MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139761/FO/2024
Date registered valid:	22 April 2024
Proposal:	Installation of Jet Wash Bay including 1.8m high Glazed Screen, Air/Water and Car Vacuum.
Address:	Hand Car Wash, Tesco Stores, Burnage Lane, Manchester, M19 1TF
Ward(s):	Didsbury East Ward
Applicant:	Tesco Stores Ltd
Agent (if any):	Mr Graham Adcock, Adcock Associates
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: **17/06/2024**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 15/05/2024

Standard consultations:
Printed: 29 April 2024 Expired: 21 May 2024

Neighbour notifications
No neighbour notifications have been printed and sent.

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required.

Description of site/building

The proposal is related to an area of a Tesco Superstore car park. The site is currently in use as hardstanding for hand car washing.

Listed building: Not applicable

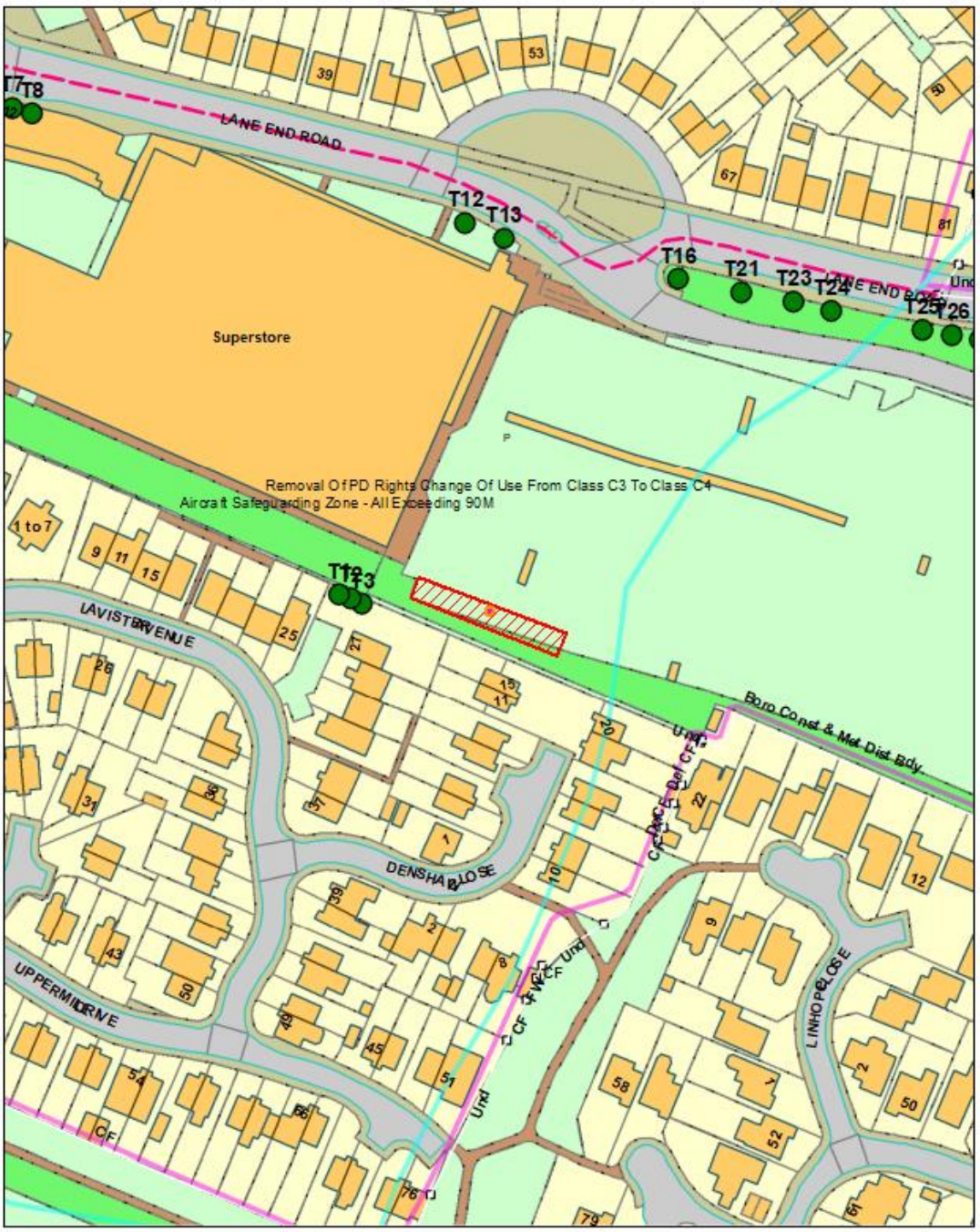
Conservation area: Not applicable

Tree Preservation Order: Not applicable

Figure 1. Site photo

Description of area

The site is located in a mixed commercial/residential area of the Didsbury East ward of Manchester as part of the Burnage local centre. The site borders the boundary between Manchester City Council and Stockport Metropolitan Borough Council.



Description of development

The applicant proposes the Installation of Jet Wash Bay including 1.8m high Glazed Screen, Air/Water and Car Vacuum.

The glazed screens will be constructed of UV stable clear polycarbonate with galvanised metal frames.

Figure 2. Proposed plans

Planning History

125482/P14J/2019
Description: Prior Notification for the installation of solar photovoltaic (PV) equipment on the roof of the premises, up to a capacity of 1 Megawatt
Decision: Approved 15/01/2020

123818/AO/2019
Description: Installation of a 7-metre high internally illuminated totem sign and an 80-metre-long window vinyl sign
Decision: Approved 31/07/2019

104974/FO/2014/S2
Description: Installation of cabin and canopy in association with use of part of the car park for hand car wash and valeting
Decision: Approved 11/04/2014

104975/AO/2014/S2
Description: Installation non-illuminated advertisement screen and information signage to kiosk
Decision: Approved 11/04/2014

097283/AO/2011/S2
Description: Proposed signage to Click & Collect facility including additional freestanding directional signage
Decision: Approved 14/10/2011

091738/FO/2009/S2
Description: Erection of single storey bulk store extension to existing retail store and reorganisation of car park and customer pick up point.
Decision: Approved 12/08/2010

080616/TPO/2006/S2
Description: CONSENT TO CARRY OUT WORKS TO TREES WITHIN FORMER REYNOLD CHAIN WORKS BURNAGE LANE/LANE END ROAD BURNAGE TREE PRESERVATION ORDER - Works to 3 London Plane trees
Decision: 21/09/2006

080243/TPO/2006/S2
Description: CONSENT TO CARRY OUT WORKS TO TREES WITHIN FORMER REYNOLD CHAIN WORKS BURNAGE LANE/LANE END ROAD BURNAGE TREE PRESERVATION ORDER - Crown reduce 3 London Plane trees
Decision: Refused 15/08/2006

070428/FO/2003/S1
Description: Erection of 6,319 sqm (67,992 sq feet) foodstore Class A1, with a 3 storey block comprising retail units Class A1 totalling 717 sqm (7,715 sq feet) and 21 apartments together with 497 car parking spaces, servicing and loading and associated highway works folowing demolition of existing building.
Decision: Approved 31/01/2005

075475/JO/2005/S2
Description: Variation of condition 9 attached to planning permission 070428/FO/2003/S1 to extend the time for the acoustic report to be approved in writing pre-occupation of the development
Decision: Withdrawn 04/05/2006

076049/JO/2005/S2
Variation Of Condition 18 of planning permission 070428/FO/2003/S1 to allow deliveries between the hours of 0600 and 2300 hrs.
Decision: Refused 17/08/2005

070429/FO/2003/S1
Description: Erection of 6,319 sqm (67,992 sq feet) foodstore Class A1, with a 3 storey block comprising retail units Class A1 totalling 717 sqm (7,715 sq feet) and 21 apartments together with 497 car parking spaces, servicing and loading and associated highway works following demolition of existing building
Decision: Withdrawn 20/05/2004

061862/FO/SOUTH1/01
Description: Erection of 8391 sq. m. (90,323 sq. feet) class A1 retail store and free-standing ATMs with associated car parking spaces, servicing, new access, landscaping, and associated uses after demolition of existing buildings
Decision: Withdrawn 06/01/2004

069669/TPO/2003/S1
Description: NOTICE OF INTENT TO VARRY OUT WORKS TO TREES WITHIN REYNOLD CHAIN WORKS TREE
PRESERVATION ORDER Works to various trees as detailed in schedule.
Decision: Approved 21/10/2003

057194/FO/SOUTH1/99
Description: Erection of a 5357 sq m. (57,664 sq ft) class A1 foodstore with associated access and 400 car parking spaces and residential development following demolition of industrial buildings.
Decision: Withdraw 01/02/2001

050615/OO/SOUTH1/96
Description: Outline application for development comprising of 15,422 sq. m. of Class B1 floorspace and 1115 sq. m. Class A1 supermarket and means of access to site.
Decision: Approved 20/02/1997

Consultation, notification & publicity responses

Consultations

Manchester City Council Highways Services
Manchester City Council Highways Service were consulted on this application.

Highway Services asked for more information, including a swept path plan and a management strategy for queuing vehicles.

The applicant provided the swept path analysis which Highways found acceptable. A full management strategy was required and recommended as a condition.

Manchester City Council Environmental Health
Manchester City Council Environmental Health were consulted on this application.

Environmental Health had no objections in principle to the application and have recommended attachment of a number of conditions to discharge.

Stockport Metropolitan Borough Council
Stockport LPA were consulted on this application due to the proximity to their border.

SMBC had no objection to the proposed development.

Notifications

Local Residents
As stated in Appendix 1, people who live near the area were told about the proposal.

1no local resident commented neither objecting nor supporting the proposal. They noted the lack of opening hours and concerns on noise outside of operational hours.

2no local resident commented in objection to the proposal with concerns of noise and air pollution from the proposed development.

Comments have been taken into consideration when assessing the proposed development against the relevant policies.

Relevant policies & the principle of development

Summary of relevant policy

Applications for planning permission must be assessed against the local development plan, unless there are important reasons not to, as stated in planning law.

In considering this application, we consider the following policies relevant.

- The Manchester Core Strategy Development Plan Document 2012-2027 The City Council adopted the core strategy on July 11, 2012. It is the key document in the Manchester Local Plan. The plan determines how Manchester will grow and is used to review development applications. Parts of the policies have been superseded by the Places for Everyone Plan. We consider the following Core Strategy Policies relevant to this proposal.
    - Development Management and Planning Obligations
        - DM 1 - Development Management
    - Objective 1 - Spatial Principles
        - SP 1 - Spatial Principles (partially superseded)
    - Objective 2 - Economy and the City Centre
        - EC 1 - Employment and Economic Growth in Manchester
        - EC 2 – Existing Employment Space
        - EC 9 – South Manchester
    - Objective 4 - Centres
        - C 8 - Local Centres
    - Objective 6 Environment
        - EN 1 - Design Principles and Strategic Character Areas
        - EN 16 - Air Quality (partially superseded)
        - EN 19 - Waste
- Extant Unitary Development Plan (UDP) - The Core Strategy replaced most of the UDP. However, some UDP Development Control policies are still in effect. The following extant policy are still considered relevant to this proposal.

    - DC26 - Development and Noise
- Places for Everyone Plan Joint Development Plan Document 2022-2039- Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.
    - Strategy
        - JP-Strat9: Southern Areas
    - Sustainable and Resilient Places
        - JP-S1: Sustainable Development
        - JP-S5: Clean Air
        - JP-S6: Resource Efficiency
    - Places for Jobs
        - JP-J1: Supporting Long-Term Economic Growth
        - JP-J2: Employment Sites and Premises
    - Places for People
        - JP-P1 Sustainable Places

  The National Planning Policy Framework (The NPPF) – The NPPF was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023 and 19 December 2023. It sets out the government's planning policies for England and how these are expected to be applied. We consider the following sections relevant to this proposal.
    - Section 4 – Decision-making
    - Section 6 – Building a strong, competitive economy
    - Section 7 - Ensuring the vitality of town centres
    - Section 12 – Achieving well-designed places

Principle of the development

The proposal's principle is acceptable. No factors in amenity terms would warrant refusal.

After careful consideration, it is concluded that the proposed development aligns with the Manchester Core Strategy, Extant UDP, Places for Everyone Plan and the NPPF. This conclusion is based on the assessment in the sections that follow.

The Manchester Core Strategy Development Plan (2012-2027)

We have assessed the proposal against the following policies of the Core Strategy.

Development Management and Planning Obligations

DM 1 – Development Management
New developments must adhere to the 'Development Principles' and design guidance in the Supplementary Planning Documents.

We have assessed the proposal against the following issues.

Appropriate siting, layout, scale, form, massing, materials, and detail
The proposal is designed to be in keeping with the existing use and context of the site using materials similar to those existing.

The car wash sits within the boundaries of the main car park so wouldn't be out of place given the wider context and historic use.

Officers consider the new development to be acceptable in its siting, layout, scale, form, massing, materials, and detail.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.
It is of note that a hand car wash was previously approved, and the addition of a jet wash bay would have a minimal effect.

The car wash sits within the main car park close to the boundary with properties on Lavister Avenue and Denshaw Close. Given the current boundary treatment the impact on the residential area would be minimal especially considering the proposal would be within the existing car park and current hand wash area, and Tesco superstore, which has been accepted within the area.

Comings and goings would be no more than that expected of the large superstore.

The proposed development won't significantly change the area's character, notably within the Burnage local centre, so its appearance is acceptable.

In general, the proposed development has little impact on the surrounding areas. The design, scale, and appearance are all in line with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.
The proposal is expected to have a negligible effect on privacy. A densely wooded area provides a natural boundary to the proposed site.

The proposal is expected to have a negligible effect on local light.

To ensure there is minimal impact on local noise a condition to discharge has been attached to submit a noise abatement scheme prior to commencement and a verification report prior to operation.

The proposal is expected to have a negligible effect on air quality or odours.

The proposal is expected to have a negligible effect on litter, vermin, or birds.

To ensure there is minimal impact on road safety and traffic generation a condition has been added to provide a vehicle management strategy prior to commencement. This is to ensure that queuing vehicles are adequately managed to minimise disruption to traffic flow.

To minimise these impacts the opening hours of the jet wash and vacuuming operating hours will need to be agreed prior to operation.

Overall, the proposal, once condition have been discharged, has a negligible impact on privacy, light, noise, air quality, and other factors. So, it follows this principle of development management.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
The proposal does not change how people can get in and out of the site.

The proposal is therefore in accordance with this development management principle.

Adequacy of internal accommodation and external amenity space.
The proposal adds no internal space.

This follows the development management principle.

Refuse storage and collection.
To ensure that waste is managed from the site a condition has been added to submit a scheme for the storage and disposal of refuge prior to commencement.

We recognize that demolition and/or construction works often generate commercial waste. We expect contractors to follow best practices in waste management.

The proposal is in accordance with this development management principle.

Vehicular access and car parking
The applicant provided the swept path analysis which Highways found acceptable. A full management strategy was required and recommended as a condition.

Pending the discharge of the management strategy, the proposal has minimal effect on the existing vehicle access and car parking on the site (450 parking spaces). The site is currently occupied by hand car washing so has no effect on the gain or loss of parking.

The proposal is in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage
The applicant and consultees did not find any contamination or stability issues at the site. A condition has been attached for a watching brief for land contamination and the steps required if contaminated land is found.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

The proposal is exempt from Biodiversity net gain rules.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private
The proposal has negligible impact on green infrastructure and balances development with existing green space.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.
The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

The proposal has a minimal impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

Objective 1 - Spatial Principles

SP 1 - Spatial Principles
This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should 'make a positive contribution to neighbourhoods of choice'.

We consider this proposal to accord with the principles of this policy.

Objective 2 - Economy and the City Centre

EC 1 - Employment and Economic Growth in Manchester
This policy outlines the overall strategy for employment and economic growth in Manchester.

We consider this proposal to accord with the principles of this policy.

EC 2 – Existing Employment Space
This policy explains how to improve and protect current places where people work.

We consider this proposal to accord with the principles of this policy.

EC 9 – South Manchester
This policy outlines the principles for employment opportunities in South Manchester.

We consider this proposal to accord with the principles of this policy.

Objective 4 - Centres

C 8 – Local Centres
This policy outlines the strategy for development within Local centres.

We consider this proposal to accord with the principles of this policy.

Objective 6 Environment

EN 1 – Design Principles and Strategic Character Areas
This policy outlines the key design principles for development in Manchester. All development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the 'Southern Character Area'.

We consider this proposal to accord with the principles of this policy.

EN 16 – Air Quality
This policy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

We consider this proposal to accord with the principles of this policy.

EN 18 - Contaminated Land and Ground Stability
This policy sets out the principle of development on contaminated land or unstable land.

A condition has been attached for a watching brief.

We consider this proposal to accord with the principles of this policy.

EN 19 – Waste
This policy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

We consider this proposal to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced most of the UDP, but some UDP policies still apply to this proposal.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

We consider this proposal to accord with the principles of this policy.

Places for Everyone Plan (2022 – 2039)

We have assessed the proposal against the following policies of the Places for Everyone Plan.

Strategy

JP-Strat9: Southern Areas
This policy outlines the spatial strategy for the Southern Areas of the City Region which includes Southern areas of Manchester.

To ensure there is minimal impact on local noise a condition to discharge has been attached to submit a noise abatement scheme prior to commencement and a verification report prior to operation.

We consider this proposal to accord with the principles of this policy.

Sustainable and Resilient Places

JP-S1: Sustainable Development
This policy outlines how, to help tackle climate change, development should aim to maximise its economic, social, and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

We consider this proposal to accord with the principles of this policy.

JP-S5: Clean Air
This policy outlines a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met.

We consider this proposal to accord with the principles of this policy.

JP-S6: Resource Efficiency
This policy outlines the measures to meet Greater Manchester's ambition of becoming a leading green city region by 2038.

We consider this proposal to accord with the principles of this policy.

Places for Jobs

JP-J1: Supporting Long-Term Economic Growth
The policy outlines the ambition to have a thriving, inclusive and productive economy in all our boroughs.

We consider this proposal to accord with the principles of this policy.

JP-J2: Employment Sites and Premises
This policy outlines the strategy for a diverse range of employment sites and accessible premises, both new and second-hand, to offer opportunities for all kinds and sizes of businesses.

We consider this proposal to accord with the principles of this policy.

Places for People

JP-P1 Sustainable Places
This policy outlines how we aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy, and varied places.

We consider this proposal to accord with the principles of this policy.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework explains the government's planning policies for England. It also explains how to use these policies.

At all stages of the application, we have adhered to and considered the NPPF.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 6 - Building a strong, competitive economy

Section 6. of the NPPF outlines the development management principles to help create the conditions in which businesses can invest, expand, and adapt.

Section 7 - Ensuring the vitality of town centres

Section 7 outlines how planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

We consider this proposal to accord with the principles of the NPPF.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)
- Manchester Residential Quality Guide (July 2016) (MRQG)
- Manchester, Salford, and Trafford Strategic Flood Risk Assessment
- Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems
- Manchester City Council Planning and Noise Technical Guidance (2022)
- Air Quality & Planning Technical Guidance (2022)
- Planning and Contaminated Land Technical Guidance (2021)
- Greater Manchester Joint Waste Development Plan Document (GMJWDPD)
- Waste Storage and Collection Guidance for New Developments (2017)
- Hot Food Takeaway Supplementary Planning Document (2017)

- Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards (2020)
- Manchester Tree and Woodland Action Plan 2024-2034
- Manual for Streets (2007)
- National design guide & National Model Design Code (2021)
- Outdoor advertisements and signs: a guide for advertisers (2007)

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Conclusion

We find the proposal's design, size, and appearance acceptable for this location. It won't harm nearby properties or the street's character. There are no other material considerations of enough weight to say otherwise. Due to these reasons, the proposal is not likely to have a negative impact. It aligns with the relevant Core Strategy, Extant UDP, PfE, NPPF policies, and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. We assessed the proposal with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, and other material considerations. No significant problems have arisen during the consideration of this application.

Condition(s) to be attached to decision for approval.

1. **3-year time limit**

   The development must be begun not later than the expiration of three years beginning with the date of this permission.

   Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. **Specified plans**

   The development hereby approved shall be carried out in accordance with the following drawings and documents:

   a. Drawing - Location Plan 10 Apr 2024 THE LOCATION PLAN
   b. Drawing - Site Plan 10 Apr 2024 PA01 PROPOSED BLOCK PLAN
   c. Drawing - Site Plan 10 Apr 2024 PA02 EXISTING SITE LAYOUT
   d. Drawing - Existing 10 Apr 2024 PA03 SITE ELEVATIONS
   e. Drawing - Site Plan 10 Apr 2024 PA04 PROPOSED SITE LAYOUT
   f. Drawing - Proposed 10 Apr 2024 PA05 SITE ELEVATIONS
   g. Ecology report 10 Apr 2024 BIODIVERSITY NET GAIN

   Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 of Places for Everyone.

3. **Specified materials**

   The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

   Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 of Places for Everyone.

4. **Operating Hours**

   Prior to operation, the premises opening hours shall be agreed in writing by the City Council as local planning authority.

   Reason - In interests of residential amenity in order to reduce noise and general disturbance Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy, DC26 of the UDP and JP-P1 of Places for Everyone.

5. **External plant/equipment/servicing noise**

    a. The building and externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.
    b. Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

    Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy, DC26 of the UDP and JP-P1 of Places for Everyone.

6. **Waste**

    a. Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.
        i. New developments shall have refuse storage space for segregated waste collection and recycling.
        ii. Internal and external storage areas are required.
    b. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

    Reason - In the interests of amenity and public health. Pursuant to policies DM 1, SP 1, EN 1 and EN 19 of the Core Strategy and JP-S6 and JP-P1 of Places for Everyone.

7. **Contaminated land watching brief**

    In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

    Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public

safety. Pursuant to policies DM 1, SP 1, EN 1 and EN 18 of the Core Strategy, and JP-S1 and JP-P1 of Places for Everyone.

8. **Vehicle management strategy**

Prior to commencement, a vehicle management strategy is to be submitted in writing for approval to the Council as LPA. This is to include:

a. Details on how vehicles queuing at the jet wash bay will be managed to reduce the impact to vehicle movements.
b. Locations of possible overflow parking

Reason – To ensure the circulation of traffic at the store is unaffected and doesn't affect the highway network. Pursuant to policies DM 1, SP 1, EN 1 and EN 18 of the Core Strategy, and JP-S1 and JP-P1 of Places for Everyone.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Stockport Metropolitan Borough Council

7 Denshaw Close, Manchester, M19 1TG
16 Lomas Close, Manchester, M19 1TE
23 Lavister Avenue, Manchester, M19 1RT
9 Heatley Close, Manchester, SK4 3QX
10 Heatley Close, Manchester, SK4 3QX
11 Heatley Close, Manchester, SK4 3QX
12 Heatley Close, Manchester, SK4 3QX
13 Heatley Close, Manchester, SK4 3QX
Bureau De Change, Tesco Stores, Burnage Lane, Manchester, M19 1TF
5 Lavister Avenue, Manchester, M19 1RT
11 Lavister Avenue, Manchester, M19 1RT
3 Denshaw Close, Manchester, M19 1TG
20 Lomas Close, Manchester, M19 1TE
Tesco Stores, Burnage Lane, Manchester, M19 1TF
Costa, Tesco Stores, Burnage Lane, Manchester, M19 1TF
Timpsons, Tesco Stores, Burnage Lane, Manchester, M19 1TF
10 Lomas Close, Manchester, M19 1TE
8 Lomas Close, Manchester, M19 1TE
4 Lomas Close, Manchester, M19 1TE
5 Heatley Close, Manchester, SK4 3QX
8 Heatley Close, Manchester, SK4 3QX
7 Heatley Close, Manchester, SK4 3QX
6 Heatley Close, Manchester, SK4 3QX
18 Denshaw Close, Manchester, M19 1TG
16 Denshaw Close, Manchester, M19 1TG
14 Denshaw Close, Manchester, M19 1TG
20 Denshaw Close, Manchester, M19 1TG
11 Denshaw Close, Manchester, M19 1TG
5 Denshaw Close, Manchester, M19 1TG

18 Lomas Close, Manchester, M19 1TE
12 Lomas Close, Manchester, M19 1TE
6 Lomas Close, Manchester, M19 1TE
2 Lomas Close, Manchester, M19 1TE
9 Lavister Avenue, Manchester, M19 1RT
7 Lavister Avenue, Manchester, M19 1RT
33 Lavister Avenue, Manchester, M19 1RT
3 Lavister Avenue, Manchester, M19 1RT
27 Lavister Avenue, Manchester, M19 1RT
25 Lavister Avenue, Manchester, M19 1RT
21 Lavister Avenue, Manchester, M19 1RT
19 Lavister Avenue, Manchester, M19 1RT
17 Lavister Avenue, Manchester, M19 1RT
1 Lavister Avenue, Manchester, M19 1RT
15 Denshaw Close, Manchester, M19 1TG
9 Denshaw Close, Manchester, M19 1TG
22 Lomas Close, Manchester, M19 1TE
14 Lomas Close, Manchester, M19 1TE
31 Lavister Avenue, Manchester, M19 1RT
29 Lavister Avenue, Manchester, M19 1RT
15 Lavister Avenue, Manchester, M19 1RT

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA