

Application Number	Date of Appln	Committee Date	Ward
144823/FO/2025	21st Jan 2026	9th Apr 2026	Moston Ward

Proposal Erection of a two-storey (plus basement) building to comprise a 702 sqm GIA [750 sqm GEA] retail convenience food store at ground level, with 702 sqm GIA [750 sqm GEA] ancillary offices and staff welfare space at first floor, and 702 sqm GIA [750 sqm GEA] cold room / storage space at basement level, with associated refuse store, car, cycle and motorcycle parking facilities, and hard and soft landscaping.

Location Ebsworth Street Car Park, Ebsworth Street, Manchester, M40 9WB

Applicant Jan Jaji, Moston Superstore Limited

Agent Mr Richard Gee, Roman Summer Associates Ltd

Executive Summary

The proposal is for the erection of a 2-storey (plus basement) building, comprising a retail convenience foodstore at ground floor level, with ancillary offices and staff welfare space at first floor and cold room/storage space at basement level, together with associated parking and landscaping on the site of Ebsworth Street Car Park.

In response to the notification of application, 11 representations have been received including 1 neutral response and 10 of which object to the proposal.

Key Issues

- Retail impact.
- Impact to the operation of the highway.
- Regeneration opportunities in line with the Moston Lane Development Framework.
- The impact to residential amenity.

Description

The proposal concerns a free surface level public car park that provides 69 spaces, partially enclosed by a tree lined grass verge.

The site is located in the centre of Moston and is bound by Ebsworth to the west, Kenyon Lane to the east, Penn Street to the south and the rear elevations of established retail units, a mosque and day nursery to the north. The site is neighboured by two storey residential properties to the west and a working men's club, which has an existing planning permission for conversion into a retail unit to the

opposite side of Penn Street. Beyond this is a car repair garage and hand car wash. To east, on the opposite side of Kenyon Lane are further two storey, terraced dwellinghouses, as well a small number of local shops.

The site lies at the southern edge of Moston Lane Local Centre. A busy hub focused around Moston Lane that offers a mix of small shops, food and drink outlets and other commercial uses. The wider area is largely residential in character.



Aerial view of existing car park

Background

The applicant currently operates the existing Moston Superstore on Pym Street, located approximately 100 metres west of the proposed development site. The store is a well-established, community focused retailer offering a range of international products.

The City Council has approached the applicant regarding its regeneration proposals, which include land presently occupied by the Superstore. As part of these discussions, the Council has identified the Ebsworth Street site as a suitable location for a relocated or replacement retail store. This relocation would, in turn, free up the Pym Street site for redevelopment, supporting the wider regeneration ambitions for the Moston Lane area.

The Proposal

Planning permission is sought for the erection of a two-storey building with a basement (Class E), incorporating a 702 sqm retail convenience foodstore at ground-floor level and 702 sqm of ancillary office space and staff welfare facilities at first floor level. The basement area would provide a further 702 sqm for cold-room and storage.

The proposed development which would be sited in the bounds of the existing car park also includes associated refuse storage, vehicle, cycle and motorcycle parking, as well as hard and soft landscaping.



View of application site looking north-eastwards from corner of Ebsworth St and Penn St

The development is proposed to facilitate the relocation and replacement of the applicant's existing 'Moston Superstore' on Pym Street which the City Council has earmarked for redevelopment as part of the wider regeneration masterplan for the Moston area in line with the Moston Regeneration Framework.



Existing shop in relation to proposed shop

The proposal also includes 25 on-site marked car parking spaces, including 3 accessible spaces. The car park would be operated as a private car park, available for short-stay use by customers and visitors to the foodstore.

In contrast the to the existing car park which has no restriction of times of use, it is anticipated that the store and associated car park would be open for the following times:

- Monday – Friday: 07:00 - 22:00 hrs
- Saturdays: 07:00 – 22:00 hrs
- Sundays: 11:00 0 17:00 hrs

Consultations

Local Residents/Occupiers

In response to the notification of application, 11 representations have been received, including 1 neutral response and 10 of which object to the proposal.

Comments are summarised below:

Neutral

- An RSPB Champion requests that swift bricks are incorporated into the fabric of the proposed building to enhance biodiversity.

Objections

- Moston needs the car park more than another superstore. The car park now regularly overflows onto the rest of Ebsworth Street. Hundreds of religious visitors come to the car park every week particularly on Fridays and with the on-street parking removed, parking for local residents is a real challenge.

- It is questioned if the proposed building would create social value to which the immediate residents around the site will benefit from.

- Based on the proposed floorspace, the proposal would exacerbate existing traffic conditions and undermine highway safety.

- The current car park is already at full capacity most days and many vehicles are forced to park along the surrounding side streets. With the proposed development removing a significant number of existing parking spaces, the proposal would worsen parking, highway safety and traffic congestion problems in the area.

- There are too many similar stores in the area. More diversity is needed.

- The scale and intensity of the proposed development would give rise to serious safeguarding concerns for the children, parents and staff of the neighbouring day nursery.

- The proposed development would obstruct or materially compromise the access route to the neighbouring day nursery. Any alternative access arrangements being suggested, including use of the front entrance or side access would expose children to unacceptable risk from passing vehicles.

-The Moston Lane Development Framework (2023–2025) seeks to support existing local businesses and community assets. The proposal would conflict with this objective.

-The idea that car parks on Pym Street and Cole Street will be used by the customers of the supermarket does not make sense as customers don't use them now.

-The scale of the building is too large and would have a negative impact to the amenity of neighbouring residents.

-The site would be better suited for residential development.

Highway Services

The following principal comments are made:

Trip Generation and Junction Capacity

Vehicular demand/generation is already part of the local highway network.

It is anticipated that the relocation of the store will not give rise to significant increases in vehicular movement.

Highway Safety

Accident data has been updated to include more recent data.

Based on the submitted assessment, there are no concerns about highway safety issues within the vicinity of the site.

Proposed Vehicular Access

Existing vehicular access off Ebsworth Street is to be retained. The access point is to be reconfigured to provide a 6.0m wide access road. This would be subject to a S278 agreement.

Observations indicate that on-street parking currently occurs along Ebsworth Street. Continued on-street parking may adversely affect driver visibility when vehicles are exiting the site car park, potentially increasing the risk of collisions.

In addition, the swept path assessments for servicing/delivery vehicles associated with the site does not account for on street parking along Ebsworth Street. The presence of parked vehicles in proximity to the site access would impact the ability of servicing/delivery vehicles to safely access and egress the site in forward gear.

Therefore, based on the above No Waiting restrictions are required along both sides of Ebsworth Street to protect the visibility splay extents, to prevent on-street parking and to ensure adequate clearance for larger vehicles i.e. delivery and refuse vehicles accessing/egressing the site.

Pedestrian and Cyclist Access

Tactile paving and a dropped kerb should be provided at the vehicle access point to be subject to a S278 agreement.

Parking

25no. on-site car parking spaces are proposed including 3no. accessible bays. Sufficient provision is proposed.

The car park is to operate privately for staff/visitors to the food store.

There would be a loss of 69no. public car parking spaces. However, a strategy for public parking at other location is to be implemented by the Council which is acceptable.

The parking dimensions are acceptable and swept path assessment demonstrates that cars manoeuvre in and out of the parking bays satisfactorily.

Servicing

Delivery and servicing are to be facilitated on-site via a servicing area with servicing for the food store anticipated to be undertaken primarily by small transit van or Luton delivery vehicles.

Swept Path Assessments have been undertaken, demonstrating that a 4.6t Light Van, 7.5t Box Van, 10.5m Refuse Vehicle, and a Fire Tender are able to access and exit the site in a forward gear. This is acceptable in principle subject to TROs.

It is therefore recommended that a delivery and servicing management strategy is in place and conditioned, along with details of a waste management strategy. This should include delivery frequency and delivery route.

EVC

2no. active EV spaces and 6no passive EV spaces are proposed in line with City Council standards for the proposed use/floorspace.

Cycle Parking

A cycle store is proposed to the front of the store and to the rear. A total of 20no. cycle parking spaces are proposed including 14no. spaces for customer use and 6no. spaces for staff use. This is in line with Core Strategy policy.

Travel Plan

It is recommended that a Travel Plan is in place and included in the conditions of any planning permission.

Construction Management

A detailed Construction Management Plan should be provided prior to any construction works beginning.

Off-site highway works

A S278 agreement is required for any works to the adopted highway. Any redundant dropped kerbs should be reinstated.

Footway resurfacing and renewal should be undertaken as appropriate. A minimum footway width of 2.0m should be retained on the adopted footway around the site boundary.

Environmental Health

Conditions are requested in relation to the remediation of ground conditions, construction management, servicing hours, hour of use, external lighting, the acoustic treatment of external equipment, waste management and the provision of electric vehicle car charging.

Flood Risk Management

A condition is requested requiring the submission and agreement of a surface water drainage scheme for the development site, based on sustainable drainage principles.

United Utilities

A condition is requested for the submission of a surface water drainage scheme, including maintenance arrangements.

Greater Manchester Ecology Unit (GMEU)

There are no significant ecological issues associated with this development. No further information or measures are required.

Some tree removal is proposed involving potential bird nesting habitat. The trees are however young and low risk. A suitable 'informative' is recommended in relation to potential nesting birds.

In terms of biodiversity net gain, there would be a net loss of units with a shortfall of 0.22 units to achieve 10% net gain. The BNG assessment notes there is no additional scope on-site for habitat creation. Whilst this appears true as the loss is due to failure to retain urban trees on the site, it may be possible to retain additional trees particularly along where at least three of the trees shown as removed appear to be within proposed amenity space. This does not however need to be resolved at this stage, with any landscape amendments left to discharge of condition stage.

At the on-site proposals include urban trees defined as significant by Defra, a habitat management and monitoring plan would be required. As these only generate 0.2 units on-site, a 30-year Habitat Management and Monitoring Plan to be required by a planning condition is considered the most reasonable approach.

Greater Manchester Police (Design for Security)

Any comments received will be reported.

Consultation & Publicity

The proposal, by virtue of the floorspace proposed has been classified as a small-scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice has been displayed at the application site.

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 Principles) - 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 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 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.

Policy EN1 (Design Principle and Strategic Character Areas) - relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance 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, Manchester City Council 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 EN6 ('Target framework for CO₂ reductions from low or zero carbon energy supplies') - states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability.

- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways; -The need to control overheating of buildings through passive design.

- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

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 state 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.

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 (Development and 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

This plan was adopted on 21 March 2024, as such the 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 relevant policy is set out below:

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.

Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity;
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%;
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development.
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

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.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

National Planning Policy Framework and Consultation Draft (December 2025)

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, 6, 7, 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 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.

Noise - Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose-built barriers, or other buildings.
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Principle

The proposed development would directly support the City Council's wider regeneration ambitions by releasing the existing store site for redevelopment. This, in turn, enables the transformation of the Moston Lane area as envisaged within the Moston Lane Development Framework. The Framework sets out a comprehensive, vision-led approach for the long-term regeneration of Moston Lane and is an important material consideration in the determination of planning applications. It identifies key opportunities, strategic interventions, and priority areas that would help to secure and promote the future growth, resilience, and sustainability of the area over the next decade and beyond. The Framework is therefore intended to guide and stimulate future investment, economic activity, and place-making initiatives.

Within this context, the application site referred to in the Framework as the Ebsworth Street Car Park plays a pivotal role. The Framework states:

'Linked to unlocking a new local centre is the redevelopment of the Ebsworth Street Car Park. This site could provide potential re-provision of existing uses elsewhere within the area in order to deliver a new local centre. Development on this site could create a new frontage onto Kenyon Lane whilst still providing formal car parking for shops and improved parking for future uses on the site'.

The proposal seeks to relocate an established convenience foodstore to a modern, purpose-built facility approximately 100 metres to the west from its current location. This ensures the retention of a valued local retailer that both reflects and serves the cultural diversity of the community. It safeguards existing employment, maintains an important day-to-day shopping function, and underpins the continued vitality and viability of the Local Centre.

From a policy perspective, the principle of development is supported. The site lies within an established Local Centre enjoys good connections with Moston Lane itself and would perform a recognised centre function in line with Policy C1 of the Core Strategy. It would also align with the national guidance and the Development Plan's objective of directing town centre uses to the most appropriate and sustainable locations, strengthening the role and resilience of centres.

Further, the proposed development responds positively to the strategic objectives of Places for Everyone, particularly those promoting regeneration, inclusive economic growth, and the effective reuse of previously developed land.

The development would secure the long-term presence of an established retailer within the Local Centre, deliver a modern, fit-for-purpose accommodation that supports ongoing commercial viability. The principle of development is therefore considered fully acceptable and would enable redevelopment of the existing site in line with the overarching Framework objectives and would make efficient use of previously developed land, to enhance retail choice for the local community, whilst contributing to wider environmental improvements. In addition, the proposal would generate economic benefits through sustained employment.

Specific planning matters are considered further below.

Retail Impact

The scale of the proposed store is broadly comparable to that of the existing premises, with the application essentially facilitating the relocation and replacement of an established retail unit within the Moston Lane Local Centre to a new site nearby.

Core Strategy Policy C1, (Centre Hierarchy), confirms that town centre uses defined in national planning policy should be directed to designated centres, with regard to the differing roles of the City Centre, District Centres, and Local Centres. As Moston Lane is identified by the Council as a Local Centre, the application site should therefore be regarded as an in-centre location and as such, there is no requirement to undertake a sequential assessment or retail impact test as would be the case for an out-of-centre site for the floorspace proposed.

Policy C1 further explains that:

'Local centres meet local needs for small-scale retail and services to meet day-to-day needs. There are 24 identified local centres, including new local centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework, but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres'.

In this context, the principle of a convenience store in this location is considered to accord with Policy C1 of the Core Strategy and with the guidance set out in the NPPF. The proposal would reinforce the vitality and viability of a defined Local Centre, support footfall, promote linked trips, and play a positive role in facilitating the wider regeneration of surrounding sites and is not expected to harm existing nearby centres including the existing centre as a result of trade diversion given it is a replacement store. The proposal therefore complies with relevant policy tests for new retail development.

Redevelopment of the Site and Contribution to Regeneration

The proposed store is expected to enhance both the visual appeal and functionality of the site and surrounding street scene, as well as broadening the range of shopping options available locally and increase market competition to the benefit of nearby residents.

The development is also anticipated to generate employment opportunities, both during the construction phase and through associated supply chains, as well as providing around 10 full time and 10 part time permanent jobs when operational.

To ensure these employment benefits are realised locally, a planning condition is included requiring the applicant to enter into a local labour agreement. This would help prioritise job and training opportunities for residents in the surrounding area.

Overall, the proposed development is considered to make a positive contribution to the local economy.

Inclusive Access

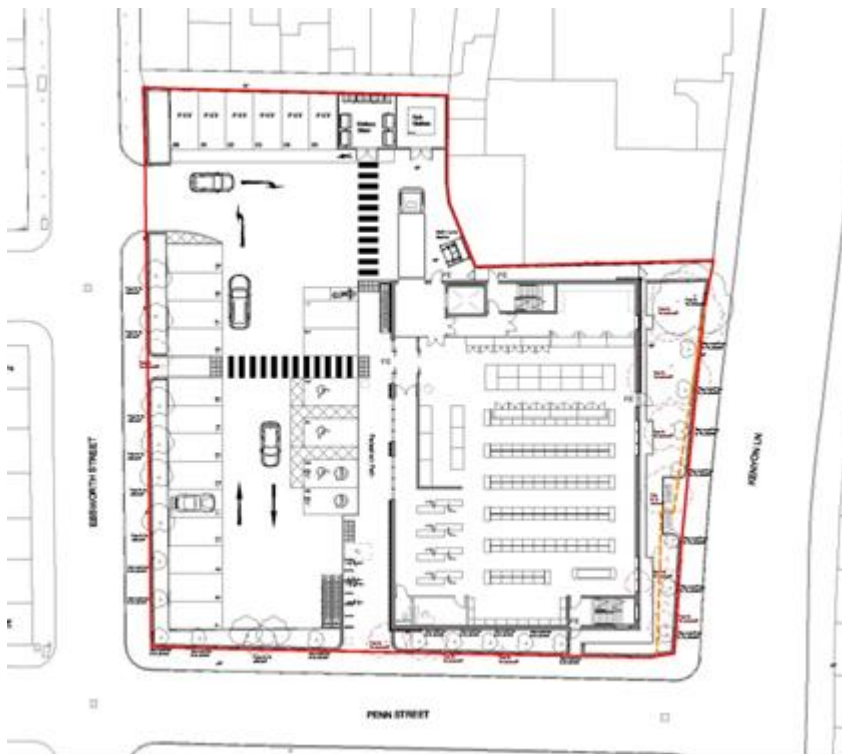
The proposed development incorporates appropriate measures to ensure convenient and inclusive access for all users is designed to meet the requirements of the relevant Building Regulations. The proposed shopfront has been designed with a generous opening width to provide comfortable access, and the internal layout offers sufficient circulation space throughout the store.

The building would provide level, step-free access at all entrances. Within the car park, dropped kerbs would be positioned to create safe and direct connections between parking areas and pedestrian routes.

To the rear of the store, three fully accessible parking spaces are provided, located immediately adjacent to the entrance to ensure ease of access for users with mobility needs.

Site Layout

The proposed store is positioned on the eastern portion of the site to provide an active frontage along Kenyon Lane. To the west, a 25-space car park is proposed, incorporating accessible bays, EV charging points, and cycle parking. Vehicle access would be taken from Ebsworth Street via an upgraded existing access. The layout is further enhanced by a landscaped perimeter, improving the overall appearance and setting of the development.



A key element of the design is the strengthening of pedestrian connections in support of the Moston Lane Development Framework. The Framework identifies a linked pedestrian route running from Birchenall Street through Hartley Street, Pym Street, Albine Street, Cole Street and Hough Hall Road. Extending and reinforcing this route would help encourage walking between local facilities and improve connectivity to the central hub around Pym Street.

In urban design terms, the proposed building responds appropriately to the surrounding streetscape. The main customer entrance is located on the western elevation, facing the car park, to provide direct access for shoppers while minimising activity along Kenyon Lane to protect the amenity of nearby residential properties.

Separate pedestrian access would be available from both Ebsworth Street and Penn Street, with cycle parking positioned close to the store entrance to promote sustainable travel.

Overall, the proposed layout is considered functional, well considered, and contextually appropriate. It responds sensitively to its surroundings whilst allowing the store to integrate effectively within the local environment.

Design, Scale and Appearance

It is believed that the proposal represents an improvement over the existing condition of the site, which currently comprises a surface level car park. The proposed development would introduce a contemporary structure that is appropriately scaled and proportioned for its setting. With the exception of the former social club on the opposite side of Penn Street to the south, the immediate context is predominantly two storeys in height. The proposed two-storey building therefore aligns well with the scale of nearby development and can be comfortably assimilated into the local context.

The massing and footprint have been designed to maintain suitable relationships with neighbouring properties, whilst allowing for ample circulation, parking, and landscaping. The design adopts a contemporary architectural approach that balances visual interest with sensitivity to the surrounding area



Proposed rear elevation facing Ebsworth St



Proposed front elevation facing Kenyon Lane

In terms of external materials, the façades combine facing brickwork, vertical timber cladding, and full-height glazing with full-height brickwork providing a solid base, while the introduction of vertical timber elements adds texture. Recessed brickwork would help break up larger areas of masonry, adding depth and articulation.

Large expanses of dark grey aluminium curtain wall glazing provide natural light and create a sense of transparency and openness. These glazed sections animate the elevations and add interest. A cantilevered entrance canopy provides a prominent, focal point to improve legibility at street level. The proposed building also incorporates a flat roof with integrated louvres designed to screen any future plant equipment.

Given the established character of the area and the site's position at the edge but within the local centre adjacent to the busy thoroughfare of Kenyon Lane, the proposed building is considered appropriate in scale and appearance. It would not result in any significant or unacceptable impacts on visual amenity or upon the residential amenity of neighbouring properties.

Impact to the Highway

As noted within many of the objections received, it is acknowledged that the proposal would result in the loss of the 69 public car parking spaces that are currently available, with the existing car park experiencing a decent level of demand and use by the local community including the adjoining community centre/mosque and children's day nursery.

Whilst the proposed store would provide 25 on-site spaces for customer use, it is acknowledged that additional replacement parking would be a benefit within the wider Moston Lane Local Centre to prevent undesirable levels of on-street parking.

The Council recognises that wider parking demand must be addressed, and this has been incorporated into the broader regeneration proposals set out in the Moston Development Framework. The framework outlines the approach to revitalising the Moston Lane area and tackling a range of existing issues that currently detract from users' experience. These include high traffic volumes on unsuitable routes, excessive and unmanaged informal on-street parking, poor walking and cycling connections, and a limited, low-quality public realm.

As part of the wider regeneration ambitions, the framework highlights the need for the City Council to develop a comprehensive parking strategy to support long-term redevelopment objectives. It notes that current parking provision is unstructured, resulting in shopper-focused short-stay spaces being frequently used for long-stay parking. This reduces turnover, impacts accessibility for local businesses and pushes commercial parking pressures into neighbouring residential streets. The Framework therefore identifies the need for a future Council led parking strategy that includes enhanced enforcement, clearer and more formalised parking zones and the creation of a multifunctional east-west linear corridor to the south of Moston Lane, focusing on Birchenall Street and linking to Ebsworth Street, the application site and Kenyon Lane to the east.

In parallel with the proposed store relocation, the Council also intends to introduce a temporary replacement parking strategy. This is expected to involve reinstating off-street parking on the vacant development sites at Albine Street and Cole Street, as well as maintaining the temporary car park at the Pym Street site. This approach is considered sufficient to offset the loss of spaces at the application site and to support the broader restructuring and rationalisation of parking across the Moston Lane area as part of the Council's regeneration goals. The intention is for these temporary parking spaces to be made available before the closure or disposal of the existing public car park at the application site and prior to the commencement of the foodstore development.

In terms of highway impacts associated with the proposed store, the application is accompanied by a Transport Statement which includes an assessment of trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located within close proximity to bus stops.

The proposed development would be supported by 25 on-site marked car parking spaces, including accessible spaces and provision for electric vehicle charging.

The car park is expected to operate as a private car park available for short-stay use by customers and visitors to the foodstore, with the operators intending to install CCTV controlled parking management / enforcement system that would effectively restrict parking to short-stays to ensure regular turnover of spaces and discourage long stay parking. Short stay parking could be used by the neighbouring day nursery for drop off/pick-ups if required. The exact strategy for the operation of the car park is to be agreed by way of an attached planning condition, which requires the submission and agreement of a Car Park Management Plan.

With regard to trip generation, it is not considered that the proposed foodstore would have a detrimental impact on existing and future operations of the immediate surrounding local highway network, particularly as the proposal represents the relocation of an existing local business. Retail developments typically serve to redistribute existing shopping trips rather than generate new ones. In essence, the demand for shopping already exists within the community, and the introduction of a new retail facility does not inherently create additional travel demand. Instead, it offers an alternative destination for trips that households would have undertaken regardless. Based upon the forecast trip generation new, existing and linked trips during the peak traffic times for a weekday and weekend, the impact of the proposed store can be sustained and is considered acceptable by Highways.

A car parking accumulation assessment has been provided based on the TRICS data which shows that the car park would be able to accommodate the likely parking demand for the proposed store. The parking would be supported by improved pedestrian linkages to encourage walking, as well as cycle parking involving up to 14 bicycles for customers and a further 8 spaces for staff. This ratio of provision is considered acceptable. Further, the implementation of a Travel Plan required by an attached planning condition is intended to encourage non car modes of travel.

Vehicle access to serve the application scheme would be retained at the site's northwestern corner connecting directly to Ebsworth Street. This access point would be amended to provide a wider access road width to allow for safe two-way light vehicle access and occasional access by servicing.

Delivery and servicing for the site would be accommodated within an on-site service area located towards the northeastern corner of the site. These activities are expected to be carried out primarily by smaller Transit-type or Luton-type vans, consistent with the operation of the existing store. An assessment of these vehicle movements confirms that they can be undertaken safely and efficiently with appropriate manoeuvrability within the site.

A review of recorded accident data in the surrounding area has not identified any existing highway safety issues or recurring collision patterns. On this basis, there is no evidence to suggest that the proposed development would give rise to highway safety concerns.

Overall, the anticipated impacts are considered acceptable, subject to the implementation of the off-site highway improvements recommended by Highways. Namely, the introduction of tactile paving to access points and no waiting restrictions adjacent to the vehicular access to ensure satisfactory visibility.

Whilst it is recognised that the proposed development would result in the loss of an existing car park, it is considered that the overall benefits of the scheme outweigh any potential impacts from displaced car parking. The site is situated within a sustainable location on a bus route and a Travel Plan would be required to be implemented which would promote alternative means of transport. It should also be recognised that this is a Council owned car park and it could be closed at any point without any control from the Local Planning Authority.

Residential Amenity

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

However, the site is situated within a busy local centre, close to other commercial activity and the existing building is already authorised for use as a busy car park with no controls over hours of use. Given the naturally active character of the area, the level of activity generated by the proposed use is not considered to be significantly harmful.

The building's elevations have been designed to reduce the impact on the nearest residential properties to the opposite side of Kenyon Lane. The main entrance is positioned facing the rear car park to help minimise activity directly in front of homes, with the proposed store acting as a buffer between the car park and facing residential properties.

Whilst the proposed car park accessed from Ebsworth Street would involve some vehicle movement to the west of the store, the access would mirror the arrangements for the existing car park, with a reduction in on-site car parking spaces protected by a grass verge with hedgerow separating facing properties from the road.

In terms of physical impact, the proposed store is two storeys in scale, consummate to its immediate surroundings, with visual relief provided to the nearest sensitive properties to the opposite side of Kenyon Lane by the intervening road.

Owing to its two-storey form, the placement and orientation of its windows/doors and its relationship with surrounding properties, including the adjoining day nursery, the proposed building is not expected to give rise to concerns such as an overbearing appearance, a reduction in daylight or sunlight, or any undue loss of privacy for neighbouring occupiers.

To safeguard the living conditions of nearby residential occupiers, conditions are included for the operation of external equipment, acoustic insulation, external lighting, waste management, servicing hours, and operating hours. With these measures in place, the impact on the living conditions of nearby residents is considered acceptable.

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.

Trees and Landscaping

The site is predominantly covered by hard standing, with a grass verge and tree coverage to the site perimeter. To enable the proposed development, 6 individual trees and two group of Category C trees would need to be removed, as well as the pruning of 2 trees and 1 group of trees to ensure sufficient clearance for the car park and cannot be feasibly retained and protected during the construction process. These trees are classified as low value. The more mature trees would be retained.

Some construction activities, including where the existing hard surface is to be resurfaced are planned near the remaining trees, potentially affecting their Root Protection Areas (RPAs). Whilst building within RPAs can harm tree roots, the anticipated encroachment is considered minor and with appropriate precautions, any adverse effects can be effectively managed. A suitable planning condition has been included to ensure this.

To mitigate the loss of trees, new vegetation and tree planting is proposed around the site perimeter in order to retain the existing green character and amenity value of existing tree coverage.

Although the loss of any trees is unfortunate, it is considered necessary to facilitate the proposed development and can be appropriately offset through replacement tree and shrub planting, as well as through off-site biodiversity net gain. The replacement scheme is designed to be more structured and sustainable, offering improved amenity value and long-term benefits.

Subject to the implementation of the proposed landscaping and tree-planting strategy with full planting details of species to be agreed through a planning condition, the removal of the identified trees is considered acceptable. In the long term, the scheme would deliver the benefits of increased tree cover, new hedgerow planting, and the introduction of low-level perennial species along the site boundary, enhancing both the visual quality and ecological value of the area.

Boundary Treatment

The eastern, western, and southern boundaries of the site would be defined by a grass verge incorporating new tree and hedgerow planting, which is considered visually appropriate and beneficial in terms of permeability. A condition is proposed requiring full details of the boundary treatment along the northern edge of the site which adjoins the rear elevations of nearby shops, the mosque/community centre, and the day nursery to ensure that this interface is robust, secure, and visually well-designed.

Ecology and Biodiversity

As part of the application submission, the applicant has produced an Ecological Appraisal to check for any key ecological features that could be affected by the proposed development. The assessment concludes that given the characteristics of the site, no significant residual impact is expected which would prevent the proposed development. Greater Manchester Ecology Unit (GMEU) have reviewed the assessment and concur with the findings that the site has limited ecological potential.

In line with legislative requirements new development is also required to achieve 10% biodiversity net gain. A revised metric received during the application shows that there would be a loss 0.2 habitat units incurred on site involving the loss of a small area of modified grassland and the removal of trees along the eastern and southern boundaries.

These losses would be offset through additional tree planting along the eastern boundary, the creation of modified grassland along the western boundary and the establishment of species-rich hedgerows in the northeast and northwest corners of the site. Overall, the Biodiversity Net Gain assessment demonstrates a net gain. In excess of statutory requirements can be achieved on-site with all trading rules satisfied. A condition is included to ensure future management and maintenance.

In addition, a planning condition is included which requires on-site ecological enhancements, specifically the installation of bat and bird boxes. Therefore, in this case, the proposed off-site biodiversity contribution is considered acceptable and the statutory biodiversity net gain condition to achieve the required 10% net gain applies. On this basis, the ecological impact is considered satisfactory.

Waste Management

The proposed development incorporates a detached, dedicated waste storage area towards the northeastern corner of the site, adjacent to the northwestern edge of the building. This would allow easy access to the storeroom areas, as well as

being readily accessed by collection vehicles using the vehicular access off Ebsworth Street.

Although the general arrangement is considered satisfactory, further information is required as to the capacity and type of waste receptacles, collection and frequency arrangements. An appropriate condition is included.

Crime and Security

The proposed development would enhance site security by introducing natural surveillance, activity, boundary treatment and a degree of guardianship to the site that is not currently experienced.

The proposed development is supported by Crime Impact Statement which includes recommendations for physical measures to be incorporated into the design.

It is considered that provided the recommendations of the Crime Impact Statement are implemented, the impact to crime and security is satisfactory. An appropriate condition is included in this regard.

Environmental Standards and Climate Change

City Council policy requires new development to prioritise low-carbon design and high levels of energy efficiency and proposals are therefore expected to clearly demonstrate how they contribute to these objectives.

The proposed development responds positively to these requirements. The building would be constructed using durable, sustainable materials and supported by efficient energy systems. The submitted Energy Statement confirms compliance with national and regional energy and carbon policies, including Approved Document Part L (2021).

Adopting a fabric-first approach, the development would exceed Building Regulations thermal performance standards, reducing energy demand through passive measures. These enhancements would be complemented by efficient building services such as electric VRF systems, heat-recovery ventilation, energy-efficient lighting, and photovoltaic panels. Together, these passive and active measures deliver a 'lean, clean and green' approach that minimises regulated energy use and associated carbon emissions.

Energy modelling undertaken using IES VE 2025 demonstrates that the scheme would achieve a 3.32% reduction in carbon dioxide emissions compared with the Part L 2021 notional benchmark, contributing meaningfully to lowering the building's operational carbon footprint.

A condition is included to ensure compliance with the proposed measures.

Air Quality

Given the site's location within a busy Local Centre and the expectation that trip patterns would be broadly comparable to existing activity and considering the proposal relates to a replacement store, the proposed development is not considered likely to generate a significant increase in vehicle emissions. Its position adjacent to a main thoroughfare also supports linked trips with the wider centre and the reduction in on-site parking further limits any additional impact. As such, the effect on climate change arising from vehicle movements is regarded as less than substantial when assessed against existing traffic conditions.

Whilst some short-term impacts on air quality may occur during the construction phase, these would be temporary and not significantly harmful. With appropriate mitigation and effective construction management in place, any effects on air quality can be satisfactorily controlled and would not present a constraint to planning approval

In addition, the development would be supported by a Travel Plan promoting sustainable transport modes and would include provision for electric vehicle charging infrastructure.

Flood Risk and Drainage

The application site is located in flood zone 1 'low probability of flooding'.

The submitted Drainage Strategy has been considered by the City Council's Flood Risk Management Team and considered generally acceptable but advise that notwithstanding the submitted information, further details are required in terms of surface water drainage and for its subsequent maintenance.

Suitable conditions have been included which require further agreement of such details. If these measures are successfully implemented, the drainage strategy is anticipated to be acceptable.

Construction Management

To ensure construction activities are properly managed and to minimise disruption to existing residents and key transport routes in this part of the city, a condition has been included requiring the submission and approval of a construction management plan. This plan must detail, among other things, working practices, hours of operation, dust control measures, parking arrangements for construction vehicles, and procedures for waste removal.

Other Matters

Concerns have been raised by the neighbouring children's day nursery regarding the proposed car parking and pedestrian access arrangements, as these would effectively close the existing southern access that currently links the nursery to the public car park at its rear. As a result of the new store, access to the nursery would instead need to be taken from its main entrance directly onto Moston Lane. The

nursery has expressed concerns about the loss of parking and drop-off/pick-up space, as well as potential impacts on highway safety.

It is understood that Council's Development Team is actively working with the nursery owners to agree suitable, safe, and sustainable alternative access and parking arrangements for staff and parents. Potential measures include installing additional bollards along Moston Lane to deter pavement parking and enhance safety for families using the nursery. The proposed car park would also support short-stay parking, providing sufficient time for parents to complete drop-off and pick-up activities.

Conclusion

The proposal is considered to act as an important catalyst in the wider proposals for regeneration of the Moston Lane Local Centre, facilitating the comprehensive redevelopment of the existing store site and aligning closely with the City Council's strategic ambitions for place-making, public realm enhancements, and the rationalisation of car parking within the area. The coordinated approach to delivering replacement parking, to be developed in partnership with the Council would ensure that economic activity within the Local Centre is maintained throughout the transition period, avoiding potential disruption for local businesses, residents and visitors. Any impacts would be temporary, outweighed by the benefits resulting from improvements to the vitality and viability to the Local Centre

The proposed development represents a sustainable and efficient use of a previously developed site in an accessible location and would deliver an improved retail offer acceptable in form and function for its location to the benefit of the local community, whilst providing meaningful contributions to the local economy through new employment opportunities and enhancements to the surrounding environment. Assessments undertaken with regard to the operation of the highway residential amenity, and wider environmental factors, confirm that the impacts of the development are acceptable and consistent with relevant Development Plan policies and associated planning guidance. Overall, the scheme is expected to bring significant local benefits and support the long-term regeneration objectives for Moston Lane Local Centre.

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 approval of the application is proportionate to the wider benefits of approval 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 353-MSI-ZZ-ZZ-DR-A-00-200/P04 (Proposed Elevations and Site and Location Plan), 353-MSI-ZZ-ZZ-DR-A-00-100/P04 (Proposed General Arrangement - sheet 1), 353-MSI-ZZ-ZZ-DR-A-00-101/P04 (Proposed General Arrangement - sheet 2), 353-MSI-ZZ-ZZ-DR-A-00-110/P04 (Detailed Site Plan), 353-MSI-ZZ-ZZ-DR-A-00-201/P02 (Proposed Street Elevations) and 353-MSI-ZZ-ZZ-DR-A-00-300/P04 (Proposed Sections), received by the City Council as Local Planning Authority on 4 March 2026.

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 other 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 materials.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a construction management 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.

5) (a) Prior to occupation of the proposed retail store (Class E), details of a local labour agreement in order to demonstrate commitment to recruit local labour for the operational element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved document shall be implemented as part of the occupation of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

Reason - To ensure the applicant has demonstrated a commitment to recruiting local labour, pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

6) The retail unit (Class E) hereby approved shall not be open outside the following hours:-

07:00 to 22.00 hrs Monday to Saturday.
11.00 to 17.00 hrs Sundays.

Reason - To safeguard residential amenity, 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) 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 18.00 hrs Sundays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

8) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

9) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

10) Notwithstanding details submitted, no above ground development shall commence 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 - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

11) Notwithstanding details submitted, no above ground development shall commence 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 - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

12) The car parking shown on the approved drawings to serve the development hereby permitted shall be laid out, demarcated and made fully available for use prior to the development first being occupied and shall be retained thereafter.

Reason - To ensure satisfactory car parking arrangements and the interests of highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

13) Prior to the first use of the car parking spaces hereby approved, a scheme for electric vehicle charging, together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

14) Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the

nearest noise sensitive location. Prior to first occupation of the units hereby approved a scheme shall 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. The scheme shall be implemented in full prior to first occupation of the development.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved under part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan and policy JP-P1 of the Places for Everyone Joint Development Plan.

16) Notwithstanding details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme, including replacement tree planting, 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 building is first occupied. 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 and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

17) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of any new boundary treatment/gates to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

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

18) Prior to the commencement of development, a 30 year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

19) Prior to first occupation of the development hereby approved and in addition to biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

20) a) Notwithstanding details submitted, prior to the commencement of development, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or

Remediation Strategy) which shall be submitted to and approved in writing by the City Council as Local Planning Authority

b) Prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and

validation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

The Phase I report, submitted with the application, is not sufficient. The document suggests that the ground gas risk is low, and no gas monitoring is required as part of the Phase II site investigations. City Council records show that this development lies partially within the landfill buffer zone for Moston, gas monitoring should be undertaken as part of the Phase II investigations to identify any potential risk associated with ground gas at the new development.

21) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

22) Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

- Construction details of flow control and SuDS components. The development shall be constructed and completed in accordance with the approved details prior to the first use of the development.

- Maintenance Details.

The development shall only be implemented in accordance with the agreed details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of

national policies within the NPPF and NPPG and local policies EN8 and EN14 of the Manchester Core Strategy and policy JP-S4 of the Places for Everyone Joint Development Plan.

23) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837 "Trees in relation to Design, Demolition and Construction"

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy and policies JP-G6 and JP-G7 of Places for Everyone Joint Development Plan.

24) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved drawings received by the City Council as Local Planning Authority on 4 March 2026 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the buildings for their permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

25) Prior to first occupation of the building hereby approved, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To ensure the efficient dispersal of any odours from the building, in the interests of the amenities of the occupiers nearby properties and to ensure that any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and National Planning Policy Framework.

26 a) The development hereby approved shall be implemented in accordance with the measures contained within the submitted Energy Statement prepared by Future Serve, received by the City Council as Local Planning Authority on 23 December 2025.

b) Within 3 months of the completion of the construction of the development, a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, and evidence of the implementation and completion of the specified works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

27) Notwithstanding details submitted, prior to the first occupation of the food store (Class E) hereby approved, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the number and frequency of deliveries/collections, vehicle sizes, delivery times, noise management, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved use is operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

28) Prior to first operation of the development hereby approved, a Car Park Management Plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Plan shall include, but not be limited to, details of:

-Parking Arrangements - including designation of spaces and fee arrangements for use.

-Signage - directional and information signage for parking and access routes.

-Access - arrangements to ensure clear routes for servicing vehicles.

The approved Car Park Management Plan shall be implemented in full for the duration of each event and shall remain in use as long as the development is operational.

Reason - In the interests of highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

29) (a) Prior to any above ground works, hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- The provision of tactile paving and dropped kerbs adjacent to the vehicular access point on Ebsworth Street.

- The renewal of the footway adjacent to the site boundary where required.

- Reinstatement of footway to any redundant access points.

- No Waiting restriction TROs adjacent to the vehicular site access on both sides of Ebsworth Street to ensure adequate clearance and visibility for vehicles accessing/egressing the site.

(b) Prior to the first occupation of the development hereby approved, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

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: 144823/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

MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

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

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