

353

Ebworth Street, Moston, Manchester M40 9WB

357-MSI-ZZ-XX-PP-A-00-001 Rev P03

Design and Access statement:

Date: November 2025

Proposed Commercial – Class E



MSI Architecture is a trading name of Martin Spencer Architecture LLP

Registered in England & Wales | Registered Office: Clarence Arcade, Suite 1.04B

Stamford Street, Ashton-Under-Lyne, OL6 7PT

E: info@msiarchitecture.co.uk | W: www.ms-architecture.com

Contents

1.0 Introduction

- 1.1 Introduction
- 1.2 Planning application drawings
- 1.3 Supporting documents

2.0 Context

- 2.1 Development proposal
- 2.2 Location and accessibility
- 2.3 Site boundaries and dimensions
- 2.4 The application site
- 2.5 Surrounding area
- 2.6 Traffic flow
- 2.7 Pedestrian & cycle routes

3.0 Amount

- 3.1 Site area
- 3.2 Vehicles space
- 3.3 Accommodation areas

4.0 Design Statement

- 4.1 Proposed building
- 4.2 Future extension
- 4.3 Demolition
- 4.4 Car park & external works
- 4.5 Site safety

5.0 Scale

- 5.1 Proposed scale

6.0 Landscape

- 6.1 Soft landscape
- 6.2 Hard landscape
- 6.3 Overall concept

7.0 Appearance

- 7.1 Design concept
- 7.2 External materials
- 7.3 Proposed roof
- 7.4 Fenestration

8.0 Access

- 8.1 Vehicle movements
- 8.2 Disabled parking
- 8.3 Disabled access

9.0 Waste Management Strategy

- 9.1 Vehicle movements
- 9.2 Disabled parking
- 9.3 Disabled access

1.0 Introduction

This Design and Access Statement has been prepared on behalf of **Moston Superstore Ltd.** in support of a full planning application for the redevelopment of **Ebsworth Street Car Park, Moston, Manchester, M40 9WB**, to provide a new independent local retail unit (Use Class E). The Project Comprises a single unit with onsite parking.

1.1 Introduction

1.1 The Statement is intended to meet the following objectives: -

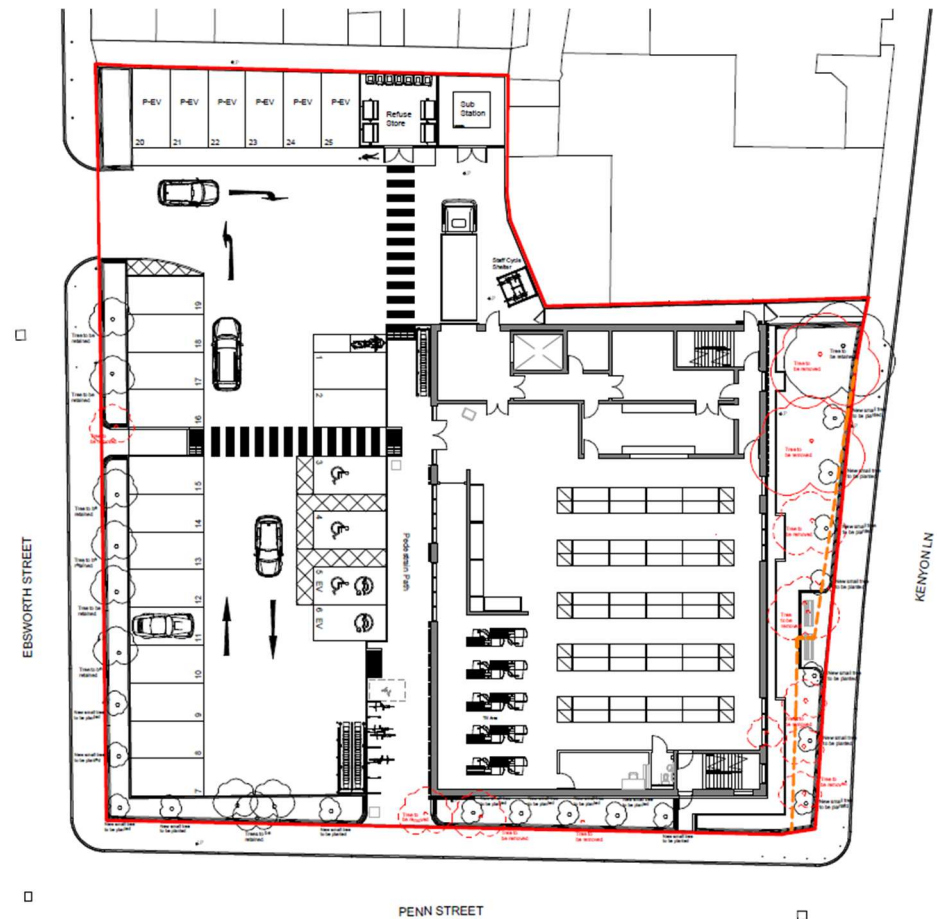
- Explain the design principles and concepts that have informed the development proposal.
- Demonstrate how the proposal responds to its context and meets planning policy requirements.
- Illustrate how access, layout, and appearance have been considered to ensure inclusivity and good design.

1.2 Planning application drawings

- 353-MSI-ZZ-ZZ-DR-A-00-002_P02_Existing Site & Location Plan
- 353-MSI-ZZ-ZZ-DR-A-00-100_P02_Proposed General Arrangement Plans Sheet 1
- 353-MSI-ZZ-ZZ-DR-A-00-101_P02_Proposed General Arrangement Plans Sheet 2
- 353-MSI-ZZ-ZZ-DR-A-00-110_P01_Detailed Site Plan
- 353-MSI-ZZ-ZZ-DR-A-00-200_P02_Proposed Elevations & Site and Location Plans
- 353-MSI-ZZ-ZZ-DR-A-00-300_P02_Proposed Sections

1.3 Supporting documents

A range of supporting reports and assessments, prepared by specialist consultants, accompany where required.



2.0 Context

2.1 Development proposal

Two-storey (plus basement) retail unit, Use Class E.

2.2 Location and accessibility

The site is situated approximately 3.2 miles (5.1 km) north-east of Manchester city centre, offering convenient access to major transport routes. Moston Lane, a key arterial road, provides direct connections to the M60 motorway, facilitating efficient transport links for both customers and suppliers.

2.3 Site boundaries and dimensions

The redline boundary encompasses an area of approximately 2,216 m².

2.4 The application Site

The development site currently operates as a public car park. It is a flat, L shaped plot measuring approximately 2,216 m². The site is partially enclosed by fencing along its boundaries where it borders other properties & open to around the remaining area where its borders' public walkways. It is accessible from Ebsworth Street. Existing features include limited surface markings for parking and basic lighting infrastructure.

2.5 Surrounding area

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



2.6 Traffic flow

The roads immediately serving the site experience low traffic levels, with Ebsworth Street and Penn Street typically seeing only a handful of vehicle movements per minute. The main traffic activity in the area occurs on Moston Lane and Kenyon Lane, where traffic can be slow-moving or stop-start due to bus stops, side-road access and pedestrian crossings.

2.7 Pedestrian and cycle routes

- A) Safe pedestrian access will be provided from both Ebsworth Street and Penn Street, linking directly to existing footways and onward routes to Moston Lane and Kenyon Lane.
- B) Existing access from Moston centre is to be maintained for cyclists, with existing surrounding paths linking site access.
- C) Existing bus stops are situated approximately 95–200 metres from the site along Moston Lane, offering frequent services to Manchester City Centre and surrounding areas. This provides convenient public transport access for both staff and customers.
- D) Dedicated cycle parking for both customers and staff is being provide on-site.

3.0 Amount

3.1 Site area

The site extends to approximately 2,216 m² (0.22 Hectares).



3.2 Vehicle space

The site plan submitted is for use class E. The plan shows the amount of parking for vehicles and cycles comprising:

- 15 no. Standard car parking bays,
- 3 no. Accessible parking bays,
- 2 no. EV car parking bays,
- 6 no. Standard car parking bays with infrastructure for future EV installation,
- 2 no. Motorcycle parking bays,
- 20 no. Cycle parking bays,
 - o 14 no. Customer
 - o 6 no. Staff

3.3 Accommodation areas

The building consists of the following:

- Basement – GEA 750m² (Storage and BOH areas),
- Ground Floor – GEA 750m² (BOH and Shopping Area)
- First Floor – GEA 750m² (Storage and BOH areas),

4.0 Design Layout

4.1 Proposed building

The proposed design aims not only to relocate a local business but also to enhance the surrounding area. The new superstore will be situated on the eastern part of the site, with a customer car park positioned to the front and access maintained via the existing entrance.

A key aspect of the design is to strengthen connections with 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.

Careful consideration has also been given to the building's elevation to ensure a 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 positively contributes to the local environment.

4.2 Future extension

It is envisioned that there will be no further extensions to this building.

4.3 Demolition

The current site is open air car park, with no existing structures to demolish.

4.4 Car park & external works

The proposed development includes on-site parking for customers, which will help alleviate parking pressures from frequent shoppers and deliveries. The car park will feature



Ref: Extract from Manchester City Council publication – 27.10.25

a new layout complemented by landscaped areas to enhance the overall appearance of the site. High-quality, durable finishes are proposed, including block paving, timber fencing, stainless steel bicycle stands, and soft landscaping with grass and planting around the perimeter.

The car park has been designed to accommodate a variety of transport modes, including bicycles and electric vehicles, supporting sustainable travel and providing convenient access for all users.

4.5 Site safety

Safety considerations will be addressed further at a more detailed design stage, with lighting designed to provide security without becoming intrusive. Identifying potential black spots and ensuring all lighting levels conform to local and national standards for both vehicular and pedestrian routes.

5.0 Scale

5.1 Proposed Scale

The building has been designed to sit naturally within the plot on Ebsworth Street. Its height, massing, and overall scale are carefully proportioned to complement surrounding properties and the streetscape. The footprint provides generous circulation, parking, and landscaping, creating a layout that integrates seamlessly with the local context, enhances the area's character, and maintains a balanced relationship with neighboring sites.

6.0 Landscape

6.1 Soft Landscape

The soft landscaping strategy aims to enhance the green character of the site and promote a visually appealing, year-round environment. Existing grassed areas around the site perimeter will be replanted with a diverse mix of perennial plants, selected for seasonal interest and low maintenance. Existing mature trees will be retained and allowed to continue growing, providing a valuable structural and ecological framework. In addition, a selection of smaller tree species, reaching a maximum height of approximately 10 ft, will be introduced to complement the existing planting, enhance biodiversity, and create a layered, welcoming landscape.

6.2 Hard Landscape

Hard landscaping elements are designed to support functionality and circulation while complementing the site's overall aesthetic. The car park will be resurfaced with new tarmac, clearly marked with road lines, parking bays, and pedestrian crossings to ensure safe and efficient use. Pedestrian walkways will be constructed in block paving, combining shades of light grey, grey, and light navy to create a subtle, random pattern that adds visual interest while maintaining cohesion with the surroundings, complemented by bollards with integrated lighting to ensure clear and safe pedestrian routes after dark. Along Kenyon Lane, two benches are proposed to enhance the streetscape, offering seating and encouraging pedestrian engagement. The perimeter of the site will be defined with timber knee rail fence.

6.3 Overall Concept

The overall landscaping concept integrates soft and hard elements to create a functional, attractive, and accessible site. Hard landscaping ensures safe vehicular and pedestrian circulation, while the timber fencing and illuminated bollards provide clear boundaries and secure walkways. Soft landscaping enriches the visual character, supports biodiversity, and complements the building. Together, the retained and new planting, paving, seating, and perimeter treatments create a cohesive, well-balanced site that enhances the streetscape and provides a welcoming setting for users and the local community.



Example Image of design intent.

7.0 Appearance

7.1 Design Concept

The design of the building adopts a contemporary and functional approach while 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.

7.2 External Materials

The primary material for the façades will be facing brickwork in a finish similar to Ashington Red Multi, 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.

7.3 Proposed Roof

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. The roof design, in conjunction with the cantilevered aluminium canopy at the entrance, contributes to the overall modern aesthetic and ensures that functional elements are incorporated discreetly.

7.4 Fenestration

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.





353

Ebworth Street, Moston, Manchester M40 9WB



8.0 Access

8.1 Vehicle Movement

Vehicular access and egress will be taken directly from Ebsworth Street, utilising a simple two-way system that supports smooth and intuitive movement around the site. The delivery zone is positioned to the side of the building and is accessed from within the main car park, allowing service vehicles to operate safely without disrupting general customer parking.

Small van deliveries can be accommodated within the servicing area during normal store operating hours when required. Larger service vehicle movements, such as rigid HGV deliveries and refuse collection, will be managed to take place outside core customer periods and will be directly supervised by site staff to minimise any potential impact on customers or neighbouring properties.

Clear road markings, directional arrows and a zebra crossing guide vehicles and pedestrians through the site in an organised manner. A new pedestrian footpath from Ebsworth Street provides a safe route onto the site, giving direct access towards the store entrance. All surrounding roads will remain unaltered as part of this proposal.

This information should be read in conjunction with the specialist Transport Statement submitted as part of the planning application, which provides full technical assessment of traffic generation, parking provision and highway safety.

8.2 Disabled Parking

Three dedicated disabled parking bays are positioned directly in front of the store, ensuring highly convenient proximity to the main entrance. One of these spaces includes an EV charging point to support users of electric vehicles. All bays have compliant transfer zones and appropriate painted markings on the tarmac surface. Their location next to the pedestrian paving area enables safe, direct, step-free access to the store without the need to cross traffic routes.

8.3 Disabled Access

The building has been designed to provide level, step-free access. A number of drop kerbs around the car park connect the parking areas safely with the pedestrian routes. 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.

9.0 Waste Management Strategy

9.1 Waste Storage

A dedicated refuse store is located in the north-east corner of the site, positioned away from customer entrances and main circulation routes. The area is enclosed with timber fencing and gated access, ensuring a secure and visually discreet arrangement. The store accommodates four 1100-litre commercial bins and eight 240-litre bins, providing capacity for general waste and segregated recyclables in line with Manchester City Council requirements.

9.2 Collection Strategy

Refuse collection will be undertaken outside of trading hours to prevent conflict with customer movements or car park activity. Waste vehicles will enter and exit the site using the established access from Ebsworth Street. Swept-path analysis and vehicle tracking are included within the separate Transport Report submitted with this application, demonstrating appropriate manoeuvrability and collection access. It is anticipated that the site will require a minimum of two collections per week, ensuring adequate capacity and preventing bin overflow.

9.3 Recycling & Sustainability Measures

The waste storage provision allows for clear separation of multiple recycling streams, including cardboard, plastics, food waste and general refuse. The bin provision includes:

- Dedicated 1100-litre bins for bulk cardboard and packaging
- Smaller 240-litre bins for food waste and mixed recyclables
- Separate general waste containers

This segregation supports compliance with Manchester City Council's commercial waste and recycling requirements, which encourage reduction of landfill volumes and improved material recovery. The capacity provided allows storage of recyclables between collections without requiring overspill or temporary storage elsewhere on the site.

In line with the objectives of the Manchester Zero Carbon Strategy, the supermarket will implement recycling-led operational procedures, ensuring all recyclable materials are separated at source. Staff will receive clear instructions on waste segregation, bin rotation and bin enclosure management to ensure full compliance in day-to-day operation.

9.4 Fire Safety & Odour Management

The refuse store is positioned externally and away from the main building envelope, providing safe separation in accordance with fire safety best practice and the guidance in BS 5906:2005 relating to combustible waste. All bins are lidded and kept within the enclosed storage area, preventing windblown debris, vermin access and odour issues. Regular collections and secure containment ensure no negative impact on customers, neighboring properties or the public area.

9.5 Construction Waste Management

During the construction phase, all waste materials generated on site, including excavation arisings and surplus building materials, will be managed in accordance with the Environmental Protection Act 1990, the Waste (England and Wales) Regulations 2011, and the Environment Agency's statutory Duty of Care requirements. As the excavated material is not suitable for reuse on site, it will be removed by a licensed waste carrier and taken to an approved disposal or recycling facility. Construction waste will be segregated where practical and stored securely prior to removal, ensuring that no materials contaminate surrounding land, drainage systems or public areas. This approach ensures the development is compliant with national waste regulations and prevents uncontrolled storage or disposal of site arisings.

9.6 Compliance with Core Strategy Policy ECN 19

The proposed waste management approach aligns with Core Strategy Policy ECN 19 by prioritising recycling and responsible waste handling in accordance with the waste hierarchy. Waste is segregated at source, stored securely, and collected using established access routes to minimise amenity impact. Construction waste will be responsibly managed and disposed of by licensed carriers, with materials recycled wherever practical. Together, these measures ensure the development promotes sustainable waste management throughout both construction and operation.