Outlook

RE: 18 Kenyon Lane 142948/FO/2025

From [redacted]
Date Wed 11/06/25 4:16 PM
To Steven Mccoombe [redacted]

Hi Steve,

Thanks for your email and sending the information across. Please see Highways updated response:

FURTHER HIGHWAYS COMMENTS 11TH JUNE 2025:

Thank you for providing further TRICs information in relation to a Food Superstore.

It is noted that based on the TRICs database a Discount Food Store anticipates a 'worse case' and robust assessment. Therefore, the trip generation within the submitted Transport Statement is acceptable to Highways.

All other Highways comments remain applicable.

Many thanks,

[redacted]

[redacted]
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

[redacted]
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

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Out of Office: Friday 20th June & Monday 23rd June

Annual Leave:

From: Steven Mccoombe [redacted]
Sent: 09 June 2025 14:43
To: [redacted]
Subject: Fw: 18 Kenyon Lane 142948/FO/2025

Hi [redacted]

Further to my previous e-mail, I have also received the following response regarding trip generation, for your comments.

Thanks

Steve McCoombe
Senior Planner
Development Management
Planning Building Control and Licensing
Growth and Development Directorate
Manchester City Council

Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk
www.manchester.gov.uk

From: [redacted]
Sent: 09 June 2025 2:37 PM
To: Steven Mccoombe [redacted]
Cc: [redacted]
Subject: Re: 18 Kenyon Lane 142948/FO/2025

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Hi Steve,

Thanks, thats very reassuring!

I will liaise with the architect to provide an amended scheme, with planting (if possible) for submission.

For further information regarding highways, I have received the following which may be helpful: -

Having interrogated the TRICS database for Food Superstore rather than *Discount* Food Store, as requested, it was demonstrated that the trip rates are lower and result in fewer trips, as summarised in the Table below. We would therefore consider that Discount Food Store trip rates previously used for the trip generation and parking accumulation to be particularly robust, if not *themselves* already being representative of a worst-case scenario. As referred to in the Highways Note, not all trips to the development will be new, some will be diverted trips from the other store, some will be linked, pass-by etc. thus further reducing the demand for car parking. As you note, the adjacent public car park would be available, has sufficient capacity to accommodate some customer parking, should the need arise, and should they wish to do so.

Land Use:	Food Superstore	AM Peak		PM Peak		Saturday Peak	
Units	660	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip rate per Unit		1.175	1.395	2.356	2.534	5.594	5.612
Development Trips		**8**	**9**	**16**	**17**	**37**	**37**
Two Way		17		33		74	

Land Use:	Discount Food	AM Peak		PM Peak		Saturday Peak	
Units	660	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip rate per Unit		2.786	1.961	3.973	4.644	7.985	7.414
Development Trips		**18**	**13**	**26**	**31**	**53**	**49**
Two Way		31		57		102	

Difference	**-14**	**-24**	**-28**

For information, I have also attached the TRICS outputs for the original Discount Foodstore and Food Superstore for a Weekday and a Saturday…

Please let me know if anything further is required at this stage. I'll be back in touch ASAP with proposed amendments.

Kind regards,

[redacted]
Chartered Town Planner

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On 9 Jun 2025, at 14:21, Steven Mccoombe [redacted] wrote:

Alexis

The issue surrounding the shopfront was not raised previously, as it was considered that this would be an issue that could be negotiated towards an acceptable approach rather than forming a fundamental reason for refusal.

The application is likely to go to Committee for their determination and as this is an issue likely to be raised, I am requesting alterations to uplift the appearance of the buildin.. The Council are striving to improve the appearance of shopfronts, especially in light of the Moston Development Frameworks. It would therefore be in the applicant's interest to make the necessary modifications to the elevations and some landscaping.

Regards

Steve McCoombe
Senior Planner
Development Management
Planning Building Control and Licensing
Growth and Development Directorate
Manchester City Council

Tel: [redacted]
Email: [redacted]
www.manchester.gov.uk

From: [redacted]
Sent: 09 June 2025 11:00 AM
To: Steven Mccoombe
Cc: [redacted]
Subject: Re: 18 Kenyon Lane 142948/FO/2025

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Good Morning Steve,

Thank you for your e-mail, the contents of which is duly noted.

With regard to Highway comments, our assessor has reviewed the TRICS assessment referred to and the resulting trip rates based on the Food Superstore category are actually lower than the Discounted Food Store. Clarification regarding this request is therefore kindly sought from Highways.

Regarding the Shop Front Design Guide. It appears that such was published in September 2024. The previously refused planning application was validated on the 8th November 2024. The previous reason(s) for refusal made no mention of an issue with design of the proposed development and similarly, there also appears to be no mention of design or failure to comply with the Design Guide within your Officer's Report. Can I ask why this was? You now refer to this as a 'material matter', yet it did not appear to be material to your previous consideration/determination. It appears to me that in order to overcome the previous reason(s) for refusal, we are required to focus on highway grounds.

I am of course mindful that it would be to the Applicants benefit to comply with design requirements and indeed to provide planting wherever possible, IF this would allow the Council to support the proposals. However, I am also mindful that a further re-design could allow you to have further reason(s) for refusal, on the basis of design, should you consider such not to your liking. Again, your clarification regarding this would be appreciated.

Kind regards,

[redacted]
[redacted]
Chartered Town Planner

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On 5 Jun 2025, at 15:12, Steven Mccoombe [redacted] wrote:

[redacted]

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
18 Kenyon Lane
142948/FO/2025

With reference to the above planning application, Highways have requested further information in relation to trip generation. Please see attached consultation response.

I would be grateful if you could arrange for a revised asessment to be submitted based on a non-discount food retail store in order to provide a more robust assessment.

In addition to the above, the Council now have a Shop Front Design Guide which aims to ensure that new shopfronts are of a high standard. As such, I would be grateful if you could review the design of the shopfront to Penn Street, as well as looking to improve the elevation to Kenyon Lane which is currently in a poor condition. Ultimately, if the application is to be supported, enhancements to the appearance of the building in order to uplift its appearance would form an material factor. Details should also include a clearly defined signage zone.

Can you also see if any trees or landscaping could be planted within the curtilage of the site i.e the car park and/or at the corner of Penn St/Kenyon Lane, which would again meet the Council's objective of improving the quality of the local environment.

I would be grateful for your response within 14 days of this e-mail.

Regards

Steve McCoombe
Senior Planner
Development Management
Planning Building Control and Licensing
Growth and Development Directorate
Manchester City Council

Tel: [redacted]
Email: [redacted]
www.manchester.gov.uk

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