

Design and Access Statement

SITE OF THE FORMER PARK PUB,
MOORCROFT ROAD, WYTHENSHAW

tadw | architects

Revision History

Rev	Date	Comments
A	31.10.2025	Draft
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1.0 Introduction

This Design and Access Statement has been prepared by TADW Architects, on behalf of Watson Homes, and forms part of a full planning application for a new residential development at the site of the former Park pub, Moorcroft Road, Wythenshawe.

2.0 Site Analysis

2.1 Site and Local Area

The existing site is situated in a mixed-use area. Located to the north is a row of local shops and amenities with flats over, and adjacent to the site to the west is a betting shop. However, the area is predominantly residential.

There is a broad range of amenities within walking distance of the site, including Wythenshawe Park, schools, local shops, medical centres, community centre, fast food restaurants, and toward the upper limit of walkable, supermarkets including Tesco and Aldi.

The site is accessed off Moorcroft Road, and also off Sledmoor Road. Both of these roads are adopted. The site access off Moorcroft Road also provides access to a driveway for the adjacent betting shop, which will be maintained as part of the scheme.

The site is currently occupied by a disused former public house and the site edged red is approximately **2,767 m²** in area (0.2767 Ha). This includes an area of public footpath to the site frontages that is proposed to be resurfaced as part of these works

There is very little in the way of soft landscaping on the existing building site, with hard surfacing across much of its extent. Street trees will be retained and protected during the works.

Analysis of Manchester City Council's online mapping service – Mapping GM - reveals the following relevant considerations:

- The site sits within an area identified on the Index of Multiple Deprivation scale as IMD decile 3. This points to reasonably high levels of deprivation.
- The site sits within an area where the proportion of households with children not meeting the minimum digital living standard is at 0.49. This points to roughly half of households with children not meeting this standard.
- The nearby Wythenshawe Park is identified as accessible green infrastructure; a local nature reserve; a site of biological importance.
- The site is identified as brownfield land and earmarked for residential apartments.
- Moorcroft Road is a bus route providing access to Wythenshawe, Altrincham, Manchester City Centre and nearby schools
- The site does not sit within flood zones 2 or 3

The surrounding area is characterised by post war housing, planned, as much of Wythenshawe, as a garden city. To that end, there remains today a strong emphasis on green corridors with street trees to main roads, and strong public transport infrastructure to limit reliance on the private car.

2.2 Historic Analysis

The Preliminary Risk Assessment by LK Consult, submitted with the application, includes historical mapping dating from 1848 to present day. This illustrates the following:

- On the earliest maps, the site itself had a road or track traversing it from east to west, with a wooded area on the northern portion of the site, and fields to the south, all adjacent to Hazelhurst Farm.
- In 1911, the area to the south is also indicated as a wooded area.
- By 1923, there is no indication of the area being wooded, and the wider area remains sparsely developed.
- By 1938, the development of Wythenshawe and Northern Moor is gathering pace, but has not yet reached the site.
- The first map showing the widespread development of the immediate vicinity was published in 1965-1967, though the site itself was vacant at that stage.
- However, a larger scale plan published in 1956-1976 does show The Park PH on the site
- Mapping from 1980-1981 shows the current public house on the site.

2.3 Development Constraints

The existing site has the following key constraints, which have been considered within the proposals:

- Privacy interface with existing properties
Privacy distances to existing properties are respected in the proposed design.
- Site access location
The proposed access location is at the southern end of the site, where required visibility splays can be achieved. This follows consultation with the local highways authority.
- Existing mature trees around the site
Existing offsite trees are retained and will not be affected by the proposals.
- Access to adjacent betting shop
The driveway to the adjacent betting shop is taken from the access road into the site off Moorcroft Road. Access to the betting shop will be maintained throughout the works and beyond
- Services passing under site
The site is constrained by existing foul and surface water sewers passing under the site. These have been traced to confirm accurate locations so the proposed site layout is compliant with the required easements.



2.4 Site Sustainability

The proposed development site is well connected to various transport modes, promoting sustainable travel.

Travel

Pedestrian Travel

The site has strong pedestrian infrastructure, including wide footways on tree lined streets, providing accessible public transport links, including the Aldfield Road Bus Stops, and Wythenshawe Road tram stop. The footway links are provided with dropped kerbs, tactile paving and street lighting.

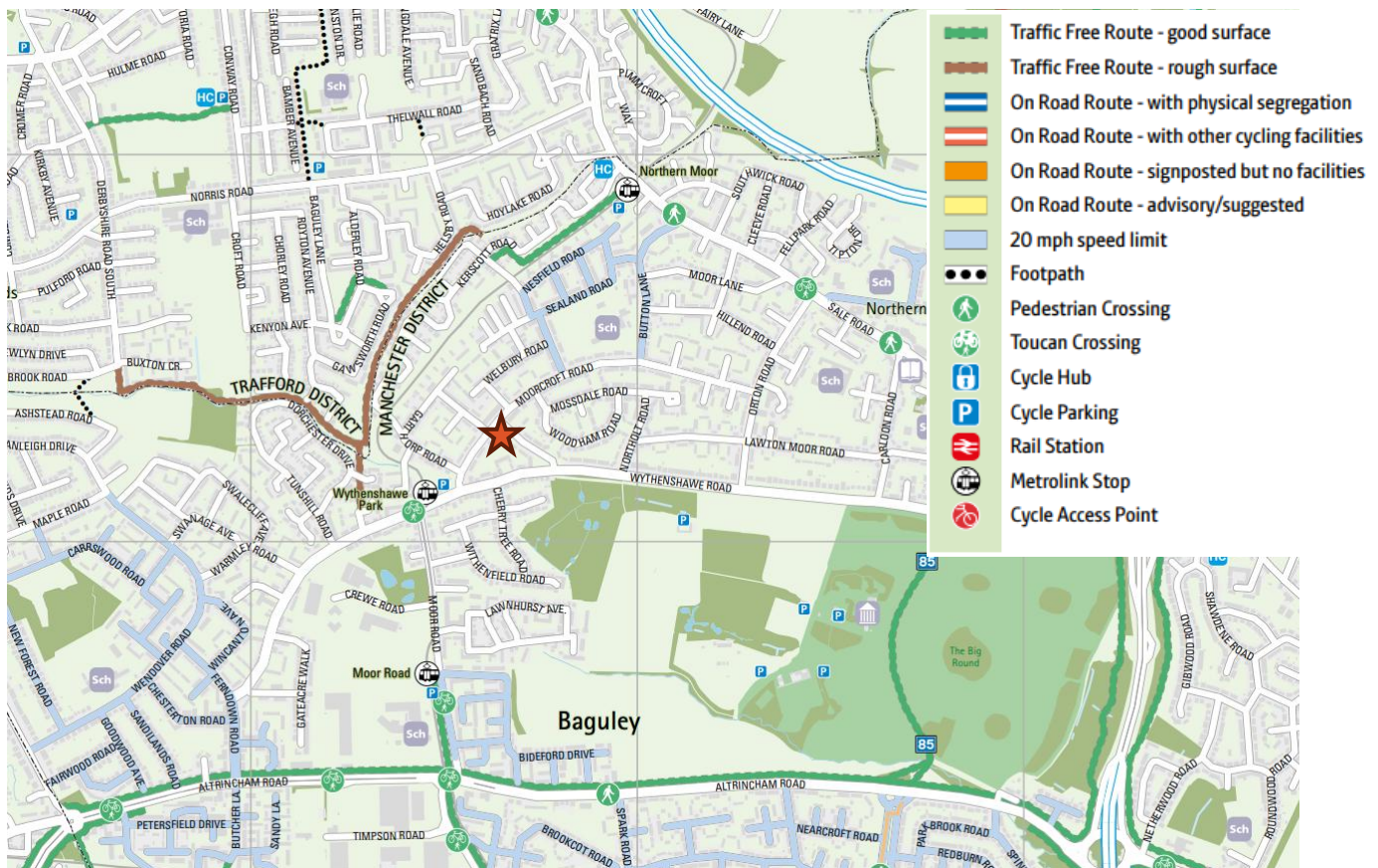
Buses

The Aldfield Road bus stops, located just 15m from the site, provide frequent services to Wythenshawe, Altrincham, Manchester City Centre and nearby schools:

Cycle

Transport for Greater Manchester has published maps for each of the 10 areas of Greater Manchester. These are available at <https://tfgm.com/cycling-district-maps>. An extract of this map for the area is below which highlights the following cycle-friendly features in the local area.

- 20 mph speed limits on roads around local schools
- Toucan crossing point across main roads in the area
- Traffic free routes in close proximity to the site



Extract from Transport for Greater Manchester, Cycling District Map

The general topography in the area is reasonably flat, which encourages travel by cycle. As noted within the transport statement submitted with the application, there are a few national cycle routes in near proximity to the development – one of which can be accessed within Wythenshawe Park.

Tram

The tram station at Wythenshawe Road is approximately 220m to the south west of the site and provides access to Manchester Airport or Manchester Victoria.

Food and Shopping

Local shopping is available at Tesco Express on the opposite site of Moorcroft Road. Beyond this there is a Tesco Extra and Aldi store at approximately 1.3km and 1.4km from the site respectively.

Schools & Leisure

The site is well located for numerous schools within close proximity to the site, including Button Lane Primary School at 0.5km away, and Dixons Brooklands Academy at 0.9km from the site.

Healthcare

Healthcare facilities are located nearby, with Moorcroft Pharmacy being across Moorcroft Road, and Brooklands Medical Practice approximately 1.4km from the site.

3.0 Design

3.1 Use

The proposals consist of 35 Nr. new residential apartments in the following split:

11Nr. 2 bed 3 person apartments

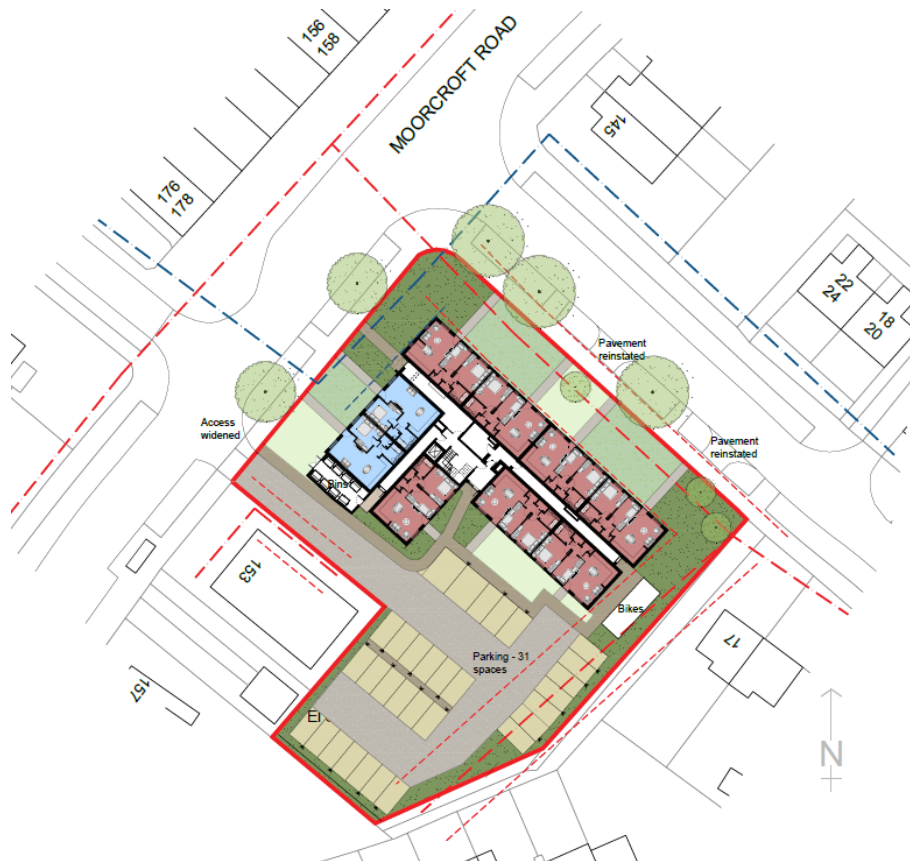
24Nr. 1 bed 2 person apartments

This provides a development density of 119 dwellings / hectare on this brownfield site.

3.2 Design Development

The developer and design team have consulted with the local planning authority at Manchester City Council at pre-planning application stage. Extracts from the information submitted as part of this pre-planning enquiry are shown below.

Initial pre-app submission





Key feedback received

- Principle of apartments and general layout is considered acceptable in this location
- Prevailing context is 2-3 storeys. 4 storeys acceptable on the corner, but should scale back toward adjacent 2 storey homes.
- Increased level of articulation to the elevations and staggered roof profile to add interest.
- Car park dominated by hard standing – explore options for ornamental planting

First revision of pre-app information





Key feedback received

- Proposed mix is acceptable, subject to meeting requirements of the Housing Strategy in terms of affordability and demand
- Concerns remained with regards to overall scale, suggested additional relief to facades
- Different colour to top floor discouraged.
- Level of parking provision is acceptable.

Second revision of pre-app information





Key feedback received

- “Considered acceptable in principle, although side stepped south eastern elevation shows quite large expanses of brick.”
- Additional articulation from other elevations requested to be returned to side elevations.

3.3 Proposals & Layout

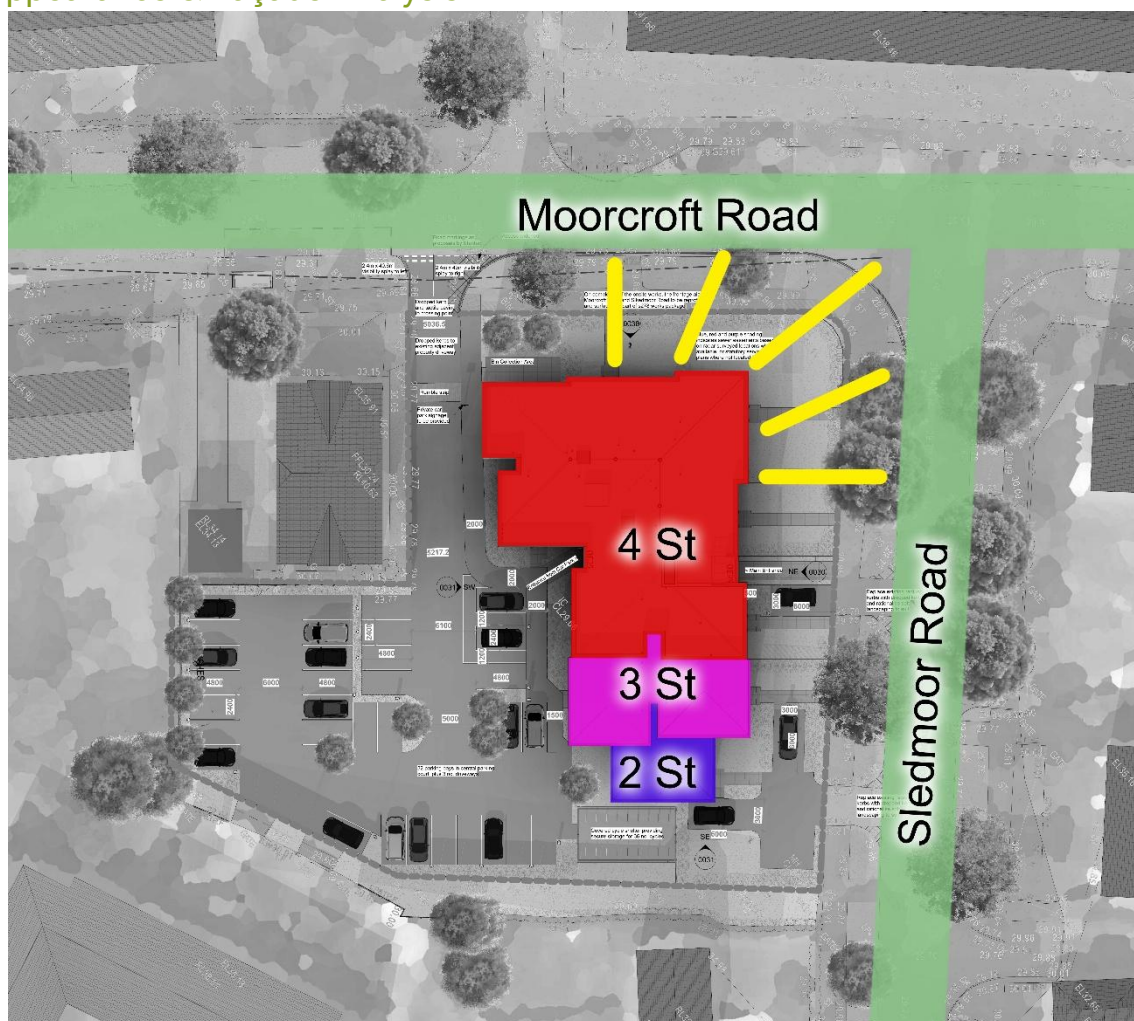
The proposed vehicular access into the site is from the existing site access point off Moorcroft Road, which shall be widened to improve this access point. The majority of the car parking is located to the rear of the development, meaning that the street-facing sides of the scheme are not dominated by car parking.



The Sledmoor Road frontage does include two secondary accesses for car parking, similar to the sporadic instances of existing private driveways along the road. This compliments the individual front doors to ground floor flats, which is suggestive of individual multi-storey homes.



3.4 Appearance & Façade Analysis



The building massing is designed to respect the local context:

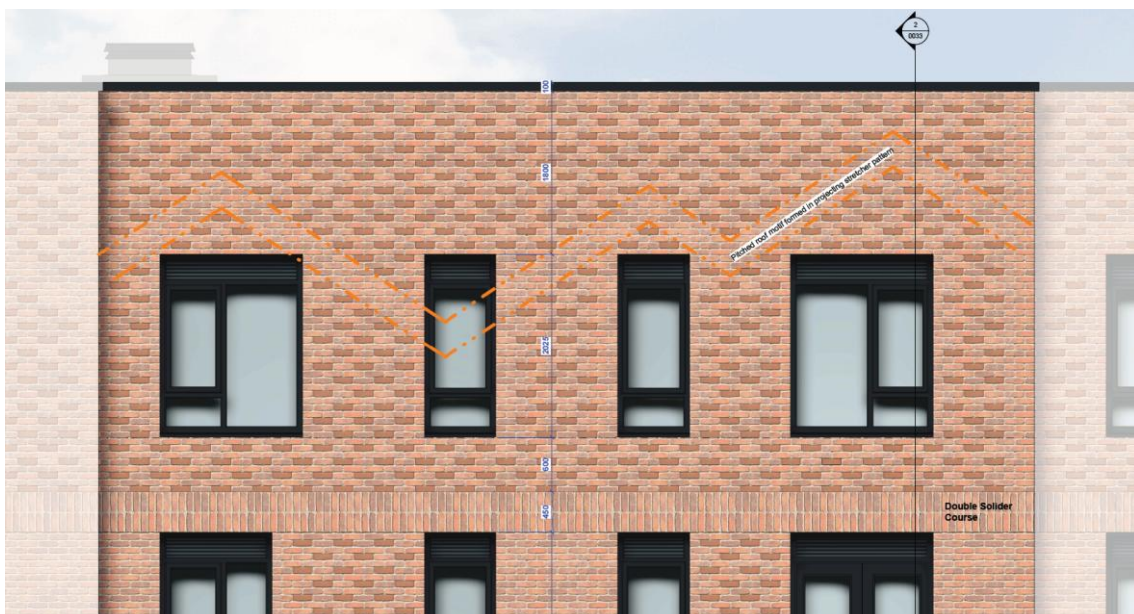
- 2-4 storey development height across the scheme, with the 4 storey massing restricted to the Moorcroft Road / Sledmoor Road junction, to create a landmark massing in the context of the local area.
- The 4 storey element steps down to 2 storey, to aid the transition down to the adjacent houses along Sledmoor Road.
- The massing of the block is broken down into smaller elements with a series of steps in the building line, and with feature brickwork detailing.



Fenestration is provided with a vertical emphasis, with varying heights of fenestration from one floor to the next, adding interest and variety to the street scene.



The top storey employs a projecting brickwork feature in stretcher bond, design to provide a pitched roof motif, as illustrated by the bay study drawing, an extract of which is below.

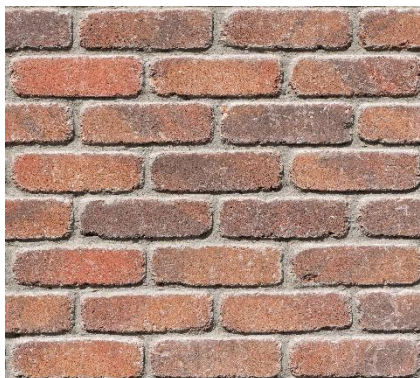


3.5 Materials

The palette of materials has been carefully selected to enhance the appearance of the new development whilst remaining sympathetic with the existing properties in the area, which are predominantly red brick.

Facing bricks

*AG Woodward Brick
Tullamore Antique*



*AG Woodward Brick
Tullamore Smooth*



*AG Woodward Brick
Clarendon Antique with dark
grey mortar*



A modern-facing multi-red brick with an 'antique' finish which is rumpled with mellow pastels in a reclaimed style. The smooth version, which has a more regular and darker appearance, is used to the projecting features to provide crisp detailing.

The dark grey Clarendon Antique is used to accentuate the entrances.

Roof Design

The scheme has been designed with a flat roof, that steps down from 4 storeys, to 3, to 2 along Sledmoor Road – providing a transition of massing on site toward the adjacent 2 storey housing. The top floor of the development features a projecting brickwork motif representing pitched roof gables, in a contemporary nod to the typical traditional roofscape of the surroundings.





Windows & Doors

Windows and doors across the scheme are Black (RAL9005) UPVC frames, with louvred panels providing ventilation for mechanical equipment such as Mechanical Ventilation and Heat Recovery (MVHR) systems, and Air Source Heat Pump Hot Water Cylinders. These items are central to the energy strategy of the building, and the integration of their ventilation requirements into the scheme design maintains an attractive aesthetic, that might otherwise be compromised by individual vents.

Rainwater Goods

The flat roofs drain out through internal rainwater pipes to the main roof, and a gutter and external down pipe to lower roofs where these are not provided with a tall parapet due to reduce maintenance requirements.

[illegible]

- Good thermal efficiency of walls, floors and roofs within its construction
- Good sound insulation
- Thermally efficient windows and doors
- Mechanical Ventilation and Heat Recovery system to suit the needs of individual apartments
- Hot water provided by Air Source Heat Pump cylinder
- Recycling facilities
- Responsible sourcing of materials during the construction phase
- Good links with the local transport network
- Low energy lighting throughout
- Electric vehicle charging points will be provided.
- 36no. covered, secure bike parking spaces across the development.

3.7 Recycling and Waste Management

MOORCROFT ROAD

Access widened

Road markings as proposals by Startec

2.4m x 40.6m visibility splay to left

2.4m x 43m visibility splay to right

Dropped kerb and tactile paving to crossing point

5036.5

Dropped kerbs to existing adjacent property driveway

Rumble strip

Private car park signage to be provided

Bin Collection Area

On completion of the onsite works, the frontage Moorcroft Road and Sikedmoor Road to be reproped and surfaced as part of s278 works package

0038

2

Consultation was carried out with Design for Security for pre-application advice and a Crime Impact Statement has been commissioned.



The scheme has been designed to address potential security issues by adopting the principles of Secured by Design Homes 2024, while balancing these with the specific requirements of the site.

Generally, the layout of the site and buildings maximises passive surveillance and monitoring of all routes and eliminates exposed locations where individuals can hide. Unwanted visitors will be in full view of the new dwellings. All windows and doors will comply with Secured By Design standards.

The apartments themselves are designed to provide a secure postal lobby with the inner door being provided with the same security specification as the outer door.

Ground floor apartments primarily look out onto secured spaces or are otherwise protected by landscaping. Each ground floor apartment has its own external front door, helping the apartments to take 'ownership' of the spaces immediately in front of the building.

3.9 Vehicular Access

The existing vehicular access from Moorcroft Road will be widened, and radius kerb amended to improve access for the car park. Visibility splays will be provided as noted on the proposed site plan.

The access road has been designed to accommodate refuse vehicles and emergency vehicles. Refer to Transport Statement for further details including a swept path analysis of the site access and road layout.

The development will provide 35 car parking spaces (1 space per apartment) and 36 secure, covered cycle spaces.



4.0 Access Statement

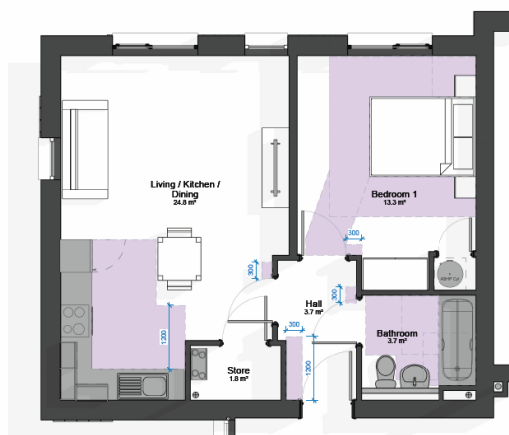
4.1 General Considerations

Gradients of driveways, footpaths and level access thresholds have been set to facilitate full access by wheelchair users in accordance with Building Regulation requirements.

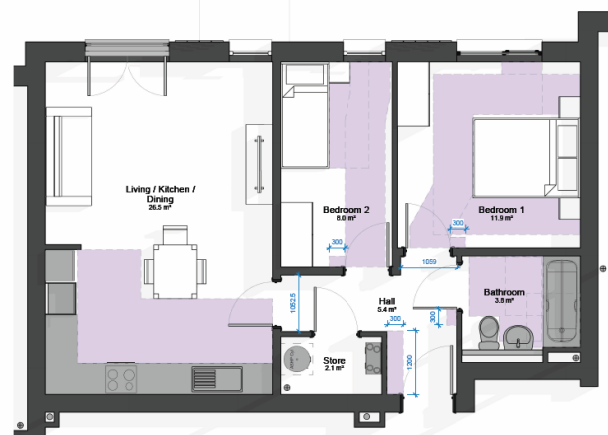
4.2 Physical Considerations (PART M)

The new access road and public footpaths are designed to meet Building Regulations Part M requirements.

100% of properties will comply with Part M4(2) of the building regulations ensuring the new dwelling makes reasonable provision for most people, including wheelchair users to access and enter the dwelling, and access habitable rooms and sanitary facilities on the entrance level.



6 Flat Type F - Flats 10, 20, 29
1 : 50



7 Flat Type G - Flats 11, 21, 30
1 : 50

Figure 1 - Floor plan extract showing typical 1 and 2 bed apartments, compliant with Part M4(2)

Residents of the apartments will be required to take their waste to the communal bin store. The bin store is within the footprint of the apartment block.

4.3 Digital Connectivity Statement

The proposed development will meet the requirements of current Building Regulations in relation to provision of gigabit-ready infrastructure for electronic communications, as per Approved Document R.

4.4 Nationally Described Space Standards (NDSS)

An assessment of each plot's compliance with NDSS is included within Appendix C. This shows that all plots will comply this standard.

5.0 Conclusion

Comments received during the pre-application consultation process from the local planning authority have been carefully considered and incorporated into the design.

The new dwellings will be contemporary in style and will be built to comply with the latest energy efficiency and sustainability statutory requirements.

If approved, the proposed development will have a significant positive impact on housing supply in the area.

We are of the opinion that the full development proposals will improve the site, and make a positive contribution to the area in a number of ways, and should therefore be approved.

Appendix A: Sunlighting / Daylighting Assessment

A shadow study has been prepared based on a geolocated model using Revit software to determine solar shading of and by the proposed development on the surrounding area. The images below show shadows generated in the morning, noon and evening, at the Spring Equinox, Summer Solstice, Autumnal Equinox and Winter Solstice. These show no significant solar shading of surrounding properties.



Spring Equinox, 8am



Spring Equinox, Noon



Spring Equinox, 4pm



Summer Solstice, 6am



Summer Solstice, noon



Summer Solstice, 6pm



Autumnal Equinox, 8am



Autumnal Equinox, noon



Autumnal Equinox, 4pm



Winter Solstice, 9am



Winter Solstice, noon



Winter Solstice, 3pm



Appendix B: Building for a Healthy Life Assessment

Project Name

The Park

Project Number

251360

Work Stage

RIBA WS 3

Review Date

28.10.2025

Compiled by

Andrew Murch

Role

Director

Score

11

out of 12

Considerations	Comments	Assessment	What can be done to improve scheme
Integrated Neighbourhoods			
Natural Connections	Infill development. Vehicular access route is not a through route (filtered permeability). Adoption to site boundaries.		Off-site improvement to cycle routes, such as dedicated cyle lanes on main roads.
Walking, cycling and public transport	Long stay cycle parking, inc. allowance for non-standard cycles. Development close to existing transport hubs. Short walk to shops and facilities. Vehicle access route is residential in character. Protected cycle ways in close proximity to site.		
Facilities and services	Provides an active residential frontage, enhanced by GF flats having individual front doors. Close to existing facilities and services		
Homes for everyone	Mix of homes tailored to suit identified housing need in the area. Affordable homes. Juliet balconies. All apartments Part M4(2) compliant.		
Distinctive Places			
Making the most of what's there	Enhancing biodiversity of the site. Massing design and materiality respects surroundings. Existing access points utilised in designs.		
A memorable character	Distinctive contemporary character while respecting local design features. Landmark massing in the local context.		
Well defined streets and spaces	Streets with active frontages. Cohesive building line. Strong building presence to street frontage.		
Easy to find your way around	Increased building massing reinforces Moorcroft Road as a main road. GF flats have individual front doors. Alternative door design to communal entrances provides legible layout. Street front communal door and car park entrance		
Streets for all			
Healthy streets	Landscaping to street boundaries. Tree lined streets. Traffic calming measures. Secure cycle storage		
Cycle and car parking	EV charging to all parking spaces. Cycle parking available providing potential for storing irregular cycles.		
Green and blue infrastructure	Natural surveillance. Biodiversity enhancements on site.		
Back of pavement, front of home	Boundary treatments that add ecological value. GF flats have their own front doors. No left-over spaces		



Appendix C: Nationally Described Space Standards Compliance Review

Project Name

Work Stage

Compiled by

The Park

RIBA WS 3

Andrew Murch

Project Number

Review Date

Role

251360

28.10.2025

Director

A

C

E

G

H

I

GIFA (A1) and Built in Storage (A2) complies with table 1

Single bedrooms are at least 7.5m2, and 2.15m wide

Double (or twin) bedrooms are at least 2.75m wide for one, and 2.55m for others

Any other area that is used solely for storage and has a headroom of 900-1500mm, it is counted at 50% of its floor area. Any area below 900mm is not

A built-in wardrobe counts towards GIA and bedroom floor area, but should not reduce the effective width of the room set out above.

Minimum floor to ceiling is 2.3m for at least 75% of the GIA

B

D

F

A dwelling with 2+ bedspaces has atleast 1 double or twin bedroom

Double (or twin) bedrooms are at least 11.5m2

Any area with head height <1.5m is not counted in GIA unless used solely for storage. If the area under the stairs is used for storage, assume floor

Table 1 - Minimum gross internal floor areas and storage (m ²)					
Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) ²			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Plot	Bedrooms / Persons	A1 / A2	B	C	D	E	F	G	H	I
1	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
2	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
3	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
4	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
5	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
6	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
7	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
8	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
9	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
10	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
11	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
12	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
13	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
14	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
15	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
16	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
17	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
18	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
19	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
20	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
21	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
22	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
23	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
24	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
25	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
26	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
27	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
28	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
29	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
30	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
31	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
32	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes



33	2 / 3	Yes / Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes
34	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
35	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes



Appendix D: National Design Guide – Designers Assessment

Project Name	The Park	Project Number	251360
Work Stage	RIBA WS 3	Review Date	28.10.2025
Compiled by	Andrew Murch	Role	Director

The 10 Characteristics	Comments	Assessment	What can/could have be done to improve scheme
Context - enhances the surroundings			
Understand and relate well to the site, its local and wider context Value heritage, local history and culture	Design responds to local character and provides contemporary interpretation of local features. Positive contribution to the street scene.	Good	
Identity - attractive and distinctive			
Respond to existing local character and identity Well-designed, high quality and attractive Create character and identity	Building height positively contributes to street scene. Transitions from adjacent 2 storey housing to 4 storey. Contemporary design.	Good	
Built form - a coherent pattern of development			
Compact form of development Appropriate building types and forms Destinations	Memorable building design, well defined edges. Close to local centre and public transport links.	Good	
Movement - accessible and easy to move around			
An integrated network of routes for all modes of transport A clear structure and heirarchy of connected streets Well-considered parking, servicing and utilities infrastructure for all users	Close to existing facilities/shops. Vehicular / cycle access from residential street. Parking does not dominate.	Good	
Nature - enhanced and optimised			
Provide high quality, green open spaces with a variety of landscapes and activities, including play Improve and enhance water management Support rich and varied biodiversity	Surrounding trees retained. Trees and planting to site perimeter and around parking areas.	Good	
Public spaces - safe, social and inclusive			
Create well-located, high quality and attractive public spaces Provide well-designed spaces that are safe Make sure public spaces support social interaction	Existing streets are enhanced by a strong building frontage, overlooking and soft landscaping. Site layout encourages walking to local services	Good	
Uses - mixed and integrated			
A mix of uses A mix of home tenures, types and sizes Socially inclusive	Residential provision close to existing local centre supports local businesses and services. 1 and 2 bedroom apartments.	Good	
Homes & buildings - functional, healthy and sustainable			
Healthy, comfortable and safe internal and external environment Well-related to external amenity and public spaces Attention to detail: storage, waste, servicing and utilities	Relates well to surrounding areas. Communal amenity area. Juliet balconies. Well integrated services, cycle storage, rwp's, waste storage	Good	
Resources - efficient and resilient			
Follow the energy heirarchy Selection of materials and construction techniques Maximise resilience	Efficient building fabric. Low energy heating solutions. Solar PV. Robust finishes to external façade.	Good	
Lifespan - made to last			
Well-managed and maintained Adapatable to changing needs and evolving technologies A sense of ownership	Maintenance considered. Robust materials. Ongoing management by end client. Well defined boundaries. All apartments Part M4(2) compliant.	Good	