



J000646-TS01c
DECEMBER 2025

Proposed New Community
Foodstore (702sqm Retail)
Including Ancillary Office /
Administration / Storage Space
and On-site Car Parking and
Landscaping

Land at Ebsworth Street / Penn Street /
Kenyon Lane, Moston, M40 9WB

Transport Statement

Prepared on behalf of:

Moston Superstore Limited

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement (TS) report has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Moston Superstore Limited to consider highways and transport matters related to proposals for a new community foodstore scheme on land bounded by Ebsworth Street / Penn Street / Kenyon Lane, Moston. The scheme represents the relocation and replacement of the existing Moston Superstore store at Pym Street, which is proposed to be demolished and the site redeveloped, as part of the delivery of a wider regeneration masterplan for the Moston Lane Local Centre. The planning application proposals would deliver a modern community foodstore scheme, located within a landscaped setting and supported by dedicated on-site parking. The application site is currently utilised as a public car park, with the existing public parking opportunities offered by the site to be replaced by nearby new community parking areas delivered by Manchester City Council (MCC) as part of the wider Moston Lane regeneration scheme.
- 1.1.2 The TS report has been prepared to apprise the Local Planning & Highway Authority (Manchester City Council - MCC) as to the details of the application scheme, including setting out the proposed site access strategy (vehicles / pedestrians / cyclists), vehicle servicing arrangements and a review of the accessibility of the site by alternative travel modes to the private car. The report also sets out the principles of the wider car parking strategy to be implemented in parallel by MCC for the Moston Lane Regeneration Area and which would effectively support the foodstore relocation scheme.
- 1.1.3 The report is to be submitted alongside a detailed planning application for the new foodstore scheme, programmed to be submitted Winter 2025, and reflects guidance set out in National Planning Policy Guidance (NPPG) “Travel Plans, Transport Assessments and Statements in Decision Taking”. This guidance notes that Travel Plans, Transport Statements and Transport Assessment documents are all ways of assessing and, where necessary mitigating, the negative transport

impacts of schemes, in order to promote sustainable development. The preparation of such reports is therefore required to support all development proposals that could be expected to generate a significant level of travel demand.

1.1.4 Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Transport Statements & Transport Assessments can be used to establish whether the residual transport impacts of a proposed development could be “severe”, which is the critical threshold for determining whether a project should be consented / refused on highways grounds, in accordance with guidance set out in Para 116 to the National Planning Policy Framework (NPPF).

1.1.5 Given that the proposals represent the relocation and enhancement of an existing local foodstore business to a purpose-built site within circa 150m of its existing base and which would be supported by a wider local Council implemented parking strategy which would deliver additional parking capacity across the Moston Lane Local Centre area, it is considered that the preparation of a formal Transport Statement (TS) document to support the planning application is appropriate in this case.

1.1.6 The scope and nature of matters considered in this TS report reflects the extent of issues that are anticipated to be of material interest to the Local Highway Authority (LHA), based on pre-application discussions with officers.

1.2 Report Structure

1.2.1 The structure of the remainder of this TS report is therefore as follows:

- Section 2 considers the location and historical use of the site, including a review of relevant planning policy and the core principles underlying the Moston Lane Development Framework (2023), of which the application scheme forms an initial enabling element.

- Section 3 sets out a review of prevailing local highway network conditions & connections to the application site, including results of local parking surveys and relevant historical road safety records.
 - Section 4 presents an audit of the nature of sustainable transport opportunities available in the immediate vicinity of the application site, including a review of local walking, cycling and public transport connections.
 - Section 5 presents a description of the main application scheme elements - including a review of proposed vehicle and pedestrian / cycle site access arrangements, on-site car parking and vehicle servicing. The section also sets out parallel wider changes to public parking provision to be pursued by MCC across the Moston Lane Local Centre locality, to support the application scheme and the delivery of wider area regeneration objectives.
 - Section 6 sets out a summary of the TS review and highlights key conclusions drawn from the assessment work.
- 1.2.2 This TS report should be read alongside the other technical documents submitted in support of the planning application, including the Planning Statement prepared by Roman Summer and Design & Access Statement prepared by Martin Spencer Architects.
- 1.3 **Development Vision**
- 1.3.1 December 2024 NPPF sets out the requirement for a ‘vision led’ approach to transport planning (see also section 2.2 to this TS report), based on identifying outcomes for development that reflect the principles of achieving well-designed, sustainable and popular places and identifying the transport solutions required to deliver those outcomes. NPPF recognises that transport and access represent key elements of scheme vision and should be considered from the earliest stage when planning new development proposals.

- 1.3.2 The defining vision of the new foodstore proposals is therefore to deliver enhanced community foodstore development that meets local need, is accessible via a range of travel modes in order to maximise non car trip based demand and which can be delivered in parallel with local regeneration objectives (Moston Lane Development Framework (2023)), without generating severe wider transport network impacts.

2.0 SITE LOCATION, EXISTING SITE USE & RELEVANT PLANNING POLICY

2.1 Site Location and Existing Land Use

2.1.1 The application site represents an existing small public car park (69 spaces) located to the south of Moston Lane, Moston. The strategic location of the site is illustrated in **Figure TS1** to this report, with an aerial photo image included as **Figure TS2**. These plans illustrate the site's context with respect to the Moston Lane local distributor road to the north and the location of the existing Moston Superstore site off Pym Street (circa 150m to the west).

2.1.2 The existing car park / application site represents an irregular shaped land parcel bounded to the west by the alignment of the local residential route of Ebsworth Street, to the south by Penn Street and to the east by Kenyon Lane. To the north, the site is bounded by rear yards associated with commercial properties fronting Moston Lane. The car park site is of generally open hard surfaced character, but includes for a grass verge, including trees, to the Ebsworth Street / Penn Street / Kenyon Lane frontages. The existing car park facility operates without as a free car parking facility with no restrictions on vehicle duration of stay. All parking spaces at the site are of standard size with no spaces sized or marked for disabled use.

2.1.3 Vehicle access to the existing car park site is currently taken from the western frontage route of Ebsworth Street and is of a simple kerbed (circa 4.8m wide) T-junction connection to a blocked paved speed table feature, which extends from the terminal point to Moston Lane circa 30m to the north, to the junction with Birchenall Street immediately to the south. Access to the car park is limited to vehicles of less than 1.8m height via the installation of a height restriction gateway arch feature. Photographs of existing site features and surrounding local highway network connections are included as **Appendix TS1** to this report.

2.1.4 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 southeastern 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). This child nursery business is known to use their southern gated access to the car park from their site as one of the main child / parent pedestrian access, with these users often parking in the car park or walking to the site via the connecting footpath link. This southern nursery access tends to be used in favour of the main formal building access direct from Moston Lane.

- 2.1.5 As noted, the existing Moston Superstore site, the business to be relocated to the site as part of the application scheme, is located circa 150m to the west of the application site fronting Pym Street. This existing business is based in a large single storey 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 stored on the highway to the front of the site, before being transported to on-site storage areas (see **Appendix TS1**). This can often lead to a loss of immediate frontage on-street car parking to the store.

2.2 Existing Planning Status & Relevant National & Local Planning Policy

- 2.2.1 As noted above, the application site is currently utilised as local community public car parking area, providing 69 marked spaces. The site is therefore not specifically allocated for development within the prevailing Manchester City Council Local Plan Core Strategy - see **Figure TS3** to this report. The site does, however, form part of the area covered by the Moston Lane Development Framework (2023) and is identified in this key local policy document as representing land suitable for Commercial / Mixed Use development (see also paragraphs 2.2.20 - 2.2.25 to this report).
- 2.2.2 The paragraphs below provide a summary of transport related planning policy matters that are considered relevant to the application scheme. This review includes consideration of transport policy guidance set out in both national and local planning and transport policy documentation.

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Transport Statement

National Planning Policy

- 2.2.3 December 2024 National Planning Policy Framework (NPPF) seeks to encourage development which accords with the sustainable transport & development visions of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Paragraph 7 of NPPF notes that:

“The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner.”

- 2.2.4 Paragraph 10 reinforces this position by stating:

“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

- 2.2.5 The role of transport considerations in the planning system and the key objectives when promoting sustainable objectives as identified in the NPPF are as follows:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage - for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. (Para 109)

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health... (para 110)

“...Applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (Para 117)

- 2.2.6 It is considered that the development of the application site at Ebsworth Street to deliver replacement / enhanced community foodstore use would be in accordance with these general policy principles, by maintaining the presence of the business within an established local centre and acting as an important initial step in the delivery of regeneration objectives for the wider Moston Lane Local Centre area. Furthermore, the site would be designed to encourage sustainable trip making for journeys to / from the site and direct access for disabled customers, thereby ensuring accessibility and helping to minimise overall traffic related effects. Relocation of the business to a new purpose-built site would also help address existing ongoing operational parking and delivery issues associated with the existing site at Pym Street.

- 2.2.7 Paragraphs 115, 116 & 117 of NPPF also provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and,

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” (Para 115)

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.” (Para 116)

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.” (Para 118)

- 2.2.8 Paragraph 116 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. NPPF clearly identifies that development should only be refused in those cases where highways impact would be ‘severe’ (our underlining), following mitigation - which is typically understood to mean situations where development is likely to result in a material detrimental ‘step change’ in circumstances when compared to predicted Baseline ‘Do-Nothing’ conditions. Should the operational effects, as a consequence of development be marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

- 2.2.9 Whilst the NPPF does not seek to define the nature of what is considered to represent a ‘severe’ impact, thereby allowing for some flexibility to reflect site

specific circumstances, it is clear that the guidance has the effect of setting a 'high-bar' for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 116 inherently suggests that some measure of highways impact must be viewed as being 'acceptable' and that it is only when a 'severe' detrimental highways & transport position is identified, that a refusal of planning permission on such grounds is appropriate.

Local Planning Policy

2.2.10 The Development Plan for Manchester comprises:

- Places for Everyone (PfE) (March 2024)
- Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan (UDP) (1995)

Local Planning Policy: Local Development Framework Core Strategy

2.2.11 The key policy document with respect to the application site is the Local Development Framework Core Strategy (April 2012), which covers the period 2012 - 2027.

2.2.12 Policy SP1 'Spatial Principles' to the Core Strategy sets out the key matters that will guide development in the City during the plan period to 2027. Identified core development principles are to ensure that development in all parts of the City should:

- ***Make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.***
- ***Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.***
- ***Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.***

2.2.13 These core development principles are reinforced through policy DM1 ‘Development Management’ of the Core Strategy, which identifies that new development should pay specific regard to matters such as:

- Accessibility for disabled persons and sustainable transport modes;
- Vehicle access and car parking;
- Servicing and refuse collection.

2.2.14 Policy C8 ‘Local Centres’ identifies that Local Centres perform an important role by ensuring that residents have convenient access to day-to-day shopping and local service needs and are especially important to those who suffer from limited mobility. The Core Strategy identifies that the Moston Lane area is to be formally recognised as a Local Centre. Objectives for these Local Centre areas, as set out in in Policy C8, include:

“Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres.”

2.2.15 The key transport related policy in the Core Strategy relevant to the consideration of the application scheme is Policy T1 ‘Sustainable Transport’ which states the following:

“T1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- ***Improve choice by developing alternatives to the car.***
- ***Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.***
- ***Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.***
- ***Improve pedestrian routes and the pedestrian environment.***

- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. *pedestrians and disabled people*
 - 2. *cyclists, public transport,*
 - 3. *commercial access,*
 - 4. *general off-peak traffic,*
 - 5. *general peak time traffic.”*

2.2.16 In addition to Policy T1, Core Strategy Policy T2 ‘Accessible Areas of Opportunity & Need’ identifies that the Council will actively manage patterns of development to ensure that new development is easily accessible by walking, cycling and public transport, thereby connecting residents and users to jobs, leisure, open space and educational opportunities.

Local Planning Policy: Guide to Development in Manchester Supplementary Planning Document (SPD) & Planning Guidance (April 2007)

2.2.17 The key accessibility matters highlighted above and the need for appropriate assessment and supporting management of travel, are further reinforced by the April 2007 ‘Planning Guidance’ SPD. This document sets out the core development principles that apply to new developments in Manchester. Paragraph 2.22 and 2.23 of the document note that:

“In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.”

....hierarchy of road users which gives priority to pedestrians, disabled people and then cyclists... the aim will be to cater for the needs of those who use the area, rather than pass through it.”

2.2.18 Paragraph 2.28 also notes that:

“The identification of key routes for pedestrians and cyclists will be required as an integral part of the design of new development schemes.”

- 2.2.19 The guidance also notes the following with respect to the need for site servicing considerations to form a key part of development design, in order to deliver practical schemes that are sympathetic to their surroundings (para 2.31):

“Developers should consider the servicing needs of any development at an early stage to ensure that adequate servicing is provided on site. Poor on-site provision can lead to a reduction in pedestrian safety on adjacent roads as well as higher costs in the maintenance of an attractive street environment.”

Moston Lane Development Framework (2023) (2023)

- 2.2.20 As noted above, the application site lies within the area covered by the Moston Lane Development Framework (2023), with the development proposals effectively represent an important initial enabling element of this emerging area strategy. The Development Framework has been prepared by MCC to set out the preferred approach to deliver the regeneration of Moston Lane area and to address a number of existing deficiencies that undermine the current user experience to the area, including problems associated with traffic volumes, excess and unmanaged informal car parking on streets, poor linkages by walking & cycling and limited & poor quality public realm.

- 2.2.21 The Framework therefore sets out seven project objectives to guide the realisation of the future vision for Moston:

1. Establishing a stronger local centre with the creation of a new community focused space;
2. Supporting the delivery of new homes;
3. Improving the quality and management of existing private rented stock;
4. Enhancing the quality of the public realm along Moston Lane;
5. Supporting more sustainable movement around the local centre and to surrounding green spaces;
6. Enhancing existing spaces to offer improved functions for the local community; and,
7. Rationalising car parking and improving the provision of parking within the centre.

- 2.2.22 **Figure TS4a & Figure TS4b** to this report present plan extracts from the Framework document that illustrate core elements of the emerging strategy. These plans demonstrate that the existing Moston Superstore site at Pym Street lies within a zone that is proposed for new development and investment, with the application site at Ebsworth Street identified for commercial led mixed use re-development. Proposed new / replacement foodstore development at the application site would therefore be in accordance with this commercial led designation.
- 2.2.23 The application site also forms part of a package of sites (Sites 1, 2 & 3 - see **Figure TS5**) identified for the development of a new local centre. The application site (Site 2) is noted to represent a key element in helping to unlock a new local centre for Moston Lane by providing the potential for re-provision of existing uses elsewhere in the area. The Framework notes that development on this site could create a new frontage onto Kenyon Lane and provide improved parking for future users on the site. The proposed relocation of the Moston Superstore site to this area under the application scheme proposals would therefore be in general accordance with this framework strategy element.
- 2.2.24 As part of the wider regeneration proposals, the framework identifies the need for MCC to develop a long term parking strategy to support wider redevelopment objectives for the Moston Lane area. The framework document notes that current parking is provided in an unstructured way, resulting in shopper focussed / short stay spaces often being used for longer-stay use, thereby reducing overall turn-over of spaces and potentially having a negative impact on accessibility to local businesses & pushing commercial related parking into adjacent residential areas. The framework document therefore identifies the need for a future hierarchal approach to parking to be developed by the Council, including greater enforcement and formalisation of parking zones. The framework also identifies the potential for a multi-functional east-west linear corridor to the south of Moston Lane, with a focus on Birchenall Street, connecting to Ebsworth Street, the application site and Kenyon Lane to the east (see **Figure TS6**).

- 2.2.25 It is therefore clear that the application site represents an important element in delivering the objectives of the Moston Lane Development Framework (2023) and that the early development of the site, allowing relocation of the existing community foodstore, would facilitate the regeneration / redevelopment of other key land parcels within the Local Centre.

3.0 LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As noted above, the application site is currently bounded by three adopted highway routes (Ebsworth Street / Penn Street / Kenyon Lane) with vehicle access to / from the site limited to Ebsworth Street. Ebsworth Street is a local access road serving the existing public car park use and other frontage terraced residential properties. In the vicinity of the application site the route is of 6.5m vehicle carriageway width, with segregated minimum 2.0m footways to both sides. The northern sections of these footways, on the approach to the Moston Lane junction, are protected from on-footway parking via regularly spaced bollard features close to the kerb edge. The route benefits from street lighting and operates under a 30mph urban speed limit.
- 3.1.2 Approximately 30m the north of the application site connection, Ebsworth Road terminates at a simple T-junction side road connection to Moston Lane, with the approach to this junction characterised by a block paved surfaced raised table feature and double yellow parking controls that extend circa 15m along Ebsworth Street. The junction with Moston Lane also includes for kerb radius build-outs into Moston Lane to create formal parking bays to the immediate east of the junction. These build-outs assist visibility for side road traffic seeking to access Moston Lane. No other parking controls are in operation along the remaining length of Ebsworth Street, potentially allowing for on-street parking to take place to both sides of the carriageway.
- 3.1.3 Immediately to the south of the application site access, Ebsworth Street is accessed by the side road of Birchenall Street, with this route effectively forming an off-set (left / right) crossroads with the application site access. Birchenall Street is a local residential street of circa 6.5m carriageway width and serves frontage terraced properties and rear land and yards associated with commercial properties fronting to Moston Lane. The route terminates at a side road connection to Hartley Street approximately 90m to the west of the link to Ebsworth Street. No parking restrictions are currently in operation along this route.

- 3.1.4 Approximately 50m to the south of the application site vehicle connection, Ebsworth Street connects to the east-west route of Penn Street at a priority crossroads layout, (Penn Street acting as give-way route). To the south of this crossroads Ebsworth Road continues before terminating at a 90-degree junction with Whittaker Street. This southern section of route is of primarily residential character.
- 3.1.5 Penn Street is an east-west local access road (30mph speed limit & street lighting) connecting Kenyon Lane to the east to Pym Street to the east. To the west of Ebsworth Street the route passes between the application site and the Lightbowne Social Club and is of 6.75m operating carriageway width, with minimum 2.0m segregated footways to both sides. No parking restrictions are in operation along the route. To the west of Ebsworth Street, Penn Street is of more residential character and includes for some limited traffic management features such as rumble strips and build-outs.
- 3.1.6 Kenyon Lane to the east of the application site is a north-south local distributor road route linking to the Moston Lane corridor just to the north and B6936 Lightbowne Road circa 600m to the southeast. In the immediate vicinity to the application site, Kenyon Lane is of at least 9m vehicle carriageway width, with minimum 2m segregated footways to both sides. The route benefits from street lighting and operates under a 30mph urban speed limit. Circa 40m to the north of the junction with Penn Street, Kenyon Lane is marked as two northbound lanes on the approach to a traffic signal-controlled junction with Moston Lane / Worsley Avenue (circa 80m north of Penn Street junction). To ensure the most efficient operation of these approach lanes, double yellow line parking controls extend circa 50m back southwards from the Kenyon Lane stopline at the traffic signal junction. The remainder of local sections of Kenyon Lane are not subject to any parking controls and regular on-street parking to property frontages was noted as taking place.
- 3.1.7 The Kenyon Lane / Moston Lane / Worsley Avenue junction is a four-arm traffic signal-controlled crossroads junction, including for advanced cycle stoplines on the Kenyon Lane and both Moston Lane approaches and push-button pedestrian

crossing facilities, with marked crossing routes on all arms. The junction is characterised by two lane approaches on the Kenyon Lane (ahead lane and right turn lane) and Moston Lane (E) (ahead / right turn lane and left turn lane) and single lane approaches on Moston Lane (W) and Worsley Avenue.

3.1.8 Moston Lane represents the main east-west local distributor road route through Moston and is the main commercial focus of the existing Local Centre, being characterised by a range of shops and services based within properties fronting the route. In the vicinity of the application site, Moston Lane includes for kerb build-outs to allow for lay-by parking (2-hour stay parking restrictions, return prohibited within 1-hour), with the remainder of the route controlled by double yellow line parking restrictions, with pavement parking deterred via the use of bollards along the carriageway edge. Moston Lane also represents a busy bus route and includes for marked bus stops (see section 4.3 to this report).

3.1.9 A traffic signal-controlled pedestrian crossing is available to the west of Ebsworth Street, between the Hartley Street & Pym Street side road connections. Side road connections to Moston Lane typically include for tactile pedestrian dropped crossing points and double yellow line controls extending into these side road routes, to avoid potential conflicts between parked vehicles and turning traffic.

3.2 Background Local Highway Network Operating Conditions

3.2.1 Site visits suggest that traffic demand on the immediate sections of Ebsworth Street and Penn Street to the application site is generally low, being typically of the order of only a handful of vehicle movements per minute (two-way). Main local traffic demand is focussed on the local distributor road routes of Moston Lane and Kenyon Lane. During core day-time periods, Moston Lane operates with slow moving / stop-start traffic, reflecting the influence of side road access, bus stops, pedestrian crossing points and access to / from on-street parking bays.

3.2.2 To assist in the development of an area wide parking strategy to support the Moston Lane Development Framework (2023), MCC Highways undertook a survey of parking demand conditions on local roads across the Local Centre area during October

2024. This exercise recorded car park demand over a range of survey hours (08:00-09:00, 09:00-10:00, 12:00-13:00, 18:00-19:00 and 19:00-20:00) for the period Thursday 17 October 2024 to Sunday 20 October 2024 (inclusive) and included for the key local study area routes to the application site of Ebsworth Street, Penn Street, Moston Lane and Kenyon Lane (see **Appendix TS2** to this report), along with a survey of usage of the existing Ebsworth Street public car park. The results of this survey identified the following demand trends in terms of recorded car park demand v MCC estimates of practical parking capacity for each road (taking into account parking restrictions, carriageway narrowing and not including for 'double parking').

Public Car Park Use at the Application Site

- The existing Ebsworth Street public car park currently operates with a level of spare capacity under most demand conditions. Maximum demand was recorded during the Friday early afternoon period (coinciding with worship at the Moston Muslim Community Centre), at which point a demand level of 107% of site capacity was recorded.
- Maximum demand on other days tended to occur for the midday 12.00-13.00 hour and represented a parking demand of 88% of capacity on the survey Thursday and 74% of capacity on the Saturday. Sunday parking levels were generally low - with the car park typically less than a third utilised during all survey periods.

Immediate Surrounding Streets to the Application Site

- Immediate local streets to the application site generally demonstrated some level of available on-street car parking capacity over the majority of the survey period, with parking usage typically being under 60% - 70% of available practical parking capacity. A peak in on-street parking demand was recorded on local roads during the Friday early afternoon period, again identifying the likely influence of Moston Muslim Community Centre related parking. Parking demand on the immediate section of Ebsworth Street to the application site, including

the existing access point, showed generally limited parking, typically at under 33% of capacity, expect during the identified Friday early afternoon peak.

- Parking on the immediate section of Kenyon Lane to the application site was recorded to be at typically high levels (generally 80% of capacity or more) during the majority of survey periods. This is likely to reflect longer term parking demand associated with frontage residential properties along this route, combined with some overspill potential from local commercial businesses such as the adjacent funeral directors.

- 3.2.3 These survey results would tend to reflect the general comments and observations re: the ad-hoc nature of existing local on-street parking demand as referenced by the MCC Moston Lane Development Framework (2023) document, as well as highlighting that the existing public car park at the application site is currently well used. It is therefore clear that any wider regeneration strategy for the Moston Lane area, which includes relocation of the community foodstore to the application site, would require a level of supporting replacement public parking to be provided elsewhere, in order to accommodate existing off-street parking demand.

3.3 Road Safety: Review of Personal Injury Accident Records

- 3.3.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data extracted from the Crashmap.co.uk database for the most recently available 5-year search period (Jan 2018 to Dec 2023 inclusive). This information includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a minimum five-year search period accords with criteria recommended in NPPG good practice guidance, with the study area including for immediate sections of Ebsworth Steet, Penn Street and Kenyon Lane and the section of Moston Lane including the traffic signal junction with Kenyon Lane and the side road connections with Arran Street and Ebsworth Street.

- 3.3.2 Details of the extent of the search area and the number, location and severity of recorded injury accident events are illustrated in **Figure TS7** to this report.
- 3.3.3 The accident review exercise identifies that, in general, the immediate local highway network to the application site shows a good recent road safety record, with no accident incidents recorded as taking place along the study area sections of Ebsworth Street and Penn Street, including the Ebsworth Street terminal junction connection with Moston Lane and the Penn Street / Ebsworth Street crossroads. Only three 'slight' class accident incidents have been recorded across the full study area.
- 3.3.4 Two of the recorded accident incidents were recorded on Moston Lane (Accident Refs 1 & 2). Review of these events (2023 & 2020) identifies that accident reference 1 involved a vehicle / pedestrian incident during a summer weekday day time on a section of Moston Lane away from a side road connection. Accident Ref 2 involved a collision between turning vehicles at the Moston Lane / Kenyon Lane junction, with this incident involving a motorcycle user. This incident took place during a weekend afternoon period.
- 3.3.5 A further accident incident (Accident Ref: 3) was recorded on Kenyon Lane in 2020, close to the side road connection of Penn Street. Review of this incident suggests that it involved a collision between a through vehicle and a vehicle turning right out of the Penn Street side road.
- 3.3.6 Based on the above review of accident history, it is ultimately concluded that there are no clear & substantive prevailing local road safety issues over the immediate local highway network that would call the development of the application site for a replacement local foodstore into question, or require direct additional highway safety mitigation measures funded by the application scheme.

4.0 SITE ACCESSIBILITY AUDIT

4.1 Introduction

4.1.1 Development of the application site for foodstore land use would need to satisfy the key planning and transport related sustainability objectives of:

- Minimising the need to travel by private car;
- Ensuring accessibility to a range of sustainable travel options.

4.1.2 The nature of local sustainable transport connections available within the immediate catchment of the site are summarised in the paragraphs below.

4.2 Walking and Cycling Accessibility

4.2.1 As set out in section 5 to this report, direct access to the application scheme by foot would be taken via primary footpath connections from Ebsworth Street and Penn Street, linking to the segregated footpath connections to these routes. These connecting routes are of typically minimum 2.0m width, with Ebsworth Street providing links to the north to the main local shopping street of Moston Lane and Penn Street eastern connections to the local distributor road of Kenyon Lane. The nearby Moston Lane / Kenyon Lane traffic signal junction also includes for pedestrian push-button pedestrian priority phases and advanced cycle stopline features to assist cycle users.

4.2.2 Onward pedestrian connections along the Moston Lane corridor are generally good, characterised by tactile dropped crossing points at all main side road entrance points (including the junction with Ebsworth Street), bollard features to prevent on-footway parking and dedicated traffic signal controlled crossing facilities at the Moston Lane / Worsley Avenue / Kenyon Lane junction to the east and the puffin crossing within the main shopping area (between Hartley Street & Pym Street). No tactile crossing facilities are current available on side road connections to Kenyon Lane or Pymm Street.

- 4.2.3 National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an ‘acceptable’ walking distance to community facilities and shops, with 1.2km representing a ‘preferred maximum’. 2km has been identified as a suitable walk distance for regular commuting trips. **Figure TS8** to this report illustrates example walking catchments to / from the application site and demonstrates that virtually all of Moston lies within a 1km walk catchment of the site, with a 2km catchment including parts of Harpurhey, New Moston and Newton Heath.
- 4.2.4 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. A 5km cycle journey to / from the application site allows access across a wide section of North Manchester, Oldham and Salford (see **Figure TS9**) including Charlestown, Blackley, Crumpsall, Miles Platting, Newton Heath, Failsworth Alkington and Hollinwood.
- 4.2.5 Details of existing local cycle infrastructure available across the local cycle catchment to the application site is illustrated in **Figure TS10** respectively. Currently dedicated cycling infrastructure provision in the immediate vicinity of the site is limited, however, the Moston Lane Development Framework (2023) explicitly identifies one of the objectives of 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.
- 4.3 **Access by Public Transport**
- 4.3.1 The application site lies close to the Moston Lane corridor, which acts as a busy public transport route. Nearest bus stops to the site are located 95m (eastbound services) and 200m (eastbound & westbound services) from the centre of the site. The nearest eastbound stop is characterised by simple flagpost provision, with small service information board, bus boarder kerb and bus-cage road markings. The westbound bus stops includes for passenger shelter, large information board with

map, bus boarder kerbs and bus cage markings. The additional eastbound stop in this location is of a similar standard, but also includes for a lay-by feature.

4.3.2 The local stops on Moston Lane are served by the following regular frequency bus routes (see also **Figure TS11**):

- **52: Failsworth - Moston - Harpurhey - Cheetham Hill - Broughton - Eccles - Trafford Centre**
 Every 30-minutes Monday - Saturday daytime service & hourly evening service until circa 23:00.
 30-minute Sunday daytime service & hourly evening service
- **81: Oldham - Werneth - Moston - Harpurhey - Collyhurst - Manchester**
 Every 30-minutes Monday - Saturday daytime service & hourly evening service until circa 23:00.
 Hourly Sunday daytime service & hourly evening service
- **112: Middleton - Middleton Junction - Moston - Harpurhey - Collyhurst - Manchester**
 Every 15 / 20-minutes Monday-Friday daytime service & 30-minute evening service until circa 23:00. Every 30-minute Sunday service
- **115 / 116: Alkrington - Charlestown - Moston - Harpurhey - Blackley - Higher Blackley - Middleton (Circular)**
 7 services per day Mon-Sat (every 2 hours during morning / afternoon) in each direction. No Mon-Sat evening service. No Sunday service.
- **117: Greengate - New Moston - Moston - Collyhurst - Manchester**
 Every 30-minutes Monday-Saturday daytime service until circa 19:00 (Mon-Fri) / 18:00 (Sat). No late evening service Mon-Sat. Hourly Sunday service until 16:00. No Sunday evening service.
- **118 / 119: North Manchester General Hospital (118) - Higher Blackley - Dam Head (119) - Blackley - White Moss - Moston - Harpurhey - Collyhurst - Manchester**
 6 buses per hour (3 * 118 & 3 * 119) Mon-Sat daytime & 2 buses per hour (1 * 118 & 1 * 119) Mon-Sat evening service. 3 buses per hour (2 * 118 & 1 * 119) Sunday daytime & 2 buses per (1 * 118 & 1 * 119) Sunday evening service.

4.3.3 Review of these available local bus services and connections identifies that the stops on Moston Lane weekday service frequency of up to 15 buses per hour to / from Manchester city centre, with these services providing links to wider destinations such as Failsworth, Oldham, Middleton, Harpurhey and Blackley.

4.3.4 Given the range and frequency of service available, both stops effectively offer an almost 'turn up and go' level of service for trips to / from Manchester city centre and a range of other core local destinations in north Manchester, Oldham & Salford.

4.3.5 Additional bus services are also available from stops on Kenyon Lane circa 275m to the south of the centre of the application site, near to the junction with Wilfred Street and adjacent to a traffic signal-controlled pedestrian crossing. These stops are served by the 114 and 151 bus routes, viz:

➤ ***114 - Alkrington - Moston - Monsall - Miles Platting - Manchester***

Approximately every 20 minutes Mon-Fri core daytime service & hourly evening service until 22.00. Approximately every 30 minutes Mon-Fri core daytime service & hourly evening service until 22.00. Hourly Sunday daytime service until circa 22.40.

➤ ***151 - North Manchester General Hospital - Cheetham Hill - Monsall - Harpurhey - Moston - Newton Heath - Failsworth - Hollinwood - Hathershaw - Bardsley - Ashton-Under-Lyne***

Approximately hourly Monday - Saturday daytime service & hourly evening service until circa 19.00. Hourly Sunday daytime service until circa 17.00.

4.4 **Accessibility Summary**

4.4.1 Overall, it is concluded that the application site represents a suitable location for community food retail development, being located within a defined local centre, served by high frequency public transport connections and within a practical walking and cycling distance of a range of local residential zones. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby help to manage the overall car trip demand to / from the site.

5.0 REVIEW OF THE APPLICATION SCHEME PROPOSALS

5.1 Development Principles

5.1.1 The application scheme represents the delivery of a new community foodstore development on land at Ebsworth Street / Penn Street / Kenyon Lane. The scheme would act as a new purpose-built store to replace the existing Moston Superstore facility at nearby Pym Street which is to be closed and demolished as part of the initial phases of the delivery of the wider regeneration strategy for the Moston Lane area. The proposals would include for a single large building including 702sqm ground floor retail and storage floorspace, a 702sqm basement storeroom / coldstore and 702sqm first floor offices and ancillary staff facilities. A copy of the site masterplan and details of building floorplans are included as **Appendix TS3** to this report.

5.1.2 The site plan also includes for 25 on-site car parking spaces, a delivery area / service vehicle turning zone and external landscaping.

5.1.3 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

5.2 Proposed Access Arrangements

5.2.1 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. Lateral visibility from this access point and for right turn vehicles waiting to turn into the site from Ebsworth Street would be in line with prevailing speed limits and / or local practical operating speeds (see **Figure TS12** to this report).

- 5.2.2 Pedestrian access to the site would be taken via new two new direct connections to the frontage footways to Ebsworth Street and Penn Street, allowing for onward links to the main local travel corridors of Moston Lane to the north (via Ebsworth Street) and Kenyon Lane to the south and east (via Penn Street). The internal site car park layout has been designed to offer clear and convenient routes for staff and visitors to access the foodstore building from these footpath connection points.
- 5.2.3 An additional secure (gated) staff only pedestrian connection would be provided to the north of the site building to Kenyon Lane. This staff only access would effectively replace the existing general pedestrian connection to the car park from Kenyon Lane, with new public pedestrian access via Kenyon Lane and the new pedestrian / cycle access from Penn Street.
- 5.2.4 Delivery of the foodstore car parking & 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. *In future, access to the nursery will be from the nursery site's existing main access point of the north, directly from Moston Lane. This will avoid the need for parents and children to access via the car park, as is currently the case. MCC Development 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."*

5.3 Development Car Parking & Cycle Parking

Car Parking

- 5.3.1 The application scheme is proposed to be supported by 25 on-site marked car parking spaces (2.6m by 5.0m dimension), including for 3 disabled person standard bays of 3.8m by 6.2m dimension. 2 of the parking bays (1 standard bay & 1 disabled bay) would be delivered as 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. Two dedicated motor-cycle spaces would be included close to the main building entrance.

- 5.3.2 The site car park would 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, it is proposed that the store operator would 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.

Cycle Parking

- 5.3.3 Secure, covered cycle parking would be provided at two locations across the application scheme, viz:
- *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 6 cycles.

5.4 Site Servicing

- 5.4.1 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.
- 5.4.2 Discussions with the site operator have identified that main servicing of the foodstore is anticipated to be primarily undertaken by smaller Transit Van or Luton Van delivery vehicles (i.e. up to 7.5t mgw) - similar to the operation of the current foodstore site and reflecting the nature of vehicles used by local suppliers. **Appendix TS4** to this report illustrates example vehicle swept path assessment runs for such expected delivery vehicles and demonstrates that such movements

can be accommodated safely within the on-site manoeuvring areas and would be suitable to be undertaken during standard customer opening periods.

5.4.3 **Appendix TS4** also demonstrates that the site would be able to accommodate occasional access by larger servicing vehicles such as large rigid HGV or large refuse collection vehicle (RCV). Due to the size of these larger service vehicles, any such access events (if required) would be directly managed by trained site staff to avoid against any potential for conflict with parked vehicles or general customer movements within the car park and would be restricted to out of hours / quiet customer hours periods, with designated manoeuvring areas reserved in advance by site staff (such as coning off of spaces).

5.4.4 The proposed on-site car parking area is also suitable for access and turning by a larger fire tender vehicle.

5.5 **Supporting Wider Car Parking Strategy for the Moston Lane Framework Area**

5.5.1 The delivery of the application scheme would result in the loss of the 69 public car parking spaces that are currently available for use at the Ebsworth Street car park. As identified in section 3.2 to this report, the existing public car park has been demonstrated to experience 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.

5.5.2 The importance of maintaining suitable baseline public car parking to support the Local Centre has been recognised by MCC and therefore 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 Albion 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.”

- 5.5.3 MCC have identified that in combination these temporary initiatives would deliver approximately 112 parking spaces, thereby effectively providing a greater level of local overall off-street parking capacity than currently available. Subject to the required approvals, these additional temporary car parking spaces would be made available prior to the closure / disposal of the public car park at the application site and the commencement of the foodstore development works.
- 5.5.4 A long-term parking strategy for the Moston Lane local centre is being developed by the MCC Development Team, incorporating opportunities identified the 2023 Development Framework as well as the development sites located behind Moston Lane that are understood to be coming forward in the years ahead

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary of Issues

- 6.1.1 This Transport Statement (TS) report has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Moston Superstore Limited to consider highways and transport matters related to proposals for a new community foodstore scheme on land bounded by Ebsworth Street / Penn Street / Kenyon Lane, Moston. The scheme represents the relocation and replacement of the existing Moston Superstore store at Pym Street, which is proposed to be demolished and the site redeveloped, as part of the delivery of a wider regeneration masterplan for the Moston Lane Local Centre. The planning application proposals would deliver a modern community foodstore scheme, located within a landscaped setting and supported by dedicated on-site parking.

Site Location & Existing Status

- 6.1.2 The application site represents an existing small public car park (69 spaces) located to the south of Moston Lane, Moston. The site represents an irregular shaped land parcel, bounded to the west by the alignment of the local residential route of Ebsworth Street, to the south by Penn Street and to the east by Kenyon Lane. Vehicle access to the existing car park site is currently taken from the western frontage route of Ebsworth Street and is of a simple kerbed (circa 4.8m wide) T-junction connection to a blocked paved speed table feature. Access to the car park is limited to vehicles of less than 1.8m height via the installation of a height restriction gateway arch feature.
- 6.1.3 The existing car park facility operates as a free car parking facility with no restrictions on vehicle duration of stay. 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 southeastern 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).

Moston Lane Development Framework (2023)

- 6.1.4 The application site lies within the area covered by the Moston Lane Development Framework (2023), with the development proposals effectively represent an important initial enabling element of this emerging area strategy. The Development Framework has been prepared by MCC to set out the preferred approach to deliver the regeneration of Moston Lane area and to address a number of existing deficiencies that undermine the current user experience to the area, including problems associated with traffic volumes on inappropriate routes, excess and unmanaged informal on-street car parking, poor linkages by walking & cycling and limited & poor quality public realm. The existing Moston Superstore site at Pym Street lies within a zone that is proposed for new development and investment, with the application site for the new store being identified for commercial led mixed use re-development. Proposed new / replacement foodstore development at the application site would therefore be in accordance with this commercial led designation and would assist wider regeneration objectives.
- 6.1.5 As part of the wider regeneration proposals, the framework identifies the need for MCC to develop a parking strategy to support longer term redevelopment objectives. The framework document notes that current parking is provided in an unstructured way, resulting in shopper focussed / short stay spaces often being used for longer-stay use, thereby reducing the overall turn-over of spaces and potentially having a negative impact on the accessibility to local businesses & pushing commercial related parking into adjacent residential areas. The framework document therefore identifies the need for a future hierarchal approach to parking to be developed by the Council, including greater enforcement and formalisation of parking zones. The framework also identifies the potential for a multi-functional east-west linear corridor to the south of Moston Lane, with a focus on Birchenall Street, connecting to Ebsworth Street, the application site and Kenyon Lane to the east.

Existing Local Highway Network Conditions

- 6.1.6 As noted above, the application site is currently bounded by three adopted highway routes (Ebsworth Street / Penn Street / Kenyon Lane) with vehicle access to / from the site limited to Ebsworth Street. Ebsworth Street is a local access road serving the existing public car park and other frontage terraced residential properties. In the vicinity of the application site the route is of 6.5m vehicle carriageway width, with segregated minimum 2.0m footways to both sides. The route benefits from street lighting and operates under a 30mph urban speed limit.
- 6.1.7 Approximately 30m the north of the application site connection, Ebsworth Road terminates at a simple T-junction side road connection to Moston Lane, with the approach to this junction characterised by a block paved surfaced raised table feature and double yellow parking controls that extend circa 15m along Ebsworth Street. The junction with Moston Lane also includes for kerb radius build-outs into Moston Lane to create formal parking bays to the immediate east of the junction. These build-outs assist visibility for side road traffic seeking to access Moston Lane. No other parking controls are in operation along the remaining length of Ebsworth Street, potentially allowing for on-street parking to take place to both sides of the carriageway.
- 6.1.8 To the south of the application site vehicle connection, Ebsworth Street connects to the east-west route of Penn Street at a priority crossroads layout, (Penn Street as give-way route). Penn Street is an east-west local access road (30mph speed limit & street lighting) connecting Kenyon Lane to the east to Pym Street to the east. Kenyon Lane to the east of the application site is a north-south local distributor road route linking to Moston Lane to the north at a traffic signal-controlled crossroads and B6936 Lightbowne Road to the southeast.
- 6.1.9 Site visits suggest that traffic demand on the immediate sections of Ebsworth Street and Penn Street to the application site is generally low, being typically of the order of only a handful of vehicle movements per minute (two-way). Main local traffic demand is focussed on the local distributor road routes of Moston Lane and Kenyon Lane. During core day-time periods, Moston Lane operates with slow

moving / stop-start traffic, reflecting the influence of access to side road connections, bus stops, pedestrian crossing points and access to / from on-street parking bays.

6.1.10 October 2024 car parking surveys of local streets to the application site and the existing public car park use at the application site, demonstrates that:

- The existing Ebsworth Street public car park currently operates with some levels of spare capacity under most demand conditions. Maximum demand tended to occur for the midday 12.00-13.00 hour and represented a parking demand of 88% of capacity on a typical weekday and 74% of capacity on the Saturday. Sunday parking levels were generally low. Maximum demand was recorded during Friday early afternoon periods (coinciding with worship at the Moston Muslim Community Centre), at which time a demand level of 107% of site capacity was recorded.
- Immediate local streets to the application site generally demonstrated some level of available on-street car parking capacity over the majority of the survey period, with parking usage typically being under 60% - 70% of available practical parking capacity. A peak in on-street parking demand was also recorded on local roads during the Friday early afternoon period, again identifying the likely influence of Moston Muslim Community Centre related parking.

6.1.11 These survey results would tend to reflect the general comments and observations re: the ad-hoc nature of existing local on-street parking demand as referenced by the MCC Moston Lane Development Framework (2023) document, as well as highlighting that the existing public car park at the application site is currently well used. It is therefore clear that any wider regeneration strategy for the Moston Lane area that includes relocation of the community foodstore to the application site, would require a level of supporting replacement public parking to be provided elsewhere, in order to accommodate existing off-street parking demand.

Road Safety

- 6.1.12 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) for the most recently available 5-year search period and including for immediate sections of Ebsworth Steet, Penn Street, Kenyon Lane and Moston Lane. The accident review exercise identifies that, in general, the immediate local highway network to the application site shows a good recent road safety record, with no accident incidents recorded as taking place along the study area sections of Ebsworth Street and Penn Street and no accidents at the Ebsworth Street / Moston Lane junction. Only three 'slight' class accident incidents have been recorded across the full study area. The review concluded that there are no clear & substantive prevailing local road safety issues over the immediate local highway network that would call the development of the application site for a replacement local foodstore into question, or require direct additional highway safety mitigation measures funded by the application scheme.

Site Accessibility & Sustainable Transport Connections

- 6.1.13 The application site benefits from good opportunities for access by foot and cycle, with minimum 2.0m wide pedestrian footway links available on connecting routes from the site, linking to Moston Lane and Kenyon Lane. The nearby Moston Lane / Kenyon Lane traffic signal junction also includes for pedestrian push-button pedestrian priority phases and advanced cycle stopline features to assist cycle users.
- 6.1.14 The application site 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.

- 6.1.15 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 (2023) 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.
- 6.1.16 Nearest bus stops to the site 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 275m to the south of the junction with Penn Street.

Application Scheme Principles

- 6.1.17 The application scheme represents the delivery of a new community foodstore development on land at Ebsworth Street / Penn Street / Kenyon Lane. The scheme would act as a new purpose-built store to replace the existing Moston Superstore facility at nearby Pym Street, which is to be closed and demolished as part of the initial phases of the delivery of the wider regeneration strategy for the Moston Lane area. The proposals would include for a single large building including 702sqm ground floor retail and storage floorspace, a 702sqm basement storeroom / coldstore and 702sqm first floor offices and ancillary staff facilities. The site plan

also includes for 25 on-site car parking spaces, a delivery area / service vehicle turning zone and external landscaping.

- 6.1.18 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) in order to allow for safe two-way light vehicle access and occasional access by larger service vehicles. Pedestrian access to the site would be taken via new two new direct connections to the frontage footways to Ebsworth Street and Penn Street, allowing for onward links to the main local travel corridors of Moston Lane to the north (via Ebsworth Street) and Kenyon Lane to the south and east (via Penn Street). The internal site car park layout has been designed to offer clear and convenient routes for staff and visitors to access the foodstore building from these footpath connection points. Existing pedestrian access to the adjacent nursery site to the south through the car park will not be available in future, with the nursery site to be served via the existing main northern nursery building access, direct to Moston Lane.
- 6.1.19 The application scheme is proposed to be supported by 25 on-site marked car parking spaces (2.6m by 5.0m dimension), including for 3 disabled persons standard bays. 2 of the parking bays (1 standard bay and 1 disabled bay) would be delivered for Electric Vehicle (EV) charging, 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. The car park would be operated as a private car park available for short-stay use by customers and visitors to the foodstore. It is proposed that the store operator would implement a CCTV controlled parking management / enforcement system that would effectively restrict parking at the site to a maximum 1-hour duration, in order to encourage regular turn-over of spaces and deter undesirable long-stay parking. Covered cycle parking for customer / visitors (14 spaces) and staff (6 spaces) would be provided across the site.
- 6.1.20 Delivery and servicing of the site would be facilitated by an on-site servicing area adjacent to the northwestern edge of the foodstore building. Discussions with the site operator have identified that main servicing of the foodstore is anticipated to

be primarily undertaken by smaller Transit Van or Luton Van delivery vehicles (i.e. vehicles up to 7.5t mgw) - similar to the operation of the current foodstore site and reflecting the nature of vehicles use be local suppliers. Such delivery movements can be accommodated safely within the on-site manoeuvring areas and would be suitable to be undertaken during standard customer opening periods.

- 6.1.21 The site could also potentially accommodate large delivery / service vehicle movements, however, in practice it is considered that any such access, if ultimately necessary, would be of an infrequent nature. Any such larger vehicle access events would be timed to take place either 'out of hours' or during known quiet customer demand periods and would be managed by on site trained staff / banksmen in order to minimise any potential conflicts with customer access to the store or affected parking spaces

Wider Car Parking Strategy for the Moston Lane Framework Area

- 6.1.22 The delivery of the application scheme would result in the loss of the 69 public car parking spaces that are currently available for use at the Ebsworth Street car park. Whilst the foodstore proposals would provide 25 on-site spaces to support the scheme, 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.
- 6.1.23 The importance of maintaining suitable baseline public car parking to support the Local Centre has been recognised by MCC and therefore 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 and, in combination, would deliver the potential for approximately 112 parking spaces, thereby effectively providing a greater level of local overall off-street parking capacity across the Moston Local Centre area than currently available. Subject to the required approvals, these additional temporary

car parking spaces would be made available prior to the closure / disposal of the public car park at the application site and the commencement of the foodstore development works.

6.2 Conclusions

6.2.1 Overall, it is considered that the proposed foodstore development would not result in a material / severe detrimental impact on existing and future operation of the immediate surrounding local highway network. The application scheme represents a relocation of an existing local business to a new site circa 150m from its current base and would be supported by on-site car parking, improved walking / cycling facilities on site and a temporary area-wide car parking strategy to be implemented by MCC to provide additional overall off-street parking options than available at present. The application site represents a suitable location for community food retail development, being located within a defined local centre, served by high frequency public transport connections and within a practical walking and cycling distance of a range of local residential zones. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby help to manage the overall car trip demand to / from the site.

6.2.2 Based on the review of issues set out in this report, Focus TP would therefore have no hesitation in commending the scheme to the Council with respect to highways and transport matters. It is considered that the proposals can meet the defined vision for the site of delivering enhanced community foodstore development that meets local need, is accessible via a range of travel modes in order to maximise non car trip based demand and which can be delivered in parallel with local regeneration objectives (Moston Lane Development Framework (2023)), without generating severe wider transport network impacts.



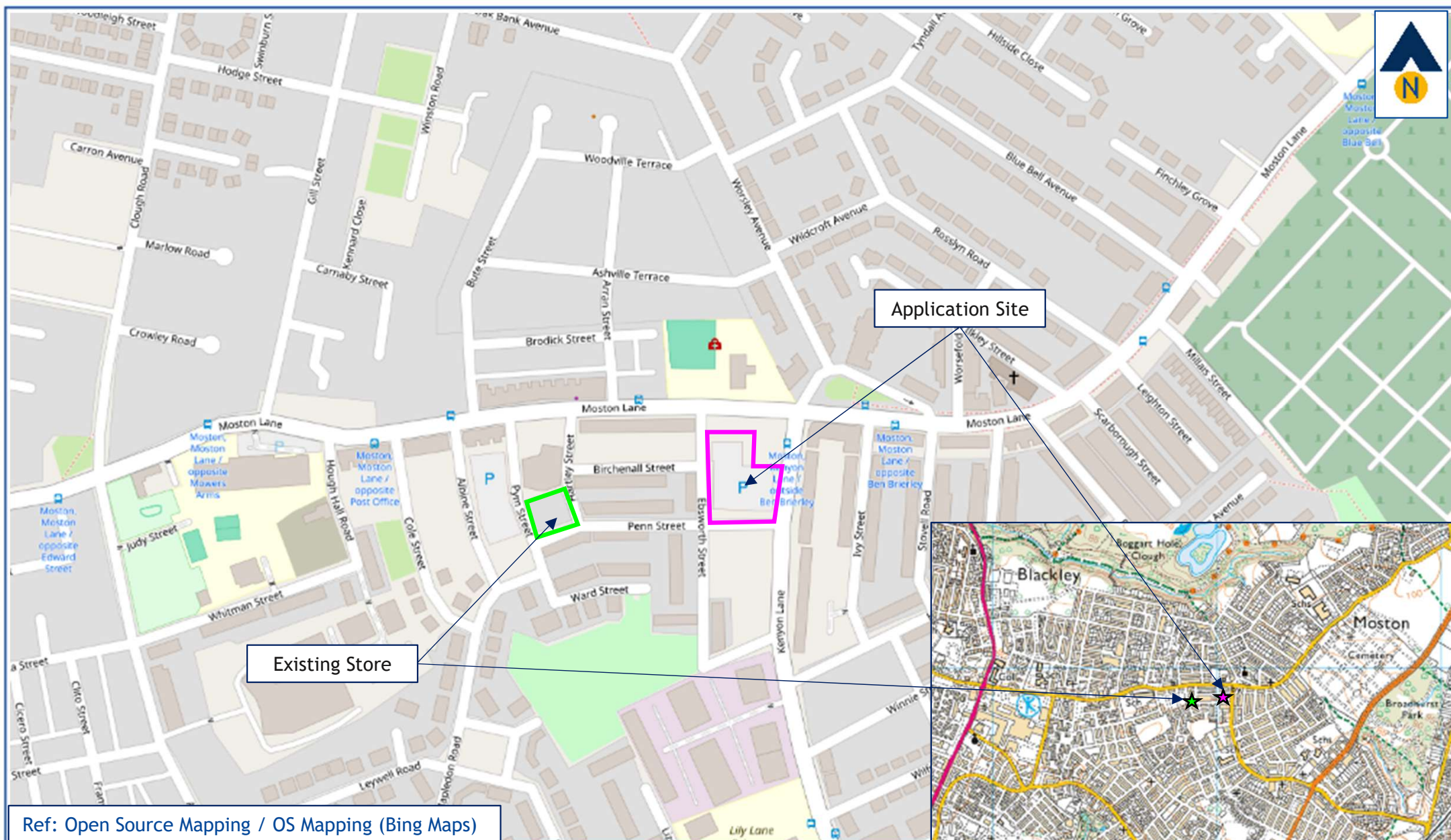
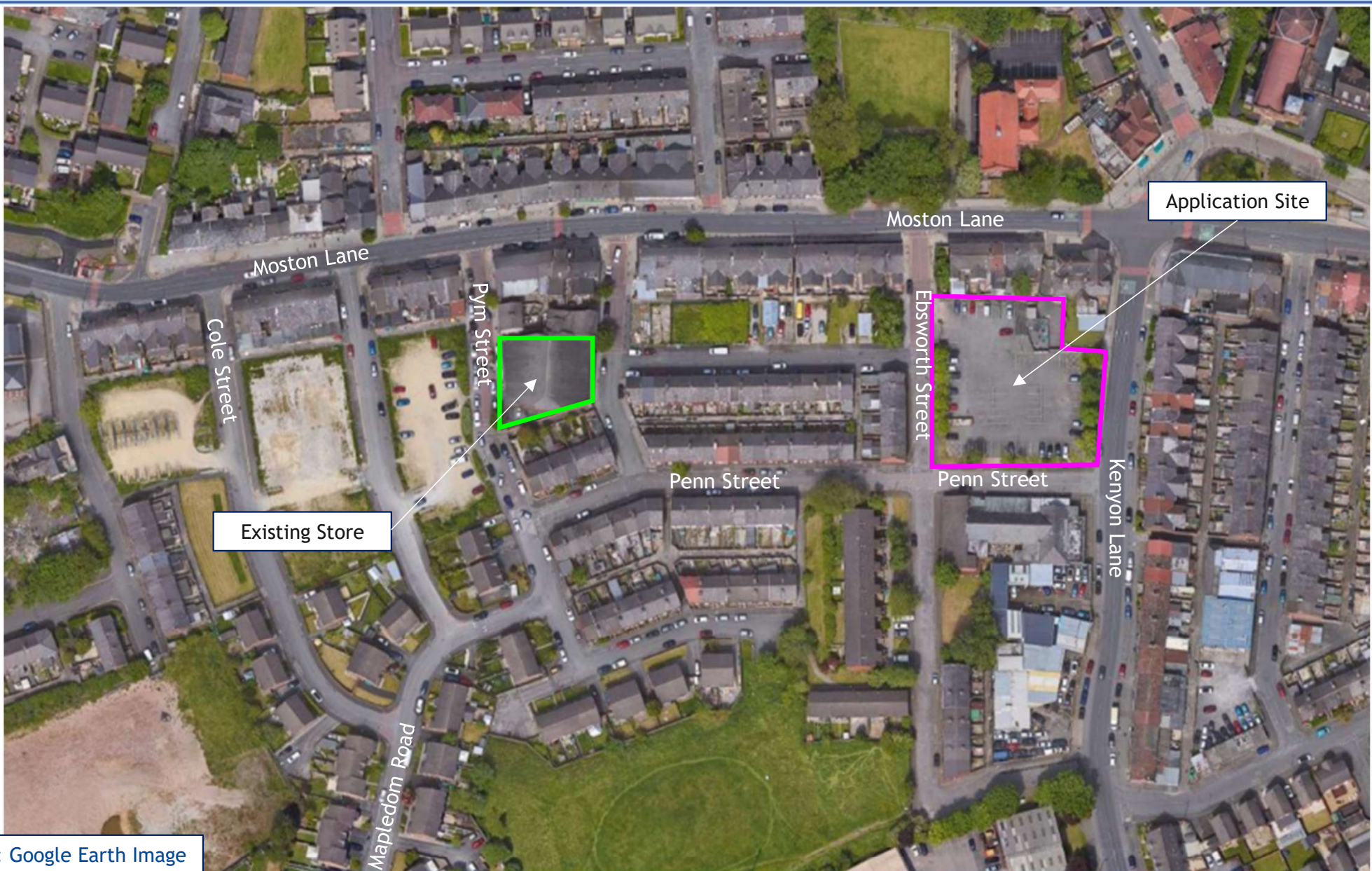


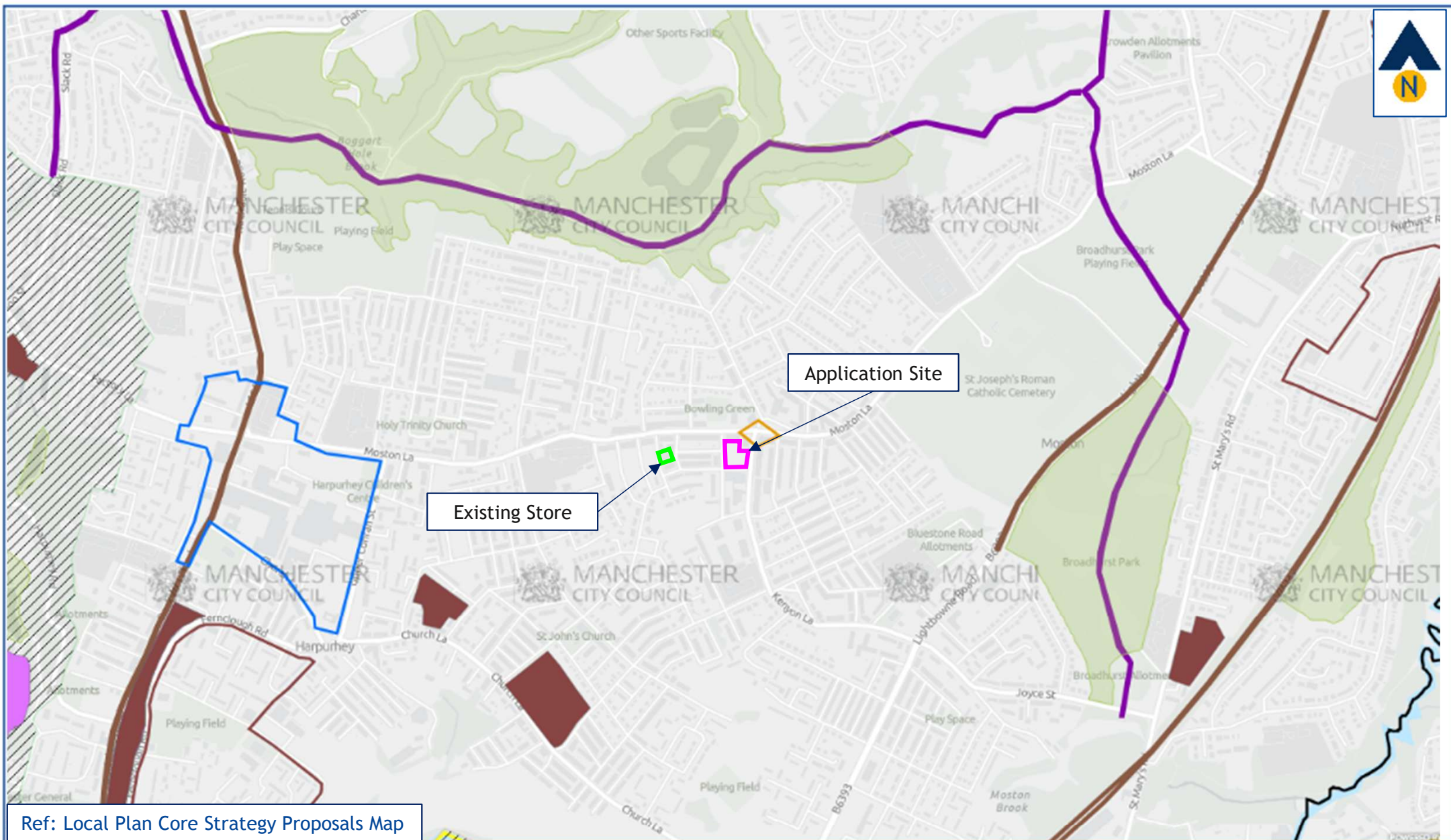
Figure TS1

Site Location: Strategic Context

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New Foodstore, Ebsworth Street, Moston December 2025





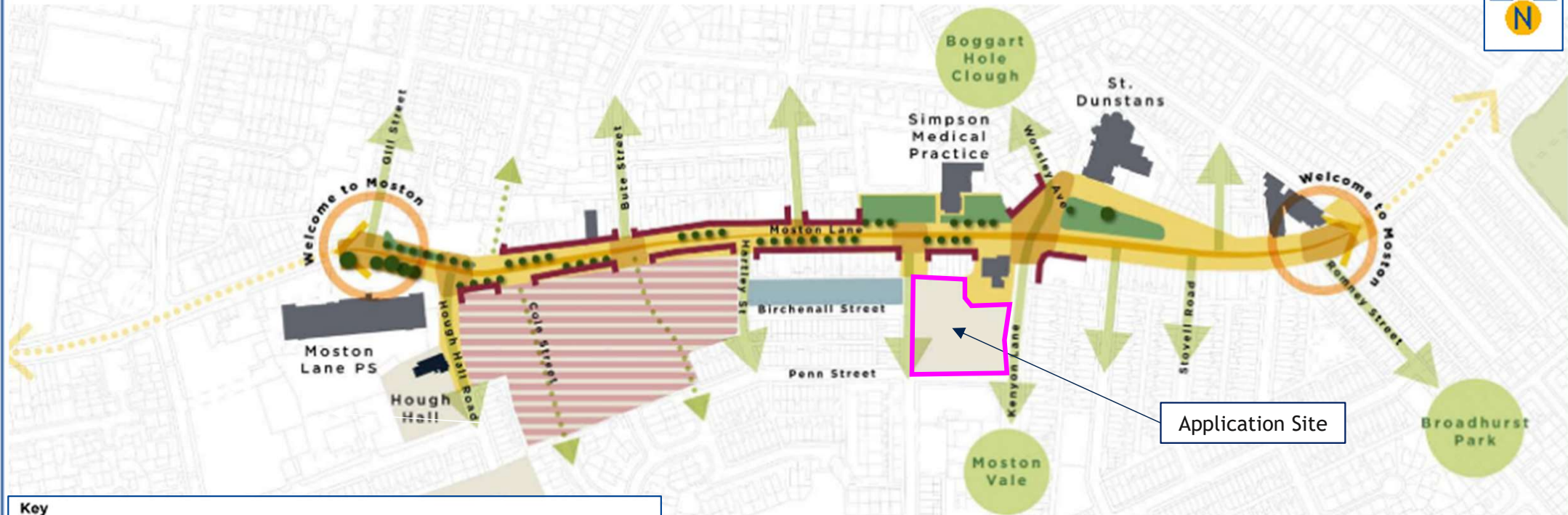


Key

- Residential led redevelopment parcels
- Commercial led mixed use parcel
- Sites for investment and opportunity
- Enhanced retail shop fronts
- Important open space locations
- Pocket parks to be enhanced
- Additional street car parking and environmental improvements
- Community infrastructure assets
- Moston gateway arrivals
- Distinctive local historic buildings
- Enhanced public realm and corridor improvements to Moston Lane
- Sustainable walking & cycling links
- Enhanced local streets to support active travel
- Key pedestrian prioritised links
- Areas undergoing selective licensing interventions
- Indicative tree planting

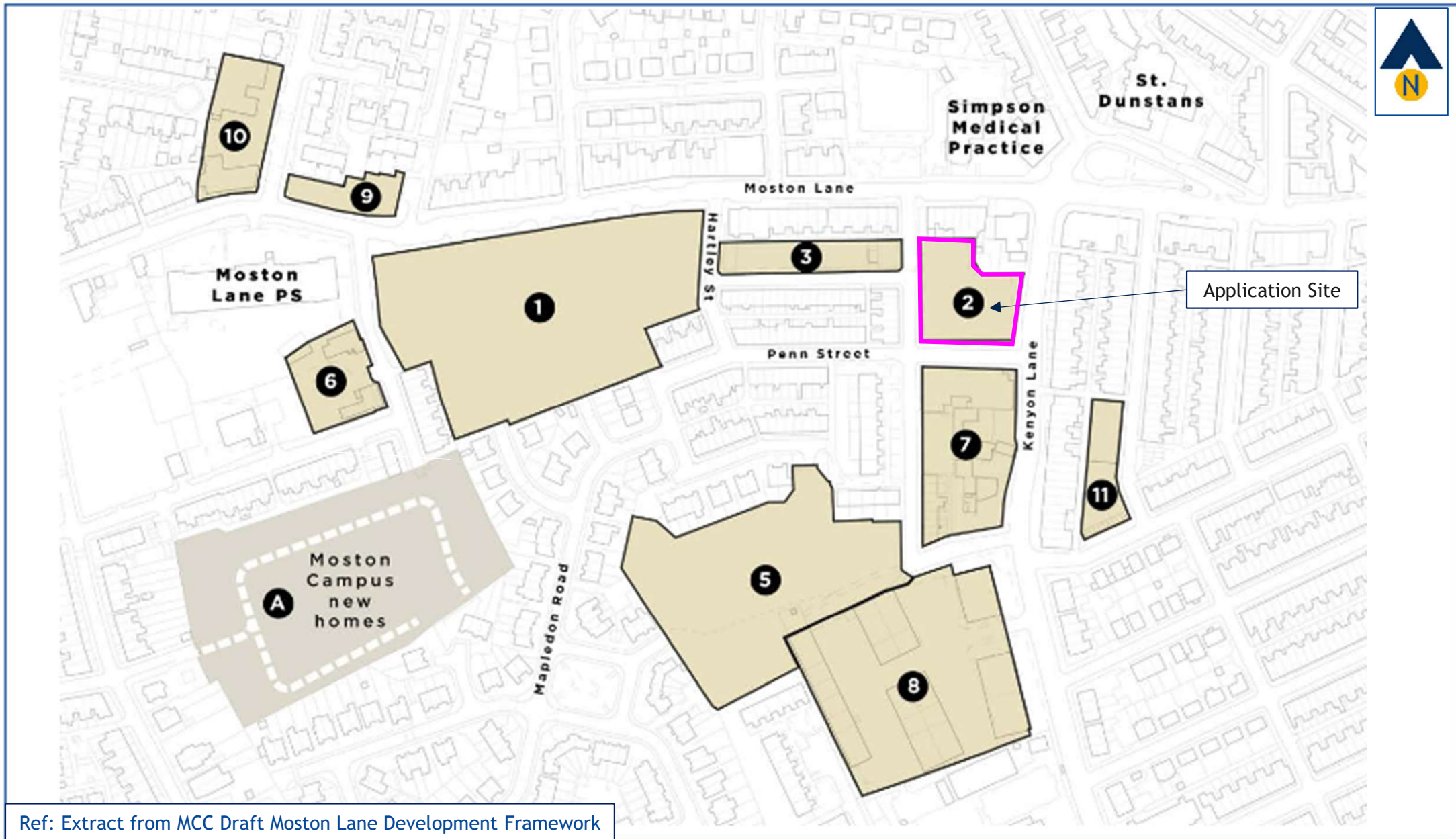


Ref: Extract from MCC Draft Moston Lane Development Framework



Key	
Proposed redevelopment parcels	Gateways to Moston formed through public realm and landscape enhancements
Opportunity area for development & investment	Links to wider street movement network
Additional street car parking and environmental improvements	Pedestrian links to wider street movement network
Public open space	Moston Lane facing frontages that could be improved as part of place branding
Pocket parks (Moston Green, Peace Gardens and Simpson's Memorial Garden)	
Enhanced Moston Lane public realm corridor	

Ref: Extract from MCC Draft Moston Lane Development Framework



Ref: Extract from MCC Draft Moston Lane Development Framework

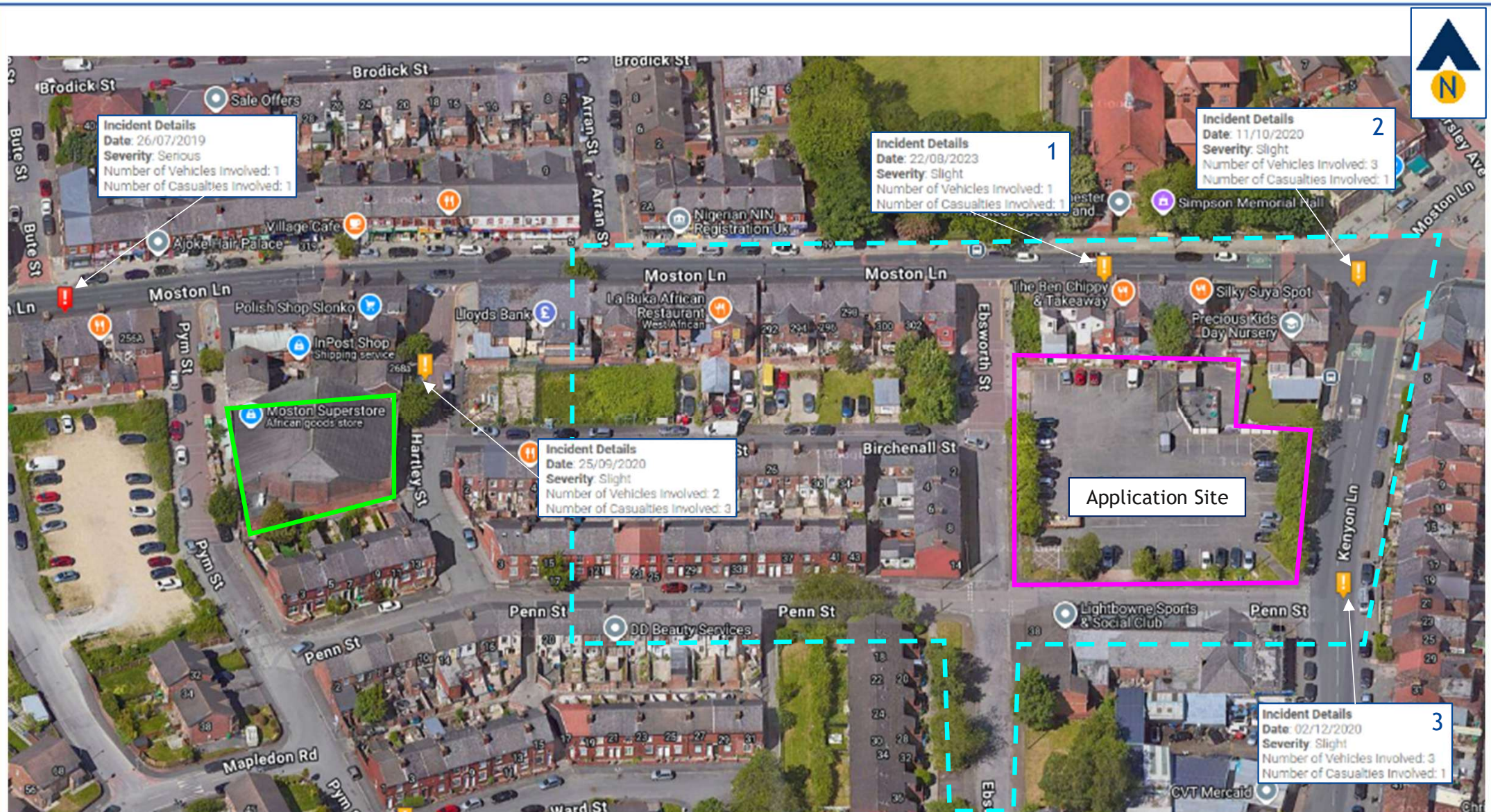


Figure TS6

Moston Lane Development Framework - Illustrative Movement Framework

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New Foodstore, Ebsworth Street, Moston December 2025



Ref: Crashmap.co.uk extract

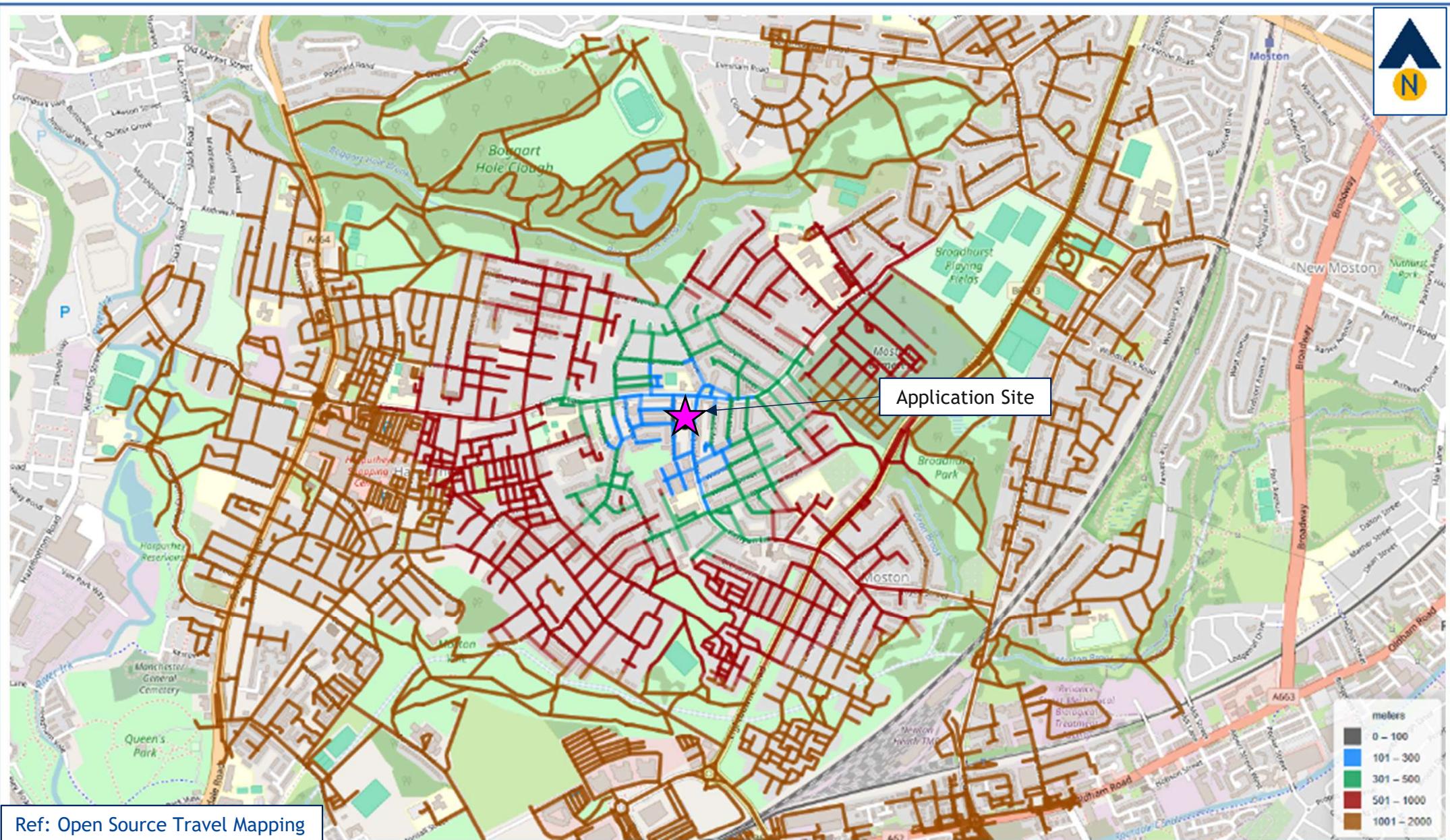
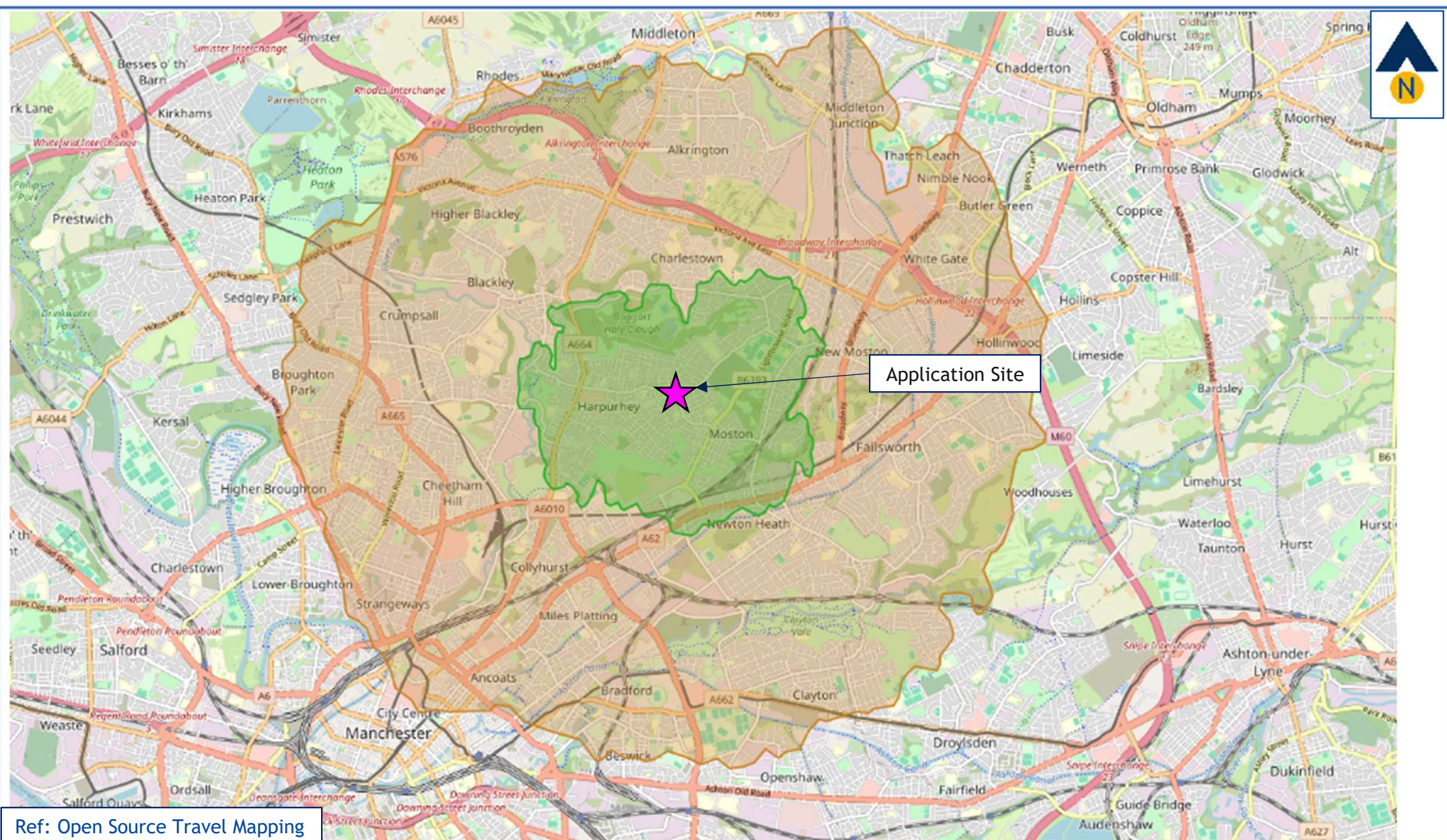


Figure TS8

Local 2km Walk Catchment to / from the Application Site

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New Foodstore, Ebsworth Street, Moston December 2025



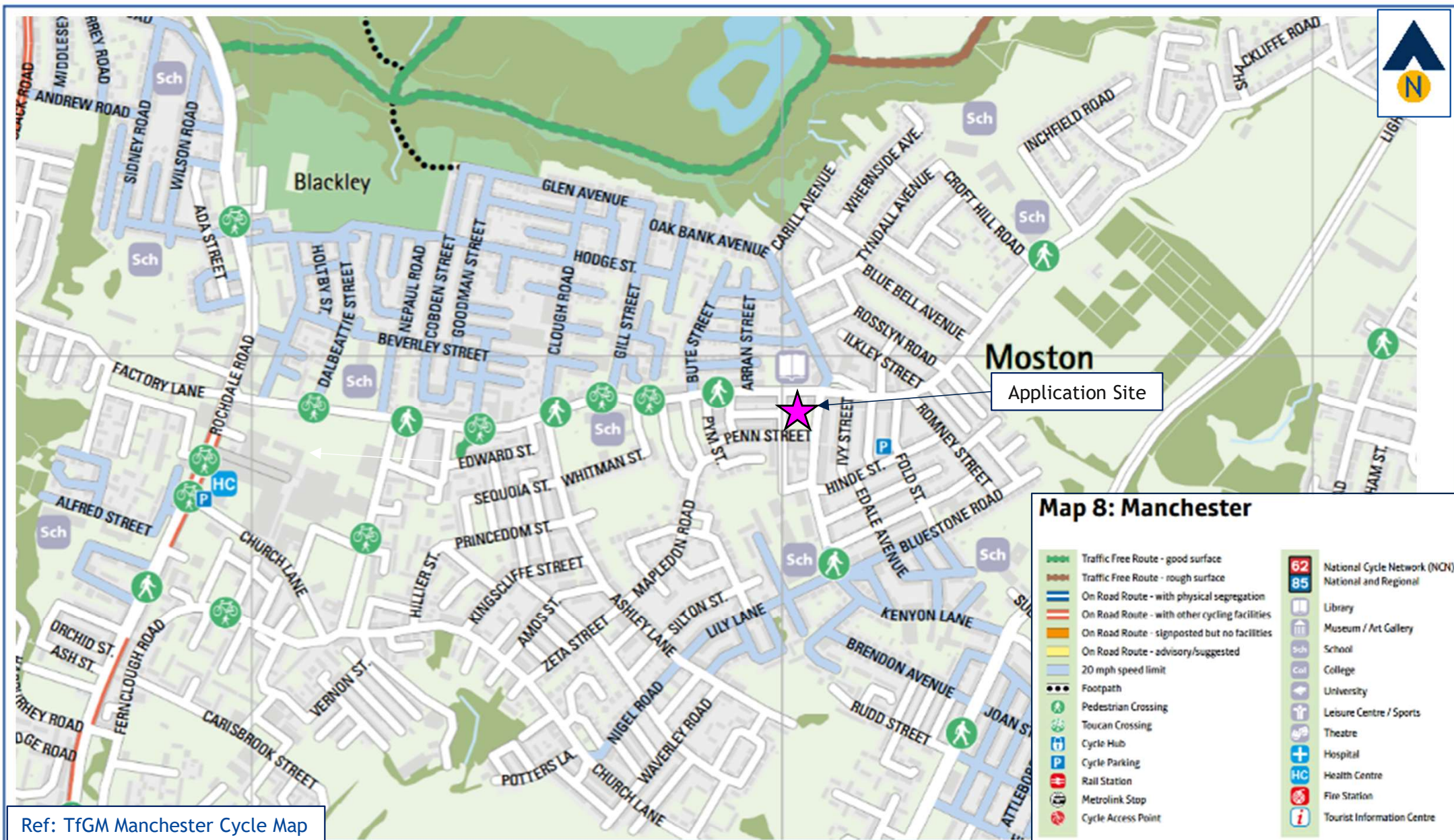


Figure TS10

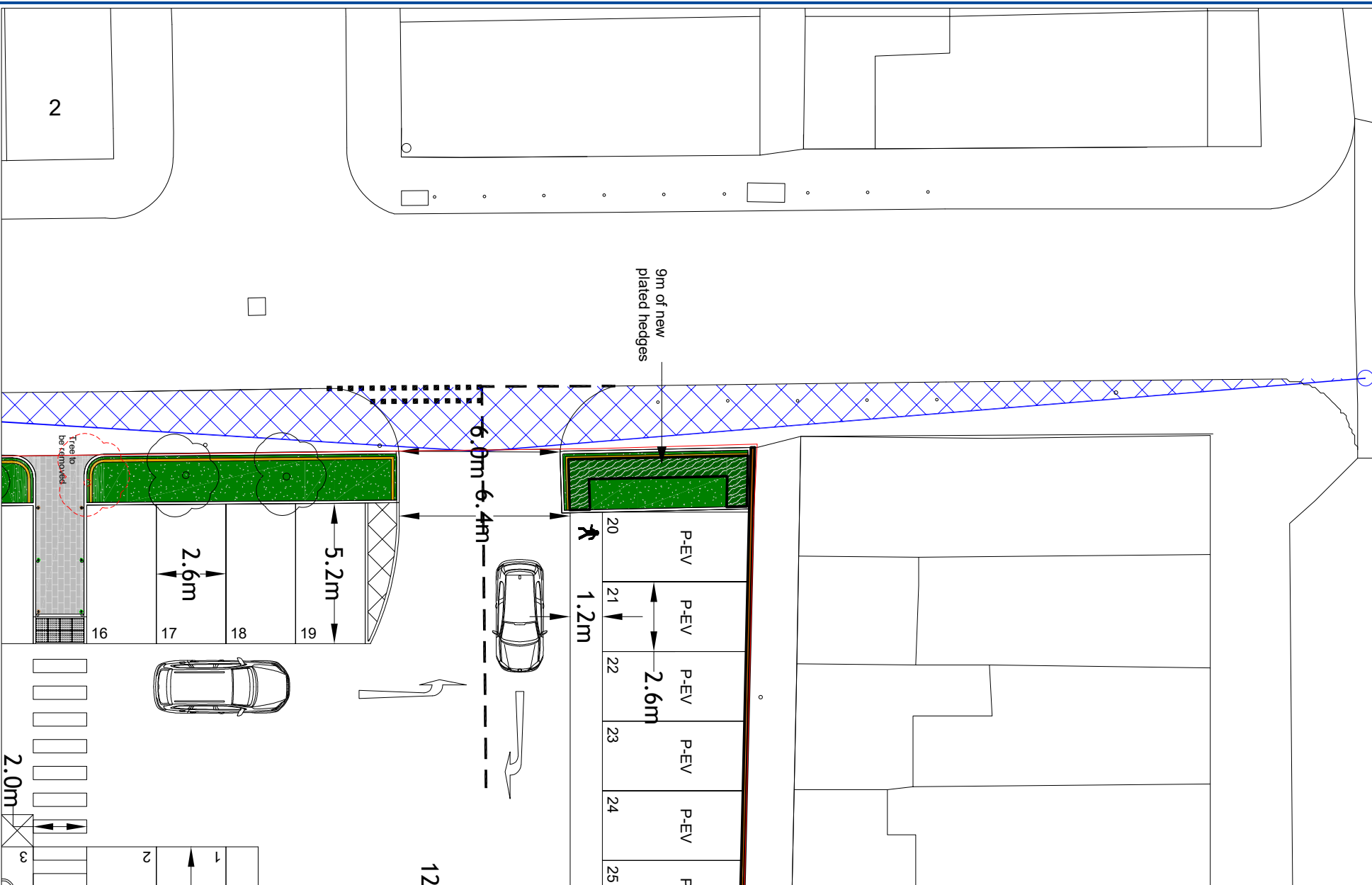
Available Active Travel Infrastructure in the Local Catchment to the Application Site

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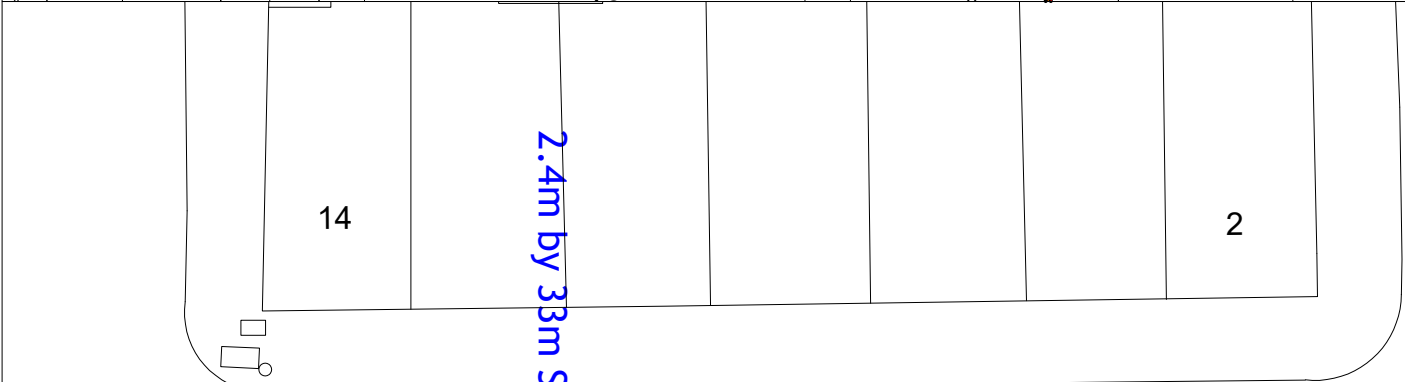
New Foodstore, Ebsworth Street, Moston December 2025



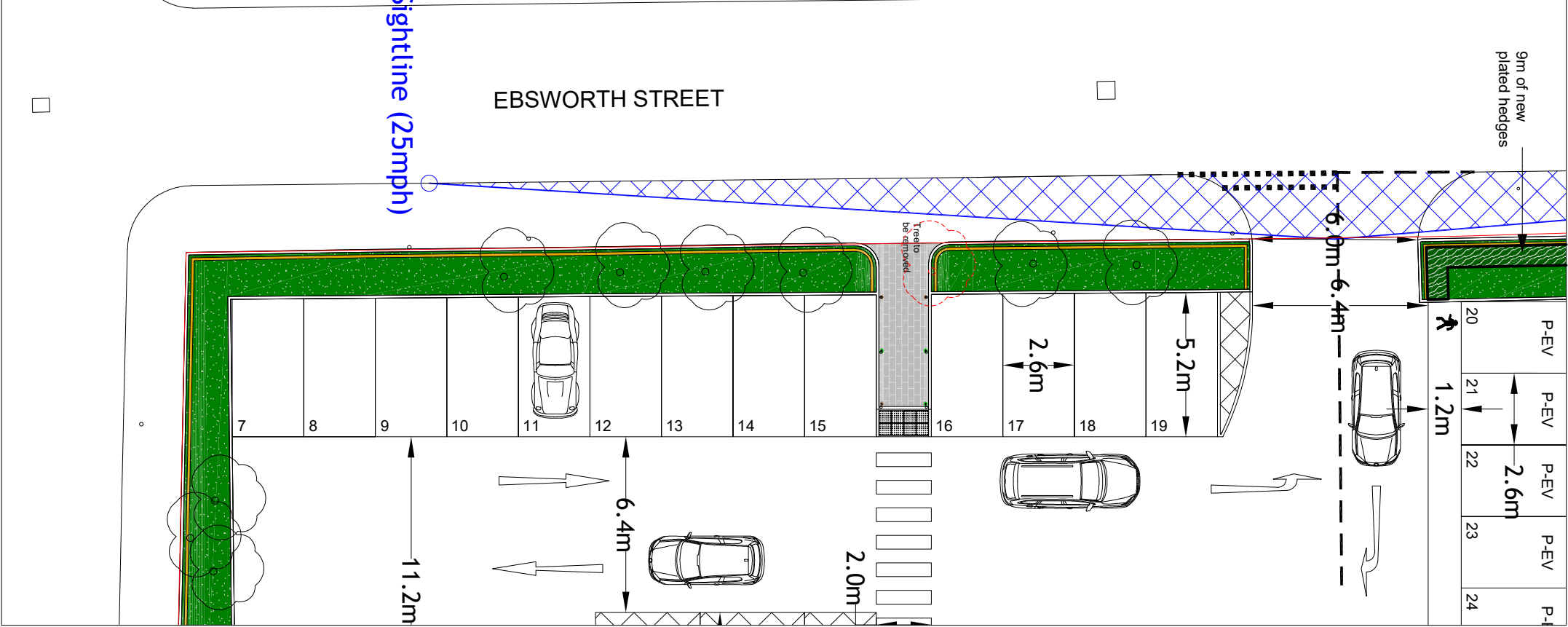
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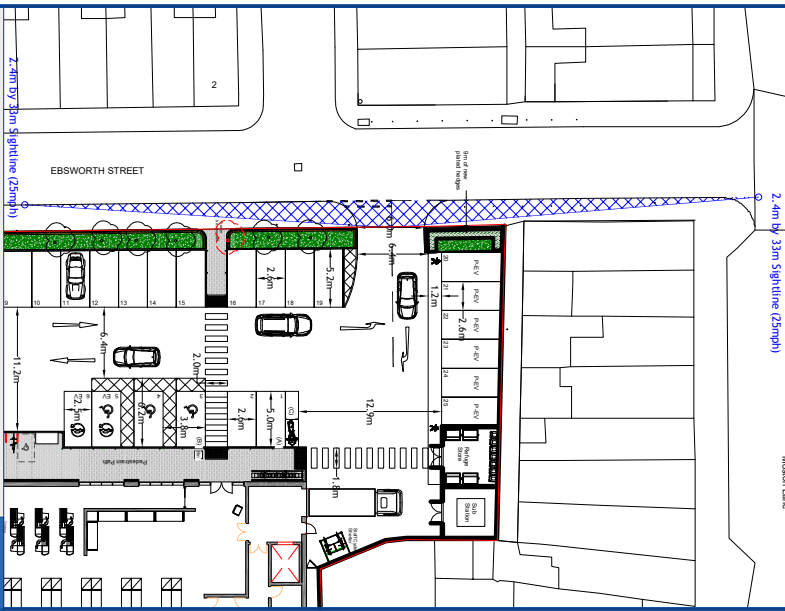
2.4m by 33m Sightline (25mph)



EBSWORTH STREET



Revision:
A Amends to Site Masterplan (for Plan App) 15/12/25



Client: Moston Superstore Ltd

Project: Land at Ebsworth Street
New Community Food Store

Drawing Title: 2.4m by 33m Visibility Splays
at Site Access to Ebsworth Street
(25mph Design Speed)

Drawing Number: Figure TS12 Revision: A

Date: 28/10/25 Scale: 1:200@A3

Drawn By: APB Checked By: -

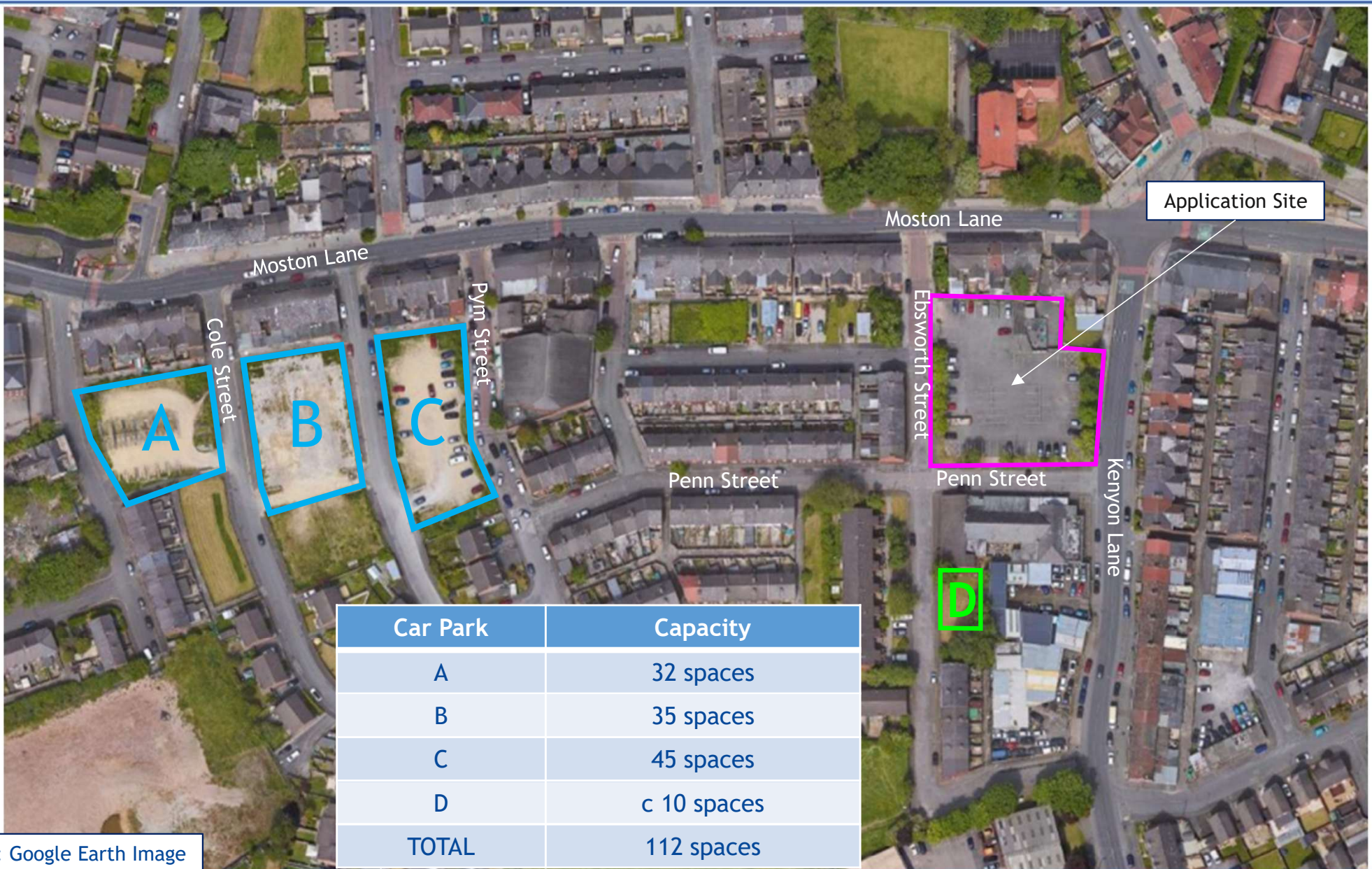
Status:

Information

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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Ref: Google Earth Image