application proposal does not fall under the remit of planning gateway one because the height of the proposed building does not meet the condition gateway one.
United Utilities	Recommended that a condition be attached to any approval for surface water to not be drained directly or indirectly to the public sewer
MCC Flood Risk Management	Recommend conditions relating to the submission of a surface water scheme together with a maintenance and management condition of any agreed scheme.

TECHNICAL CONSIDERATIONS

5.3 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).

5.4 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
- Fire safety ;
- Broadband connectivity;
- Sunlight daylight;
- TV and radio reception;

5 Agreed Matters

- Ecology and protected species;
- Arboricultural impact;
- Flood risk and drainage;
- Risk of crime; and
- Sustainability and energy efficiency.

5.5 In addition to the agreed technical matters set out above, it is also understood that the following matters are agreed between the Appellant and Manchester City Council:

- It is agreed that the site is located within a sustainable location which is highly accessible to a number of local services and amenities and various modes of public transport including train, tram and bus.
- It is agreed that housing growth is a priority for the Council to allow them to meet strategic objective.
- It is agreed that 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.
- It is agreed that the proposal would provide policy compliant affordable housing which is considered to be a significant public benefit.
- It is agreed that the proposal include an appropriate housing mix.
- It is agreed that there are no adopted car parking standards for residential use within the Council's adopted Development Plan.

6 Matters of Disagreement

6.1 The following substantive issues remain matters of disagreement between the Appellant and the Council:

1. The extent to which the proposal would constitute high density development;
2. The extent to which the proposal does not address the housing needs of the area;
3. The level of proposed on-site car parking being inadequate;
4. The extent to which the proposal impacts the congestion on the highway network;
5. The level of compliance of the proposed development with, and weight to be afforded to, Core Strategy policies SP1, H1, H6, DM1, T1 and T2 and provisions of the NPPF.

7 Draft Conditions

- 7.1 No draft conditions were attached the Officers Report and none have been agreed subsequently. The Appellant will therefore work closely with the Council during the Appeal process in order to agree suitable planning conditions in accordance with national and local planning guidance.

Draft

Draft