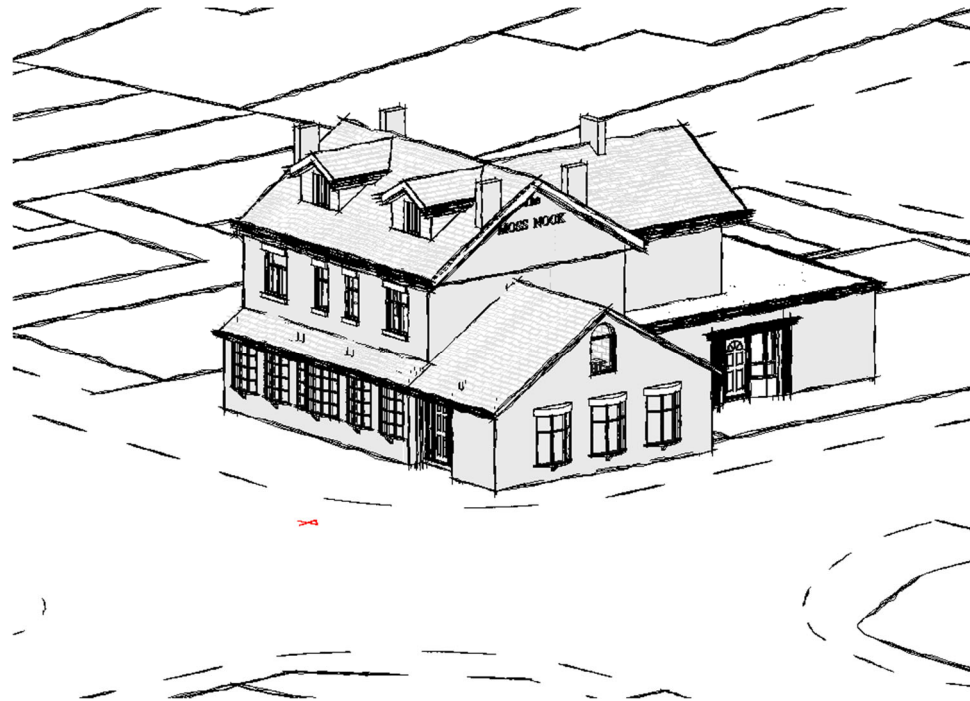


2073-ABWA-XX-XX-DA-A-(17)-0001-S1
DESIGN AND ACCESS STATEMENT

Moss Nook, Wythenshawe

April 2023

Rev P01



***TO BE READ IN CONJUNCTION WITH THE FOLLOWING
AUDERE BW ARCHITECTS DRAWINGS:***

2073-ABWA-ZZ-ZZ-DR-A-(10)-0001	– SITE LOCATION PLAN
2073-ABWA-ZZ-ZZ-DR-A-(10)-0010	– SITE EXISTING
2073-ABWA-ZZ-ZZ-DR-A-(10)-0020	– SITE PROPOSED
2073-ABWA-ZZ-ZZ-DR-A-(20)-0100-P01	– EXISTING AND PROPOSED FLOOR PLANS
2073-ABWA-ZZ-ZZ-DR-A-(20)-0200-P01	– EXISTING AND PROPOSED ELEVATIONS

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INTRODUCTION

This document has been produced by Audere BW Architects on behalf of our client, Newpark Commercial, in support of seeking a change of use to the building known as Moss Nook at the junction of Ringway Road and Trenchard Drive, Wythenshawe.

BRIEF

The applicant wishes to convert the existing building offering generous parking within its existing site curtilage. An increase in demand for more flexible, accommodation in terms of availability, choice, pricing and diversity is expected.

The proposed Boutique Guest House will seek to meet these requirements.



Site outlined in red (Image taken from Google Maps, 2023)

EXISTING SITE LOCATION

The site is bound by Moss Nook House (6-8 Trenchard Drive) to the North (a 2.5 storey commercial building), Ringway Road to the South, Trenchard Drive to the West, and 500 Styal Road (a large 2 storey commercial business park building) to the East.

The plot currently accommodates Moss Nook Restaurant/Pub (2.5 storey) with hotel rooms to the upper first floor. A car park can be found to the rear of the site.

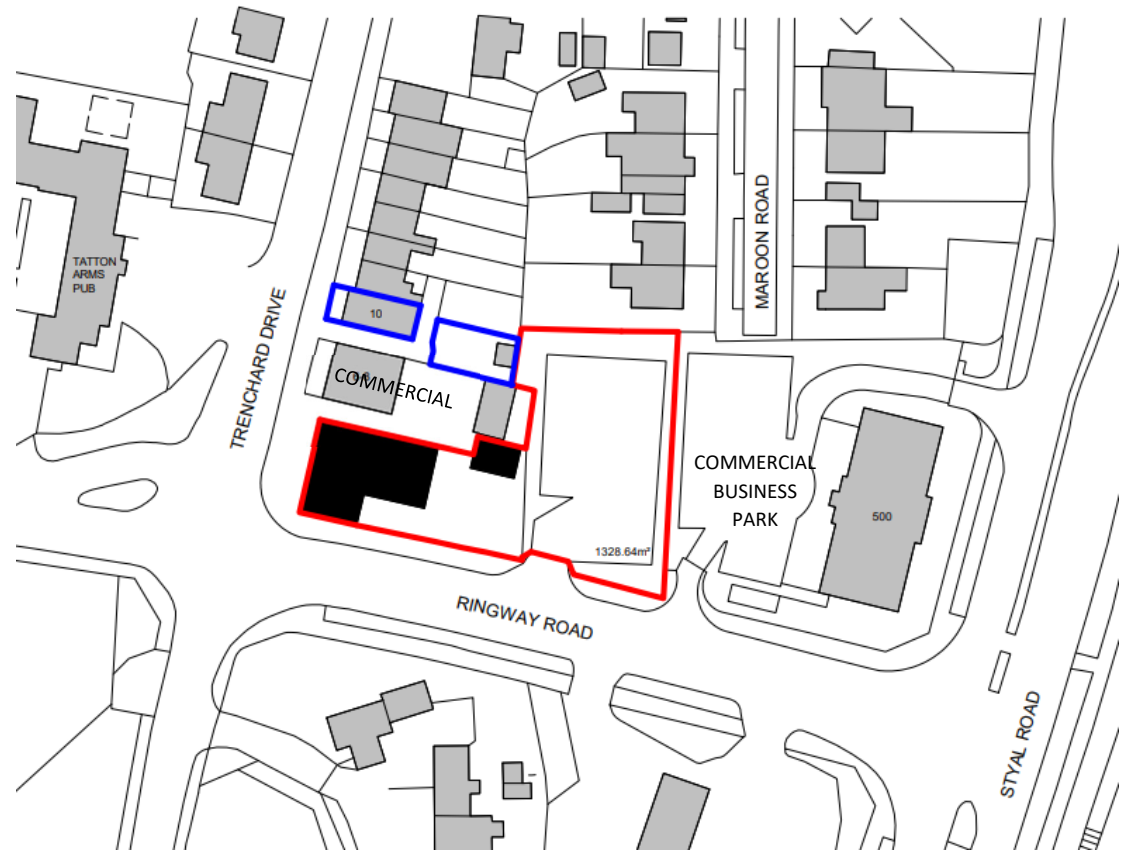
The existing building is no longer in use and has been empty for some years. Therefore, the site clearly benefits from a change of use to allow activity back into the site.

The client also owns No 10 Trenchard Drive.

SITE SETTING

The location of the site is considered to be within a sustainable location of Wythenshawe just South of Manchester City Centre. Sited close to good public transport links, local amenities, international commercial businesses, close to major commuter motorway links and within 5 minutes drive from Manchester Airport; the site would benefit from the C1 use class being proposed.

- 5minute Drive – Manchester Airport (international and domestic travel)
- 1.5mile – Styal Railway Station (direct links to Manchester, Liverpool and beyond)
- 1mile - Regular bus and tram services are available from Shadowmoss Station



Existing Site Plan

PROPOSED SITE

The existing building on site is 2.5 storeys and fills the full extent of the site on Trenchard Drive. It is sited next to 6-8 Trenchard Drive where a more dominant commercial building can be found at 2.5storeys.

No 10 Trenchard Drive is also owned by the same client as Moss Nook Restaurant.

No10
No6-8
(commercial)
Moss Nook
Restaurant and
guest house



View from Tatton Arms



Moss Nook Restaurant (Trenchard Drive)



Moss Nook Restaurant (Trenchard Drive/Ringway Road)



Moss Nook Restaurant (Ringway Road- car park entrance)

SITE CONTEXT

The site is located within a mixed residential and commercial setting.

The proposal seeks C1 use for a boutique guest house where, in each case, no significant element of care is provided in principle. Similar use was established in 1989 via a planning application, in order to allow for a hotel (C1 use) on the upper floors of the existing restaurant/pub (previously A3 use).

Additionally, a guest house/hotel was positioned for a long period at the junction of Emerald Road and Trenchard Drive (No4 below), ideally located so close to Manchester Airport and Business Parks.

The general setting of Moss Nook Restaurant is predominantly within a commercial area with Trenchard Drive having a variety of use classes, including:

- E(b) – Restaurants and Cafes
- E(b) – Drinking Establishments
- E(cii) – Business
- C1 – Hotels
- C3 – Dwelling Houses

The property immediately next to the site at 6-8 Trenchard Drive (image 2) is a commercial Business building.

The property at 10 Trenchard Drive (No5 to the right) is also owned by our client.



Aerial view from the South West (Image taken from Google Maps, 2020)



1
Tatton Arms (E(b) Use - Pub) – Opposite



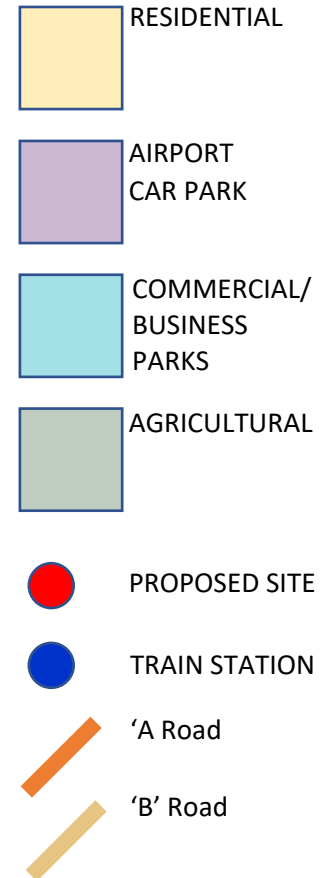
2
Moss Nook House. (E(cii) – Professional Services) – Adjacent



3
Residential House (C3 Use – Terraced Houses)
(All images taken from Google Maps, 2015)



Wider context aerial view from the South West (Image taken from Google Maps, 2020)





4 STOREY BUSINESS PARK

2 STOREY HOUSING

3/4 STOREY BUSINESS PARK

4 STOREY BUSINESS PARK

3/4 STOREY BUSINESS PARK

2 STOREY HOUSING

LARGE 2 STOREY BUSINESS PARK

2.5 STOREY COMMERCIAL BUILDING

2 STOREY PUBLIC HOUSE

PLANNING HISTORY

History on the site identifies that various adaptations/extensions have taken place over the years to the property.

AP- 033565: Approved 1989

Application to extend at first floor for guest accommodation. (C1 use)

Trenchard Drive has seen a number of applications over the years for various uses. Recent applications for 3 storey residential properties have been submitted at 27-29 Trenchard Road.

The Cherry Tree Hotel (C1) operated until a CoU in 2011 on the site of 30 Trenchard Drive.

Application 128916/FO/2020 proposed the erection of a part two/part three storey building to form a Hotel (C1) together with associated parking and landscaping.

Despite planning support and recommendation for approval, the application was rejected by committee on the basis:

1. Impact upon residential amenity due to the more intensive use.
2. Impact upon residential amenity and highway safety due to the inadequate number of parking spaces proposed, the fact a travel plan would not be able to adequately deal with this lack of parking spaces and no assurance where any overspill car parking would take place.
3. Impact upon visual amenity and the character of the area, due to the inappropriate design of the proposed building and lack of a landscaped setting.

Despite the support of the planning department and significant and far-reaching attempts at mitigation offered by the Client. The application went to appeal where the LPA position was upheld.

PLANNING STATEMENT

It is accepted that the principle of the sites development is accepted and agreed between the Client and LPA, firstly in line with the original 128916/FO/2020 application, and again during Pre-application correspondence with the Client and LPA on 27.01.2023.

We note that C1 use was previously been granted to the former Moss Nook Restaurant. It is also noted that 30 Trenchard Drive previously operated under the same guise and use class. It is of further note that this is on the site of the former Cherry Tree House Hotel was operational until 2011.

In essence the C1 offer is and has been available and at a greater scale than the Clients proposal. Historically and contextually this offer has to some extent been present in the area for a number of years.

In proposing this Change of Use the Client is mindful of the reasons for refusal on the previous scheme.

To this end, the vastly reduced occupancy level suggests the operations associated with the restaurant would likely be broadly greater than those associated with the proposed Boutique Guest House.

This would have included comings and goings from the site using private vehicle's, with patrons exiting vehicles in the car park to walk into the restaurant.

The proposal in its current guise does not give rise to any conflict with Policy DM1, as such Design Scale and Character are deemed to be protected.

The dominant sound sources at the site were road traffic along Ringway Road and Styal Road (B5166), distant road traffic from the surrounding road network and frequent aircraft flyovers.

This illustrates that there are a significant number of noise sources surrounding the site. It is particularly notable that the site is located almost directly within the flightpath of Runway 1 at Manchester Airport.

Whilst take off and landings are restricted between the hours of 10pm and 6am on Runway 2, operations are permitted 24/7 on Runway 1.

This means that planes can and do flyover the site and its surroundings all night.

It is also important to consider that the Jetparks Ringway car park is located approximately just 100m to the north-west of the site, beyond the Tatton Arms. This car park has significant capacity (exceeding 1,000 spaces) and one of the two principal access points is located on Shadowmoss Road which is accessed from the south via Ringway Road.

It should therefore be recognised that there is considerable vehicular movements past the site to access this car park which is open 24/7.

This information is particularly relevant as it confirms that there are considerable active ongoing and existing noise sources surrounding the site and its neighbours. These are demonstrably large-scale infrastructural considerations in each instance.

We are of the view that the Change of Use and its associated scale will not generate any additional noise when considered in the context of the existing background noise levels.

A number of provisions are included within the Change of Use to reduce any impact from users attending the site:

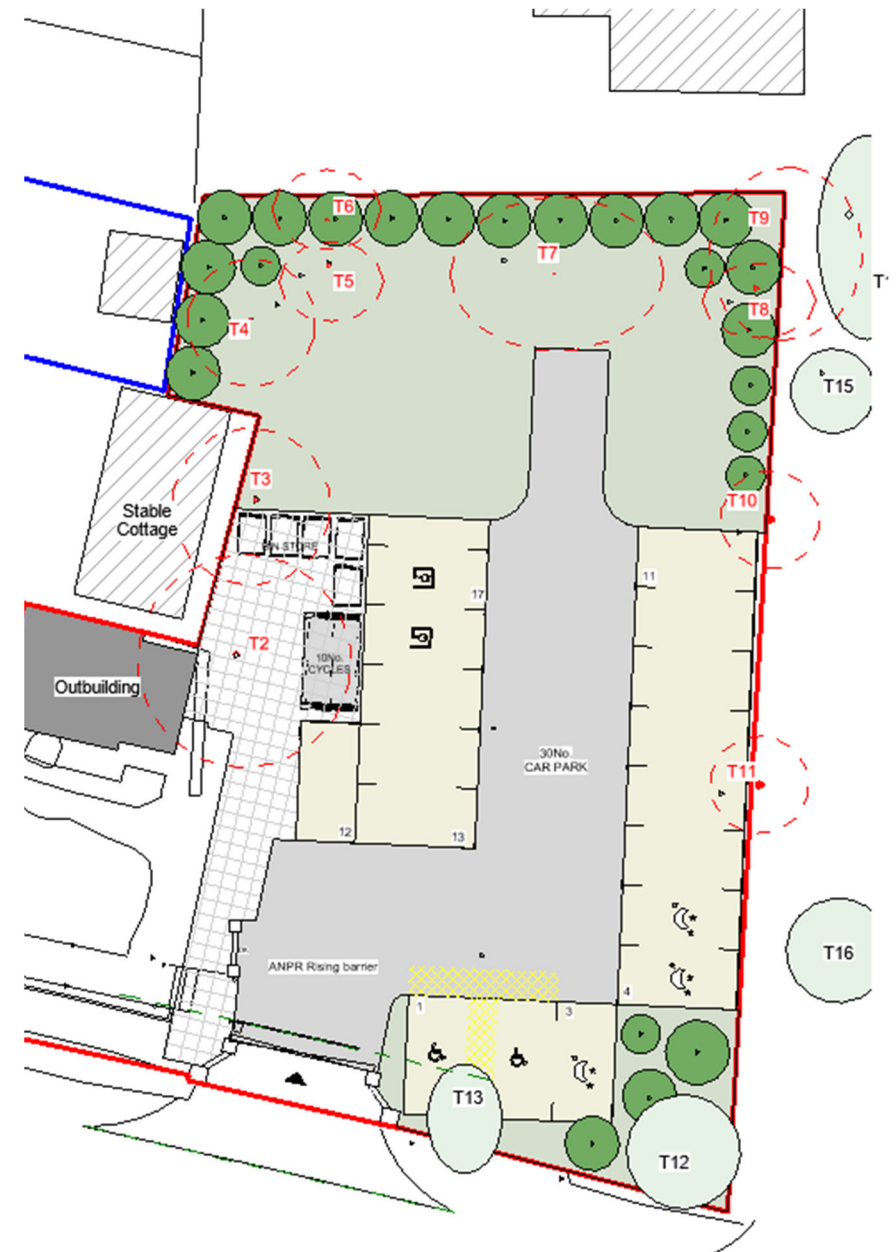
1. The main/reception entrance into the Boutique Guest House is relocated from Trenchard Drive to an existing access on Ringway Road which is the furthest elevation away from the residential properties on Trenchard Drive and Maroon Road allowing the building to act as a buffer.
2. Access to the car park is to be controlled by an ANPR system which would require guests to pre-register before their stay.

2. Cont. This would then provide immediate access upon arrival with no requirement to wait for a ticket to be dispensed or for access to be granted via intercom.
3. Guests arriving during night-time hours would be required to park in one of three designated 'night time parking spaces'. These are proposed to be located along the Ringway Road frontage which is the part of the car park located furthest away from the nearby residential properties on Trenchard Drive and Maroon Road.
4. A green 'buffer' is included within the existing car park. See illustration. Which explicitly excludes car parking along the residential edge.
5. The car park exceeds requirements for number of bays ensuring on street parking has no reason to be compromised by the proposal.

SK Transport confirm the proposals will not have a severe impact on highway operation or unacceptable effects on road safety.

Bearing in mind that the vehicular access into the site and the main entrance is located on Ringway Road, vehicles associated with hotel guests would have no reason to drive onto Trenchard Drive to create imposition on residents.

It is our assertion therefore that the proposal represents an effective reuse of vacant land which will bring it back into use after remaining vacant for years. There also a number of associated economic benefits and the Change of Use will help diversify the hotel market supporting Manchester Airport and provide greater consumer choice.



SITE CONSTRAINTS AND DESIGN CONSIDERATIONS

The sites established mass on the site in the form of a 2.5 storey Restaurant will not be changed.

6-8 Trenchard Drive is a commercial business building, with no rear amenity space. As the proposal presents no increase in windows at first floor level there is no demonstrable impact in the buildings use along this boundary edge.

10 Trenchard Drive is owned by the same owner as Moss Nook Restaurant there is no demonstrable impact in the buildings use along this boundary edge.

The first property occupied by the general public (No12) is greater than 22m away therefore there is no demonstrable impact.

Despite not causing any impact onto neighbouring properties the design for all windows on Ground Floor, North elevation will have opaque glass up to 1.8m high. This will also allow increased privacy to users and the residents, yet still allow ample light in and view out if required.

As the proposal accommodates 15 No units proposal provides 17 parking spaces, it is clearly above the level required by MCC's Core Strategy for staff and guest use at a development of this type and size.

AMOUNT

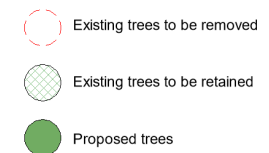
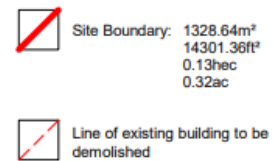
The site is 0.32 Acres / 0.13 Hectares and will provide 15 No. Rooms and 17 No car parking spaces:

There will be a mix of single double, twin and family rooms including an M4(3) Bedroom.

- 1 No Single Room (approx. 10m²)
- 10 No Double Rooms (approx. 15m²)
- 1 No Twin Rooms (approx. 16m²)
- 2 No Family Rooms (approx. 25m²)
- 1 No M4(3) Family Room (approx. 25m²)

LAYOUT AND SCALE

The proposal will retain the existing building as such scale and imposition on the street scene is unchanged.



APPEARANCE

The overall scale and appearance will remain largely unchanged.

There are elements of the façade and is eaves boards, drainage goods and tiles which require general maintenance and repainting.

There is an existing door to the roof at 1st Floor in the North elevation, this is fully glazed. The intention is to replace this with a window.

There are minor alterations to the Ground Floor to facilitate the buildings use and layout none of which detract from the whole or could reasonably be considered detrimental.

Any material change will of course see replacement with like materials and colours.



Proposed South Elevation
1 : 100



Proposed West Elevation
1 : 100



Proposed North Elevation
1 : 100



Proposed East Elevation
1 : 100

ACCESS AND PARKING

Vehicular access to the site is currently provided from a gated priority arrangement on to Ringway Road. The proposal will retain the existing access arrangements and servicing will continue in line with baseline site arrangements.

A full accessibility assessment has been undertaken that shows that the site can be accessed on foot, cycle and by public transport. The assessment shows that the site is suitably located to enable access by walking, cycling and public transport. Measures are proposed to promote local sustainable transport routes to staff and guests, and a high level of cycle parking is provided. The suitability of the accessibility of the site and local infrastructure to serve a guest house in this location has been previously agreed with MCC.

The proposal provides 17 parking spaces, which is above the level required by MCC's Core Strategy for staff and guest use at a development of this type and size.

The main pedestrian access will be via an entrance on Ringway Road. From here there will be level DDA access into a reception area and check-in area.

There is a significant area of the car parking which is given over to green space which acts as a considerable natural buffer to the residential edge.

AMENITY AND BOUNDARY TREATMENT

The site is a secured plot, with secure access gate off Ringway Road. The gate will continue into a boundary dwarf wall with railings on top. This will define the boundary edge but also provide security to the carpark. The permeable railing will still allow for a visual connection in and out of the site.

Although there are some trees on the site proposed to be felled, there are a number of trees proposed to be planted with a combination of soft and hard landscaping to the car park area.

The natural buffer that has been created in the car park area is further emphasized through a dense green hedge on the party line.

BINS

Secure Timber Bin Store accessed within the car park.

Collection can be made via the vehicular access on Ringway Road inline with existing / previous service provision.

Provision Provided :-

General Waste 4 x 1100L

Pulpable Waste 2 x 1100L

Mixed Recycling 2 x 1100L

(Please find attached waste management proforma)

CYCLES

Securely located behind the building within the car park area, a dark grey powder coated covered cycle store is located. Providing provision for 10no cycles.



ENVIRONMENT AND SUSTAINABILITY

As outlined in both the Sustainability and Energy statements, the design of the scheme has been shaped by the following categories of sustainable design:

- Energy and CO2 Emissions
- Water
- Materials
- Surface Water Run-off
- Waste
- Pollution
- Health and Wellbeing
- Management
- Ecology

The scheme will benefit from highly efficient electric panel heaters, an MVHR (mechanical ventilation with heat recovery) system and LED lighting