AshtonHale

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Submitted via Planning Portal: PP-15179687

15 September 2026

Dear Des

Full Planning Application for 3 No. Temporary Surface Car Parks on Vacant Plots of Land at Hough Hall Road/Cole Street/Albine Street and Pym Street, Moston, Manchester

On behalf of Manchester City Council's Development Team ('MCC or 'the Council'), we are pleased to submit a full application for 3no. temporary surface car parks on vacant plots of land at Hough Hall Road/Cole Street/Albine Street and Pym Street, Moston.

The description of development as stated on the application form is:

> *"Full planning application for 3no. temporary surface car parks"*

This application is accompanied by a suite of supporting plans and reports appropriate to the scale of development, which should be read alongside this letter. A full list of submitted information, the scope of which was agreed with MCC during pre-application discussions is appended to this letter.

The following letter will provide a detailed description of the Proposed Development and an analysis of compliance with relevant planning policy, including the Development Plan, comprising Places for Everyone ('PfE') and the Manchester Core Strategy ('CS'), alongside any other material considerations.

Site Location

The Site comprises approximately 1.31 acres (0.53 ha) of vacant land across three parcels at Hough Hall Road/Cole Street/Albine Street and Pym Street, Moston (Figure 1). The three parcels comprise former College car parks which were historically provided for dedicated College use. Following the closure of the College, the sites have, to varying degrees, been made available for informal public parking at certain times.

The sites are currently in different states of use. Car Park C is open and is used informally for general parking, including by shoppers visiting the Moston Superstore on Pym Street. Car Parks A and B are currently secured and not in use. The southern part of Car Park B is also inaccessible due to a small berm crossing the site and significant overgrowth, reducing the practically usable area of the site.

The sites are accessed by vehicle from Cole Street and Albine Street, which connect directly to Moston Lane, and are surrounded by a mix of residential properties, retail and commercial premises and other vacant land. The sites are generally open in character, with existing compacted stone surfacing and established access arrangements.

Within the context of the Moston Lane Development Framework 2023 (MLDF), the three parcels form part of an area identified for future residential development and new public space as part of the wider regeneration of Moston Lane. The proposed temporary use therefore sits within, and supports, the wider regeneration context by providing a managed meanwhile use pending delivery of the identified long-term proposals.



***Figure 1**: Extract of site location from Google Earth*

Planning History and Background Context

A desktop review of MCC's online Planning Register has been undertaken; the pertinent planning history of the Site has been set out in the table below to detail relevant planning applications.

Application reference	Location	Description of Development	Status
090884/FO/2009/N1	Vacant Plots Of Land At Hough Hall Road/Cole Street/Albine Street And Pym Street	Formation of 3 no. temporary car parks to provide 182 spaces and associated landscaping, floodlighting and CCTV coverage, including provision of 22 disabled parking spaces	Approved on 27 October 2009
144823/FO/2025	Ebsworth Street Car Park Ebsworth Street Manchester M40 9WB	Erection of a two-storey (plus basement) building to comprise a 702 sqm GIA [750 sqm GEA] retail convenience food store at ground level, with 702 sqm GIA [750 sqm GEA] ancillary offices and staff welfare space at first floor, and 702 sqm GIA [750 sqm GEA] cold room / storage space at basement level, with associated refuse store, car, cycle and motorcycle parking facilities, and hard and soft landscaping.	Approved 10 April 2027

The application forms part of the wider regeneration of Moston Lane Local Centre and is linked to the approved relocation and expansion of Moston Superstore. The relocation will require the closure of the existing Ebsworth Street car park to facilitate the new foodstore, creating a temporary requirement for alternative parking provision while the wider regeneration programme is delivered.

The Proposed Development

The Applicant is seeking temporary planning permission for three years for the use of surface level car parks on vacant plots of land at Hough Hall Road/Cole Street/Albine Street and Pym Street, Moston.

Use and Amount

The application seeks temporary permission for the use of the three sites as surface car parks, providing a combined practical capacity of approximately 127 spaces:

- Car Park A – circa 36 spaces;
- Car Park B – circa 47 spaces; and
- Car Park C – circa 44 spaces.

No physical works are proposed, and the sites will remain substantially in their existing condition.

No new full-specification Blue Badge bays are proposed within the temporary car parks. There are currently two Blue Badge spaces in the vicinity of Moston Lane, at Pym Street and Arran Street. Longer-term accessible parking provision will be addressed through the emerging regeneration proposals and associated Traffic Regulation Order arrangements.

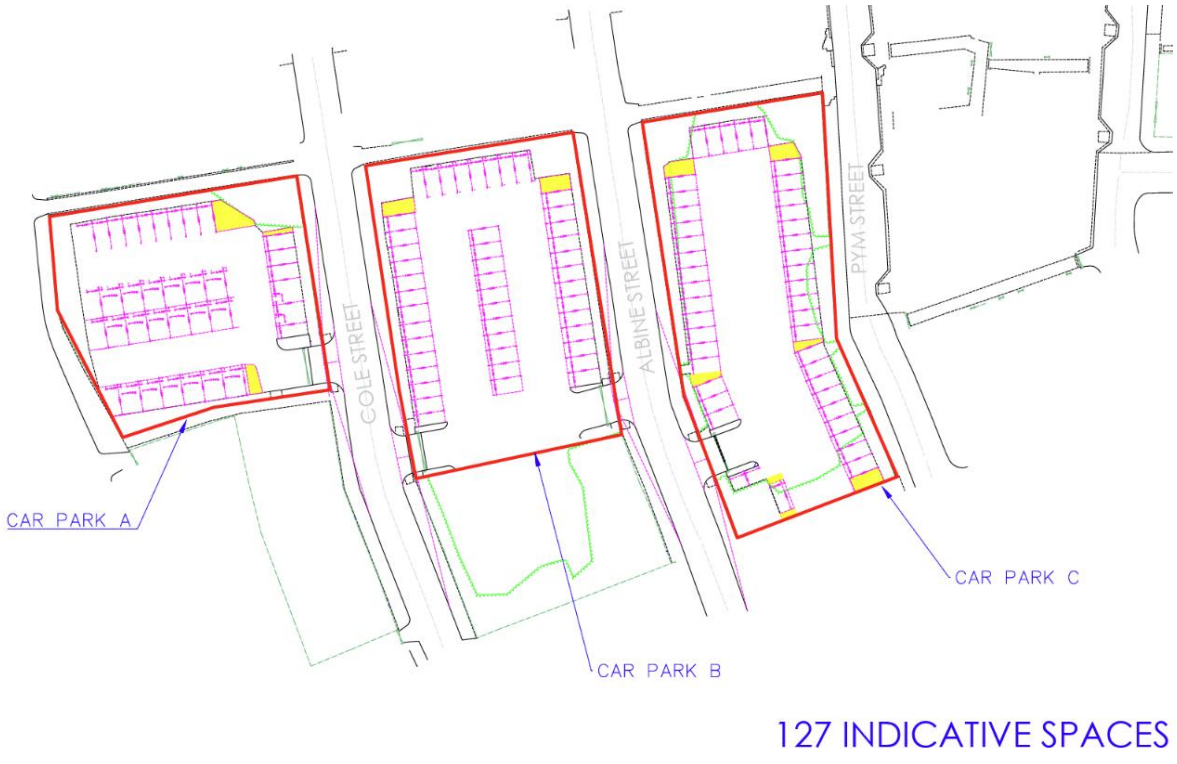


***Figure 2**: Proposed Site Plan (drawing ref. 260621-RAP-XX-XX-DR-TP-3301 P03)*

Importantly, the Council does not intend for all three car parks to operate simultaneously. Car Park B may be brought into use when Ebsworth Street car park closes, subject to the programme for the new foodstore. Car Park A is included to provide flexibility should additional parking be required during the subsequent phases of the wider regeneration. Following completion of the new foodstore, Car Park B or C, or potentially both, are anticipated to close. This decision will be driven by the phasing of the Moston Lane regeneration programme, including the emerging plans for these sites. The Development team will however work to ensure that suitable off-street parking is provided at all times within Moston Lane, and will maintain a dialogue with MCC Highways on this matter, as well as the Planning Service as required.

Access, Highways and Car Parking Strategy

Vehicular access to the three car parks will utilise the existing highway network, with Car Park A accessed from Cole Street and Car Parks B and C from Albine Street. The existing access points will provide direct and safe access to each car park, with internal circulation allowing vehicles to enter, manoeuvre and exit safely. Visibility splays and swept path analysis are provided at Appendix B.

Pedestrian and cycle access will be via the existing surrounding footway and highway network, with connections to Moston Lane available from Cole Street and Albine Street.

The parking layouts are indicative and reflect the level of provision that can be accommodated within the existing sites.

Analysis of Proposed Development

This application seeks temporary planning permission for the continued and extended use of the Site as a managed surface car park. The Site is currently used for car parking under its previous permitted use.

Principle of Development

Site's Role in the Wider Regeneration

The MLDF identifies the Site as underutilised land with potential for future residential development and new public space. The proposed car park is intended as a temporary meanwhile use, allowing the Site to make a positive contribution to the local area whilst the longer-term regeneration proposals are progressed.

Context and Need for Car Parking Provision

The MLDF identifies the existing provision of parking across Moston as unstructured and notes that short-stay spaces along Moston Lane are frequently occupied by long-stay parking. It therefore promotes a hierarchical approach to parking, with short-stay spaces retained along Moston Lane and longer-stay parking provided in formalised areas within a short walk of the local retail offer.

The proposed temporary car park supports this approach by providing formalised and managed parking away from the immediate Moston Lane frontage, helping to accommodate longer-stay parking and supporting the intended turnover of on-street spaces. The proposal therefore responds to an identified issue within the MLDF whilst supporting the vitality and accessibility of the local centre.

The proposal does not prejudice the MLDF's long-term regeneration objectives. The Site remains capable of being brought forward for its identified residential and public realm uses, with the temporary use providing an appropriate interim function until the wider regeneration proposals are sufficiently advanced.

Justification for Temporary Permission and Meanwhile Use

The temporary nature of the proposal is fundamental to its acceptability. It provides a beneficial interim use of the Site without compromising its identified long-term redevelopment. The use can cease and the Site transition to its allocated residential and public realm functions as the wider regeneration programme progresses.

The proposal therefore represents an appropriate meanwhile use which supports the MLDF's parking objectives, makes productive use of underutilised land and does not prejudice the delivery of the Site's long-term regeneration potential.

Technical Matters

Transport and Car Park Management Strategy

This application is supported by a Transport Statement prepared by Rappor. The proposed development comprises the temporary use of three parcels of land as car parks. The car parks are not expected to generate significant new travel demand. Vehicle movements associated with the sites will arise from existing activities within the surrounding area rather than from the car parks themselves. As such, the proposal is considered to facilitate and accommodate existing parking demand rather than create new trips. The proposed use will not introduce a level of traffic that would be materially different from that typically associated with the lawful use of the surrounding highway network and adjacent land uses. Accordingly, no material impact on the operation of the local highway network is anticipated. The principal transport considerations for the application therefore relate to the suitability of the access arrangements, internal vehicle circulation and highway safety.

Overall, the development would not materially increase traffic on the surrounding highway network and would not result in any highway safety concerns. On this basis, it is considered that the proposed development accords with Core Strategy policies T1 and T2, and the NPPF.

Biodiversity Net Gain

The site should be categorised as a ‘de minimis exemption site’ for the purposes of BNG legislation.

Flood Risk

The Site is entirely within Flood Zone 1. The existing site surface comprises compacted stone surfacing, and as it is intended to retain the surface in its current condition, the only surface water drainage risk relates to localised standing water caused by a lack of positive drainage over the stoned-up areas. Due to the relatively flat nature of the Site, this is expected to be limited to shallow ponding and can be managed MCC as part of the operation and maintenance strategy for the proposed temporary car park.

There is no risk from reservoir flooding, and groundwater mapping shows no potential for groundwater flooding. As there are no basement proposals, groundwater flood risk is considered negligible.

The proposed development therefore complies with Core Strategy Policies EN14 and EN17.

Conclusions

This application seeks temporary planning permission for three years for the continued and extended use of the Site as a managed car park to support the relocation of the Moston Superstore, and the wider regeneration proposals as part of MLDF. The proposals represent a carefully considered meanwhile use of vacant land, enabling the Site to play a more consistent and crucial short-term operational role whilst regeneration is delivered on a phased basis.

The proposed development constitutes sustainable development in accordance with the NPPF. The development would deliver positive economic, social and environmental benefits which should be afforded substantial weight in the determination of this planning application.

As the proposal is in conformity with the Development Plan when read as a whole and there are no material considerations to the contrary, s38(6) of the Planning and Compulsory Purchase Act 2004 requires planning permission to be granted.

I trust that I have provided all the information necessary for you to validate and progress the application. Please do not hesitate to contact me if you have any queries or require any further information.

Yours sincerely,



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Senior Planner

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Appendix A: Submission Schedule

Drawing / document	Reference	Author
Location Plan	260621-RAPPOR-XX-XX-DR-TP-3300-P02-3306	Rappor
Existing Site Plan	260621-RAPPOR-XX-XX-DR-TP-3300-P02-3307	Rappor
Indicative Proposed Plan	260621-RAPPOR-XX-XX-DR-TP-3300-P02-3301	Rappor
Covering Letter	Dated 15 September 2026	AshtonHale
Transport Statement	260621-RAP-XX-XX-RP-TP-9501.P01	Rappor