



ROMAN SUMMER



PLANNING STATEMENT

LAND AT EBSWORTH STREET / PENN STREET / KENYON LANE, MOSTON

DECEMBER 2025

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1.0 Introduction

- 1.1 This Planning Statement supports a full planning application submitted by Moston Superstore Limited, proposing the erection of a 2-storey (plus basement) building to comprise a 702 sqm GIA [750 sqm GEA] convenience foodstore 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 on the site of the existing Ebsworth Street Car Park, Moston, Manchester, M40 9WB (see site location marked in red below).



- 1.2 The proposal will facilitate the relocation and replacement of the Applicant's existing 'Moston Superstore' store located close by at Pym Street, which occupies land proposed to be redeveloped by Manchester City Centre as part of the delivery of its wider regeneration masterplan for this part of Moston.
- 1.3 This Planning Statement summarises the content of the planning application and the proposal. It assesses the merits of the planning application against relevant planning policies at both the national and local level, and considers other material factors to weight into the overall planning balance. It also brings together and summarises the supporting information that accompanies the planning application.

Application Content

- 1.4 A comprehensive set of drawings and documents are submitted to support the application. These should be considered alongside one another to provide a rounded, informed and comprehensive understanding of the proposal. The application as a whole comprises:
- Application form (completed by Roman Summer Associates Ltd)
 - This Planning Statement (Roman Summer Associates Ltd)
 - Design & Access Statement (MSI Architecture)
 - Preliminary Ecological Appraisal (Pennine Ecological)
 - Biodiversity Net Gain Assessment Summary Report + Metric (Pennine Ecological)
 - Arboricultural Impact Assessment and Arboricultural Method Statement (Pennine Ecological)
 - Transport Statement (Focus Transport Planning)
 - Crime Impact Assessment (Design for Security)

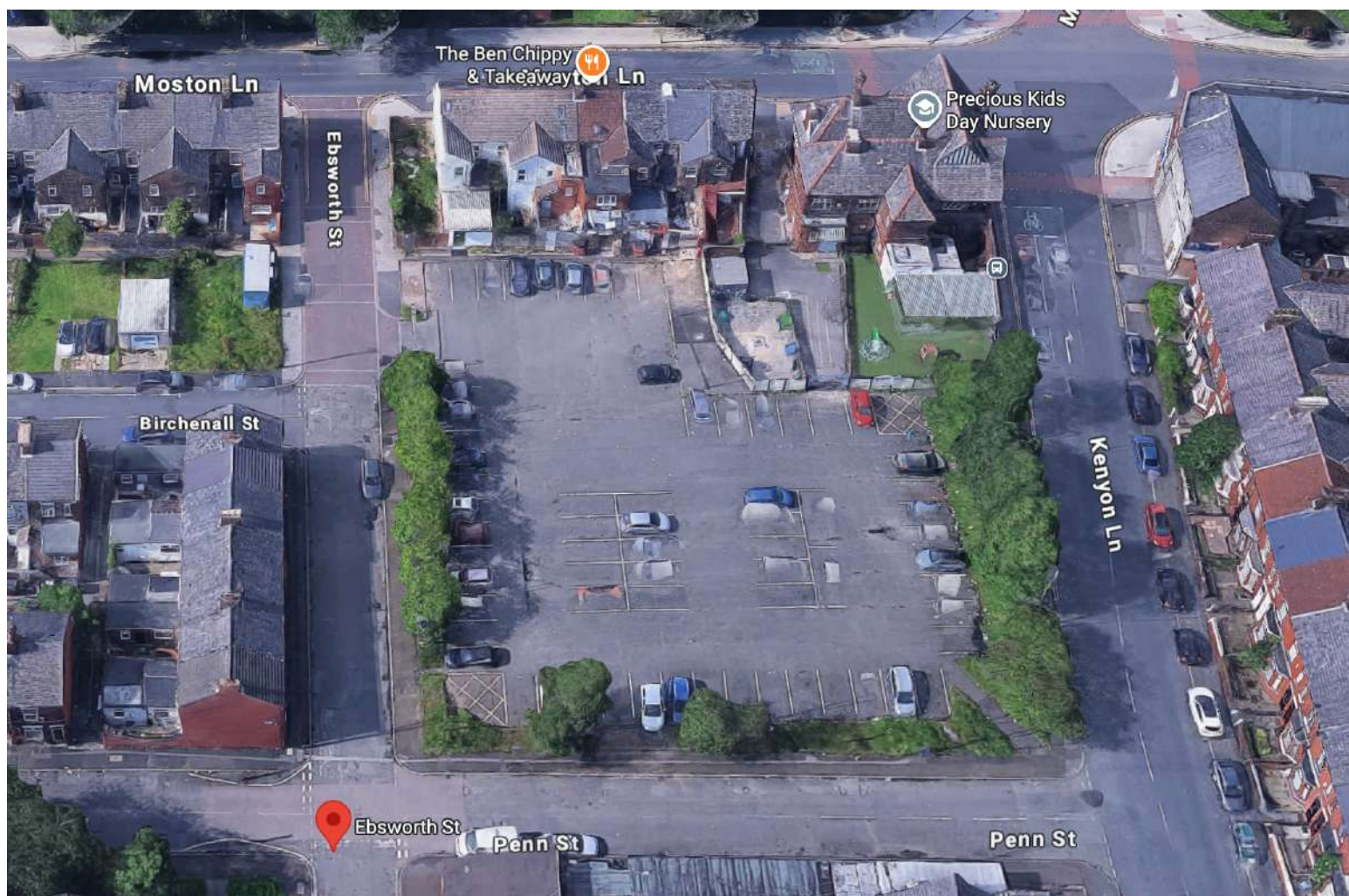
- Energy Statement (FutureServ)
- Phase 1 GeoEnvironmental Desk Study (Earth Environmental)
- Coal Mining Risk Assessment (Earth Environmental)
- Noise Assessment (Peninsular)
- Drainage Strategy Report (with associated United Utilities correspondence) (SWF Consulting)
- The following drawings (MSI Architecture):
 - 353-MSI-ZZ-ZZ-DR-A-00-002_P04_Existing Site & Location Plan
 - 353-MSI-ZZ-ZZ-DR-A-00-100_P03_Proposed General Arrangement Plans Sheet 1
 - 353-MSI-ZZ-ZZ-DR-A-00-101_P03_Proposed General Arrangement Plans Sheet 2
 - 353-MSI-ZZ-ZZ-DR-A-00-110_P02_Detailed Site Plan
 - 353-MSI-ZZ-ZZ-DR-A-00-200_P03_Proposed Elevations & Site and Location Plans
 - 353-MSI-ZZ-ZZ-DR-A-00-202_P01 – Proposed Street Elevations
 - 353-MSI-ZZ-ZZ-DR-A-00-300_P03_Proposed Sections

1.5 The remainder of this Planning Statement is structured as below :

- Section 2.0 describes the site and its context;
- Section 3.0 describes the proposal;
- Section 4.0 assesses the proposal against relevant policies of the development plan;
- Section 5.0 considers material considerations that lend further weight to approval;
- Section 6.0 sets out our overall conclusions.

2.0 The Site and Context

- 2.1 The application site currently operates as a 69 space public car park. It is a flat, L shaped plot of 2,216 m². The site is partially enclosed by fencing along its boundaries and open to around the remaining area where its borders public walkways. It is accessed by car from Ebsworth Street. Existing features include limited surface markings for parking and basic lighting infrastructure.



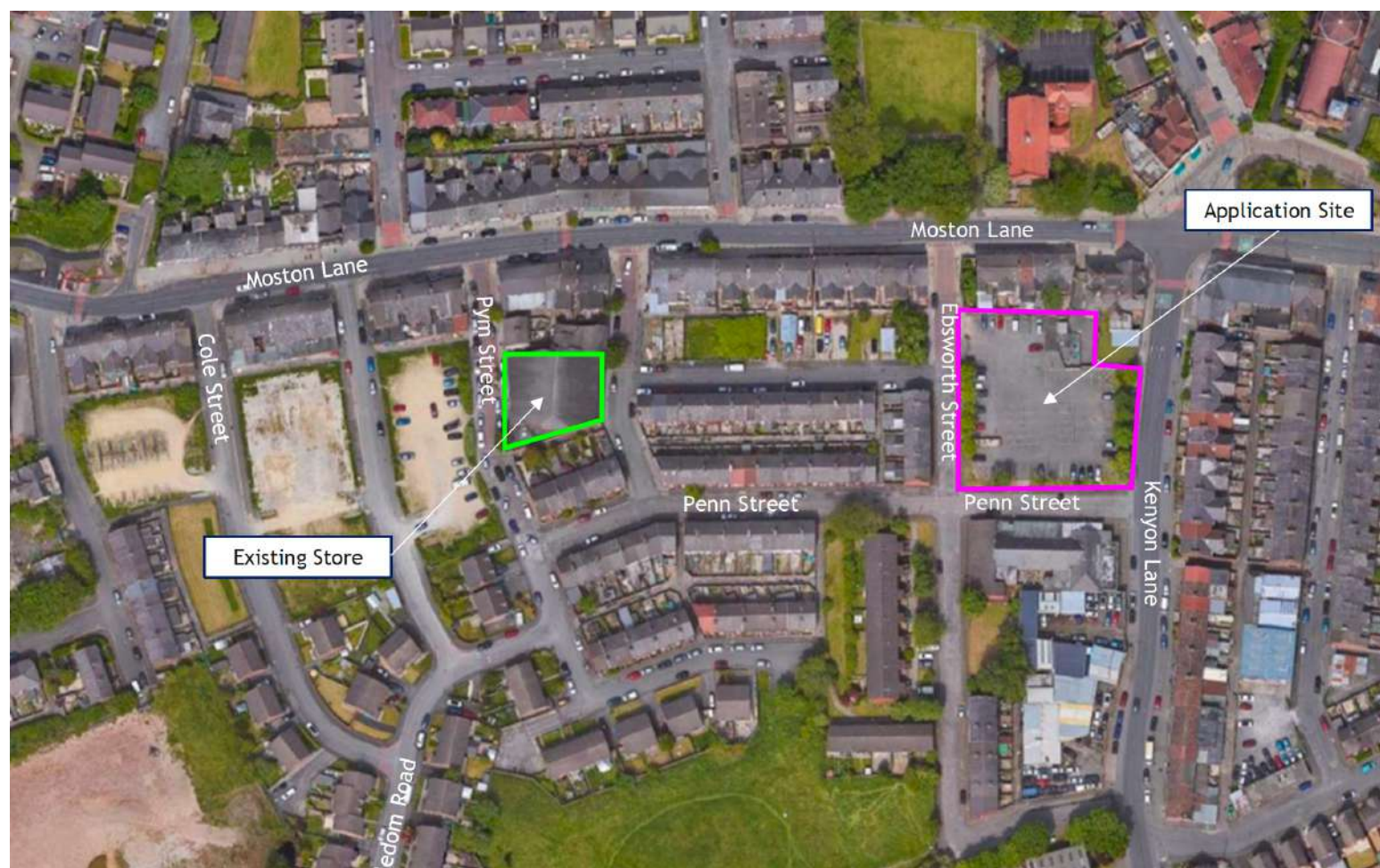
- 2.2 The site sits in the centre of Moston, Manchester. It is bordered by Ebsworth Street to the west, with terrace housing and a working mens' club adjacent to the east and south. To the north, the rear of existing retail units faces the site, while the west is bounded by residential properties.

- 2.3 Around the east, west and south edges of the car park are zones of unkempt grass and small / modest trees.



- 2.4 The existing car park facility operates as a free facility with no restrictions on vehicle duration of stay. All parking spaces at the site are of standard size with no spaces are sized or marked for disabled use.
- 2.5 Formal hard surfaced pedestrian access connections to the car park site are available from a) Ebsworth Street adjacent to the vehicle access, b) the junction of Kenyon Lane / Penn Street to the south eastern corner of the site, and c) direct from Kenyon Lane to the northeastern corner, immediately to the rear of the adjacent child nursery development (former Ben Brierley public house).

- 2.6 The existing Moston Superstore site is located circa 100m to the west of the application site, fronting Pym Street.



- 2.7 Like the proposal, the existing business is based in a sizeable building and does not benefit from any formal on-site car parking or in-curtilage loading facilities. On site observations of current site operation have noted that deliveries to the site are often temporarily parked on the highway to the front of the site, before being transported to on-site storage areas, leading to a loss of immediate frontage on-street car parking to the store.

3.0 Background and the Proposal

Background

- 3.1 The Applicant owns the existing Moston Superstore on Pym Street in Moston. This is a successful, community-focused foodstore selling a wide range of international foods, reflecting and providing for the cultural diversity in the local area. We understand that this is a popular and well thought of facility, firmly embedded in the local community.
- 3.2 Our client has been approached by Manchester City Council in respect of its regeneration ambitions involving land that is occupied by the existing Superstore. The Council has suggested the application site at Ebsworth Street as appropriate to accommodate a relocated / replacement Superstore, and terms have been agreed with the Applicant to purchase the site subject to this planning application being approved.

The Proposal

- 3.3 This application is submitted in full detail. It proposes the erection of a 2-storey (plus basement) building to comprise a 702 sqm GIA [750 sqm GEA] convenience foodstore 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 on the site of the Ebsworth Street Car Park.
- 3.4 It should be noted at this stage – having regard to retail impact implications – that the proposed store is broadly commensurate in scale to the existing store. This proposal essentially seeks to ‘swap’ the location and broad scale of the existing store to a site circa 100 metres away, within the same Local Centre, in turn facilitating the City Council’s regeneration ambitions.

- 3.5 The new building has been designed to sit comfortably within the plot, whilst delivering the space required by the Applicant to justify the relocation. Its height, massing, and overall scale are carefully proportioned to complement surrounding properties and the local streetscape. The footprint provides generous circulation, parking, and landscaping, creating a layout that has been formulated to integrate with its immediate context, delivering a good quality new building on land that is unprepossessingly used as a surface level car park. The intent is to enhance the area's character, and maintain a sensitive balanced relationship with its neighbours.
- 3.6 The new superstore will be situated on the eastern part of the site, with a customer car park positioned to the front (west) and access maintained via the existing (adapted) entrance via Ebsworth Street.
- 3.7 A key aspect of the design is to strengthen connections and assist in delivering the objectives of the Moston Lane Development Framework. The Framework includes an interlinked pedestrian route, beginning at Birchenall Street and connecting Hartley Street, Pym Street, Albine Street, Cole Street, and Hough Hall Road. Extending this pedestrian link will encourage walking between local amenities and improve accessibility to the central hub at Pym Street.
- 3.8 Careful consideration has also been given to the building's elevation to ensure a good quality, inviting, visually appealing streetscape. The design incorporates large full-height glazing, feature recessed brickwork and timber louvres, which together create a modern, high-quality appearance that we consider will positively contribute to the local environment.
- 3.9 The design of the building adopts a contemporary approach, whilst ensuring visual interest and a sense of scale appropriate to the site. The combination of full height brickwork, vertical timber cladding, and expansive glazing creates a dynamic façade that breaks up the massing and adds texture and depth. Recessed sections in the brickwork form subtle rectangular patterns, providing an architectural feature that enlivens the elevations and enhances the character of what would otherwise be a large expanse of

brick. The use of full-height materials and glazing ensures a cohesive and balanced appearance across the building, while the front cantilevered canopy adds a prominent, welcoming focal point for the main entrance.

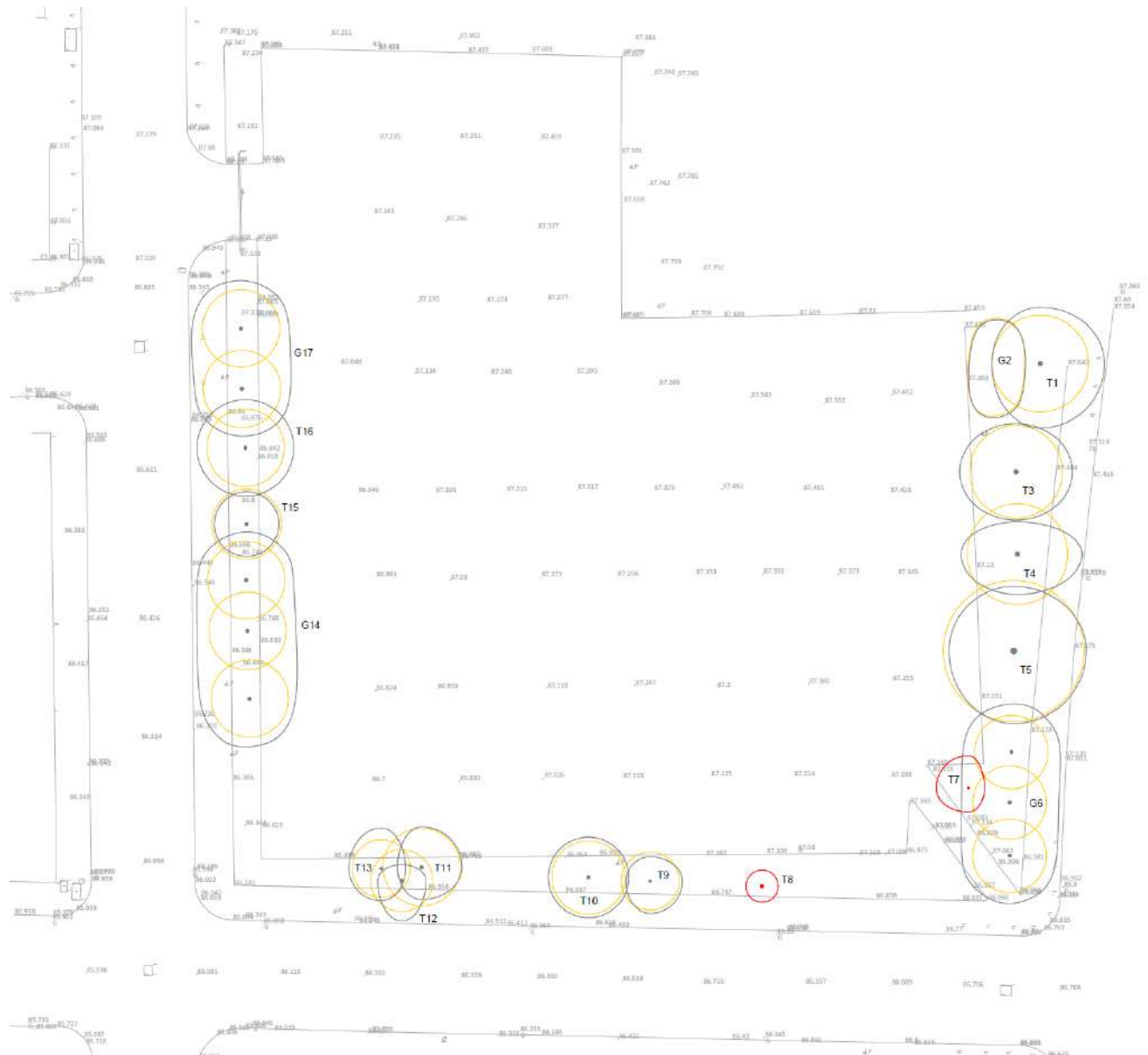
- 3.10 The primary material for the façades will be facing brickwork, providing a durable and visually appealing base. Vertical timber cladding elements will be applied to sections of the elevations, fixed directly to the brickwork, to add warmth and texture to the exterior. Recessed sections of brickwork, approximately 10mm deep, will create rectangular patterns to add subtle detail and articulation across the walls. The combination of brick and timber, along with carefully considered proportions, contributes to a high-quality, contemporary finish that complements the surrounding area.
- 3.11 The building will feature a flat roof, with integrated louvres to enclose any future plant equipment, ensuring services are screened from view and maintaining a clean roofline.
- 3.12 The building will incorporate dark grey aluminium curtain wall glazing, with full-height sections providing generous natural light and visual connection between the interior and exterior. The glazing activates the elevations, creating a sense of transparency and openness, while contrasting with the solid brick and timber elements to enhance the architectural composition. Fenestration has been carefully arranged to complement the overall façade rhythm, provide visual interest, and reinforce the contemporary design approach.
- 3.13 The building has been designed to provide level, step-free access. Dropped kerbs around the car park will connect the parking areas safely with the pedestrian routes.
- 3.14 It is anticipated that the store would be open to customers for the following time periods:
- Monday – Friday: 07:00 – 22:00
 - Saturday: 07:00 – 22:00
 - Sunday: 11:00 – 17:00

- 3.15 The paved walkway immediately in front of the store has a generous minimum width of 2.9m, while the new footpath and zebra crossing from Ebsworth Street provide a 2m wide pedestrian link into the site. The store entrance is formed with fully glazed, automated sliding doors, offering easy, unobstructed access for all users, including wheelchair and mobility-impaired customers.
- 3.16 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 (6.0m) to allow for safe two-way light vehicle access and occasional access by larger service vehicles. The existing 1.8m height restriction gateway feature would be removed.
- 3.17 25 on-site marked car parking spaces are proposed, which include 3 disabled person standard bays. 2 of the parking bays (1 standard bay & 1 disabled bay) will be Electric Vehicle (EV) charging spaces, with a further 6 spaces to be constructed ready for the installation of EV charging infrastructure should future demand identify the need for such provision.
- 3.18 The car park will be operated as a private car park, available for short-stay use by customers and visitors to the foodstore. In order to ensure the regular turn-over of spaces and to discourage undesirable long-stay parking on the site, the store operator will implement a CCTV-controlled parking management / enforcement system that would effectively restrict parking at the site to a maximum 1-hour duration. Such a duration of stay is considered an appropriate length of time to allow for a customer visit to the foodstore site, as well as allowing for some limited 'linked trip' movements to / from other local shops / facilities within the Local Centre.
- 3.19 Secure, covered cycle parking is to be provided at two locations, namely:
- Cycle store to front of store (primarily for use for customers): parking for a minimum of 14 cycles.

- Cycle store to rear of store (primarily for use for staff): parking for a minimum of 3 cycles.
- 3.20 Delivery and servicing of the site would be facilitated by an on-site servicing area adjacent to the northwestern edge of the foodstore building. This would allow access to the storeroom areas and the external refuse storage area.
- 3.21 Delivery of the foodstore car parking and pedestrian access arrangements will result in the effective closure of the existing southern access to the adjacent child nursery business, which currently connects into the public car park at its rear. In future, access to the nursery will be from the nursery site's existing main access point directly from Moston Lane. This will avoid the need for parents and children to access via the car park, as is currently the case. We are aware that MCC's Development Team are currently working the nursery owners to finalise alternative, safe and sustainable access and parking arrangements for nursery staff and parents. This may include additional bollards in front of the nursery on Moston Lane to deter pavement parking and ensure the safety of parents and children attending the nursery.
- 3.22 In order to deliver a suitably sized store commensurate with the existing store, an extent of tree loss will occur around the margins of the site. The plan on the following page shows the extent of existing trees.
- 3.23 The submitted *Arboricultural Impact Assessment* confirms that certain trees will require removal due to their close proximity to construction activity. All of the trees proposed for removal are considered to be low-quality ('C' category) specimens as per the table below.

	Category 'A'	Category 'B'	Category 'C'
Trees to be removed to enable the construction of the proposed development	None	None	G2, T3, T4, T5, G6 T9, T10 & T16

Existing tree cover:



- 3.24 The AIA recommends the formative pruning of trees G14, T15 and G17 to ensure sufficient clearance between the proposed car parking area and adjacent branches. It suggests that the overall shape of the trees from the proposed pruning works would not be affected, and no adverse impacts will arise to tree health or longevity.

- 3.25 The AIA notes that sections of Root Protection Areas (RPAs) from trees T11, T12, T13, G14, T15 and G17 extend into areas where the existing hard surface parking areas are to be replaced. It is expected that the top layer of the existing parking will need to be replaced due to current wear and potential damage during construction. It notes that these RPAs are currently located beneath an existing hard surface parking area, and that replacement with a new similar hard surface would not cause any harm to the adjacent trees. However, given the potential for RPA disturbance, it is recommended that the removal and reinstatement of the hard surface be undertaken using techniques sympathetic to tree roots.
- 3.26 In addition, the AIA explains that a minor section of RPA from tree T1 extends into an area proposed for a widened hard surface footpath. Given the small percentage of potential RPA disturbance, it suggests that the widened hard surface is not expected to cause any long-term harm to the adjacent tree. However, as a precautionary measure, it is recommended that any proposed hard surfaces within RPAs be constructed using a 'Minimum-Dig' technique.
- 3.27 To assist in mitigating that loss, new vegetation and trees are proposed around the periphery. Whilst not yet designed in full detail in respect of specific species, the proposed soft landscaping strategy is indicated on the submitted drawings and has had regard to input from Pennine Ecology to ensure that the correct Biodiversity Net Gain is achieved. The soft landscaping aims to retain the green character of the site margins and promote a visually appealing, year-round environment. It is anticipated that the existing rough grassed areas around the site perimeter will be replanted with a diverse mix of perennial plants, selected for seasonal interest and low maintenance. Whilst an extent of tree loss will occur, the more mature trees will be retained, to be complement with new tree, hedge and other planting, thereby providing a valuable structural and ecological framework. We anticipate that a condition will be attached to any planning permission requiring full details of landscaping.

- 3.28 The submitted Preliminary Ecological Appraisal confirms that all trees and shrubs on the site have negligible potential for roosting bats due to the absence of suitable roost features, and that bat habitat suitability is poor, with only limited foraging value expected as a result of the developed, urban context and anticipated low bat activity. No bird nests or birds were recorded during the site visit, although the line of trees and scattered trees may provide nesting opportunities, with the site assessed as having moderate suitability for breeding birds. No ponds were identified within 250 m of the site and, as a result, the presence of great crested newts can be reasonably discounted.
- 3.29 The submitted *Biodiversity Impact Assessment* confirms that the proposal will involve the loss of a small area of modified grassland and the removal of trees along the eastern and southern boundaries. These losses will be offset through additional tree planting along the eastern boundary, 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 of 15.59% in habitat units and 12.58% in hedgerow units, with all trading rules satisfied.
- 3.30 It is acknowledged that the delivery of the application scheme will result in the loss of the 69 public car parking spaces that are currently available. As identified in the separate Transport Statement, the existing public car park experiences a good level of existing parking demand on occasion and therefore whilst the application scheme would provide 25 on-site spaces to support the new foodstore, it is clear that additional replacement car parking would be required to be provided elsewhere within the wider Moston Lane Local Centre locality to avoid the potential for undesirable levels of on-street parking.
- 3.31 The importance of maintaining suitable baseline public car parking to support the Local Centre has been recognised by MCC as part of its regeneration masterplanning, and it is therefore proposed that a temporary replacement parking strategy will be introduced by the Council in parallel with the foodstore relocation. As such, the Council's Development Team are understood to be implementing a temporary car parking strategy in parallel to the foodstore relocation to directly support this initial regeneration element. Discussions with MCC Development and Highways officers have identified that this temporary

parking strategy would involve re-instating off-street parking on the vacant development sites at Albine and Cole Street, alongside continued use of the Pym Street site (see Figure TS13 to this report). In addition, a small local parking facility (circa 10 spaces) for the use of specific local businesses will, subject to planning approval, be provided at a vacant Council-owned site off Ebsworth Street to the south of Penn Street.



- 3.32 Ultimately a final long-term parking strategy for the Moston Lane Development Framework area will need to be developed by MCC, in parallel to the identification and implementation of wider regeneration phases.

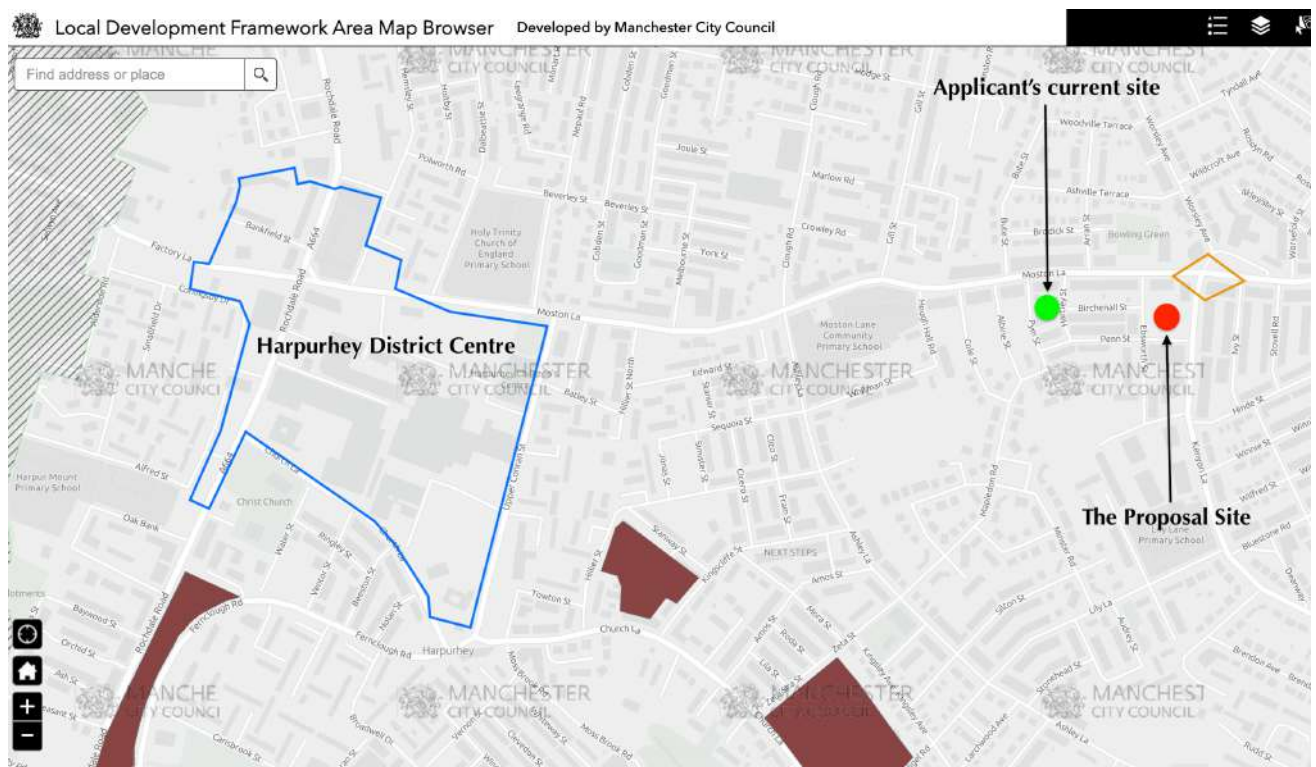
4.0 Consistency with the Development Plan

4.1 In determining this planning application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, we maintain that the proposal complies with the development plan.

4.2 The development plan for the purposes of this application comprises:

- Manchester Core Strategy (2012)
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)
- Places for Everyone Joint Development Plan.

4.3 The extract below from the Core Strategy Policies Map confirms that the site is not allocated for development and is not subject to any specific designation.



- 4.4 It sits circa 500 metres east of Harpurhey District Centre.
- 4.5 Core Strategy Policy C1 'Centre Hierarchy' states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and **Local Centres**. Within North Manchester, the local centres are defined as Victoria Avenue/ Rochdale Road (Charlestown), Hollinwood Avenue/ Greengate (Moston), Lansdowne Road/ Crumpsall Lane (Crumpsall), Worsley Avenue/ Kenyon Lane (Lightbowne), Moston Lane (Harpurhey), and Collyhurst. The Council recognises Moston Lane as a Local Centre, in which case we suggest that the application site is an in-centre location, and in turn consideration need not be given to sequential or impact testing.
- 4.6 The policy explains that:
- 'Local centres meet local needs for small scale retail and services to meet day-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.'*
- 4.7 We accordingly contend that the principle of a foodstore such as that proposed is squarely in line with Policy C1.
- 4.8 Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It states 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.

- 4.9 There is no conflict with the above policy. The application site is highly accessible previously developed land, and the proposal seeks to transform the currently unprepossessing open car park site with a good quality, respectful new building that is intended to replace the existing Moston Superstore little more than 100 metres away, which will in turn assist in the wider regeneration plans for Moston.
- 4.10 Policy DM1 (Development Management) states that new development should have regard to more specific issues, including the appropriate siting and appearance of development; impact upon the surrounding area; the effects on amenity, accessibility, community safety and crime prevention; health; and refuse storage/collection.
- 4.11 There is no conflict with the above policy. The proposal is well designed and laid out, and will be a good, respectful and positive fit within its context.
- 4.12 Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, stating that the Council will support significant contributors to economic growth and productivity including health, education, **retailing**, cultural and tourism facilities, and other employment generating uses.
- 4.13 The proposal is consistent with the above policy. An existing, popular and well thought of international foodstore and its jobs will be relocated within the same Local Centre, maintaining and in all likelihood improving its economic standing.
- 4.14 Policy EN1 (Design Principles and Strategic Character Areas) states all development will be expected to follow seven principles of urban design. It states that opportunities for good design to enhance the overall image of the city should be fully realised.
- 4.15 This application promotes a well designed, contemporary and respectful new building onto a surface level car park, which will enhance the visual appearance of the site.
- 4.16 Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO2 emissions and states that where possible, new development must
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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.

- 4.17 The proposed building will be constructed from robust and sustainable materials and will utilise efficient forms of energy. The submitted Energy Statement demonstrates compliance with relevant national and regional energy and carbon policies, including Approved Document Part L 2021 and Greater Manchester planning frameworks. The scheme will adopt a fabric-first approach, exceeding Building Regulations thermal standards to reduce energy demand through passive design measures. These will be complemented by efficient building services, including electric VRF systems, heat recovery ventilation, energy-efficient lighting, and photovoltaics. Together, the passive and active measures follow a “lean, clean and green” approach, delivering reduced regulated energy demand and carbon emissions. Energy modelling using IES VE 2025 indicates the development achieves a 3.32% reduction in carbon dioxide emissions over the Part L 2021 notional target, contributing to a meaningful reduction in overall operational carbon emissions.
- 4.18 Policy EN9 (Green Infrastructure) states that new development will be expected to maintain existing green infrastructure, and where the opportunity arises 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.
- 4.19 In this case, the application site is a previously developed car park largely devoid of vegetation / biodiversity. However, around its south, west and east boundaries are borders of unkempt grass and a number of mainly small trees of limited value. Whilst certain trees will be retained, others will require removal to accommodate the development. Those trees have been categorised as Category C. To mitigate the loss of

those trees, new trees and other landscaping is proposed, the details of which we anticipate will be governed by condition.

- 4.20 Whilst not yet designed in full detail (in respect of specific species), the proposed soft landscaping strategy is indicated on the submitted drawings and has had regard to input from Pennine Ecology to ensure that the correct Biodiversity Net Gain is achieved. The soft landscaping aims to retain the green character of the site margins and promote a visually appealing, year-round environment. It is anticipated that the existing rough grassed areas around the site perimeter will be replanted with a diverse mix of perennial plants, selected for seasonal interest and low maintenance. Whilst an extent of tree loss will occur, the more mature trees will be retained, to be complement with new tree, hedge and other planting, thereby providing a valuable structural and ecological framework. We anticipate that a condition will be attached to any planning permission requiring full details of landscaping.
- 4.21 Having regard to above, we suggest that the proposal is consistent with Policy EN9.
- 4.22 Policy EN14 (Flood Risk) that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.
- 4.23 The application site does not fall in a high flood risk zone. The application is supported by a Drainage Strategy Report which sets out to prioritise infiltration where possible, followed by discharge to surface water, surface water sewers, or combined sewers in line with national guidance. Due to limited existing drainage and likely clay-based ground conditions identified from nearby boreholes, infiltration is considered unlikely, although formal infiltration testing will be undertaken to confirm this.
- 4.24 The Drainage Strategy explains that United Utilities has confirmed that surface water and foul water can discharge to the existing 300mm combined sewer in Ebsworth Street, with a permitted discharge rate of up to 5.0 l/s. Surface water runoff will be attenuated on site and controlled using a flow control device before discharge. Based on agreed discharge

rates and climate change allowances, the required surface water storage volume is expected to be between 100 and 160m³. A separator will be installed to improve water quality prior to discharge, complete with high-level alarms linked to site management.

- 4.25 Foul water drainage will primarily serve staff facilities and a small ground-floor butchery and will connect to the same combined sewer. The discharge will be domestic in nature and will not require trade effluent consent.
- 4.26 The drainage system will be designed to store storm events up to the 1 in 100 year event below ground. In exceedance events, surface water is expected to flow towards the south-western corner of the site, with kerbing around the car park helping to prevent runoff leaving the site. This reflects existing site conditions and will not increase flood risk to neighbouring properties.
- 4.27 Routine maintenance will include annual clearing of gullies and flow control inspections, five-yearly jet cleaning of pipework, and a maintenance contract for the separator. The foul drainage system will follow a similar inspection and cleaning regime. The drainage network will remain private, with full responsibility for maintenance and replacement resting with the site owner.
- 4.28 We suggest therefore that there is no conflict with Policy EN14.
- 4.29 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.
- 4.30 In respect of this policy, it is important to highlight that the proposal is to replace an existing foodstore onto a site circa 100 metres away. This will not be a new facility as such, but a replacement, and any associated traffic (and its air quality implications) already occurs. We therefore see no conflict with Policy EN16.

- 4.31 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.
- 4.32 In response to this policy, no demolition will be required or undertaken, and as such there is no real scope to recycle such materials.
- 4.33 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; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. All new development should provide appropriate car parking facilities.
- 4.34 Transport considerations are set out in some detail in the separate Transport Statement prepared by Focus Transport Planning. That confirms that the application site benefits from good opportunities for access by foot and cycle. It is located within 100m of the Moston Lane corridor and the shops, services and local facilities associated with this route. Virtually all of Moston lies within a 1km walk catchment of the site, with a 2km catchment (considered to represent a 'preferred maximum' walking distance to access local facilities and employment opportunities) including parts of Harpurhey, New Moston and Newton Heath.
- 4.35 The Transport Statement also notes that a 5km cycle journey from the application site allows access across a wide section of North Manchester, Oldham and Salford including Charlestown, Blackley, Crumpsall, Miles Platting, Newton Heath, Failsworth Alkington and Hollinwood. Currently dedicated cycling infrastructure provision in the immediate vicinity of the site is limited. However, the Moston Lane Development Framework explicitly identifies that one of the objectives of future regeneration projects in the area is to enhance active travel access and offer alternative

routes for walking and cycling through the local centre. The application scheme would include for dedicated secure cycle parking for both customers and visitors.

- 4.36 It notes that the nearest bus stops are located 95m (eastbound services) and 200m (eastbound & westbound services) from the centre of the site. The bus stops to the east of Kenyon Lane (circa 200m walk distance) include for passenger shelters, large information boards with map, bus boarder kerbs and bus cage markings. The eastbound stop also includes for a lay-by feature. The bus stops on Moston Lane are served by a wide range of bus routes, with up to 15 buses per hour (Mon-Sat daytime) to Manchester City Centre and serving a range of other destinations including Failsworth, Oldham, Middleton, Harpurhey and Blackley. Given the range and frequency of service available, these stops offer an almost 'turn up and go' level of service frequency to some key destinations. Additional bus services are available from stops on Kenyon Lane, approximately 275 m to the south of the junction with Penn Street.
- 4.37 We suggest that a 25 space car park, plus secure cycle parking facilities in such a highly accessible location is appropriate, and especially given the extent of customers arriving by foot.
- 4.38 Having regard to the above assessment, we suggest that the proposal is consistent with all relevant policies of the Core Strategy.

Unitary Development Plan

- 4.39 Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.
- 4.40 In response to this policy, the site is located within a built up area and forms part of a bustling Local Centre. A foodstore is not an intrinsically noisy use and we suggest that its operation will not result in material noise disturbance to adjacent residents. A Noise

Assessment has been commissioned to interrogate this matter in more detail and to demonstrate compliance with Policy DC26. That Assessment is work in progress at the point of finalising this Planning Statement and will be issued to the LPA upon completion.

Places for Everyone

4.41 PfE Policy JP-Strat6: 'Northern Areas' states that:

'A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer ... In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.'

4.42 The proposal is squarely in line with the ambitions of the above policy.

4.43 The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

4.44 Policy JP-S1: Sustainable Development requires development to maximise economic, social and environmental benefits simultaneously, minimise adverse impacts, utilise sustainable construction techniques and secure net gains across key objectives.

4.45 The proposed development accords fully with these principles. Economically, the proposal facilitates the relocation of an existing convenience foodstore to a modern, purpose-built facility of broadly comparable scale, ensuring the continued viability of an important local retail anchor. The development supports employment through the provision of modern retail, office and staff welfare accommodation, and directly assists Manchester City Council's wider regeneration ambitions for the Moston Lane area by

releasing the existing store site for future redevelopment. This represents a sustainable and efficient use of previously developed land within an established Local Centre.

- 4.46 Socially, the development will significantly improve accessibility, inclusivity and user experience. The scheme provides level, step-free access throughout, generous pedestrian routes, a new zebra crossing, and high-quality cycle parking for both customers and staff, thereby encouraging active travel. The strengthening of pedestrian connections, particularly in line with the Moston Lane Development Framework, enhances permeability and supports walking between local amenities, contributing positively to community wellbeing.
- 4.47 Environmentally, the proposal replaces a low-quality surface car park with a well-designed building, integrated landscaping and biodiversity enhancements. While some low-quality ('C' category) trees are unavoidably lost, this impact is mitigated through new tree, hedge and grassland planting, informed by ecological input. The submitted Biodiversity Impact Assessment confirms that the scheme will deliver a measurable net gain of 15.59% in habitat units and 12.58% in hedgerow units, exceeding policy requirements. EV charging infrastructure, cycle facilities and improved pedestrian connectivity further support a shift towards more sustainable modes of travel. Taken together, the proposal represents a balanced and sustainable form of development that delivers net gains across economic, social and environmental objectives in accordance with Policy JP-S1.
- 4.48 Policy JP-P1: Sustainable Places seeks to raise the quality of places in a way that is sustainable in the long term, enhancing wellbeing while creating attractive environments for residents, visitors and investors.
- 4.49 The proposed development responds positively to the key attributes set out within the policy. The scheme has been carefully designed to create a distinctive building with a clear identity that respects and enhances its surroundings. The use of high-quality facing brickwork, vertical timber cladding and expansive glazing creates a contemporary yet contextual design that acknowledges the character of the locality. The building's height,

massing and footprint are proportionate to surrounding development and have been deliberately configured to sit comfortably within the plot, maintaining appropriate relationships with neighbouring properties.

- 4.50 The design enables a clear understanding of how the area is evolving, replacing an underutilised surface car park with an active, visually engaging frontage that strengthens the streetscape along Ebsworth Street. Full-height glazing and a prominent entrance canopy provide animation and legibility at ground level, contributing to a safer and more attractive public realm. The retention of mature trees where possible, together with new landscaping around the site perimeter, ensures that the green character of the area is maintained and enhanced.
- 4.51 Importantly, the proposal supports long-term place-making objectives by reinforcing pedestrian connections identified in the Moston Lane Development Framework. By extending and improving pedestrian routes, the scheme promotes accessibility, encourages walking and integrates the development into the wider Local Centre. Overall, the proposal delivers a high-quality, inclusive and sustainable place that aligns fully with the aims of Policy JP-P1.
- 4.52 Policy JP-J1: Supporting Long-Term Economic Growth seeks to support a thriving, inclusive and productive economy across all boroughs. The proposed development makes a clear and positive contribution to this objective.
- 4.53 The relocation of the foodstore safeguards an established retail operator within the Local Centre, supporting existing jobs and creating a modern environment capable of meeting operational and customer needs over the long term. The provision of ancillary office, staff welfare and storage space enhances operational efficiency and supports employment quality. The store's hours of operation, accessibility improvements and short-stay parking management regime will encourage regular footfall and linked trips to other nearby businesses, supporting the vitality and viability of the wider Moston Lane Local Centre.

- 4.54 Furthermore, the proposal acts as a catalyst for regeneration by enabling the comprehensive redevelopment of the existing store site and aligning with Manchester City Council's strategic ambitions for the area. The coordinated approach to replacement parking, developed in partnership with the Council, ensures that economic activity within the Local Centre is not adversely affected during the transition period. In this context, the development represents a sustainable investment that supports long-term economic growth, consistent with the requirements of Policy JP-J1.
- 4.55 The proposed development accords with Policy JP-T1 (Sustainable Transport) by promoting sustainable travel choices and reducing reliance on private car use. The site is located within an established Local Centre and benefits from strong pedestrian connectivity, including new and improved footways and a zebra crossing linking Ebsworth Street to the store entrance. The layout strengthens pedestrian connections in line with the Moston Lane Development Framework (see later), encouraging walking between local amenities. Secure, covered cycle parking is provided for both customers and staff, and electric vehicle charging infrastructure is incorporated within the car park, supporting the transition to lower-emission travel.
- 4.56 The proposal complies with Policy JP-T2 (Parking) by providing a level of parking that is appropriate to the scale and function of the development and its accessible location. The 25 on-site parking spaces, including disabled and electric vehicle bays, are sufficient to support the relocated foodstore while avoiding excessive provision. The short-stay parking management regime will ensure regular turnover of spaces and discourage long-stay parking. The loss of the existing public car park is addressed through a Council-led temporary replacement parking strategy within the wider Local Centre, ensuring that parking demand associated with surrounding businesses continues to be appropriately managed.
- 4.57 In accordance with Policy JP-ENV1 (Climate Change Mitigation), the development contributes to the reduction of greenhouse gas emissions through the efficient reuse of previously developed land within the urban area and the delivery of a modern, energy-efficient building. The scheme encourages sustainable travel through improved

pedestrian access, cycle facilities and electric vehicle charging provision, reducing transport-related emissions. New landscaping and tree planting provide additional environmental benefits, including urban cooling and improved air quality.

- 4.58 The proposal aligns with Policy JP-ENV2 (Climate Change Adaptation) by supporting resilience to the impacts of climate change. The replacement of extensive areas of hardstanding with a more balanced mix of built form, soft landscaping and tree planting will help to reduce heat island effects and improve microclimatic conditions. Opportunities for sustainable surface water management can be secured through detailed design and planning conditions, ensuring the development remains adaptable and resilient over its lifetime.
- 4.59 Compliance with Policy JP-ENV4 (Green Infrastructure) is demonstrated through the protection and enhancement of green infrastructure on and around the site. While a limited number of low-quality trees are unavoidably lost, the scheme retains the more mature specimens and introduces new tree, hedge and grassland planting around the site perimeter. This landscaping strategy strengthens the visual and ecological function of the site, enhances local character and contributes to the wider green infrastructure network within the Local Centre.
- 4.60 The development strongly accords with Policy JP-ENV5 (Biodiversity and Geodiversity) in respect of ecological matters. Ecological assessments confirm that the site has limited ecological value and no significant constraints. Habitat losses associated with the development are fully mitigated through on-site enhancements, including new planting and habitat creation. The submitted Biodiversity Impact Assessment demonstrates a net gain of 15.59% in habitat units and 12.58% in hedgerow units, exceeding statutory requirements and delivering measurable biodiversity improvements.
- 4.61 In line with Policy JP-ENV6 (Trees, Woodland and Hedgerows), the proposal adopts a balanced and proportionate approach to tree retention and removal. Only low-quality 'C' category trees are proposed for removal where necessary to facilitate the development, with higher-quality and mature trees retained wherever possible. The

protection of retained trees during construction will be achieved through appropriate arboricultural measures, including minimum-dig techniques within Root Protection Areas. Replacement planting will ensure a net improvement in the long-term tree cover and landscape quality of the site.

- 4.62 The scheme is also consistent with the objectives of Policy JP-ENV8 (Low Carbon Energy) by supporting a low-carbon future. The building design allows for efficient operation and future adaptability, including the potential integration of energy-efficient plant and technologies. The provision of electric vehicle charging infrastructure and the promotion of sustainable transport modes further reinforce the development's contribution to reducing carbon emissions over its lifetime.
- 4.63 In consideration of the above assessment, it is our contention that the development is compliant with all relevant policies of the development plan.
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5.0 Material Considerations

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan **unless material considerations indicate otherwise**. It is therefore important to consider if there are any ‘material considerations’ that counterbalance the extent of compliance with the development plan.

5.2 We contend that there are no such ‘negative’ material considerations. There are, however, material considerations that lend further weight to approval of the application, as outlined below, namely:

- The extent of compliance with the NPPF
- The extent of consistency with Moston Lane Development Framework
- The extent of compliance with Supplementary Planning Guidance

Compliance with the NPPF

5.3 At §2, the NPPF confirms that:

‘The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions’.

5.4 The proposed development accords with the overarching aims of the National Planning Policy Framework (NPPF), which sets out the Government’s objective of achieving sustainable development through the economic, social and environmental objectives identified at paragraphs 7–11.

5.5 In economic terms, the proposal is consistent with the NPPF’s objective of building a strong, responsive and competitive economy, as set out at paragraph 81. The development facilitates the relocation and continued operation of an established convenience foodstore within an existing Local Centre, supporting employment, investment and local spending.

- 5.6 In addition, the proposal aligns with the NPPF's town centre objectives at paragraphs 85–90 by reinforcing the vitality and viability of a defined Local Centre, supporting footfall, encouraging linked trips and enabling wider regeneration of surrounding sites.
- 5.7 From a social perspective, the proposal accords with paragraph 92 of the NPPF, which seeks to promote healthy, inclusive and safe places. The development provides a modern and accessible retail facility with level, step-free access, generous pedestrian routes and inclusive design measures that ensure ease of use for all members of the community. Improved pedestrian connectivity and enhanced links to surrounding streets, supports walking, social interaction and access to everyday services, reinforcing the Local Centre's role as a focus for community activity.
- 5.8 Environmentally, the proposal aligns with the NPPF's objective of protecting and enhancing the natural and built environment. Paragraph 130 requires developments to add to the overall quality of the area, be visually attractive and sympathetic to local character, and establish a strong sense of place. These objectives are met through the careful consideration of scale, massing, materials and façade composition, resulting in a well-designed building that enhances the streetscape and replaces a low-quality surface car park with a positive and active frontage.
- 5.9 The proposal also reflects paragraphs 133–135 by delivering a coherent, legible and inclusive design that creates a high-quality public realm and safe, accessible environments.
- 5.10 The proposal is also consistent with the NPPF's approach to biodiversity set out at paragraph 180, which requires development to minimise impacts on biodiversity and provide net gains where possible. While some low-quality trees and limited areas of modified grassland will be lost, these impacts are fully mitigated through new planting and habitat creation. The submitted Biodiversity Impact Assessment demonstrates a measurable Biodiversity Net Gain, ensuring compliance with national policy requirements.

- 5.11 In transport terms, the development accords with paragraphs 104–113 of the NPPF, which seek to promote sustainable transport and reduce the need to travel by private car. The site's location within a Local Centre, together with improved pedestrian routes, cycle parking provision and electric vehicle charging infrastructure, supports sustainable travel choices. Parking provision is proportionate to the scale and function of the development and is managed to encourage short-stay use and linked trips, consistent with national guidance.
- 5.12 Overall, the proposal represents sustainable development as defined by the NPPF. It delivers economic benefits through continued investment and job retention, social benefits through inclusive design and improved accessibility, and environmental benefits through enhanced landscaping, biodiversity net gain and support for sustainable transport. As such, the development is fully consistent with the relevant policies and objectives of the National Planning Policy Framework and should be afforded significant weight in the determination of the application.

Consistency with Moston Lane Development Framework (October 2023)

- 5.13 This document sets out a vision-led framework for the regeneration of Moston Lane. 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.
- 5.14 Whilst not forming part of the development plan, this document sets out the Council's intended direction of travel and a 'vision-led framework' for the regeneration of Moston Lane. 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.

5.15 The document makes it clear that it is not intended to present a detailed or fully resolved regeneration strategy or delivery strategy. It presents initial analysis, concepts and propositions. The framework is intended to provide the basis for future opportunities for investment, growth and delivery from both the public and private sectors.

5.16 Under the heading 'Objectives', it sets out the aspiration that Moston Lane will be a vibrant centre where families, community and culture mix along rejuvenated streets and new community focused spaces, and where:

'Local businesses continue to prosper and new retail and commercial units allow for growth.'

5.17 The diagram on the following page is reproduced from page 3 of the Framework, under the heading 'Strategy for change'. That indicates that the land currently occupied by Moston Superstore falls within a zone proposed for '*residential led development*', while the subject relocation site is identified as a '*commercial led mixed use parcel*'.

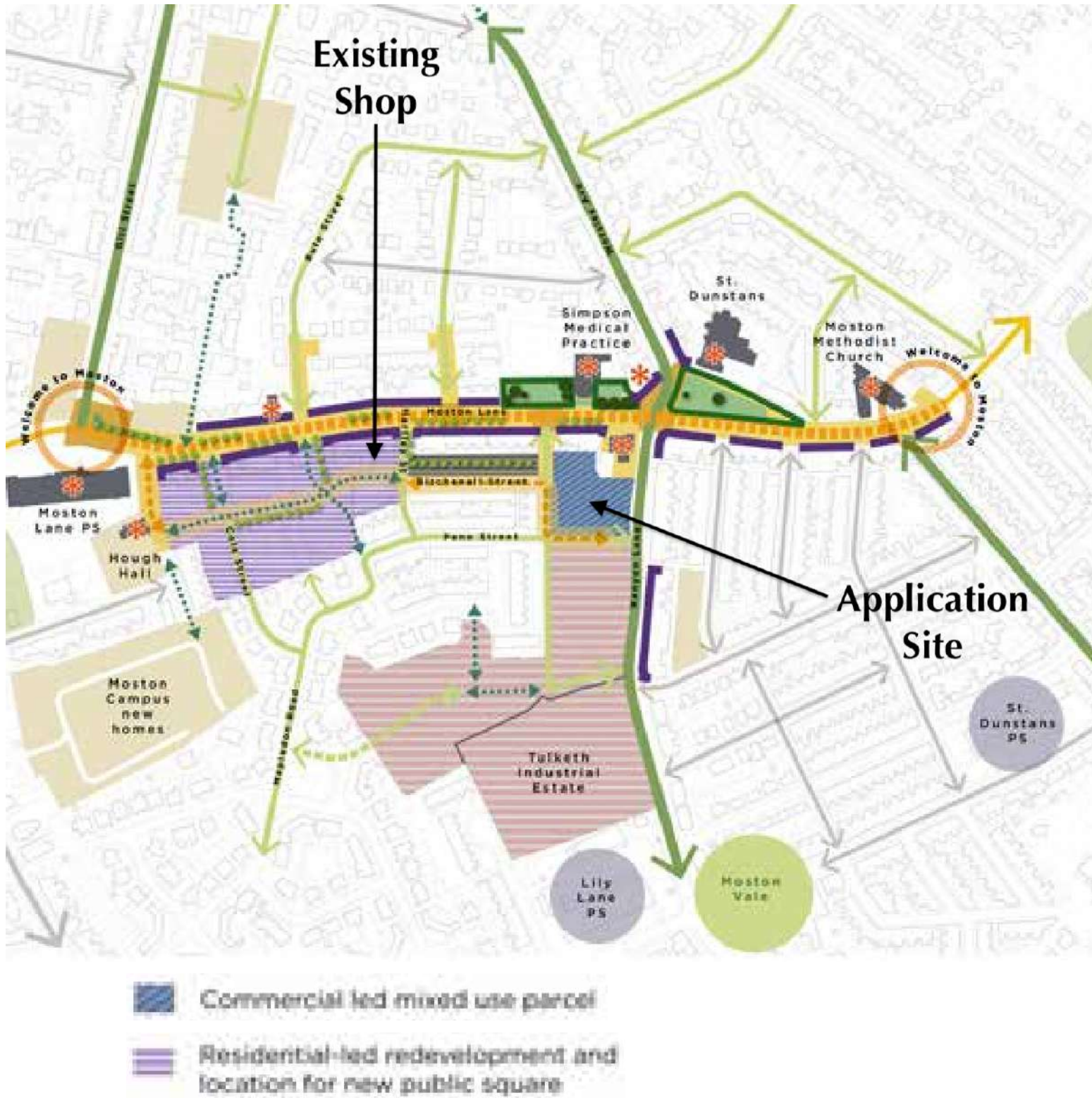
5.18 Part 9 of the framework document identifies development opportunity sites:

'... focused across areas where land is currently underutilised or which, if redeveloped in line with the vision and objectives of this framework, could create impactful change to the local neighbourhood.'

5.19 The subject site is one such opportunity site, referred to as the Ebsworth Street Car Park, including the following narrative:

5.20 *'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.'*

Extract from page 3 of the Framework, under the heading 'Strategy for change':



- 5.21 It is evident therefore that the subject site has been identified by the Council as an appropriate location for the '*re-provision of existing uses elsewhere within the area*'. The size and position of the site (around 100 metres from the existing Superstore) suggests that it is appropriate in principle to our client, and the Council clearly considers it to be a logical and appropriate relocation site for Moston Superstore.

Guide to Development in Manchester (SPD) (2007)

- 5.22 The proposed development is consistent with the principles set out in *The Guide to Development in Manchester (SPD)* (2007), which seeks to secure high-quality, inclusive and sustainable design across the city. In terms of character and context, the building has been carefully designed to respond positively to its surroundings, with its scale, massing and siting proportioned to sit comfortably within the existing streetscape. The use of facing brickwork, timber cladding and generous glazing reflects the urban character of the area while introducing a contemporary and legible form that signals investment and regeneration on a previously underutilised site.
- 5.23 The principles of continuity and enclosure are addressed through the positioning of the building within the site, creating a clear frontage to Ebsworth Street and defining the public realm through built form, landscaping and active elevations. The design reinforces the street edge and replaces an open surface car park with a development that contributes positively to spatial definition and townscape quality. The inclusion of a prominent entrance canopy and full-height glazing provides visual continuity and activation at ground level, supporting natural surveillance and a sense of enclosure.
- 5.24 Ease of movement is a central consideration in the scheme's layout. Clear and direct pedestrian routes are provided through the site, including improved footways. These routes integrate with the wider pedestrian network identified in the Moston Lane Development Framework, encouraging walking between local amenities. Level, step-free access is provided throughout, supported by dropped kerbs, generous footpath widths and automated entrance doors, ensuring inclusive access for all users.

- 5.25 The quality of the public realm is enhanced through a well-considered balance of hard and soft landscaping. New planting around the site perimeter, combined with retained mature trees, improves visual amenity, softens the development's appearance and contributes to a more attractive and welcoming environment. The replacement of large areas of hardstanding with landscaped edges and defined pedestrian spaces reflects the SPD's emphasis on creating safe, attractive and usable public spaces.
- 5.26 The proposal supports diversity and adaptability by delivering a flexible, modern building capable of accommodating changing retail and operational requirements over time. The inclusion of ancillary office, staff welfare and storage space within the building allows for efficient use and long-term functionality. The contemporary design approach, combined with durable materials, ensures the building can adapt to future needs without compromising design quality.
- 5.27 Legibility is reinforced through a clear hierarchy of spaces and a highly visible, well-defined entrance. The use of glazing, canopy detailing and strong façade composition ensures that the building is easily understood and navigated by users, contributing to a positive customer experience and reinforcing the site's role within the Local Centre.

Shopfront and Signage Design Guide

- 5.28 The proposal is also consistent with the objectives of the *Shopfront and Signage Design Guide*. The shopfront has been designed as an integral part of the overall architectural composition rather than as an applied or visually dominant element. Full-height glazing provides transparency and visual connection between the interior and exterior, enhancing activity and interest at street level. The shopfront proportions, materials and detailing reflect best practice guidance, ensuring a high-quality appearance that positively contributes to the streetscape.
- 5.29 Signage is anticipated to be modest, well-scaled and carefully positioned to respect the building's architecture and the wider urban environment. The use of high-quality materials and restrained illumination will ensure that advertisements are legible and

effective without appearing visually intrusive. This approach aligns with the City Council's aspiration for shopfronts and signage to enhance the retail environment and reinforce local character.

- 5.30 Overall, the proposal demonstrates a clear and thoughtful response to both the *Guide to Development in Manchester* and the *Shopfront and Signage Design Guide*, delivering a high-quality, inclusive and legible development that enhances the character of the area and supports the wider regeneration objectives of the Local Centre.

6.0 Overall Planning Balance and Conclusions

- 6.1 Section 38(6) of the Planning and Compensation Act requires planning decisions to be in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 In this Planning Statement we have explained why we consider that the proposal complies with the most important and relevant policies of the development plan. We have also highlighted material considerations that we believe lend further weight to approval.
- 6.3 This application represents a compelling and deliverable regeneration-led proposition for Moston Lane, combining the continued provision of an important, much loved local facility with a clear catalyst for wider investment.
- 6.4 The proposal is not for a new out-of-centre retail destination, but rather the straightforward relocation of an established, successful and community-focused convenience foodstore to a modern, purpose-built facility approximately 100 metres away. In doing so, it safeguards the continued presence of a well-regarded local operator that reflects and serves the cultural diversity of the area, retains employment, and maintains the day-to-day convenience function that underpins the vitality of this Local Centre.
- 6.5 At the same time, it directly supports Manchester City Council's regeneration ambitions by releasing the existing store site for redevelopment, thereby enabling the "step change" envisaged by the Moston Lane Development Framework.
- 6.6 In policy terms, the principle of development is firmly supported. The site sits within an established Local Centre context, performing the function of a centre as recognised by Core Strategy Policy C1, and as such the proposal aligns with the Development Plan's approach to locating town centre uses where they best support the role and resilience of centres.

- 6.7 The scheme responds positively to the strategic objectives of Places for Everyone, including the focus on regeneration, inclusive growth and the effective use of previously developed land.
- 6.8 Importantly, this is a proposal that maximises economic, social and environmental benefits simultaneously, consistent with the sustainable development objectives that run through the Development Plan and national policy. There is no policy conflict in principle, and the proposal provides a clear narrative of “replacement provision” that consolidates and strengthens local retail activity while facilitating comprehensive regeneration in the wider area.
- 6.9 The economic case is strong and clear. The proposal secures the continued operation of an established retail anchor within the Local Centre and provides modern accommodation that supports long-term viability: a 702 sqm (GIA) convenience store at ground floor, supported by ancillary office and staff welfare facilities at first floor and cold-room/storage capacity at basement level. This improved operational format will assist in maintaining and improving the store’s service offer and efficiency over time.
- 6.10 The short-stay car park management approach - backed by CCTV-controlled enforcement and a maximum one-hour stay - will promote turnover and discourage long-stay parking, supporting regular footfall and encouraging linked trips to other nearby businesses. In these respects, the scheme reinforces the wider vitality and viability of the Moston Lane Local Centre rather than diverting activity elsewhere, and it forms a practical enabling project that unlocks regeneration phases on surrounding sites.
- 6.11 The social benefits are equally significant and have been embedded in the design and layout of the development. Inclusive access is integral: the building provides level, step-free access and a legible customer arrival experience, with a generous paved walkway in front of the store and dedicated pedestrian links connecting directly into and within the site. Dropped kerbs, safe pedestrian and automated fully glazed entrance doors will ensure that the facility is accessible and welcoming to all users, including those with mobility impairments.

- 6.12 From a design and place-making perspective, the scheme delivers a clear enhancement over the existing condition. The site is currently an unprepossessing surface-level car park. The proposal will replace this with a contemporary, well-composed building that is carefully proportioned for its context. The massing and footprint have been designed to sit comfortably within the plot, maintaining appropriate relationships with neighbouring properties while allowing generous circulation, parking and landscaping.
- 6.13 Elevational treatment has been thoughtfully developed to avoid a monolithic appearance: full-height glazing provides transparency and animation, recessed brickwork introduces texture and articulation, and timber louvres/cladding add warmth and visual interest. The entrance canopy creates a strong focal point and improves legibility at street level. A flat roof with integrated louvres will screen future plant, maintaining a clean roofline. Taken together, these elements result in a modern, high-quality building that will positively contribute to the streetscape and signal investment and confidence in the Local Centre.
- 6.14 The environmental balance is also firmly positive. The development makes effective use of previously developed land and is supported by an Energy Statement demonstrating a “fabric-first” approach and efficient building services, including low-carbon electric systems, heat recovery ventilation, energy efficient lighting and photovoltaics, with modelling indicating reduced regulated carbon emissions relative to the Part L 2021 notional target. The scheme also supports lower-emission travel through EV charging provision (2 active bays plus additional spaces constructed to be EV-ready) and high-quality secure cycle parking for both customers and staff. In ecological terms, the site is of limited baseline value and the impacts are clearly understood.
- 6.15 Tree removal is limited to low-quality (‘C’ category) specimens where necessary to facilitate development, with formative pruning recommended for certain retained trees to maintain clearance without adverse effect on health or longevity. Root Protection Areas are addressed through appropriate construction techniques (including minimum-dig approaches where required), and retained trees will be protected through standard arboricultural measures.

- 6.16 Crucially, habitat losses are more than offset through a landscaping and habitat strategy informed by ecological input, delivering measurable Biodiversity Net Gain in excess of the 10% target, including additional tree planting, modified grassland creation and species-rich hedgerows. This provides a robust basis for concluding that environmental outcomes will be improved overall, with detailed landscaping specifications capable of being secured by condition.
- 6.17 Transport and accessibility considerations further reinforce the acceptability of the proposal. The site is highly accessible by foot, cycle and public transport, with frequent bus services on Moston Lane providing strong connectivity to key destinations including the City Centre. The level of on-site parking proposed (25 spaces, including disabled bays and EV provision) is proportionate to the development's scale and sustainable location, and the parking management regime will help ensure that the car park operates as intended for short-stay customer use. Servicing has been sensibly accommodated via an on-site servicing area adjacent to the northwestern edge of the building, with an amended access arrangement providing safer two-way movement and occasional access for larger service vehicles.
- 6.18 The principal acknowledged impact is the loss of the existing 69-space public car park. However, this has been identified transparently and addressed proactively in parallel with the Council's regeneration masterplanning. It is understood that Manchester City Council is progressing a temporary replacement parking strategy within the wider Local Centre - utilising vacant development sites at Albine and Cole Street and maintaining use of the Pym Street site - together with the potential provision of a small additional parking facility for specific businesses off Ebsworth Street (subject to planning approval). This coordinated approach provides reassurance that the transition can be managed to avoid unacceptable displacement of parking demand onto surrounding streets, while a longer-term parking strategy can be developed as regeneration phases progress. In planning terms, this is a practical, deliverable and proportionate response to an otherwise temporary disbenefit, and it should be afforded significant weight in the overall balance.

- 6.19 Where any detailed matters remain to be finalised - such as the detailed landscaping schedule/species, final tree protection and RPA construction methodology, elements of the drainage design (including infiltration testing), and the completion of the Noise Assessment - these are typical and can be secured by appropriately worded planning conditions. None represents a fundamental constraint or an “in principle” obstacle to the grant of permission. The proposal is a conventional retail use in a bustling Local Centre environment, and the supporting technical work demonstrates a clear pathway to compliance with relevant policy expectations.
- 6.20 Overall, the planning balance is decisively positive. The proposal secures the relocation and long-term resilience of a valued, community-serving local foodstore; retains jobs and investment; reinforces the vitality and viability of the Moston Lane Local Centre; strengthens pedestrian connections consistent with the Moston Lane Development Framework as a material consideration; delivers an inclusive, accessible facility with strong sustainable transport credentials; enhances the townscape through high-quality contemporary design; and achieves a measurable biodiversity net gain with appropriate mitigation for limited tree loss. Set against this are impacts that are either temporary and being addressed through a Council-led strategy (public parking displacement), or capable of being secured via condition (landscaping, drainage detail, arboricultural method and noise mitigation if necessary). There are no material considerations that would indicate refusal, and no adverse impacts have been identified that would significantly and demonstrably outweigh the clear benefits. The application should therefore be approved, and planning permission granted.