



WHITE PEAK Planning

Planning Statement

The Park, Wythenshawe

Watson Homes

November 2025

ref: 2025.018



Watson Homes

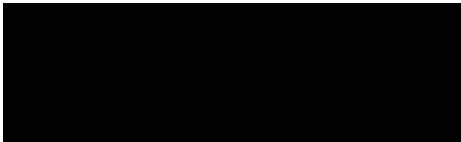
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Authorised for and on behalf of White Peak Planning Ltd.



**Chris Garratt
Director**

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Introduction

1.1 Overview

- 1.1.1 This Planning Statement has been prepared by White Peak Planning on behalf of Watson Homes (the Applicant) in support of a full planning application to Manchester City Council (MCC) for the following Proposed Development:

The demolition of existing buildings and the construction of 35 apartments, with associated vehicle parking, landscaping and ancillary infrastructure.

- 1.1.2 The Site is the former The Park public house at 153 Moorcroft Rd, Wythenshawe, Manchester M23 0AE. It is located on the corner of Moorcroft Road and Sledmoor Road.

- 1.1.3 The Park closed in March 2022 and is now vacant. Working in partnership with Wythenshawe Community Housing Group (WCHG), Watson Homes is now seeking planning permission to redevelop the Site to provide 35 affordable apartments for social rent.

- 1.1.4 The Proposed Development will benefit the local community through the re-development of a vacant and unsightly brownfield site and the provision of new high quality affordable housing, that will be managed by a reputable local Registered Provider.

1.2 Planning Application Package

- 1.2.1 The planning application comprises the following documents:

- Application Form
- Drawings Pack
- Drainage Layout
- Landscape Masterplan, Hardworks Plan and Planting Plan
- Planning Statement (this document)
- Design and Access Statement (including Daylight/Sunlight Assessment) (TADW Architects)
- Affordable Housing Statement (WCHG)
- Construction Environmental Management Plan (Watson Homes)
- Demolition & Construction Noise and Vibration Assessment (Cundall)
- Noise Impact Assessment and Acoustic Design Report (Cundall)
- Transport Statement (Stantec)
- Preliminary Ecological Appraisal and Bat Scoping Report (Leigh Ecology)
- Biodiversity Net Gain Assessment and Gain Plan (Leigh Ecology)

- Flood Risk Assessment (Design and Management Consultants)
- Preliminary Risk Assessment (LK Consult)
- Phase 2 Geo-environmental Investigation, Risk Assessment and Remediation Strategy (LK Consult)
- Energy Statement (Parker Wilson Consulting)
- Crime Impact Assessment (Greater Manchester Police)

1.3 Pre-Application Consultation

Manchester City Council

- 1.3.1 Draft plans for the Proposed Development were issued to Officers at MCC and initial advice was received in relation to the principle of development, design and highways considerations.
- 1.3.2 Following this initial advice, the proposals were amended and a formal request for pre-application planning advice was submitted to MCC in June 2025. Advice was received via email between June and August 2025.
- 1.3.3 Following the pre-application advice from MCC, alterations were made to the proposals, including:
- Reducing building heights in certain locations.
 - Incorporating a flat roof.
 - New brickwork detailing on the outward facing elevations.
 - New internal layout.
 - Revised parking layout and landscaping.

Public and Stakeholder Engagement

- 1.3.4 A public and stakeholder engagement strategy, comprising a letter drop to local residents and businesses, was agreed with Officers from MCC at the pre-application stage.
- 1.3.5 A letter and accompanying Site Plan describing the draft proposals was issued by WCHG on 6th October 2025 to 91 properties on Aldfield Road, Moorcroft Road, Sledmoor Road and Garthorpe Road. A copy of the letter and plan is included in *Appendix 1*.
- 1.3.6 Four responses were received, one in support of the proposals, two against and one neutral.
- 1.3.7 Concerns were raised over the potential for increased anti-social behaviour and that there could be increased numbers of vehicles parking on nearby streets.

1.4 Report Content

1.4.1 Following this introductory section, this report is structured as follows:

- Section 2 describes the Site and its surroundings.
- Section 3 provides an overview of the Proposed Development.
- Section 4 identifies the development plan policies and other material considerations relevant to the determination of this planning application.
- Section 5 describes how the development proposals accord with the development plan.
- Section 6 presents a summary and the conclusions of the report.

2.0 The Site and Surroundings

2.1 The Application Site

- 2.1.1 The Site is approximately 0.28 hectares (ha) in area and is located on the corner of Moorcroft Road and Sledmoor Road, Northern Moor, Wythenshawe, Manchester.
- 2.1.2 The Site comprises the former The Park public house and car park, which closed in March 2022. As shown on the accompanying Existing Site Plan which includes a Location Plan, the existing buildings are located at the north-west of the Site, with a hard-surfaced car park to the rear that is currently accessed off Moorcroft Road and Sledmoor Road.
- 2.1.3 The former public house includes a part single-storey, part two-storey building. The two-storey element has a pitched roof and the single-storey elements have a flat roof. The buildings are constructed from brown brick, with some hanging tile detail on the front façade of the two-storey element.
- 2.1.4 Landscaping within the Site is limited to small, grassed areas between the buildings and Moorcroft Road and Sledmoor Road, as well as at the boundaries of the car park. There is a hedgerow along part of the south-western boundary.

2.2 Site Surroundings

- 2.2.1 The Site is located in a predominantly residential area, which mainly consists of terraced or semi-detached two-storey houses, three-storey apartment blocks fronting Moorcroft Road, and three-storey or 2.5-storey apartments over shops fronting Moorcroft Road.
- 2.2.2 To the north-west of the Site is a local centre, with commercial uses at ground floor and two additional storeys of apartments. Uses include a large convenience store, a pharmacy, hot food takeaways, a barbershop and a post box.
- 2.2.3 To the south-west is 2.5-storey building with a betting shop at ground floor and a residential dwelling above.
- 2.2.4 To the north-east are three-storey blocks of apartments fronting Moorcroft Road and to the east and south are two-storey houses fronting Sledmoor Road and Wythenshawe Road.
- 2.2.5 Immediately adjacent to the Site, there are footways with grass verges along Moorcroft Road and Sledmoor Road, as well as three mature trees within the verge along Sledmoor Road.

2.3 Local Facilities

- 2.3.1 As well as the nearby local centre, there are other facilities in the locality of the Site.

- 2.3.2 The nearest primary school is Button Lane Primary School on Button Lane, approximately a 650m walk to the north-east of the Site.
- 2.3.3 The nearest secondary school is Dixons Brooklands Academy on Moor Road, approximately a 965m walk to the south of the Site.
- 2.3.4 The nearest public house is the Gardener Arms, which is located on Wythenshawe Road, approximately a 230m walk from the Site.
- 2.3.5 Wythenshawe Park is located to the south-east of the site, which includes recreational areas, formal sports facilities, children's play and a café.

2.4 Accessibility

- 2.4.1 The local centre opposite the Site is easily accessible by foot.
- 2.4.2 The Site is well connected via public transport. The closest bus stops are adjacent to the Site on Moorcroft Road with regular services to Altrincham and Wythenshawe.
- 2.4.3 Wythenshawe Park tram stop is located approximately 320m from the Site, with regular services towards Manchester Victoria and Manchester Airport.
- 2.4.4 South of the Site, the B5167 Wythenshawe Road provides a vehicular connection to the A5103, from which residents can drive north to Manchester City Centre, or south onto the M56 Motorway.

2.5 Planning History

- 2.5.1 The planning history of the Site is all related to its former use as a public house, including alterations to the building and extension of the rear car park.

3.0 The Development Proposal

3.1 Description of Development

3.1.1 The scheme description for the planning application is:

‘The demolition of existing buildings and the construction of 35 apartments, with associated vehicle parking, landscaping and ancillary infrastructure.’

3.1.2 The Proposed Development is shown in the accompanying drawings pack and further information is included in the Design and Access Statement.

3.2 Residential Development

3.2.1 The Proposed Development will include a single block of 35 apartments, comprising 11 two-bed apartments and 24 one-bed apartments.

3.2.2 The building will be four storeys in height along the frontage with Moorcroft Road and on the corner of Moorcroft Road and Sledmoor Road, reducing to three-storeys along Sledmoor Road, and then two-storeys where it meets existing two-storey houses to the south east.

3.2.3 The apartment block will be primarily constructed from red brick and have a flat roof. The mass of the building will be broken up using a dark contrasting brick and brick detailing will be used on the facades to add visual interest.

3.2.4 Black UPVC doors and windows will be used throughout.

3.2.5 A bin storage room and adjacent bin collection area are located on the ground floor, close to the primary access off Moorcroft Road.

3.2.6 A postal lobby and parcel room will be located on the ground floor and accessed off Sledmoor Road.

3.3 Access and Parking

3.3.1 The ground floor apartments will be accessed via their own private front doors. The apartments at first floor and above will be accessed from pedestrian entrances on Sledmoor Road and the rear car park into a central corridor, then via a central stair core and lift.

3.3.2 The existing vehicular access from Moorcroft Road will be retained and upgraded, with improved visibility splays, tactile paving, traffic calming and a 2m footway to the rear pedestrian entrance. The existing vehicular access into the car park from Sledmoor Road will be removed.

3.3.3 There will be 35 unallocated vehicle parking spaces, 32 in the main car park to the rear of the building and three private driveways off Sledmoor Road. The car park will include two disabled bays and all spaces will be installed with electric

vehicle charging points. There will be 100% secure and sheltered bike storage to the rear of the apartment block, accessible via the car park.

- 3.3.4 Further information regarding Site access and parking is included in the Transport Statement and drawings pack.

3.4 Landscaping

- 3.4.1 Existing vegetation will be retained and enhanced where possible.
- 3.4.2 New landscaping is proposed between the building and the footways on Moorcroft Road and Sledmoor Road to give the appearance of private front gardens, which will be in keeping with the surrounding area.
- 3.4.3 Within the car park, additional landscaping is proposed around the boundaries and within the car park in order to break up the areas of hard standing.

3.5 Surface Water Drainage

- 3.5.1 The accompanying Flood Risk Assessment and Drainage Strategy has identified that infiltration drainage is not viable due to the presence of high groundwater and there are no nearby watercourses.
- 3.5.2 Therefore, as shown on the accompanying Drainage Layout, it is proposed that surface water will drain to an existing surface water sewer manhole within the Site via oversized pipes and a control chamber restricted to a discharge rate of 5l/s.
- 3.5.3 Within the car park, some of the parking bays will be surfaced using permeable paving, which will be connected to the surface water drainage system. Other parking bays will be impermeable, but these will fall towards the areas of permeable paving.

4.0 Planning Policy Overview

4.1 The Development Plan

4.1.1 In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. Applications which accord with the Development Plan should be approved without delay.

4.1.2 The Development Plan relevant to this application comprises the following:

- The Places for Everyone Plan (adopted 21st March 2024).
- Core Strategy Development Plan Document 2012-2027 (adopted 11th July 2012 and amended in 2024 following adoption of Places for Everyone).
- Saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995).

4.1.3 MCC is in the process of preparing a new Local Plan, the latest version of which is the draft Manchester Local Plan (Regulation 18), which was being consulted on between 22nd September and 17th November 2025. Given that the new Local Plan is at an early stage of preparation, it would have limited weight in the determination of this planning application and is therefore not considered further.

4.2 Development Plan Policies

4.2.1 As confirmed with MCC at the pre-application stage, the planning policies considered to be relevant to the determination of the application are:

Places for Everyone (PfE) Policies

- Policy JP-H1 (Scale, Distribution and Phasing of New Development)
- Policy JP-H3 (Type, Size and Design of New Housing)
- Policy JP-H4 Density of New Housing
- Policy JP-H2 Affordability of New Housing s
- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-C8: Transport Requirements of New Development
- Policy JP-P1: Sustainable Places

- Policy JP-Strat9: Southern Areas

Core Strategy Policies

- Policy SP1: Spatial Principles
- Policy DM1: Development Management
- Policy H1: Overall Housing Provision
- Policy H6: South Manchester
- Policy H8: Affordable Housing
- Policy T2: Accessible areas of opportunity and need
- Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN8: Adaptation to Climate Change
- Policy EN9: Green Infrastructure
- Policy EN11: Quantity of OpenSpace, Sport and Recreation
- Policy EN12: Area priorities for Open Space, Sport and Recreation
- Policy EN14: Flood Risk
- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN17: Water Quality
- Policy EN19: Waste

Unitary Development Plan Policies

- Saved Policy DC26: Development and Noise

4.3 Other Material Planning Considerations

Guide to Development in Manchester SPD

- 4.3.1 This Supplementary Planning Document (SPD) and Planning Guidance was adopted in April 2007 and is an updated version of the original Guide to Development in Manchester that was published in 1997. The guide aims to support and enhance the ongoing shaping of the city by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

Manchester Housing Strategy 2022 to 2032

- 4.3.2 This strategy sets out how to deliver homes that residents want and need. The strategy has a target of delivering 36,000 new homes by 2032. Just under a third

of these (10,000 over the next ten years) will be affordable. The strategy has four visions:

- Increase affordable housing supply and build more new homes for all residents.
- Work to end homelessness and ensure housing is affordable and accessible to all.
- Address inequalities and create neighbourhoods where people want to live.
- Address the sustainability and zero-carbon challenges in new and existing housing.

Manchester Climate Change Framework 2020 - 2025

4.3.3 Manchester's Climate Change Framework aims to '*limit the impacts of climate change and create a healthy, green, socially just city where everyone can thrive*'. To achieve this, the framework has four objectives:

- Objective 1 – Staying within our carbon budgets
- Objective 2 – Climate adaptation and resilience
- Objective 3 – Health and wellbeing
- Objective 4 – Inclusive, zero carbon and climate resilient economy

National Planning Policy Framework (NPPF)

4.3.4 The NPPF, most recently revised in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. One of the core principles is to boost housing delivery.

4.3.5 Chapter 11 refers to making effective use of land, such as developing on brownfield land when possible.

4.3.6 Chapter 12 refers to achieving well-designed places. This includes the aim of adding overall quality of the area, providing visually attractive architecture, ensuring design is sympathetic to local character and history.

4.3.7 Chapter 5 refers to delivering a sufficient supply of homes, including affordable housing.

Planning Practice Guidance (PPG)

4.3.8 The PPG adds further guidance to the NPPF and both documents are intended to be read together.

5.0 Conformity with the Development Plan

5.1 Introduction

5.1.1 Following a review of the Development Plan and material considerations set out in *Section 4*, as well as the pre-application planning advice provided by MCC, the following sections address the main topics likely to be considered in the determination of the planning application. These include:

- Principle of Development
- Provision of Housing
- Design, Layout and Density
- Accessibility and Space Standards
- Parking and Vehicle Movements
- Waste Management
- Landscaping
- Ecology
- Biodiversity
- Residential Amenity
- Flood Risk and Drainage
- Ground Conditions
- Environmental Standards and Climate Change
- Construction Management

5.2 Principle of Development

5.2.1 Core Strategy Policy SP1 includes core development principles and states that:

‘Development in all parts of the City should:-

- *Make a positive contribution to neighbourhoods of choice including:-*
 - *creating well designed places that enhance or create character.*
 - *making a positive contribution to the health, safety and wellbeing of residents.*
 - *considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.*
 - *protect and enhance the built and natural environment.*
- *Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.’*

- 5.2.2 The Proposed Development aligns with these core development principles through the re-development of an unsightly vacant site to provide quality new affordable housing in a sustainable location.
- 5.2.3 Core Strategy Policy DM1 includes a list of issues which should be considered for all new developments. Regard has been had to these issues and the necessary technical studies have been undertaken to inform the design of the Proposed Development.
- 5.2.4 The pre-application advice from MCC also requested justification for the loss of the public house and re-development of the Site for residential use. *Appendix 2* includes a letter from JW Lees, explaining that the public house could no longer support a viable business and that is the reason why they have decided to sell the Site.
- 5.2.5 As described in the accompanying Affordable Housing Statement, Watson Homes is now partnering with WCHG to provide 35 new apartments for social rent, which is considered an acceptable new use for the Site.
- 5.2.6 Pre-application planning advice on the draft proposals was requested from Officers at MCC, who confirmed that the development would be acceptable in principle.

5.3 Provision of Housing

Site Location

- 5.3.1 Core Strategy Policy H1 supports new residential developments on previously developed sites in sustainable locations, which are in close proximity to centres or high frequency public transport routes.
- 5.3.2 PfE Policy JP-C8 also states that:
- ‘To be sustainable, developments need to be located close to existing facilities or be mixed use developments that provide community facilities such as schools, healthcare centres, shops, parks and play areas. Higher density developments help to make the provision of these community facilities and public transport economically viable.’*
- 5.3.3 Core Strategy Policy T2 states that the Council will ensure that new development is easily accessible by walking, cycling and public transport.
- 5.3.4 The Site constitutes previously developed land and is in a sustainable location, close to existing facilities and with good public transport links, as described in *Section 2*.
- 5.3.5 The Proposed Development therefore complies with Core Strategy Policies HC1 and T2, as well as this element of PfE Policy JP-C8.

Affordable Housing

- 5.3.6 Core Strategy Policy H6 states that *'outside the district centres priorities will be for housing which meets identified shortfalls ... adding to the stock of affordable housing'*.
- 5.3.7 PfE Policy JP-H2 also seeks to improve people's ability to access housing at a price they can afford by maximising the delivery of additional affordable homes and supporting the provision of affordable housing as part of new developments.
- 5.3.8 Core Strategy Policy H8 requires at least 20% affordable housing provision on new developments of greater than 15 dwellings.
- 5.3.9 The Proposed Development will provide 35 apartments, 100% of which will be affordable. It therefore complies with Core Strategy Policies H6 and H8, as well as PfE Policy JP-H2.
- 5.3.10 There is currently a shortfall of social housing within Manchester, with over 15,000 live applications for 1 or 2 bed properties on the Manchester Housing Register. This application will help meet the identified shortfall of social housing.

5.4 Design, Layout and Density

- 5.4.1 PfE Policy JP-P1 states that development is to respect and acknowledge the character and identity of the locality in terms of design, siting, size, scale and materials used. Similarly, PfE Policy JP-H3 states *'residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies'*.
- 5.4.2 The draft proposals were amended following pre-application advice from MCC. This included reducing the height of the building along Sledmoor Road to better reflect the size and scale of existing buildings. The materials and brick detailing on the exterior of the building were also amended.
- 5.4.3 PfE Policy JP-H4 states that: *'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'*. Apartments are considered to be an appropriate type of development in this location, particularly given the nearby blocks of apartments along Moorcroft Road and the close proximity to public transport links.
- 5.4.4 The Proposed Development respects and acknowledges the character, identity and accessibility of the locality by being of an appropriate scale, design, density and mix of dwelling sizes. It therefore complies with PfE Policies JP-P1, JP-H3 and JP-H4.

5.5 Accessibility and Space Standards

- 5.5.1 PfE Policy JP-H3 states:
- 'All new dwellings must:*

1. *Comply with the nationally described space standards; and*
2. *Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.'*

- 5.5.2 As shown in the Design and Access Statement, all of the proposed apartments will meet the requirements of Building Regulations M4(2) and the Nationally Described Space Standards (NDSS).
- 5.5.3 The Proposed Development therefore accords with these elements of PfE Policy JP-H3.

5.6 Parking and Vehicle Movements

- 5.6.1 Core Strategy Policy T2 states that *'all new developments should provide appropriate car parking facilities... having regard to the need for disabled and cycle parking'*.
- 5.6.2 PfE Policy JP-C8 includes a list of transport requirements for new development covering connectivity and permeability, design, public transport, parking infrastructure, access and servicing, construction management and Transport Assessments.
- 5.6.3 As described in the accompanying Transport Statement, the Proposed Development incorporates 35 (100%) vehicle parking spaces, including two disabled spaces. It also includes a secure bike store with 100% provision, accessed off the rear car park.
- 5.6.4 The Site is located in a highly sustainable location and facilities are accessible by foot, cycle and public transport.
- 5.6.5 The Transport Statement demonstrates that the Proposed Development as a residential use would result in daily reductions of 53 arrivals, 53 departures and 106 two-way vehicle movements, compared to the use of the Site as a public house.
- 5.6.6 On the basis of the above and advice received from Officers at the pre-application stage, the Proposed Development accords with Core Strategy Policy T2 and PfE Policy JP-C8.

5.7 Waste Management

- 5.7.1 Core Strategy Policy EN19 requires *'all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.'*
- 5.7.2 In accordance with Core Strategy Policy EN19, a Construction Environmental Management Plan (CEMP) has been prepared by Watson Homes, which sets out how waste will be managed during the construction phase.
- 5.7.3 As described in *Section 3*, the Proposed Development will include an internal bin storage room and external bin collection area on the ground floor close the

access off Moorcroft Road. This will include appropriate facilities for waste and recycling.

- 5.7.4 On this basis, the Proposed Development accords with Core Strategy Policy EN19.

5.8 Landscaping

- 5.8.1 Core Strategy Policy EN9 states: *'all new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple functions'*.
- 5.8.2 As described in *Section 3* and as shown on the Landscape Masterplan, existing vegetation will be retained where possible and new landscaping will be provided within the rear car park and to the frontages with Moorcroft Road and Sledmoor Road.
- 5.8.3 New soft landscaping will include trees, hedges, ornamental planting, flowering meadow and amenity grass, which will help to improve the character and appearance of the local area.
- 5.8.4 The Proposed Development therefore accords with Core Strategy Policy EN9.

5.9 Ecology

- 5.9.1 Core Strategy Policy EN15 states that:
- 'Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.'*
- 5.9.2 The Site predominantly comprises an existing building and hardstanding, with smaller areas of neutral and modified grassland and a hedgerow at the south-western boundary. There is a single tree within the Site and three large trees outside of the Site along Sledmoor Road.
- 5.9.3 As set out in the accompanying Preliminary Ecological Appraisal (PEA) and Bat Scoping Report, the existing building offers low potential for bat roosting. A bat activity survey was undertaken which found no evidence of a bat roost within the building.
- 5.9.4 Vegetation clearance will ideally be undertaken outside of the bird nesting season (March to August), or where this is not possible, after a thorough check for active nesting by a qualified ecologist. This can be secured by planning condition.
- 5.9.5 Given that the Proposed Development will have limited impacts on existing habitats and protected species, it is considered to accord with Core Strategy Policy EN15.

5.10 Biodiversity

- 5.10.1 Core Strategy Policy EN15 seeks *‘to conserve the City’s existing trees and woodlands and the aim for a net increase in trees across the City’*. PfE, Policy JP-G8 also states that developments are expected to provide no less than 10% Biodiversity Net Gain.
- 5.10.2 The Landscape Masterplan shows new tree and hedgerow planting within the Site.
- 5.10.3 The Biodiversity Net Gain (BNG) Metric and accompanying documents demonstrate that BNG of over 10% can be achieved on-site through the proposed landscaping scheme.
- 5.10.4 On this basis, the Proposed Development accords with the requirements of Core Strategy Policy EN15 and PfE Policy JP-G8.

5.11 Residential Amenity

Noise

- 5.11.1 UDP Policy DC26.1 states:
- ‘The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:*
- a. the effect of new development proposals which are likely to be generators of noise; and*
 - b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.’*
- 5.11.2 A Noise Impact Assessment has been carried out and forms part of the application submission, along with a Demolition & Construction Noise and Vibration Assessment. The assessments identified that the Proposed Development will not be inherently noise generating and that potential noise and vibration effects during construction can be effectively mitigated through the adoption of a Construction Environmental Management Plan (CEMP).
- 5.11.3 The Noise Impact Assessment found that existing noise around the Site can be adequately mitigated through the proposed building façade materials and through the use of standard double-glazing.
- 5.11.4 Should an open window ventilative cooling strategy be used, the night-time noise limits are expected to be achieved for all apartments except those fronting Moorcroft Road, where it may still be feasible subject to a maximum opening area of 0.3sqm.
- 5.11.5 With suitable mitigation implemented, the Proposed Development would not give rise to unacceptable noise impacts on existing or future occupiers and therefore accords with UDP Policy DC26.

Overshadowing and Overlooking

- 5.11.6 Core Strategy Policy DM1 states that all development should have regard to the effects on amenity, including privacy.
- 5.11.7 As shown in the accompanying Design and Access Statement, the Proposed Development has been designed to minimise overshadowing by 'stepping down' the height of the building along Sledmoor Road.
- 5.11.8 A Sunlight/Daylight Assessment has been undertaken and is included in Appendix A of the Design and Access Statement. The assessment shows that there will be no significant solar shading of surrounding properties.
- 5.11.9 The southern façade facing the nearest existing dwelling on Sledmoor Road does not include windows in order to avoid overlooking.
- 5.11.10 At the nearest point, the proposed building is approximately 33m from the existing dwellings fronting B5167 Wythenshawe Road and the adjacent building on the corner of Moorcroft Road and Sledmoor Road. It is also 31m from the existing apartments on the opposite side of Moorcroft Road. The facing facade of the apartments above the adjacent betting shop does not appear to contain windows to habitable rooms.
- 5.11.11 Having regard to the siting, scale and nature of the Proposed Development, it is considered that the proposal would not result in harmful overshadowing or overlooking and as a result would not give rise to unacceptable impacts on existing or future occupiers. The Proposed Development therefore accords with this element of Core Strategy Policy DM1.

Flood Risk and Drainage

- 5.12.1 Core Strategy Policy EN14 states: *'development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding'*.
- 5.12.2 Core Strategy Policy EN8 states that new development should: *'minimise flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability'*.
- 5.12.3 Core Strategy Policy EN17 states that *'Development should minimise surface water run-off from development and associated roads'*.
- 5.12.4 PfE Policy JP-S4 expects developments to manage surface water run-off through sustainable drainage systems and as close to source as possible.
- 5.12.5 As discussed in *Section 3.7*, the Site is located within Flood Zone 1 on the Environment Agency's online flood map. As highlighted in the accompanying Flood Risk Assessment and Drainage Strategy, the risk of flooding can be classed as low.
- 5.12.6 Selected areas of the car park will incorporate Permeable Block Paving, a way to incorporate on site surface water drainage.

- 5.12.7 As infiltration-based drainage is not feasible, the drainage strategy will use over-sized pipes and a control chamber to attenuate surface water before discharging it at the agreed brownfield rate.
- 5.12.8 As shown on the Drainage Layout, permeable paving will also be used in the proposed car park to collect and help treat surface water run-off before it enters the drainage system.
- 5.12.9 On the basis of the above, the Proposed Development accords with Core Strategy Policies EN14, EN8 and EN17, as well as PfE Policy JP-S4.

5.13 Ground Conditions

- 5.13.1 A Preliminary Risk Assessment (PRA) report and a Phase 2 Geo-environmental Investigation, Risk Assessment and Remediation Strategy are submitted with the planning application.
- 5.13.2 The Site was found to be at low risk from the majority of potential contaminants and moderate / low risk from hazardous / ground gas. No remediation or gas protection measures are required; however, a growing medium (topsoil) of 150mm is recommended in all proposed soft landscaping areas.

5.14 Environmental Standards and Climate Change

- 5.14.1 Core Strategy Policy EN4 states that: *'Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.'*
- 5.14.2 PfE Policy JP-S1 includes at Table 5.1, a list of best practice thresholds for reducing energy demand and on-site renewable energy generation within residential developments. This includes the following:
- **Space heat demand:** 2kWh/m².
 - **Hot water energy demand:** 20% energy demand reduction in the total heat required for water heating.
 - **Renewable energy generation targets:** Photovoltaic installation: 20% ground floorspace
- 5.14.3 As described in the accompanying Energy Statement, in order to accord with Core Strategy Policy EN4 and Table 5.1 of PfE Policy JP-S1, the Proposed Development is designed to reduce energy demand and carbon emissions through the use of:
- Air source heat pumps for water heating.
 - Electric panel heaters for space heating in both the apartments and communal areas.
 - LED lighting throughout and automatic lighting control to communal areas.
 - Enhanced fabric performance of the building envelope to minimise heat losses and reduce space heating demand.

- Improved air-tightness detailing to deliver an air-tightness performance greater than that required under Building Regulations.

5.14.4 Although solar photovoltaics are not proposed, all properties will have an EPC Rating of B, which accords with WCHG's requirements and their review of scheme viability.

5.14.5 Core Strategy Policy EN16 states: *'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'*. PfE Policy JP-S5 also refers to expanding the network of electric vehicle charging points.

5.14.6 The Proposed Development will include electric vehicle charging points for all parking spaces and therefore also accords with Core Strategy Policy EN16 and PfE Policy JP-S5.

5.15 Construction Management

5.15.1 To ensure construction and demolition is effectively controlled and to prevent disruption to existing occupiers in the area, the Applicant has prepared a Construction Environmental Management Plan (CEMP), which includes details of:

- Hours of Site operation.
- Compound location and delivery route.
- Loading and unloading of plant and materials.
- Methods to deal with bats and nesting birds.
- Erection and maintenance of site hoardings and display of contact details.
- Storage of plant and materials.
- Measures to prevent deposition of dirt on the public highway.
- Control of dust and dirt.
- Piling works.
- Noise emission and vibration measures.
- Recycling / disposal of waste.
- Community engagement.

5.15.2 The CEMP will be subject to approval with MCC and adherence to the measures in the CEMP will be secured by planning condition.

6.0 Summary and Conclusions

- 6.1.1 This Planning Statement has been prepared by White Peak Planning on behalf of Watson Homes (the Applicant).
- 6.1.2 It supports a full planning application to Manchester City Council (MCC) for a new residential development at the former The Park public house, 153 Moorcroft Road, Wythenshawe, Manchester M23 0AE (the Site).
- 6.1.3 The Proposed Development is to be delivered in partnership with Wythenshawe Community Housing Group (WCHG) and the proposed description of development is:
- The demolition of existing buildings and the construction of 35 apartments, with associated vehicle parking, landscaping and ancillary infrastructure.*
- 6.1.4 Pre-application planning advice has been provided by Officers at MCC and the proposals amended to address the comments made. The local community has also been consulted by WCHG on the draft proposals.
- 6.1.5 This Planning Statement has provided an overview of the Site and the Proposed Development and further information can be found in the accompanying Drawings Pack, Design and Access Statement and technical documents.
- 6.1.6 *Section 4* identifies the relevant policies and guidance likely to be considered by MCC when determining the application and *Section 5* sets out how the Proposed Development accords with these. Further detail on compliance with design-related policies and guidance is included in the Design and Access Statement.
- 6.1.7 This Statement and the accompanying plans and reports confirm that the Proposed Development satisfies the key policy tests and therefore the Applicant respectfully requests that planning permission is granted.

Appendix 1 – Consultation Letter and Plan

Occupier
10 Garthorp Road
Manchester
M23 0AS

Our Ref: The Park/Moorcroft
Date: 6th October 2025
Reply to: Nicola Power
[REDACTED]

Dear Occupier

Proposed New Build Development – Site at the former public house ‘The Park, Moorcroft Road M23 0AE’

Wythenshawe Community Housing Group (WCHG) is working on exciting proposals for the demolition of the former The Park public house on Moorcroft Road and the re-development of the site to provide 11 one-bedroom and 24 two-bedroom apartments for Social Rent. A plan showing the location and layout of the proposals is enclosed.

For the past 12 months the WCHG Development Team have been in discussions with Manchester City Council, the developer Watson and a team of technical consultants to design a scheme that is of a scale that helps meet our most in demand allocation needs, but also respects and complements the site’s existing features (e.g. trees), the amenity of the immediate neighbours and the character and appearance of the surrounding area.

The properties are part of an exciting new wave of homes designed to reduce carbon emissions through the use of air source heat pumps for water heating and electric panel heaters for space heating, as well as including charging facilities for electric vehicles. The scheme will also adhere to Secured by Design standards.

We are now in a position to share the draft proposals with you, the local residents, to give you an opportunity to ask questions or provide feedback before the proposals are finalised and a planning application is submitted to Manchester City Council.

If you have any queries about the draft proposals, or would like to provide comments, please submit these to me via email at [REDACTED] by Friday 24th October 2025.

Yours faithfully

Nicola Power
Development Co-Ordinator for WCHG



**Schedule of Accommodation
(2 - 4 storey building)**

- 11no. 2B3P flats at 61m² each
 - 24no. 1B2P flats at 50m² each
- Total - 35 homes**



Wythenshawe
Community Housing Group



tadw architects



Appendix 2 – Letter from JW Lees



GM/jle

14th July 2025

JW LEES & CO. (BREWERS) LTD.
GREENGATE BREWERY,
MIDDLETON JUNCTION,
MANCHESTER M24 2AX.

Switchboard: 0161 643 2487
Fax: 0161 655 3731

Mr I Watson
Spark Studio
208 – 210 Great Clowes Street
Salford
M7 2ZS

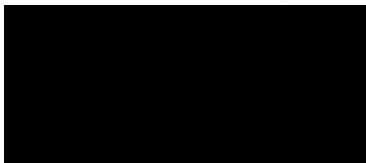
www.jwlees.co.uk

Dear Mr Watson

With sadness the company has taken the decision to sell The Park as we no longer believe that the pub can support a viable JW Lees operation. The site has experienced significant difficulties in trade over the past 10 years and has been through a number of different Pub Partners, none of which have been able to build the level of trade necessary to make it a success. It would have been poor business practice for us to recruit another Pub Partner to run the pub in the likelihood that the business would fail.

The surrounding area benefits from a number of other public houses (including 6 within a mile radius), most of which are better suited to the needs of the community in terms of location, situation, amenities and trading style. It is likely that any marginal trade the pub did whilst open, will be transferred to these establishments, potentially fortifying their income at a difficult time for the industry.

Yours sincerely



Gio Murru
Asset Manager



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