

Application Number	Date of Appln	Committee Date	Ward
142948/FO/2025	14th May 2025	31st Jul 2025	Moston Ward

Proposal Change of use from Sports and Social Club (Class F2) to Commercial Retail (Class E(a)), elevational alterations and partial demolition to provide parking area

Location 18 Kenyon Lane, Manchester, M40 9JQ

Applicant Mr Qasim Najimi

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Executive Summary

The application relates to the change of use of a vacant sports and social club (Class F2) to commercial retail (Class E(a)), elevational alterations, involving a new shopfront and the partial demolition of a rear extension to provide a car parking area with 8 spaces.

Following notification of the application, 23 representations have been received objecting to the proposal.

Concerns are raised that the proposed development would result in increased traffic, on street parking demand, congestion and manoeuvrability difficulties caused by HGV movements and increased noise. Further concerns are expressed about there being too many similar businesses in the area and that a use serving the wider community would be preferred.

Key Issues

- Impact to the operation of the highway.
- Impact to residential amenity.
- Impact to the character and appearance of the street-scene.

Description

The application site comprises a vacant, single storey building formerly occupied by a social club (Lightbowne Club). The site is bounded by Kenyon Lane to the east, Penn Street to the north, Ebsworth Street to the west, and a vehicle repair/MOT garage with an adjacent informal open space to the south.



Aerial view of application site indicated by arrow

The existing building has been extended to both its eastern and western elevations and is primarily of masonry construction, featuring a combination of flat and pitched roof elements. A number of entrances, along with associated metal roller shutters and housings, are located along the Penn Street frontage.

The site is situated within a mixed-use area, immediately south of the Moston Lane local centre, which hosts a variety of small-scale retail units and community uses.

To the north, across Penn Street, lies a free, surface-level public car park. To the west are two-storey terraced residential properties, while to the east, across Kenyon Lane, are additional terraced dwellings alongside a parade of local shops and restaurants. To the south is a vehicle repair/MOT garage, beyond which is a hand car wash facility and the Tulketh Industrial Estate, which accommodates a number of industrial units and workshops. The broader surrounding area is predominantly residential in character.



View of application site from corner of Kenyon Lane and Penn Street



View of application site from corner of Ebsworth Street and Penn Street



View of the rear of the application site from corner of Penn Street and Ebsworth Street

The Proposal

Planning permission is sought for change of use of the existing, vacant building from a sports and social club (Class F2) to commercial retail (Class E(a)), together with elevational alterations, involving a new shop front and the partial demolition of a rear extension to provide a car parking area.

It is proposed that the shop operates between the hours of 09.00 and 19.00 hrs daily.

The application relates to a revised proposal following the refusal of permission for an earlier change of use to retail (Ref: 141335/FO/2024) based on the Council's concerns surrounding the lack of dedicated car parking provision and the impact to neighbouring residential occupiers due to increased competition for on-street parking spaces. The current application seeks to overcome such concerns and now includes a car park within the curtilage of the application site by removing part of an extension.

Consultations

Local Residents/Occupiers – In response to the application, 23 representations objecting to the proposed development have been received. Concerns are summarised below:

-The proposal will make parking in the area a lot worse making the surrounding space dangerous for road users and pedestrians alike.

-The garage next to the building already take up a lot of parking spaces on the car park and on Kenyon Lane so an increase in business from the planned commercial retail building will exacerbate the problem.

-The backstreets of the area are not suitable for all heavy traffic including HGV movements.

-There would be too much dangerous parking and illegal parking and more accidents and traffic build-up.

-No more superstores are needed in Moston.

-Rubbish and parking problems already exist from the surrounding shops. The shop will not serve all the community.

-More diverse uses in the area are required that cater for the whole community.

-There are already enough shops and mini markets on Moston Lane. The parking is problematic blocking pavements and the side streets. There is no need to make the situation worse especially on Kenyon Lane / Penn Street.

Highway Services – The following principal comments are made:

Trip Generation – the proposed trip generation forecasts trips using a worst-case scenario. The resultant trip generation is considered acceptable.

Car Parking - 8 off-road parking spaces are proposed. The car park accumulation assessment suggests that the proposed car park does not accommodate the anticipated level of trips, but it is noted that a free public car park is available opposite the site, which could be used by customers.

Car Park Access – The proposed access to the car park would be from Ebsworth Street. Swept path analysis demonstrates that a car can satisfactorily access, manoeuvre and egress from the site. Plans confirm that parking spaces meet the required dimensions. It is requested that a minimum of one space is disabled and that at least one space has EV Charging capability.

The Transport Statement states that the extant dropped kerb will be reinstated as footway at the cost of the applicant. This is considered acceptable

Cycle parking – 3 cycle parking spaces would be accommodated. Confirmation is requested on the location of the cycle store.

Servicing - An enclosed refuse storage area is noted within the site which is considered acceptable. Kerbside collection would be from Ebsworth Street via a private contractor. It is understood that this is in keeping with the existing arrangement.

Greater Manchester Police (Design for Security) - There should be one entrance serving the unit, with staff/pay points appropriately located to ensure staff can easily

observe all access to and egress from the premises, with any internal aisles or product displays aligned to assist surveillance and avoid blind-spots. It is also advised that there are no items of high value displayed close to entrances of units. All back-of-house/staff only areas must be adequately secured to prevent unauthorised access. Secure cash handling and storage procedures should also be in place.

It is highly recommended that any new windows, doors or shutters are security certified to Secured by Design (SBD) compliant standards and any new glazing is laminated. The car park should be enclosed with 2100-2400mm high rigid panel, welded-wire mesh fencing and gates when the premises are closed to prevent unauthorised access out-of-hours.

Environmental Health – No objection. Conditions are advised in relation to hours of use, servicing hours, the use of external equipment, waste management and the control of fumes/odours.

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 Principle) 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 EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

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 EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

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 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 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 EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy C1 (Centre Hierarchy) - Development of town centre uses will be prioritised within Manchester City Centre, District Centres, and Local Centres in order to maintain their vitality and viability, provide services as locally as possible and minimise the need to travel by car. Within North Manchester the district centres are defined as Cheetham Hill and Harpurhey, and the local centres are defined as Victoria Avenue/ Rochdale Road (Charlestown), Hollinwood Avenue/ Greengate (Moston), Lansdowne Road/ Crumpsall Lane (Crumpsall), Worsley Avenue/ Kenyon Lane (Lightbourne), Moston Lane (Harpurhey), and Collyhurst (as part of redevelopment).

Policy C9 (Out of Centre Development) - Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;

- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the city centre and designated; district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,

- The proposal is appropriate in terms of its scale and function to its location.

Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

Policy T2 (Accessible Areas of Opportunity and Need) - states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic

requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

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 policy of the Unitary Development Plan is also considered relevant:

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 Greater Manchester Joint Development Plan (March 2024)

Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.

The Plan forms part of the Development Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

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. The following policies are considered relevant:

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

The following key attributes that all development, wherever appropriate apply:

1. Distinctive, with a clear identity that:

- A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
- B. Enables a clear understanding of how the place has developed; and

- C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-J1 (Supporting Long-Term Economic Growth) - states a thriving, inclusive and productive economy will be sought in all boroughs.

Moston Lane Development Framework (October 2023)

This document sets out a vision-led framework for the regeneration of Moston Lane, on behalf of Manchester City Council. It identifies potential interventions and areas of focus to help secure and promote the future growth and sustainability of Moston Lane over the next 10+ years.

The framework is intended to provide the basis for future opportunities for investment, growth and delivery from both the public and private sectors.

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.

Shopfront and Signage Design Guide

This is a City Council document which sets out best practice for shopfronts and signage design across the city in order to promote positive change in the context of its urban environment and builds upon and provides more detailed advice and **guidance** on Development Plan policies.

Shopfronts throughout the city have a significant impact on the retail and visitor experience and the character the environment. High-quality and well-considered shopfronts and advertisements should therefore be an aspiration for all involved in the commission, design and installation of shopfronts. The document is intended as a guide for all parties involved in the design and implementation of works to shopfronts cross the city.

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

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 4, 5, 11 and 12 are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Town centres and retail - Paragraph 91 states that it may not be possible to accommodate all forecast needs for main town centre uses in a town centre: there may be physical or other constraints which make it inappropriate to do so. In those circumstances, planning authorities should plan positively to identify the most appropriate alternative strategy for meeting the identified need for these main town centre uses, having regard to the sequential and impact tests. This should ensure that any proposed main town centre uses which are not in an existing town centre are in the best locations to support the vitality and vibrancy of town centres, and that no likely significant adverse impacts on existing town centres arise.

Paragraph 9 states that the sequential test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of centre locations (with preference for accessible sites which are well connected to the town centre). It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.

Paragraph 15 states impact test only applies to proposals exceeding 2,500 square metres gross of floorspace unless a different locally appropriate threshold is set by the local planning authority. In setting a locally appropriate threshold it will be important to consider the:

- Scale of proposals relative to town centres;
- The existing viability and vitality of town centres;
- Cumulative effects of recent developments;
- whether local town centres are vulnerable;

- Likely effects of development on any town centre strategy; and
- Impact on any other planned investment.

Paragraph 17 states that the impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Ideally, applicants and local planning authorities should seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted.

Issues

Principle

The proposal presents an opportunity to revitalise a vacant building to allow its transformation into a retail space that would enhance consumer choice within the area. The change of use promotes economic regeneration and would deliver tangible benefits by introducing a glazed shopfront and the removal of unsightly, incongruous extension added in later years. The development would significantly improve the building's visual appeal and contribute to a more engaging and active street frontage. Further, the proposal would support the local economy through the creation of a modest number of jobs, and its strategic edge-of-centre location is well positioned to benefit from accessibility and linked trips to Moston Lane local centre. On this basis, it is considered that the proposal complies with overarching development plan policy and planning guidance.

Although the Moston Lane Development Framework identifies this site as a potential location for residential redevelopment, along with Ebsworth Street and the adjacent car park as part of a new local centre featuring residential-led mixed-use development and public civic space, the document is not intended to be overly detailed or prescriptive. Instead, it offers preliminary analysis, concepts, and proposals to guide future opportunities for investment and growth. From a planning perspective, each application must be evaluated on its own merits in accordance with the adopted Development Plan policies. In this instance, given the site's edge-of-centre location and its proximity to local shops and services, the proposed use is considered an appropriate and acceptable form of development in principle

Specific planning considerations are outlined further below.

Retail Impact

The application site is situated in an edge-of-centre location, just to the south of Moston Lane local centre and is therefore well connected to the primary shopping area focused along Moston Lane.

In accordance with the National Planning Policy Framework (NPPF), retail proposals situated outside of established centres must be assessed for their potential impact on existing centres. The NPPF requires that a retail impact assessment must be submitted for any such proposal exceeding 2,500 sqm (gross), particularly where the development is not in line with an up-to-date development plan.

Policy C9 of the Core Strategy reinforces this requirement by stating that for proposals below the 2,500 sqm threshold, the level of detail in any impact assessment should be proportionate to the scale and nature of the development, as well as its likely effects on designated centres. For proposals meeting or exceeding the 2,500 sqm threshold, a comprehensive impact assessment is mandatory.

The supporting text to Policy C9 further acknowledges that the impact of out-of-centre retail development will vary across the city and therefore must be considered on a case-by-case basis. However, the Council generally considers that proposals involving less than 650 sqm (gross) are likely to be of local significance only, and therefore unlikely to generate significant adverse impacts on designated centres.

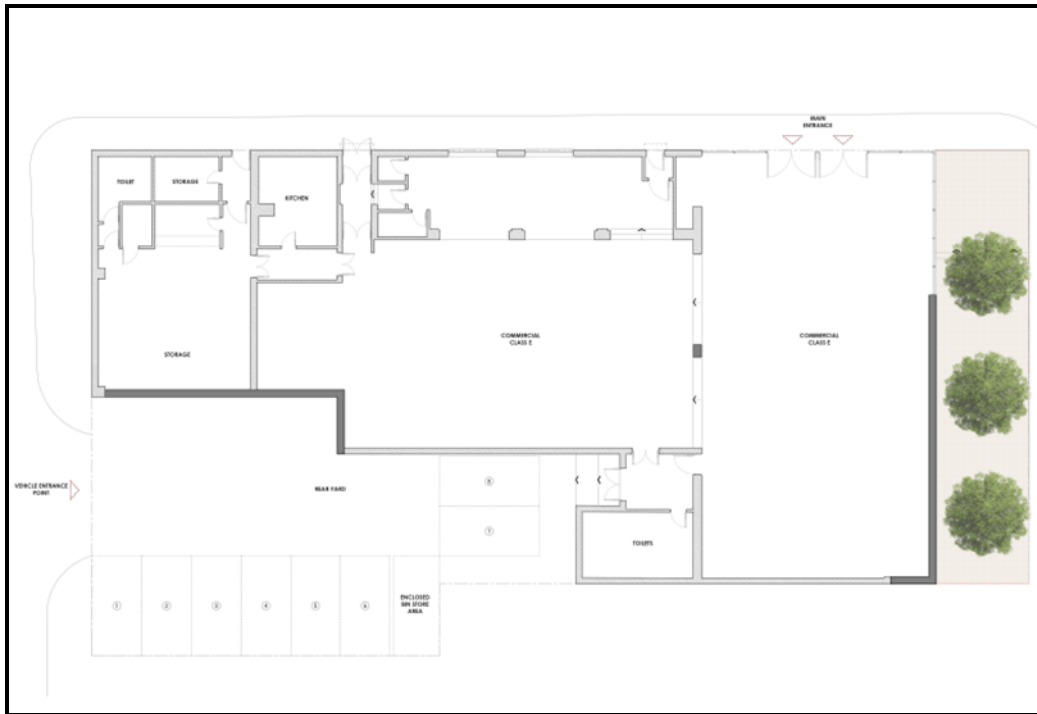
In this, the proposed retail floorspace is 440 sqm and therefore given the scale and nature of the current proposal and having regard to the relevant national and local policy context, it is not considered that a full retail impact assessment is not required in this instance.

Site Layout

The proposed site layout is primarily dictated by the constraints of the existing building which occupies the majority of the site's footprint.

To enable the provision of off-street car parking and to improve site functionality, it is proposed that a portion of a later rear extension be removed to facilitate access and the creation of a small car park to accommodate 8 cars, with direct access from Ebsworth Street. This area would also accommodate enclosed bin storage and a cycle parking area.

Fronting Kenyon Lane, the existing elevation is to be remodelled to enhance the building's legibility and street presence. The narrow forecourt is to be improved through the introduction of ornamental tree planting, contributing to the improved visual amenity of the streetscape, whilst contributing to local greening objectives. On this basis, the site layout is considered acceptable.

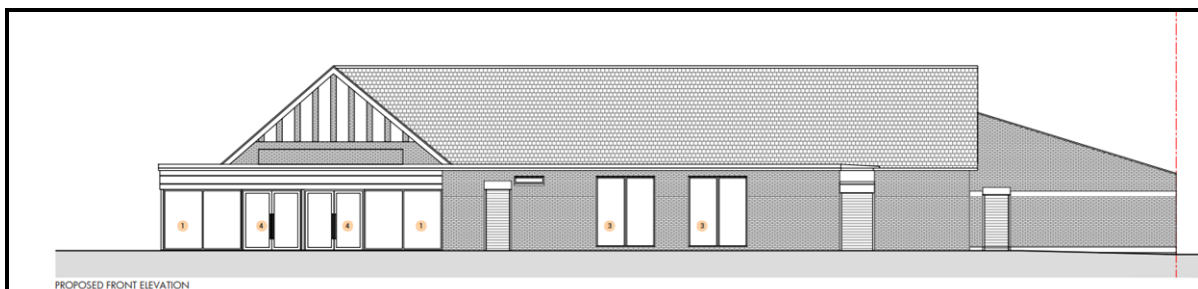


Proposed site layout

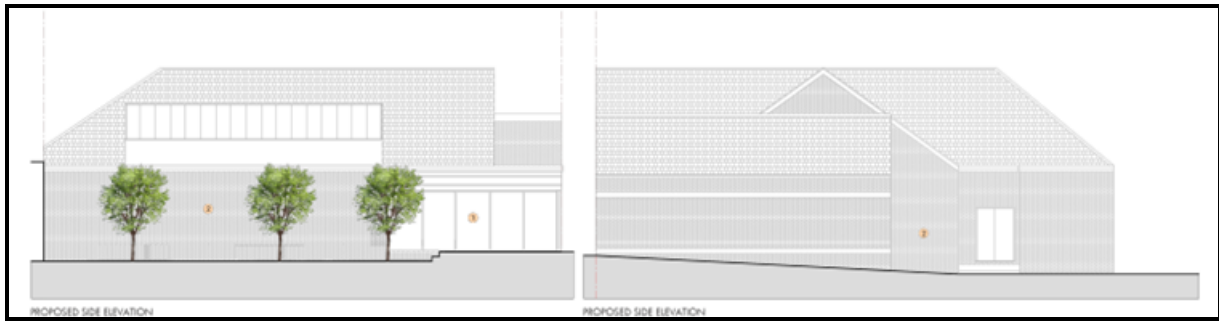
Design and Appearance

The existing building is of a rather austere, utilitarian appearance with the street facing elevations consisting of large, unrelieved expanses of brickwork, bricked up windows, painted blockwork, high level windows covered by grilles and roller shuttered access doors.

The proposal would deliver significant environmental improvements by opening up the building to enliven the frontage, through the provision of a full height, glazed shop front and windows to the Penn Street elevation which turns the corner onto the Kenyon Lane frontage.



Proposed front elevation to Penn Street



Proposed side elevations to Kenyon Lane (left) and Ebsworth Street (right)

It is anticipated that these changes would significantly enhance the visual amenity of the area, activating a key frontage at the edge of the local centre and would positively contribute the overall streetscape.

The changes would also represent a sympathetic and contemporary intervention typical of a modern retail store and be in keeping with the character and appearance of both the host building and the local context, reflecting the aspirations of the Council's recently adopted Shopfront and Signage Design Guide.

Residential Amenity

Given the surrounding mixed-use environment, including residential properties on both sides of Ebsworth Street and Kenyon Lane, as well as further along Penn Street, the introduction of a commercial use is expected to have some level of impact.

However, the existing building is already authorised for use as a social club, capable of hosting a range of busy events during both daytime and evening hours. Combined with the naturally active character of the area, being on the edge of the Moston Lane centre and adjacent to uses such as a public car park across Penn Street, and a car repair garage and hand car wash to the south, the additional activity generated by the proposed use is not considered to be significant.

It is also important to consider the fallback position, which would permit the building's reuse under Use Class F.1, such as a community centre, which could generate similar levels of activity.

The proposed changes to the building's elevations have been carefully designed to reduce visual impact on nearby residential properties. The main entrance has been positioned on Penn Street, facing the car park, to help minimise activity directly in front of homes.

While the proposed car park accessed from Ebsworth Street would introduce some vehicle movement on that side, the limited number of spaces and the existing high levels of on-street parking mean the additional impact is expected to be minimal. This is further mitigated by the presence of forecourt parking and a grass verge with hedgerow separating the homes from the road.

On balance, the proposal is not expected to result in a significant or harmful impact on nearby residents in terms of levels of activity, noise, or disturbance.

To further safeguard residential amenity, conditions are included regarding the operation of external equipment, acoustic insulation, waste management, servicing hours, and operating hours, which will be limited to 09:00 to 19:00 daily. With these measures in place, the impact on the living conditions of nearby residents is considered acceptable.

Impact to the Highway

Concerns have been raised by neighbouring occupiers regarding the impact of the proposed use on the operation of the highway in terms of increase traffic and parking problems.

The Transport Statement which accompanies the application provides a trip generation assessment using the industry standard TRICS database which forecasts that the anticipated number of trips is not likely to be significant for the proposed use - particularly during weekdays and Saturday peak hours. Highways Services concur with this assessment and when also taking into account linked trips.

In terms of parking demand, it should be noted that the existing premises does not include any dedicated off-road car parking and could easily generate a comparable or even greater demand for parking if the authorised use of the premises was to recommence.

In contrast, the proposed use includes a new car park area for 8 cars to be accessed off Ebsworth Street, following the partial demolition of an existing rear extension.

Based on a parking accumulation exercise for the amount of floorspace proposed, it is anticipated that the use would generate demand for around 9 vehicles on a weekday and 15 vehicles on a Saturday. However, when based on the actual floorspace given over to retail sales, this demand is forecast to reduce to around 6 vehicles on a weekday and 10 vehicles on the weekend. Any overspill parking can be catered for either on street or within the free public car park immediate opposite which has capacity for approximately 65 vehicles, which whilst well used, generally has capacity during the day or at and weekends. On this basis, it is believed that the parking demand generated by the proposed use can be adequately catered for.

With reference to servicing including goods deliveries, information has been provided regarding the amount and frequency of deliveries which can be undertaken from the kerbside during off-peak period. No concerns are raised by Highways.

In summary, given the site's accessible and sustainable location on the edge of a local centre, along with the proposed car and cycle parking, the impact on the local highway network is not considered significant. The proposed use is therefore considered appropriate for this location.

Landscaping

Given site constraints and the lack of external space, there is limited opportunities for any meaningful landscaping. Nevertheless, the proposal incorporates 3 new ornamental trees to the Kenyon Lane frontage which represents an uplift and

improvement over existing conditions. A condition is included to secure agreement on the tree species and their implementation.

Accessibility

The proposed development would be required to incorporate measures to aid ease of access for all and be designed achieve compliance with Building Regulations. The proposed shopfront would be of a sufficient size to allow satisfactory width of access and the floorspace would allow for sufficient circulation space internally.

As the application site is not a new building and includes a slight step up from the street frontage, the applicant is required to explore how disabled access could be achieved through an attached planning condition. It is anticipated that this would involve the use of a portable ramp.

Cycle storage

The application indicates the provision of 3 cycle parking spaces which would be adequate given the nature of the use and the proposed store size. Confirmation is required on the on the exact location of the cycle store and means of enclosure. A suitable condition is included.

Waste Management

The application has been accompanied by a waste management strategy which shows the siting of waste storage area adjacent to the rear car park. Bins would be moved to kerbside for collection by the management, mirroring the existing arrangement which is considered satisfactory in principle.

A condition is included to confirm precise arrangements surrounding internal and external stores for both waste and recycling, frequency of collection and to ensure compliance with an agreed scheme.

Climate Change

The proposal represents a change of use with no uplift in floorspace. Given the location of the proposed retail store within a mixed-use environment, at the edge of a busy local centre, adjacent to a busy thoroughfare and a site that would benefit from linked trips, the impact upon climate change as result of vehicle emissions is considered less than substantial when compared to existing traffic conditions.

Further, whilst there would be some limited impact upon air quality during the building fit-out phase, the impact would be temporary in duration and not considered significantly harmful. Through effective mitigation and construction management, the impact upon air quality can be appropriately controlled.

Construction Management

To ensure the store fit-out is effectively controlled and to prevent any disruption to existing occupiers in the area, or any impact along key routes to the site, a condition

is included which requires the submission and approval of a construction management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Disorder

To ensure the development incorporate sufficient security measures, a condition is included which requires details of security measures to be included, which shall be 'Secured by Design' standards.

Conclusion

In light of the above, the proposed development would allow for the reuse of a vacant building and provide a more vibrant and active street frontage, whilst the edge of centre location ensures strong connectivity to Moston Lane.

The scale of the proposed retail use is modest and falls well below the threshold requiring a retail impact assessment, with no significant adverse effects anticipated on the vitality or viability of nearby centres.

Potential impacts on residential amenity have been carefully considered and mitigated through the external design and operational controls, ensuring that the living conditions of nearby residents are protected. Similarly, the proposal is not expected to result in any significant highway or parking issues, with adequate provision made for vehicle and cycle parking, and servicing arrangements, deemed acceptable by Highways Services.

Overall, the proposal represents an acceptable use of an underutilised site, delivering visual and economic, compatible with the local surroundings. The proposal therefore aligns with relevant development plan policy and local/national planning guidance.

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 the right to a fair hearing and to this end the Committee 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 of the application 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.

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings referenced Sheet 1 (Location Plan), Sheet 5 (Proposed Plan), Sheet 6 (Proposed Roof Plan), 7 (Proposed Elevations) and 8 (Existing and Proposed Site Plan), received by the City Council as Local Planning Authority on 1 July 2025.

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) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a construction management/fit-out/demolition plan outlining working practices during development and demolition

shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved plan.

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

6) Any externally mounted ancillary plant or equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location. Details of the scheme should be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site prior to installation of any plant. The approved scheme shall be fully implemented prior to first use and in accordance with the details agreed and a verification report shall be submitted and approved in writing in order to validate the works undertaken conform to the requirements within the report.

Reason - To safeguard the amenities of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

7) The commercial unit hereby approved shall be open outside the following hours:

09.00 to 19.00 hrs daily.

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
10.00 to 17.00 hrs on Sundays and Bank Holidays.

Reason - To safeguard residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

9) Notwithstanding details submitted, prior to the commencement of above ground works, full details of the proposed roller shutters shall be submitted to and agreed in

writing by the City Council as Local Planning Authority. Details shall include colour, security specification, level of perforation and the design of any shutter housing.

Reason - In the interests of security and visual amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) The car parking area indicated on drawing referenced Sheet 5 (Proposed Plan), received by the City Council as Local Planning Authority on 1 July 2025 shall be surfaced, demarcated and made available for use prior to the use hereby approved becoming operational.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

11) The use hereby approved shall not become operational until space and facilities for bicycle parking have been provided in accordance with the details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

12) Prior to the use hereby approved becoming operational, full details of electric car charging provision shall be submitted for approval in writing by the City Council, as Local Planning Authority. Details shall include the specification of the charger. The approved details shall then be implemented as part of the development and be in place prior to the commercial use becoming operational. The charging point shall be remain in use so long as the building is occupied.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

13) Notwithstanding details submitted, the use hereby approved shall not become operational until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - Further details of pulpage waste capacity is required and in the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

14) The use hereby approved shall not become operational until a hard and soft landscaping treatment scheme, including the provision of tree planting, as indicated on drawing referenced Sheet 5 (Proposed Plan), received by the City Council as Local Planning Authority on 1 July 2025, has been submitted to and approved in

writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the use becomes operational. 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.

15) Prior to use hereby approved becoming operational, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

16) The use hereby approved shall not become operational until details of the security measures to be incorporated into the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

17) No more than 440 sqm of floorspace associated with the change of use hereby approved shall be used for retail sales.

Reason - To ensure a use that is proportionate for its edge of centre location and to prevent an over intensification of use, pursuant to policies DM1, C9 and SP1 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

18) The use hereby approved shall not become operational until details of measures to allow for disabled access have been incorporated into the development. Details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To ensure ease of access for all, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development

shall be used for any purpose other than the purpose(s) of (a) of Class E (or the display or retail sale of goods, other than hot food, principally to visiting members of the public,) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior agreement, pursuant to Core Strategy policies SP1 and DM1.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the host building shall not be subdivided to form additional units.

Reason - To prevent an over-intensive use of the site, pursuant to Policies SP1 and DM1 of the Manchester Core Strategy.

21) Prior to the use hereby approved becoming operational, full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and shall be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- Reinstatement of the footway in place of the redundant vehicle crossover.
- Provision of any necessary dropped kerb to facilitate access to the proposed car park.
- Any necessary Traffic Regulation Orders (TROs)

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 142948/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Greater Manchester Police

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Steven McCoombe
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Email : steven.mccoombe@manchester.gov.uk

