

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140059/OO/2024
Date registered valid:	25 June 2024
Proposal:	Outline planning permission (with matters of access, layout and scale for approval) for redevelopment of site for 4 dwellings (Use Class C3)
Address:	Land To The Rear Of 902 Wilmslow Road, Manchester, M20 5PG
Ward(s):	Didsbury East Ward
Applicant:	AM7 Group Ltd & ASK FOUR LIMITED
Agent (if any):	Victoria Coleman, NJL Consulting
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	19/08/2024

Application details

Type of application: Outline Consent

Development type: Minor Other

Date of site visit: 10/07/2024

Standard consultations:

Printed: 4 July 2024 Expired: 25 July 2024

Neighbour notifications

Printed: 4 July 2024 Expired: 25 July 2024

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Proposal relates to a 0.3-hectare, triangular shaped piece of land at the rear of three rows of established, detached, and semi-detached properties between the Kingsway (forming part of the A34) dual-carriageway, Wilmslow Road, and Moor Park Road. The land currently features dense continuous scrub comprising of predominantly bramble and nettle cover with large mature trees.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

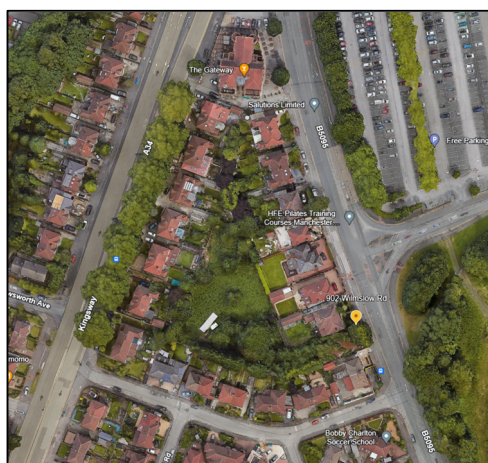
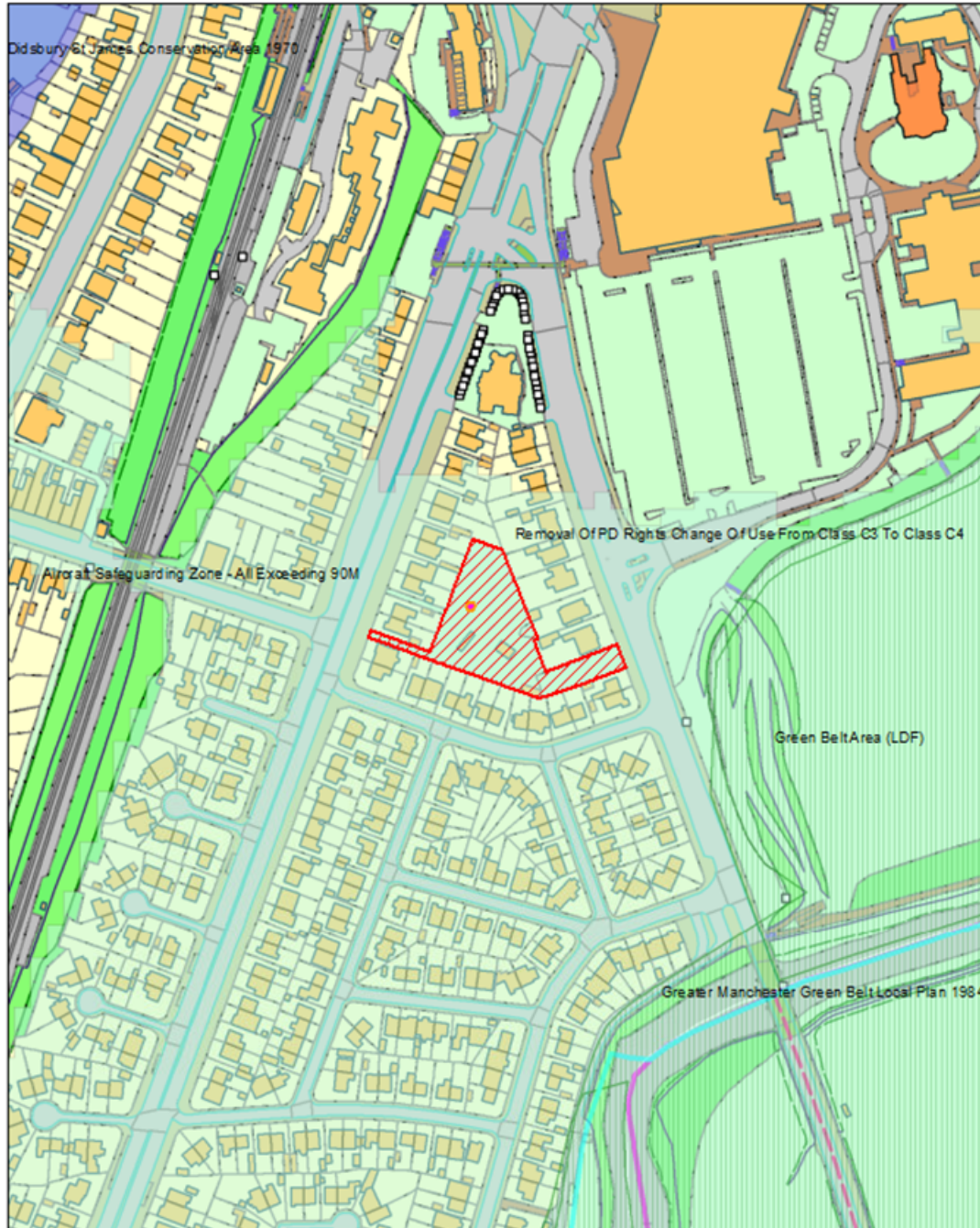


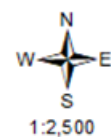
Figure 1. Aerial View

Description of area

The site is located in a mostly residential part of the Didsbury East ward of Manchester. The site sits within existing detached and semi-detached properties. The site is located in Flood Zone 2. The wider area features the Parrs Wood Entertainment Centre, East Didsbury National Rail station and East Didsbury Metrolink Station to the North and Green Belt land to the East.



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Description of development

The applicant is proposing the outline planning permission (with matters of access, layout, and scale for approval) for redevelopment of site for 4 dwellings (Use Class C3).

The proposed development comprises of 4 new residential dwellings and the provision of associated infrastructure. The units all sit as 1.5 storeys with ground floor and utilised roof space for the provision of four bedrooms.



Figure 2. Proposed Site Plan

Planning History

045039/00/SOUTH1/94

Description: Erection of a dwelling house

Decision: Not proceeded with 02/09/1994

043674/00/SOUTH1/93

Description: Erection of a detached dwellinghouse with a new vehicular access to Kingsway

Decision: Not proceeded with 10/01/1994

042904/FO/SOUTH1/93

Description: Erection of a 4 bedroomed bungalow with vehicular access between 853 & 855 Kingsway.

Approved: 22/04/1993

028937

Description: Erection of a dwellinghouse

Decision: 18/06/1987

F07115

Description: Erection of bungalow on land rear of 902 Wilmslow Road.

Decision: Approved 04/01/1978

It is also of note that there are a number of approved householder extensions to properties surrounding the development site.

Consultation, notification & publicity responses

Consultations

Manchester City Council Highways Services

Highways had no objections to the proposal pending a number of clarifications and number of conditions be attached if the application is approved.

Manchester City Council Environmental Health

Environmental Health had no objections and recommended a number of conditions be attached if the application is approved.

Manchester City Council Flood Risk Management

They provided the following comments.

We OBJECT to the proposal due to insufficient consideration of the NPPG Standing Advice for Flood Risk Assessment in matters which cannot be Conditioned. The following amendment to the FRA is required to lift our objection:

- Assessment of the estimated flood level for the Site. The FRA must clarify how it has derived the estimated flood level being used in section 2.6.a to propose the FFL as 36.2 mAOD. The derived value and the proposed FFL should be checked and confirmed.*
- Details of Finished Floor Levels set in accordance with Standing Advice. For proposed floor levels we require evidence that the floor levels take account of the height required above the reported ground level. We also require the floor levels to be clearly marked in the architect's section views.*
- If floor levels cannot be raised in line with Standing Advice, details of flood resistance and resilience measures and access/escape plans in line with Standing Advice.*

Manchester City Council Neighbourhood Team Leader (Arboriculture)

Manchester City Council Neighbourhood Team Leader (Arboriculture) were consulted on this application and had have no objection to this proposal subject to applicant implementing adequate tree protection measures in accordance with BS:5837.

Greater Manchester Police (GMP)

Greater Manchester Police were consulted on this application but did not provide a comment.

United Utilities Water PLC

United Utilities Water PLC were consulted on this application.

United Utilities recommended informatives to be added (if approved) regarding protection of their assets and drainage and had no further comments to add.

Environment Agency

The Environment Agency were consulted on this application but did not provide a comment.

Greater Manchester Ecology Unit (GMEU)

Greater Manchester Ecology Unit were consulted on this application.

GMEU commented that prior to determination more information would need to be supplied on how the developer envisages discharging the statutory biodiversity condition and they would suggest more of the existing trees are retained in order to reduce the overall deficit and potentially losing one plot in order to enable more on-site retention and creation given the current off-site contribution is likely to remove a significant part of the profit margin.

Notifications

Local Residents

As stated in Appendix 1, people who live near the area were told about the proposal.

2no local residents and 5no members of the public (addresses within the LPA) commented in support of the proposal. Comments were received regarding:

- Contribution of the dwellings to new housing units
- Contribution to the housing mix with new family dwellings
- Betterment of the site
- Aligns to national and local policy seeking to boost housing supply
- Opinion that residential amenity effects would be no more than existing properties in the area.

1no local resident commented neither in support nor objection. Comments were received regarding

- More details on the boundary finishes

12no residents from 10no local addresses commented in objection to the proposal. Comments were received regarding:

- Ecological impact (including local wildlife) and loss of green space
- Impact on the flood zone and drainage
- Size and scale of the development
- The impact to residential amenity including light, noise and privacy implications.
- Impact on traffic, parking and vehicular access
- Affordability of the development.

In addition to individual comments a petition was submitted in objection to the proposal with 21no signatures from 16no local addresses with concerns regarding

- Impacts on privacy and overlooking

Relevant planning concerns will be considered within the policy discussion below. It's important to note that the planning application is for outline planning permission (with matters of access, layout and scale for approval) with many of the concerns raised (missing information for example) not applicable as they would be required to be submitted as a reserved matters application if the outline planning permission was approved.

Relevant policies & the principle of development

Summary of relevant policy

Applications for planning permission must be assessed against the local development plan, unless there are important reasons not to, as stated in planning law.

In considering this application, we consider the following policies relevant.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - Development Management and Planning Obligations
 - DM 1 - Development Management
 - Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (partially superseded)
 - Objective 3 - Housing
 - H 1 – Overall Housing Provision (partially superseded)
 - H 6 – South Manchester
 - Objective 5 – Transport
 - T 1 – Sustainable Transport (partially superseded)
 - Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 9 – Green Infrastructure
 - EN 14 – Flood Risk (partially superseded)
 - EN 16 - Air Quality (partially superseded)
 - EN 18 - Contaminated Land and Ground Stability
 - EN 19 - Waste
- [Extant Unitary Development Plan \(UDP\)](#)
 - DC6 - Housing on “back land” sites
 - DC7 - New Housing Development
 - DC26 - Development and Noise
- [Places for Everyone Plan Joint Development Plan Document 2022-2039](#)
- [The National Planning Policy Framework \(The NPPF\)](#)
 - Section 4 – Decision-making
 - Section 5 – Delivering a sufficient supply of homes
 - Section 11 – Making effective use of land
 - Section 12 – Achieving well-designed places
 - Section 14 - Meeting the challenge of climate change, flooding and coastal change

Principle of the development

The proposal's principle is unacceptable. There are several factors in amenity terms that warrant refusal.

After careful consideration, it is concluded that the proposed development opposes the Manchester Core Strategy, Extant UDP, Places for Everyone Plan and the NPPF. This conclusion is based on the assessment in the sections that follow.

The Manchester Core Strategy Development Plan (2012-2027)

We have assessed the proposal against the following policies of the Core Strategy.

Development Management and Planning Obligations

DM 1 – Development Management

New developments must adhere to the 'Development Principles' and design guidance in the Supplementary Planning Documents.

We have assessed the proposal against the following issues.

Appropriate siting, layout, scale, form, massing, materials, and detail

Some pieces of land with apparent development potential are often surrounded by existing buildings (usually houses), and only have very limited access to a road. Experience shows that these sites are often very difficult to develop in a way which avoids a serious impact on neighbouring residents.

The proposed location is on a site to the rear of residential properties on Wilmslow Road, Kingsway, and Moor Park Road and would be designated as a back land development.

The scale of the development (4no dwellings) would be out of place on the small plot of land to the rear of this houses.

Historically this area has been left undeveloped due to the constraints of the site.

The site is not identified as a strategic housing site and the net benefit of the 4no dwellings would not outweigh the harm to existing residential properties.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposed location is on a site to the rear of residential properties on Wilmslow Road, Kingsway, and Moor Park Road and would be designated as a back land development.

The scale of the development (4no dwellings) would be out of place in the small plot of land to the rear of this houses.

Historically this back land area has been left empty due to the constraints of the site and how any potential development would interact with existing properties and change the character of the area.

In general, the proposed development has a harmful impact on the surrounding area.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The boundary distances and new properties would have a negative effect on the privacy of properties along Wilmslow Road, Kingsway, and Moor Park Road. The benefit of 4no. dwellings would not outweigh the harm to the residential amenity of existing property.

The proposal is expected to have a negligible effect on local light.

The proposal, by way of increase comings and goings including bin collections would have harmful effect by virtue of an increase in noise to the rear amenity spaces to surrounding property.

The proposal is expected to have a negligible effect on air quality or odours.

The proposal is expected to have a negligible effect on litter, vermin, or birds.

Given that the proposed development is resultant in 4 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns. A trip generation assessment was undertaken for the proposed development to understand the anticipated trips associated with the development during the AM and PM peak periods. The multi-modal peak hours trips rates for the development type were identified and trips for the AM and PM peak period were obtained from the TRICS database. The data shows that a total of 3 two-way vehicle movements are anticipated in the AM peak and 2 two-way vehicle trips in the PM peak period. The TRICS assessment and trip rates are acceptable. The site is well accessed by sustainable modes. Regular bus services and railway services are available within walking distance of the site. The Department for Transport database has been reviewed within the immediate vicinity of the site. The analysis shows that over the five-year period there has been a total of 3 incidents recorded, all of which were recorded as slight. These incidents were clustered around Wilmslow Road. The number of vehicular trips associated with site is expected to not be significant and therefore, it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

On balance, the proposal has a harmful impact on privacy and by virtue of increase of comings and goings and the increase in noise disturbance to existing residents.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal has close links to sustainable transit. The proposals seem to facilitate level access and incorporate an accessible ground floor WC.

Community safety and crime prevention.

Greater Manchester Police were consulted on the proposal and had no comment.

Adequacy of internal accommodation and external amenity space.

The properties are of sufficient size with regards to interval space standards and would have external amenity spaces for the enjoyment of occupants.

Refuse storage and collection.

Designated refuse storage has been accommodated for each individual dwelling within the curtilage of the site.

Refuse vehicles will collect waste from the new access road and a turning head is proposed to accommodate the movements of the refuse vehicle entering and leaving in forward gear. Tracking has been undertaken for a refuse vehicle and Drawing 'SCP/210287/ATR01' demonstrates that a refuse vehicle can enter, manoeuvre and exit in forward gear.

Notwithstanding the above the increased comings and goings created by the development would create noise and residential amenity issues for local residents.

Vehicular access and car parking

There are 8 car parking spaces located within the site's curtilage, thus equating to a provision of 200%. A new vehicular access is proposed from Wilmslow Road, located to the east of the application site. A new access road will be in place and provide 5.5m highway and 2m footways. The new footway will link to the existing footways along Wilmslow Road. The provision of this level of parking seems to be contrary to policy in that more than 100% parking is provided in a sustainable location.

A visibility splay has been undertaken at the proposed new access (Drawing SCP/210287/D01) which demonstrates that a splay of 2.4m x 43m in either direction is available. It is unclear whether the new road will be adopted or remain private.

The Design and Access Statement confirms that an EV Charge will be made available for each unit.

The Design and Access Statement confirm that cycle parking will be provided in the form of a cycle store in the rear gardens of the property.

Notwithstanding the above the increased comings and goings created by the development would create noise and residential amenity issues for local residents.

Effects relating to biodiversity, landscape, archaeological or built heritage

The applicant completed a Desk Study with Walkover Survey and did not find any immediate contamination. Environmental Health recommended a full Preliminary Risk Assessment be completed including sampling to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site.

The Statutory Biodiversity Metric spreadsheet provided calculated a deficit of 5.18BU of habitat units at the site raising concerns on the viability of the site. The Greater Manchester Ecology Unit had concerns on the how the developer envisages discharging the statutory biodiversity condition if approved. The applicant has not detailed how they would overcome the deficit including whether there would be on or off-site mitigation.

The applicant provided an Ecological Appraisal & Nat Preliminary Roost Assessment concluding that there were no significant protected species issues pertaining to the future development of the site. Mitigation should also be provided for nesting birds and enhancement for bats, through provision of integrated bat and bird measures on each new build.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

On balance the proposal has a harmful effect on local biodiversity.

Green Infrastructure including open space, both public and private

The applicant provided an Arboriculture Report concluding that there are no trees of any significant quality on or adjacent to the site and many of them would warrant removal or major works regardless of development. The AIA had photographs to show each tree on the site and whilst the trees were in moderate condition, they would not be worthy of TPO status.

The applicant has proposed to retain the better of the specimens T1 and T2.

Notwithstanding the supplied Arboriculture Report, the local arboriculture forms part of the biodiversity net gain assessment. The applicant has not detailed how they would overcome the deficit including whether there would be on or off-site mitigation.

Flood risk and drainage.

The development is in Flood Zone 2 with a vulnerability classification of 'More Vulnerable'.

In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities, the applicant has provided insufficient consideration of the NPPG Standing Advice for Flood Risk.

The proposal is therefore in opposition with this development management principle.

Objective 1 - Spatial Principles

SP 1 - Spatial Principles

This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight that development should 'make a positive contribution to neighbourhoods of choice'.

We consider this proposal to oppose with the principles of this policy.

Objective 3 - Housing

H 1 – Overall Housing Provision

This policy explains how housing will be provided in Manchester and sets targets for development. The goal is to increase high-quality housing in sustainable locations. This will address demographic needs and help economic growth.

We consider this proposal to oppose with the principles of this policy.

H 6 – South Manchester

This policy outlines the strategy for housing provision in South Manchester in particular.

We consider this proposal to oppose with the principles of this policy.

Objective 5 – Transport

T 1 – Sustainable Transport

This policy outlines the key principles of creating a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

The scheme includes for 200% car parking provision.

Objective 6 Environment

EN 1 – Design Principles and Strategic Character Areas

This policy outlines the key design principles for development in Manchester. All development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the ‘Southern Character Area’.

We consider this proposal to oppose with the principles of this policy.

EN 9 – Green Infrastructure

This policy outlines the principles to maintain existing green infrastructure in terms of its quantity, quality, and multiple function.

We consider this proposal to oppose with the principles of this policy.

EN 14 – Flood Risk

This policy outlines the key principles around Flood Risk Management in the city.

The development is in Flood Zone 2 with a vulnerability classification of ‘More Vulnerable’.

In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities, the applicant has provided insufficient consideration of the NPPG Standing Advice for Flood Risk.

We consider this proposal to oppose with the principles of this policy.

EN 16 – Air Quality

This policy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport.

We consider this proposal to accord with the principles of this policy.

EN 18 - Contaminated Land and Ground Stability

This policy sets out the principle of development on contaminated land or unstable land.

We consider this proposal to accord with the principles of this policy.

EN 19 – Waste

This policy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced most of the UDP, but some UDP policies still apply to this proposal.

DC6 - Housing on “back land” sites

This policy sets out the tests required to allow housing development on back land sites.

We consider this proposal to oppose with the principles of this policy.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

We consider this proposal to oppose with the principles of this policy.

Places for Everyone Plan (2022 – 2039)

We have assessed the proposal against the following policies of the Places for Everyone Plan.

Strategy

JP-Strat9: Southern Areas

This policy outlines the spatial strategy for the Southern Areas of the City Region which includes Southern areas of Manchester.

Sustainable and Resilient Places

JP-S1: Sustainable Development

This policy outlines how, to help tackle climate change, development should aim to maximise its economic, social, and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

JP-S4: Flood Risk and the Water Environment

This policy outlines the measures to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk.

JP-S6: Resource Efficiency

This policy outlines the measures to meet Greater Manchester’s ambition of becoming a leading green city region by 2038.

Places for Homes

JP-H1: Scale, Distribution and Phasing of New Housing Development

This policy outlines the aspiration to deliver a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

JP-H2: Affordability of New Housing

This policy outlines how substantial improvements will be sought in the ability of people to access housing at a price they can afford.

JP-H3: Type, Size and Design of New Housing

This policy outlines how development across the City area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods.

JP-H4: Density of New Housing

This policy outlines how new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Greener Places

JP-G6: Urban Green Space

This policy outlines how we can ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions.

JP-G7: Trees and Woodland

This policy outlines how we will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

JP-G8: A Net Enhancement of Biodiversity and Geodiversity

This policy outlines how we will work to deliver a net enhancement of biodiversity in the City region.

Places for People

JP-P1 Sustainable Places

This policy outlines how we aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy, and varied places.

Connected Places

JP-C8: Transport Requirements of New Development

This policy outlines how we will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework explains the government's planning policies for England. It also explains how to use these policies.

At all stages of the application, we have adhered to and considered the NPPF.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 5 - Delivering a sufficient supply of homes

Section 5 of the NPPF outlines the need to deliver a sufficient supply of homes.

Section 11 - Making effective use of land

Section 11 of the NPPF outlines the need to make effective use of land.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 12 outlines how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

Section 15 – Conserving and enhancing the natural environment

Section 15 of the NPPF outlines the planning system needs to protect and enhance sites of biodiversity or mitigate or compensate harm.

We consider this proposal to oppose with the principles of the NPPF.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Conclusion

The access, layout and scale of the proposal are not acceptable in this area. The proposal will have a harmful impact upon residential amenity. It goes against the Core Strategy, UDP, NPPF policies, and other considerations.

Recommendation: Refuse

Article 35 Declaration

Officers have assessed the proposal with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, and other material considerations. Significant problems have arisen during the consideration of this application which could not be addressed through negotiation.

Reasons for recommendation to refuse

1. Development on a back land site

The proposed development by reason of its location to the rear of existing dwellinghouses and without its own road frontage constitutes back land development. Due to the siting and size of the proposed buildings, its relationship with adjoining properties, the proposed access would result in the loss of amenity to neighbouring occupiers as a consequence of loss of privacy and increased comings and goings and associated noise and disturbance. The proposal would be of detriment to the character of the area and fail to meet the guiding principle of development of making a positive contribution to neighbourhoods of choice counter to policies in SP1, H1, H6, and EN 1 of the Manchester Core Strategy; DC6 and DC26 of the Extant UDP; and; Section 5, 11 and 12 of the NPPF.

2. Biodiversity net loss

The Statutory Biodiversity Metric spreadsheet provided calculated a deficit of 5.18BU of habitat units at the site raising concerns on the viability of the site. The applicant has not detailed how they would overcome the deficit including whether there would be on or off-site mitigation. The proposed scheme would create a net loss of biodiversity counter to policies in DM1, SP1, EN1, EN9 of the Manchester Core Strategy; and Section 15 of the NPPF.

3. Flood Risk

The development is in Flood Zone 2 with a vulnerability classification of 'More Vulnerable'. In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities, the applicant has provided insufficient consideration of the NPPG Standing Advice for Flood Risk. This is counter to policies in DM 1 & EN 14 of the Manchester Core Strategy; and Section 14 of the NPPF.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit

844 Kingsway, Manchester, M20 5WQ
3 Gawsworth Avenue, Manchester, M20 5WU
7 Gawsworth Avenue, Manchester, M20 5WU
22 Winwood Road, Manchester, M20 5PE
872 Kingsway, Manchester, M20 5WG
13 Glenmere Road, Manchester, M20 5PH
16 Glenmere Road, Manchester, M20 5PH
15 Moor Park Road, Manchester, M20 5PF
3 Winwood Road, Manchester, M20 5PE
3 Glenmere Road, Manchester, M20 5PH
812 Kingsway, Manchester, M20 5WY
810 Kingsway, Manchester, M20 5WY
Cineworld Cinema, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG

910 Wilmslow Road, Manchester, M20 5PG
10 Moor Park Road, Manchester, M20 5PF
3 Denholm Road, Manchester, M20 5PP
8 Moor Park Road, Manchester, M20 5PF
888 Kingsway, Manchester, M20 5NR
6 Avalon Drive, Manchester, M20 5WN
850 Kingsway, Manchester, M20 5WQ
854 Kingsway, Manchester, M20 5WQ
868 Kingsway, Manchester, M20 5WG
2 Oakdale Drive, Manchester, M20 5WJ
1 Oakdale Drive, Manchester, M20 5WJ
869 Kingsway, Manchester, M20 5PB
18 Winwood Road, Manchester, M20 5PE
2 Glenmere Road, Manchester, M20 5PH
7 Greylands Road, Manchester, M20 5PJ
10 Morningside Drive, Manchester, M20 5PR
9 Greylands Road, Manchester, M20 5PJ
5 Moor Park Road, Manchester, M20 5PF
861 Kingsway, Manchester, M20 5PB
2 Moor Park Road, Manchester, M20 5PF
10 Winwood Road, Manchester, M20 5PE
828 Kingsway, Manchester, M20 5WQ
857 Kingsway, Manchester, M20 5PA
888 Wilmslow Road, Manchester, M20 5PG
835 Kingsway, Manchester, M20 5PA
914 Wilmslow Road, Manchester, M20 5PG
4 Morningside Drive, Manchester, M20 5PQ
904 Wilmslow Road, Manchester, M20 5PG
15 Morningside Drive, Manchester, M20 5PQ
3 Crandon Drive, Manchester, M20 5WL
8 Crandon Drive, Manchester, M20 5WL
856 Kingsway, Manchester, M20 5WQ
2A Gawsworth Avenue, Manchester, M20 5WU
862 Kingsway, Manchester, M20 5WG
3 Oakdale Drive, Manchester, M20 5WJ
5 Oakdale Drive, Manchester, M20 5WJ
873 Kingsway, Manchester, M20 5PB
878 Kingsway, Manchester, M20 5WG
15 Glenmere Road, Manchester, M20 5PH
14 Glenmere Road, Manchester, M20 5PH
11 Winwood Road, Manchester, M20 5PE
1 Greylands Road, Manchester, M20 5PJ
3 Greylands Road, Manchester, M20 5PJ
838 Kingsway, Manchester, M20 5WQ
840 Kingsway, Manchester, M20 5WQ
6 Winwood Road, Manchester, M20 5PE
1 Glenmere Road, Manchester, M20 5PH
839 Kingsway, Manchester, M20 5PA
Grosvenor G Casino Didsbury, Parrswood Entertainment Centre, Wilmslow Road, Manchester, M20 5PG

Flat At, Gateway Hotel, 882 Wilmslow Road, Manchester, M20 5PG
804 Kingsway, Manchester, M20 5WY
837 Kingsway, Manchester, M20 5PA
806 Kingsway, Manchester, M20 5WY
First Floor, 806A Kingsway, Manchester, M20 5WY
Nandos, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Parrswood Entertainment Centre, Wilmslow Road, Manchester, M20 5PG
7 Morningside Drive, Manchester, M20 5PQ
1 Crandon Drive, Manchester, M20 5WL
5 Crandon Drive, Manchester, M20 5WL
1 Gawsworth Avenue, Manchester, M20 5WU
26 Winwood Road, Manchester, M20 5PE
879 Kingsway, Manchester, M20 5PB
5 Glenmere Road, Manchester, M20 5PH
11 Glenmere Road, Manchester, M20 5PH
12 Denholm Road, Manchester, M20 5PP
5 Greylands Road, Manchester, M20 5PJ
4 Winwood Road, Manchester, M20 5PE
8 Winwood Road, Manchester, M20 5PE
4 Denholm Road, Manchester, M20 5PP
881 Kingsway, Manchester, M20 5PB
28 Winwood Road, Manchester, M20 5PE
871 Kingsway, Manchester, M20 5PB
877 Kingsway, Manchester, M20 5PB
2 Avalon Drive, Manchester, M20 5WN
9 Glenmere Road, Manchester, M20 5PH
20 Winwood Road, Manchester, M20 5PE
4 Glenmere Road, Manchester, M20 5PH
6 Glenmere Road, Manchester, M20 5PH
8 Glenmere Road, Manchester, M20 5PH
9 Winwood Road, Manchester, M20 5PE
11 Greylands Road, Manchester, M20 5PJ
9 Moor Park Road, Manchester, M20 5PF
13 Moor Park Road, Manchester, M20 5PF
11 Moor Park Road, Manchester, M20 5PF
14 Winwood Road, Manchester, M20 5PE
16 Winwood Road, Manchester, M20 5PE
841 Kingsway, Manchester, M20 5PA
847 Kingsway, Manchester, M20 5PA
849 Kingsway, Manchester, M20 5PA
898 Wilmslow Road, Manchester, M20 5PG
884 Wilmslow Road, Manchester, M20 5PG
912 Wilmslow Road, Manchester, M20 5PG
1 Denholm Road, Manchester, M20 5PP
12 Winwood Road, Manchester, M20 5PE
808 - 810 Kingsway, Manchester, M20 5WY
843 Kingsway, Manchester, M20 5PA
853 Kingsway, Manchester, M20 5PA
855 Kingsway, Manchester, M20 5PA
832 Kingsway, Manchester, M20 5WQ

834 Kingsway, Manchester, M20 5WQ
890 Wilmslow Road, Manchester, M20 5PG
886 Wilmslow Road, Manchester, M20 5PG
833 Kingsway, Manchester, M20 5PA
804A Kingsway, Manchester, M20 5WY
808A Kingsway, Manchester, M20 5WY
Frankie And Bennys, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Megabowl, Parrswood Entertainment Centre, Wilmslow Road, Manchester, M20 5PG
7 Denholm Road, Manchester, M20 5PP
17 Moor Park Road, Manchester, M20 5PF
884 Kingsway, Manchester, M20 5WG
3 Avalon Drive, Manchester, M20 5WN
8 Avalon Drive, Manchester, M20 5WN
7 Avalon Drive, Manchester, M20 5WN
6 Crandon Drive, Manchester, M20 5WL
846 Kingsway, Manchester, M20 5WQ
848 Kingsway, Manchester, M20 5WQ
866 Kingsway, Manchester, M20 5WG
4 Oakdale Drive, Manchester, M20 5WJ
6 Oakdale Drive, Manchester, M20 5WJ
865 Kingsway, Manchester, M20 5PB
867 Kingsway, Manchester, M20 5PB
5 Avalon Drive, Manchester, M20 5WN
7 Crandon Drive, Manchester, M20 5WL
852 Kingsway, Manchester, M20 5WQ
2 Gawsworth Avenue, Manchester, M20 5WU
12 Glenmere Road, Manchester, M20 5PH
6 Moor Park Road, Manchester, M20 5PF
8 Denholm Road, Manchester, M20 5PP
2 Denholm Road, Manchester, M20 5PP
5 Winwood Road, Manchester, M20 5PE
851 Kingsway, Manchester, M20 5PA
826 Kingsway, Manchester, M20 5WQ
Burger King, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
900 Wilmslow Road, Manchester, M20 5PG
896 Wilmslow Road, Manchester, M20 5PG
Chiqiutos, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
908 Wilmslow Road, Manchester, M20 5PG
9 Morningside Drive, Manchester, M20 5PQ
11 Morningside Drive, Manchester, M20 5PQ
11 Denholm Road, Manchester, M20 5PP
5 Denholm Road, Manchester, M20 5PP
882 Kingsway, Manchester, M20 5WG
4 Avalon Drive, Manchester, M20 5WN
2 Crandon Drive, Manchester, M20 5WL
842 Kingsway, Manchester, M20 5WQ
864 Kingsway, Manchester, M20 5WG
4 Gawsworth Avenue, Manchester, M20 5WU
870 Kingsway, Manchester, M20 5WG
6 Gawsworth Avenue, Manchester, M20 5WU

5 Gawsworth Avenue, Manchester, M20 5WU
875 Kingsway, Manchester, M20 5PB
883 Kingsway, Manchester, M20 5PB
885 Kingsway, Manchester, M20 5PB
880 Kingsway, Manchester, M20 5WG
7 Glenmere Road, Manchester, M20 5PH
6 Morningside Drive, Manchester, M20 5PR
8 Morningside Drive, Manchester, M20 5PR
1 Moor Park Road, Manchester, M20 5PF
7 Moor Park Road, Manchester, M20 5PF
859 Kingsway, Manchester, M20 5PB
4 Moor Park Road, Manchester, M20 5PF
1 Winwood Road, Manchester, M20 5PE
7 Winwood Road, Manchester, M20 5PE
6 Denholm Road, Manchester, M20 5PP
845 Kingsway, Manchester, M20 5PA
830 Kingsway, Manchester, M20 5WQ
Parrs Wood High School, Wilmslow Road, Manchester, M20 5PG
892 Wilmslow Road, Manchester, M20 5PG
Flat Above, 810 Kingsway, Manchester, M20 5WY
5 Morningside Drive, Manchester, M20 5PQ
2 Morningside Drive, Manchester, M20 5PQ
9 Denholm Road, Manchester, M20 5PP
17 Morningside Drive, Manchester, M20 5PQ
1 Avalon Drive, Manchester, M20 5WN
886 Kingsway, Manchester, M20 5NR
4 Crandon Drive, Manchester, M20 5WL
863 Kingsway, Manchester, M20 5PB
24 Winwood Road, Manchester, M20 5PE
874 Kingsway, Manchester, M20 5WG
876 Kingsway, Manchester, M20 5WG
10 Denholm Road, Manchester, M20 5PP
10 Glenmere Road, Manchester, M20 5PH
13 Greylands Road, Manchester, M20 5PJ
3 Moor Park Road, Manchester, M20 5PF
2 Winwood Road, Manchester, M20 5PE
836 Kingsway, Manchester, M20 5WQ
831 Kingsway, Manchester, M20 5PA
Pizza Hut, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
894 Wilmslow Road, Manchester, M20 5PG
Gateway Hotel, 882 Wilmslow Road, Manchester, M20 5PG
806A Kingsway, Manchester, M20 5WY
VIRGIN ACTIVE, Unit 8, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
918 Wilmslow Road, Manchester, M20 5PG
916 Wilmslow Road, Manchester, M20 5PG
906 Wilmslow Road, Manchester, M20 5PG
13 Morningside Drive, Manchester, M20 5PQ
19 Morningside Drive, Manchester, M20 5PQ
19 Moor Park Road, Manchester, M20 5PF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Flood Zones Type 2 (low to medium risk) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA