

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144831/VO/2025

Date registered valid: 23 December 2025

Proposal: City Council Development for the creation of a temporary car park for approximately 100 vehicles for a period of 2 years, along with associated landscaping.

Address: Wythenshawe Park, Wythenshawe, Manchester , M23 0AB

Ward(s): Brooklands Ward

Applicant: Manchester City Council

Agent (if any): Lynsay Ewart, Paul Butler Associates

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12 February 2026

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Date of site visit: 21 January 2026

Standard consultations:

Printed: 6 January 2026 Expired: 27 January 2026

Neighbour notifications

Printed: 6 January 2026 Expired: 27 January 2026

Site notice

Posted: 21 January 2026 Expired: 13 February 2026

Press advert

Published: 13 January 2026 Expired: 3 February 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is situated adjacent to the existing main entrance on Wythenshawe Road, a short distance from the current car park that is proposed to be temporarily replaced. The site consists of an area of amenity grassland following the closure of pitch and putt facility, understood to have ceased over 15 years ago.



Application site

Immediately to the north, within the park, lies a pedestrian and cycle path that provides access and circulation throughout the park. A row of mature Horse Chestnut trees runs alongside the access road to the east. Within the centre of the application site there is an existing Common Hawthorn tree, with additional trees located beyond the western boundary.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is located within an extensive area of open parkland that includes woodland, grassland and meadows. To the east lies Wythenshawe Park and Gardens which is Grade II listed. Within the park itself are four Grade II listed structures: Wythenshawe Hall, its north lodge, a former stables block, and the Oliver Cromwell statue. The adjacent woodlands, including Gib Lane and Nan Nook Woods, are designated as Sites of Special Biological Interest. The wider area is principally residential in character, including just to the north along Wythenshawe Road.

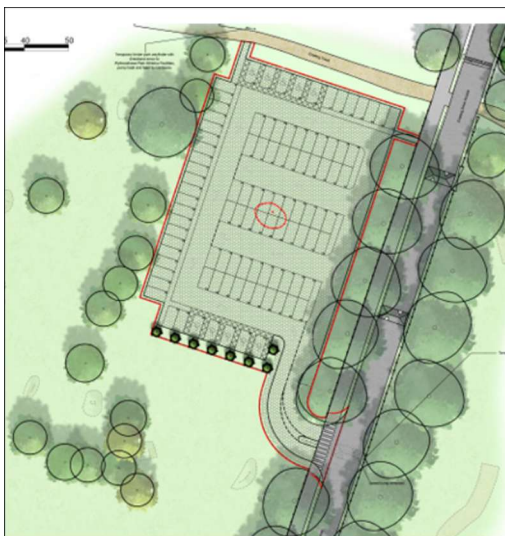
Background

The need for the proposed temporary car park arises following planning permission being granted in December 2025 for the reconfiguration of existing playing field and recreational facilities to provide 2x AGPs, 1x MUGA; construction of a pavilion comprising shower and change facilities, a cafe, cycle hub, and a GP clinic with Innerva Suite and community rooms (use class F2 and E(b)(d)(e)); widening of vehicular access and creation of pedestrian access; demolition of the existing weightlifting facility, reconfiguration of the existing car parking area; erection of new fencing and floodlighting; landscaping and BNG provision; a substation; and, other associated works (Ref: 144282/VO/2025). These works are proposed a short distance to the west of the current application site.

The proposed car park will serve as a short-term replacement facility (for up to two years), providing parking provision while construction works take place.

Description of development

Planning permission is sought for a temporary car park to operate whilst works associated with planning permission referenced 144282/VO/2025 are carried out. The temporary facility is proposed for a period of up to two years to provide alternative parking during the construction phase.



Proposed layout

The car park would accommodate 100 spaces, including 10 accessible bays (10%), positioned close to the pedestrian access points located to the north and south. Vehicular access would be

from a two-way entrance created through an existing gap in the avenue of Horse Chestnut trees that runs along the lane through the park.

To deliver the car park, ground-levelling works are required, and one Common Hawthorn tree would need to be removed. This loss would be mitigated through the planting of eight new Wild Cherry trees.

The surface would utilise the Ground Trax Cellpave AP ground-reinforcement system - a permeable paving solution designed for temporary or semi-permanent installations. Parking bays would be delineated using white polypropylene markers that lock securely into the Cellpave grid.

Pedestrian access would be provided to and from the temporary car park via a northern connection to the existing pedestrian and cycle route. A marked pedestrian crossing would also be introduced at the new access point to facilitate safe pedestrian movement, supported by additional wayfinding signage.

Consultations & Notification Responses

Local Residents/Occupiers

No representations received.

Flood Risk Management

No objection on the basis that this is a temporary car park with is no increase in impermeable area.

Greater Manchester Archaeological Advisory Service (GMAAS)

The proposed development does not threaten the known or suspected archaeological heritage.

Arboriculture

A temporary car park is proposed using a no-dig raft system (GroudTrax Callpave), allowing construction entirely above existing soil levels. This approach avoids excavation and minimises soil compaction, particularly within the Root Protection Areas (RPAs) of trees T21, T22, T23 and group G6.

Several raised former golf tee mounds within the area will need to be levelled; however, machinery must not traverse the area without ground protection boards. Protective fencing is also required to ensure trees are not harmed by the storage of machinery or materials.

Provided that all tree protection measures are installed prior to works commencing and all works comply with BS 5837, there are no objections to the proposed temporary car park.

Highways Services

The following principal comments are made:

Trip Generation

In comparison to the existing use, the level of trips generated is not anticipated to be dissimilar and as such, no highways concerns are expected.

Highway Safety

Based on the submitted assessment Highways have no concerns about highway safety issues within the vicinity of the site.

Parking

The proposed temporary car park will provide 100 bays (including 10 accessible bays) and temporarily replace the existing 89 space sports hub car park.

Vehicular Access

A new vehicle access will be provided. In order to accommodate the access an existing raised speed hump and short section of estate railings will be removed.

Plan 'Wythenshawe Park - Temporary Car Park' (Appendix A) details the proposed car park arrangements. The plan confirms that the access will have dropped kerbs and tactile paving. This is acceptable in principle.

It is noted that road markings will be in place across the access for pedestrians. This is acceptable in principle.

The TA confirms that a car park will have a one-way circulation system in place. This is acceptable in principle. The TA also confirms that timber knee rails are proposed at the boundary of the car park. This is welcomed.

Signage will be in place on Wythenshawe Road and at the car park access to indicate parking locations. This is welcomed.

Car Park and Event Management

The TA states that the proposed temporary car park will not be used for event parking. It is noted that an Event Management Plan is conditioned under application 144282/VO/2025. Whilst the above is noted as per Highways pre-app comments the proposed temporary car park should form part of the Parks wider Event Management Plan.

Construction Management

Following receipt of a Construction Management Plan, A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site should be provided.

Historic England

No comments. It is suggested that the views of the Council's specialist conservation and archaeological advisers is sought.

Gardens Trust

The proposal is for a temporary car park. The Gardens Trust and Cheshire Gardens Trust raise no objection in principle, but express concern about intrusion into the root protection areas of five mature horse chestnut avenue trees. To avoid further harm, they recommend relocating the

car park further west and ensuring works near trees are carried out under appropriate arboricultural supervision.

It is suggested that the proposed tree planting (8 no *Prunus avium*) should be in the form of a small copse, rather than a straight line. As this planting is to remain as a permanent feature in the landscape after the car park has been removed, it would be more in keeping with the parkland character in this form.

Environmental Health

No objection.

Greater Manchester Ecology Unit (GMEU)

The proposals is temporary, and the area of modified grassland which will be affected will be re-instated within 2 years. A net gain in biodiversity can be achieved by planting new standard trees within the Park.

There is no objection to the proposals on Ecology grounds.

It is advised that the statutory Biodiversity Gain Condition will apply which requires the provision of a final Biodiversity Gain Plan prior to commencement. Although the new tree planting is not a significant biodiversity gain, nevertheless to secure the biodiversity gains the establishment and maintenance of the new trees should be controlled by means of a simple landscape maintenance condition.

Relevant Planning History

Whilst the park has a broader planning history, including the associated development linked to this temporary application, there is no specific planning history for the section of the park that forms the application site. The following planning history relates to land immediately adjoining the site:

130542/VO/2021

Creation of outdoor cycling facilities, including perimeter trail, learn-to-ride area, and skills areas. *Approved 21 October 2021.*

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995);
and
- Places for Everyone Joint Development Plan.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principles) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN3 (Heritage) - states that new developments must preserve or enhance the character and setting of areas and buildings of acknowledged importance.

Policy EN8 (Adaption to Climate Change) requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities) - The Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a

network of diverse, multi-functional open spaces. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent replacement space will be provided in the local area or the site has been demonstrated to be surplus.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN15 (Biodiversity and Geological Conservation) - states that new development will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy T1 (Sustainable Transport) - states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage a 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.

Policy T2 – (Accessible areas of opportunity and need) – sets out strategy for managing the pattern of development to improve accessibility in the city, stating that car parking standards are maximums and cycle and disabled car parking standards are minimums, with account for circumstances at the council's discretion.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy WW12 (Leisure And Recreation) - The Council will work with the private sector to provide a greater range of recreational activities within Wythenshawe Park. These activities will be confined to the western half of the Park as identified on the Proposals Map. In considering proposals for improving existing facilities or extending their range the Council will ensure that the prime function of the Park in providing open spaces for informal recreation is fully protected, in particular, Baguley Brook and its corridor. Reason: This part of the park represents the most appropriate location for new recreational facilities to serve the residents of Wythenshawe. It is considered that any development to the east of this road would detract from the historic landscape and character of the park, and should be resisted.

Policy DC26 (Noise) - states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone Joint Development Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The plan was adopted in March 2024 and now forms part of the City's Local Development Framework. The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of Place for Everyone in this instance are:

JP-S1: Sustainable development

JP-S2 Carbon and Energy:

JP-P1: Sustainable Places

JP-P7: Sport and Recreation

Policy JP-G2: Green Infrastructure Network

Policy JP-G6: Urban Green Space

Policy JP-G7: Trees and Woodland

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Policy JP-C8: Transport Requirements of New Developments

Manchester City Council

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Other material policy considerations:

Open Space, Sport and Recreation Study and Playing Pitch Strategy (Nov 2022)

This is a City Council document which set out the framework for investment into playing pitch and outdoor facility improvements.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and

greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

National Planning Policy Framework and Consultation Draft (December 2025)

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Sections 2, 4, 6, 8, 11, 12, 15 and 16 are considered relevant to the consideration of this application.

Issues

Principle

The principle of the proposed development is considered acceptable. The proposed car park would deliver notable public benefits by enabling the development of the new Sports Hub Pavilion and associated playing pitches approved under planning permission 144282/VO/2025, supporting sport, health, and overall wellbeing.

The temporary car park would ensure that the park remains usable throughout the construction period, maintaining uninterrupted access for the local community and preserving use of the park’s facilities.

As a temporary intervention, the development involves minimal physical impact and can be fully reversed. Any effects would be limited in scale and short-term. Accordingly, the proposal is considered to comply with the relevant policies and guidance.

Specific issues are outlined further below.

Playing Pitch

The application site is understood to have historically formed part of a former pitch-and-putt golf facility, which ceased operation approximately 15 years ago. Since that time, the land has reverted to amenity grassland as part of the wider park setting.

The proposed car park is temporary in nature and would not encroach upon, or adversely affect, any active sports pitches or current sporting activities within the park. Its provision would maintain appropriate parking capacity to accommodate demand associated with the broader use of the park and its facilities.

The proposal therefore accords with Exception 2 of Sport England’s Playing Pitch Policy, as it would not result in any reduction in the quantity, quality, usability, or safety margins of existing pitches. Instead, the scheme would facilitate and support continued access to primary sporting uses rather than detracting from them. This exception specifically applies to ancillary

infrastructure such as car parks where such facilities are necessary to enable or enhance access to sport.

Highway Impact

The proposed temporary car park would accommodate 100 parking bays, including 10 accessible spaces, thereby providing an almost like-for-like temporary replacement for the existing 89-space Sports Hub car park during construction works.

Highways Services have reviewed the submitted Transport Statement and consider the proposed parking provision, trip generation, and access arrangements to be acceptable. Based on the evidence provided, the proposal is considered to present no concerns in terms of highway capacity or safety.

In addition, swept-path analysis has been undertaken to demonstrate that vehicles can appropriately and safely navigate the internal layout of the temporary car park. On this basis, the impact on the surrounding highway network is considered acceptable, subject to the installation of appropriate wayfinding signage, and the provision of dropped kerbs, tactile paving, and road markings as proposed.

Residential Amenity

Given that the proposed car park would make use of an existing vehicular access point into the park, and is located approximately 59 metres from the nearest sensitive residential properties on the opposite side of Wythenshawe Road to the north and separated by a substantial buffer of mature vegetation, it is not considered that the development would give rise to any significant adverse impact on the living conditions of nearby residential occupiers. This includes matters relating to vehicle movements, noise disturbance, or visual amenity.

Furthermore, the car park is proposed on a temporary basis, ensuring that any potential effects would be limited in both scale and duration.

Tree and Landscaping

The application site currently contains a single Common Hawthorn tree positioned near its centre, which is proposed for removal. In addition, the development would encroach upon the root protection areas of three further trees and one tree group.

Whilst the loss of the Hawthorn is regrettable, the proposal includes compensatory planting of eight *Prunus avium* (Wild Cherry) trees along the southern boundary of the temporary car park. These trees would be spaced and positioned to allow each specimen to attain approximately 75% of its mature canopy spread, thereby maximising their long-term landscape contribution and biodiversity value.

The Council's Arboriculturalist has reviewed the proposals, including the submitted Arboricultural Impact Assessment, and raises no objection, subject to the installation of appropriate protective fencing to ensure retained trees are not adversely affected by site operations, including the storage of machinery or materials. All works must be undertaken in full accordance with BS 5837: Trees in Relation to Design, Demolition and Construction. Any crown-lifting or associated arboricultural works must be carried out by a suitably qualified arboricultural contractor and in accordance with BS 3998: Tree Work Recommendations. Appropriate conditions are included.

Visual Amenity

Whilst the proposal would result in some localised effects on visual amenity, the use of the Cellpave system instead of traditional tarmac would significantly soften the appearance of the car park. By allowing grass to grow through the permeable tiles, the development would integrate more sympathetically with its surroundings and reduce the overall visual impact. Furthermore, the proposed additional tree planting would provide long-term landscape and ecological benefits once the temporary car park is no longer required. Any adverse effects on visual amenity would therefore be both limited in extent and temporary in nature.

Reinstatement of Land Post Development

The proposal would utilise a Cellpave system designed to be fully removable, enabling the temporary car park to be installed without heavy construction works or the need to break out existing ground material. As a result, the underlying soil profile would remain largely undisturbed.

Once the temporary use ceases, the land can be readily reinstated to grassland through the simple removal of the Cellpave tiles, light decompaction of the soil, and reseeded.

As part of the reinstatement process, the timber knee rail would also be removed, and the estate railings temporarily taken out to form the access would be reinstalled to their original alignment. The proposed tree planting, however, would be retained, delivering a lasting enhancement to the site's landscape value.

Given the low-impact construction method and the ease of removal, the site can be appropriately restored to its pre-development condition, with the added benefit of a net gain in tree provision.

Heritage Impact

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on decision-makers to give special regard to the desirability of preserving a listed building, its setting, or any features of special architectural or historic interest when considering planning applications that may affect them. This is echoed with Policy EN3 of the Core Strategy which requires assessment of the impact of new development on heritage assets, policy JP-P2 of Places for Everyone which similarly requires proposals affecting designated or non-designated heritage assets and their settings to be considered in line with national policy contained within Section 16 of the National Planning Policy Framework (NPPF).

In this case, the application site is located immediately adjacent to the Grade II Registered Park and Garden (RPG) and sits within the wider setting of the Grade II* Wythenshawe Hall and the Grade II listed stables, situated roughly 200–220 metres to the southeast. Whilst the site lies outside the formal RPG boundary, it nonetheless forms part of the historic designed landscape associated with the former Tatton estate and therefore contributes to the setting and significance of these designated heritage assets.

The land itself comprises a former pitch-and-putt course, long since redundant, with a mixture of tree cover and open grassland. This landscape is considered to positively reinforce the open parkland character that underpins the significance of the RPG and listed buildings, and it currently provides a visual and experiential buffer between the Hall complex and the Wythenshawe Road corridor.

The proposed access route into the temporary car park follows the line of the former 1882 secondary carriage drive to the stables, which now corresponds with the RPG boundary. This historic alignment remains clearly legible within the landscape and heightens the site's sensitivity due to its historic function, associations, and its role within the broader parkland character.

There is partial intervisibility between the site and the Hall's formal grounds, filtered by intervening vegetation. Nevertheless, the site retains a strong visual and spatial relationship with the RPG, which is a material consideration in assessing impact.

The introduction of regular vehicle movements, parked cars, and associated activity would alter an area that currently reads as undeveloped parkland and functions as a buffer to the RPG and listed buildings. This represents a noticeable change in character and results in a degree of encroachment into the setting and significance of the RPG and, to a lesser extent, the listed buildings.

The visual effects would be most noticeable during periods of heavy use and in winter months, when headlights would draw attention to the car park. Cumulatively, these changes would moderately erode the parkland qualities of the RPG and extend the urbanised character of Wythenshawe Road into the historic landscape.

Whilst the use of grass-paviour surfacing reduces visual impact when compared with standard tarmac surfacing, it would not fully mitigate the fundamental harm arising from introducing car parking into a heritage-sensitive location.

Overall, the proposal would result in less than substantial harm, at the lower end of the scale, to the significance of the Grade II RPG and to the setting of the Grade II* and Grade II listed buildings. In line with paragraph 219 of the National Planning Policy Framework, great weight must be given to heritage conservation. Where less than substantial harm is identified, this must be weighed against the public benefits of the proposal.

In this case, the temporary provision of parking to maintain the operation and accessibility of Council recreation facilities, while existing parking is unavailable carries moderate weight in the planning balance. This benefit is sufficient to outweigh the identified heritage harm provided the car park is temporary and the land is fully reinstated after the consent period. For these reasons, the public benefits would outweigh the less than substantial harm.

Archaeology

A Heritage and Archaeology Statement accompanies the application to assess the potential for the proposals to impact upon the significance of any archaeological impacts.

Greater Manchester Archaeological Service have been consulted on the proposal and consider that the proposal does not threaten the known or suspected archaeological heritage.

Ecology and Biodiversity

The temporary car park will be constructed using a reversible Cellpave ground-reinforcement system, allowing the underlying grassland and soil to remain largely intact. When the temporary use ends, the system is to be fully removed and the land reinstated to its original low-distinctiveness modified grassland condition. As the works are temporary and the habitat can be fully restored within two years, the grassland is treated as retained within the Biodiversity Net Gain (BNG) assessment. The removal of one native tree will be offset by planting six new native trees, in line with BNG replacement ratios, ensuring no unit deficit. These trees are to

remain after reinstatement. Overall, the site's post-development habitat value is 0.72 units (0.62 retained modified grassland, 0.10 created scattered trees, and 0 units for sealed developed land), resulting in a net biodiversity gain of +10.25%.

Greater Manchester Ecology Unit raise no objection to the proposal subject to the statutory BNG condition and the inclusion of a condition requiring a simple landscape management and maintenance plan which has been duly applied.

Flood Risk and Drainage

The proposed Cellpave tiles would create a stable, free-draining surface that allows grass to grow through it, meaning the underlying soil structure and natural drainage pathways are preserved. This reduces surface-water runoff and lowers the risk of localised flooding by allowing water to infiltrate naturally.

Flood Risk Management raise no objection to the application based on the proposal being a temporary car park with is no increase in impermeable area.

Climate Change

As the proposal would replace existing parking provision within the park on a temporary basis, there would be no material uplift in vehicular movements or any associated impact to air quality or detectable impact to climate change.

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.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) a) The planning permission hereby approved is granted on a temporary basis and shall expire two years after the first operation of the car park. Written notification of the date of first operation of the car park shall be formally submitted to the City Council as Local Planning Authority.

b) The approved use and/or development must cease no later than two years after the agreed commencement date. All related structures, works, equipment, and materials shall be fully removed from the site, and any use permitted by this permission shall stop. The land must then be reinstated in accordance with the details contained within the Design and Access Statement prepared by Barnes Walker (M4037-DAS-25.12-01-V02), received by the City Council as Local Planning Authority on 16 January 2026.

Reason - The approved use is acceptable only on a temporary basis, in accordance with Policies DM1 and SP1 of the Manchester Core Strategy.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawing referenced M4037-PA-02-V04 (Temporary Car Park Plan), received by the City Council as Local Planning Authority on 16 January 2026.

Drawing referenced M4037-PA-04-V03 (Site Location Plan), received by the City Council as Local Planning Authority on 23 December 2025.

Swept path drawings contained at Appendix 2 of the Transport Statement (Issue 1, Rev A), prepared by Local Transport Projects, received by the City Council as Local Planning Authority on 16 January 2026.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) The development hereby approved shall only be implemented in accordance with the details contained with the submitted Construction Management Plan (Issue 1, Rev B), prepared by Local Transport Projects, dated January 2026, received by the City Council as Local Planning Authority on 16 January 2026.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Survey prepared by Arbtech, received by the City Council as Local Planning Authority on 23 December 2025 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the buildings for their permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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 Manchester Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

5) All tree work should be carried out by a competent contractor in accordance with BS 5837: Trees in Relation to Design, Demolition and Construction and BS 3998: Tree Work Recommendations.

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 Manchester Core Strategy.

6) 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 and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

7) The hard and soft landscaping scheme, including replacement tree planting and boundary treatment, approved by the City Council as Local Planning Authority shown on drawings referenced drawing referenced M4037-PA-02-V04 (Temporary Car Park Plan), received by the City Council as Local Planning Authority on 16 January 2026 shall be implemented within the first planting season from the date of commencement of works for the replacement tree planting and prior to first use of the car park for the boundary treatment. 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 Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

8) Prior to the first operation of the development hereby approved, a Landscape Maintenance and Management Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

9) All wayfinding signage, road markings and tactile paving adjacent to the car park access, as shown on drawing referenced M4037-PA-02-V04 (Temporary Car Park Plan), received by the City Council as Local Planning Authority on 16 January 2026, shall be in place prior to first use of the car parking hereby approved and retained so long as the use is operational.

Reason - In the interest of highway and pedestrian safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);

- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police
Historic England (North West)
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
The Gardens Trust
Greater Manchester Ecology Unit

190 Wythenshawe Road, Manchester, M23 0PF
156 Wythenshawe Road, Manchester, M23 0PF
146 Wythenshawe Road, Manchester, M23 0PF
154 Wythenshawe Road, Manchester, M23 0PF
Reception Rooms, Wythenshawe Hall, Wythenshawe Road, Manchester, M23 0AB
144 Wythenshawe Road, Manchester, M23 0PF
160 Wythenshawe Road, Manchester, M23 0PF
186 Wythenshawe Road, Manchester, M23 0PF
176 Wythenshawe Road, Manchester, M23 0PF
170 Wythenshawe Road, Manchester, M23 0PF
164 Wythenshawe Road, Manchester, M23 0PF
148 Wythenshawe Road, Manchester, M23 0PF
Wythenshawe Hall, Wythenshawe Road, Manchester, M23 0AB
188 Wythenshawe Road, Manchester, M23 0PF
184 Wythenshawe Road, Manchester, M23 0PF
182 Wythenshawe Road, Manchester, M23 0PF
180 Wythenshawe Road, Manchester, M23 0PF
178 Wythenshawe Road, Manchester, M23 0PF
174 Wythenshawe Road, Manchester, M23 0PF
172 Wythenshawe Road, Manchester, M23 0PF
168 Wythenshawe Road, Manchester, M23 0PF
166 Wythenshawe Road, Manchester, M23 0PF
162 Wythenshawe Road, Manchester, M23 0PF
152 Wythenshawe Road, Manchester, M23 0PF
150 Wythenshawe Road, Manchester, M23 0PF
158 Wythenshawe Road, Manchester, M23 0PF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA