



Appeal Decision

Site visit made on 31 October 2025

by **P Storey BA (Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 14th January 2026

Appeal Ref: APP/C4235/W/25/3368530

Cheadle Heath Works, Stockport Road, Cheadle Heath, Stockport SK3 0PR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Lidl Great Britain Limited against the decision of Stockport Metropolitan Borough Council.
 - The application Ref is DC/087761.
 - The development proposed is erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping.
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Decision

1. The appeal is allowed and planning permission is granted for erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping, at Cheadle Heath Works, Stockport Road, Cheadle Heath, Stockport SK3 0PR, in accordance with the terms of the application, Ref DC/087761, subject to the conditions in the attached schedule.

Applications for Costs

2. An application for costs has been made by Stockport Metropolitan Borough Council against Lidl Great Britain Limited and is the subject of a separate decision.

Main Issue

3. The main issue is whether the proposed development would be appropriate to its context and the wider character and appearance of the area, taking account of:
 - The proposed site layout, including the position of the building and car park;
 - The orientation of active frontages; and
 - The scale and appearance of the building.

Reasons

Site context

4. The appeal site occupies a prominent position to the south of the A560 Stockport Road. It is close to Roscoes Roundabout, a key junction on the A560 that provides direct access to the M60. The site is bound to the south by a railway line, whose prominent bridge crosses Roscoes Roundabout a short distance to the west. To the east and south are various commercial premises occupying plots set back from Stockport Road. The plots immediately to the east and west fronting Stockport Road are residential properties.

5. The site itself is currently occupied by the former Deanprint Works, a large single-storey red brick building with multiple pitched roofs and long rows of rooflights, together with associated hardstanding and limited forecourt parking. Although the existing building provides a commercial frontage to Stockport Road, the wider area remains predominantly residential, characterised by two-storey dwellings fronting Stockport Road and adjoining streets, with strong building lines and landscaped front gardens that contribute to the established urban grain.

Site layout

6. The appeal site occupies a transitional location between established residential frontages and a mixed commercial corridor along Stockport Road. The existing building is degraded, with boarded-up windows and minimal landscaping, and makes little positive contribution to the streetscene. Although the proposed store would sit further back than the current building line, this set-back would not appear harmful in this context. The site lies adjacent to a major road junction and a prominent railway bridge, where residential character diminishes and development becomes more varied than along the predominantly residential stretches of Stockport Road.
7. I acknowledge the Council's concern that a car park frontage would conflict with the prevailing residential grain. However, a short distance east along Stockport Road lies a Go Outdoors store. Whilst this lies adjacent to a larger retail and commercial complex, it stands independently and features open car-park frontages to Stockport Road. Although not immediately adjacent to the appeal site, it is close enough to influence local character and demonstrate that such layouts form an established part of the area's pattern of development. In this context, the proposed arrangement, though different from its immediate surroundings, would not appear visually jarring or undermine local distinctiveness.
8. The Council also contends that the car park would dominate the frontage and create a poor-quality environment. However, the proposed landscaping would soften views of the car park and improve upon the current limited planting. Tree and hedgerow planting near the frontage would enhance the site's appearance and maintain visual permeability to the store entrance. Given the site's setting fronting a busy road and close to major highway infrastructure, a surface-level car park would not appear incongruous. With landscaping in place, it would read as an inclusive component of the streetscene.
9. The Council argues that a preferable design, with the building positioned at the Stockport Road frontage, could be achieved, referring to examples at other Lidl sites. However, no detailed or deliverable alternative has been provided, and the evidence does not demonstrate a layout that would resolve operational and servicing requirements. The appellant explains that the Council's cited examples differ in context and do not establish that such a layout is feasible here. While refinements have been suggested, I must determine the appeal on the scheme before me. Moreover, even if an alternative form of development were achievable, it would not necessarily deliver a materially better outcome given the site's context and the operational footprint of a discount foodstore. I therefore attach limited weight to theoretical alternatives.

10. For these reasons, I do not find that the proposed site layout, building position or car park arrangement would harmfully disrupt the character or settlement pattern of this stretch of Stockport Road.

Active frontages

11. The Council and several objectors argue that the proposal fails to provide active frontages to the surrounding highway network. While it is correct that the building frontage would not directly address the highway, my site observations indicate that active frontage in the traditional sense is not a defining feature of this particular location, particularly given the existing building's vacant state.
12. Although the proposed building's most prominent elevations would contain areas of solid walling, the store's main entrance would face towards Stockport Road, formed of a glazed corner feature which would be visible from the highway and would provide an attractively presented focal point within the site. Pedestrian activity would naturally occur at the frontage and within the car park as customers enter and leave the premises, providing a degree of natural surveillance that exceeds what is currently in place.
13. I therefore do not find the absence of active frontage immediately addressing Stockport Road to amount to harm in this particular context.

Building scale and appearance

14. Whilst the existing building has some architectural merit, I am presented with no evidence of any heritage designations, and its existing run-down appearance offers limited contribution to the streetscene.
15. The proposed building would be single-storey with a modest height profile. From vantage points along Stockport Road and adjacent residential properties, its scale would not appear overbearing or visually intrusive. Surrounding buildings vary considerably, including modern commercial units with large footprints. The use of red brick on prominent elevations would assist integration with local residential vernacular, while the remaining cladding and roof design are typical features of modern foodstore architecture. The visual effect of the built form would be mitigated by the building's set-back position, trees and hedgerow planting, and overall low height.
16. For these reasons, I am satisfied that the scale and appearance of the building would not detract from local character.

Conclusion on main issue

17. Taking all evidence and my site observations into account, I conclude that the proposed development would not harm the character or appearance of the area. Whilst the scheme differs from the nearby residential grain of Stockport Road, it sits within a context that already includes substantial commercial development, large frontage parking areas, and varied building alignments. The proposed scheme would enhance the appearance of the site, improve landscaping and contribute positively to the street scene when compared with the existing run-down building.
18. The development would therefore respond suitably to its physical context and would be acceptable in terms of site layout, building position, active frontages, and

the scale and appearance of the building. It would accord with Policies CS8 and SIE-1 of the Stockport Metropolitan Borough Council Local Development Framework Core Strategy DPD, March 2011 (the CS). These policies collectively seek to ensure that development is designed and landscaped to a high standard, making a positive contribution to a sustainable, attractive, safe and accessible environment. The development would also accord with the relevant provisions of the National Planning Policy Framework (the Framework), which have similar aims.

Other Matters

19. Interested parties expressed concerns regarding congestion, highway and pedestrian safety, and the adequacy of parking provision. However, the Council did not refuse the application on highways grounds, and neither the Council's Highway Authority nor Transport for Greater Manchester (TfGM) objected to the proposed development. My site observations did not persuade me of any harm in these terms. The access arrangements and internal circulation would appear to operate safely, providing adequate visibility and sufficient parking provision.
20. Objections were also made on the basis that there is no need for an additional foodstore in this location. However, national policy does not require an assessment of need for retail or other main town centre uses. Instead, the relevant considerations are the sequential and impact tests set out in the Framework. The Council's officer report confirms that these tests have been satisfactorily addressed, and I have been provided with no compelling evidence to dispute those findings. Accordingly, I am satisfied that the proposal meets those policy requirements.
21. Interested parties cited concerns about noise, lighting, and potential antisocial behaviour impacting on the living conditions of nearby occupiers. However, my site visit did not reveal any likely adverse effects of significance in terms of living conditions or a heightened risk of crime. Conversely, the development would increase activity and passive surveillance, which may assist in reducing opportunities for antisocial behaviour.
22. Some parties objected on grounds of air quality and environmental impact, including the removal of trees and potential harm to wildlife. The Council's technical consultees did not identify any unacceptable impacts in these respects. The proposal includes new landscaping and tree planting, which would improve biodiversity compared with the current, largely hard-surfaced site. There is no evidence before me to indicate that the development would result in significant harm to air quality or protected species.
23. Suggestions were made that the site should be used for housing or community facilities, and concerns were expressed about potential impacts on property values. In these terms, impacts on private property values are not a material consideration in the determination of planning proposals. As to alternative uses, the appeal must be determined on the merits of the scheme before me.

Conditions

24. I have considered the conditions suggested by the Council. Where necessary, I have omitted or amended them to ensure they meet the tests set out in paragraph 57 of the Framework.

25. Conditions requiring the development to commence within the statutory time limit and to be carried out in accordance with the approved plans are necessary to provide certainty and ensure compliance with the development plan. Conditions requiring approval of external materials are necessary to safeguard the character and appearance of the area.
26. A detailed surface water drainage scheme, incorporating sustainable drainage principles, is required to manage flood risk and ensure compliance with development plan policies.
27. A Construction Method Statement is necessary to control demolition and construction activities, protect highway safety, and safeguard the living conditions of nearby occupiers. Conditions relating to tree protection, ecological updates, and invasive species eradication (including Japanese Knotweed) are required to prevent environmental harm.
28. Conditions requiring risk assessment, remediation, and verification processes concerning land contamination are necessary to protect human health and the environment. Additional provisions for unexpected contamination ensure that any unforeseen risks are appropriately addressed.
29. Conditions requiring risk assessments and method statements for works near the operational railway are necessary to safeguard railway infrastructure and operational safety.
30. Conditions requiring implementation of the approved landscaping scheme, a Landscape and Ecological Management Plan, and provision of bird and bat boxes are imposed to enhance biodiversity and ensure long-term ecological management. Restrictions on vegetation clearance during the bird nesting season and reasonable avoidance measures for badgers are necessary to further protect wildlife.
31. Conditions requiring completion of site access works, off-site highway improvements, and provision of vehicular, pedestrian, and cycle access are necessary in the interests of highway and pedestrian safety. Conditions for car parking, electric vehicle charging infrastructure, powered two-wheeler spaces, and secure cycle parking are necessary to promote sustainable transport and safe operation. Conditions requiring refuse storage facilities, delivery and servicing areas, and a Servicing Method Statement are necessary to ensure safe and practical servicing arrangements. A condition requiring a Travel Plan is also necessary to encourage sustainable travel choices and reduce reliance on private vehicles.
32. Conditions requiring installation of an acoustic barrier around the loading bay and plant area, compliance with noise limits, restrictions on delivery hours and a post-occupation noise assessment are imposed to safeguard the living conditions of nearby occupiers. Conditions requiring implementation of the approved external lighting scheme and crime reduction measures are necessary to safeguard living conditions, and to protect public safety and reduce the risk of crime.
33. Conditions requiring compliance with the approved Energy Usage & Sustainability Statement and air quality mitigation measures, including EV charging points and low-NOx heating systems, are necessary to promote environmental sustainability.

34. A condition requiring details and a glint and glare assessment for any photovoltaic panels is necessary to safeguard aircraft safety and the character and appearance of the area.
35. Conditions limiting the total floorspace, net sales area, and comparison goods floorspace; restricting the store to a single unit operating as a limited-product-line discount foodstore; and prohibiting sub-division or mezzanine floors, are necessary to protect the vitality and viability of nearby centres.
36. The Council requested a condition requiring staff shower, changing, locker and drying facilities to encourage sustainable travel. However, these facilities are not shown on the approved plans, and I have been provided with no compelling evidence to demonstrate that the proposal would be unacceptable without such provision. As such, while these facilities might assist in promoting sustainable travel, I am not persuaded that their inclusion is necessary to make the development acceptable. Accordingly, this condition has not been imposed.

Conclusion

37. For the reasons given above, I conclude that the appeal should be allowed subject to the conditions in the attached schedule.

P Storey

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development shall be carried out in accordance with the following approved plans and documents:
 - Site Location Plan (Drawing number: 2790 P401 Rev A)
 - Demolition Site Plan (Drawing number: 2790 P408 Rev B)
 - Levels and Gradient Plan (Drawing number: 2790 P416 Rev E)
 - Design Risk Assessment Site Plan (Drawing number: 2790 P417 Rev C)
 - Demolition Site Plan and Boundary Treatment (Drawing number: 2790 P424 Rev B)
 - Proposed GA Setting Out Site Plan (Drawing number: 2790 P425 Rev A) received by the Local Planning Authority on 2 January 2024
 - Proposed Site Access Arrangement and Off Site Highway Improvements (Drawing number: SCP_220035_D15)
 - Proposed Site Access Works and Off Site Improvements (Drawing number: SCP_220035_D17)
 - Proposed Elevations (Drawing number: 2790 P201 Rev E)
 - Proposed Boundary Treatments Plan (Drawing number: 2790 P415 Rev E)
 - Proposed Floor Plan (Drawing number: 2790 P419 Rev B)
 - Proposed Roof Plan (Drawing number: 2790 P420)
 - Proposed Areas Floor Plan (Drawing number: 2790 P421 Rev B)
 - Proposed Cheadle Heath Walking Route (Drawing number: 2790 P426 Rev B)
 - Proposed Lighting Layout (Drawing number: DWG 01, Rev 3, DSR no D-585446)
 - Proposed GA Site Plan (Drawing number: 2790 P413 Rev N) received by the Local Planning Authority on 26 November 2024
 - Drainage Strategy Plan (Drawing number: 22140-DR-C-0100-P5) received by the Local Planning Authority on 17 January 2025
 - Landscape Plan (Drawing number: R-2661-1 Rev K) received by the Local Planning Authority on 21 January 2025
- 3) No development above ground level shall take place until details / samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details / samples.
- 4) Notwithstanding the details shown on the approved plans, no development shall take place until a detailed surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- Prioritise the most sustainable surface water drainage systems in accordance with the SuDS hierarchy, based on the findings of a detailed ground investigation;
- Incorporate the principles of the approved Drainage Strategy Plan (Drawing number: 22140-DR-C-0100-P5); and
- Take account of advice received from the Council as Lead Local Flood Authority and other relevant agencies and providers, and satisfy the flow regimes and run-off rates set out in Policy SD-6 of the Stockport Core Strategy DPD (Adapting to the Impacts of Climate Change).

As a minimum, the scheme shall provide:

- Final outfall arrangements in accordance with the SuDS Hierarchy. This shall be supported by site specific data of infiltration potential, together with comprehensive assessments of feasibility for alternatives for discharge to a water body, open watercourse, culvert or public surface water sewer;
- Final SuDS template options with justification for selected/excluded components for all development areas (e.g. highways and access roads, development parcels, landscaped areas);
- Details of proposed attenuation including volumes and drain down times;
- Detailed design of the fully integrated drainage system;
- Management and maintenance arrangements for the lifetime of the development, including preliminary discussions/agreements in principle with any adopting/controlling bodies;
- Details of any discussions/agreements with any third-party land or asset owners; and
- A detailed timetable for implementation.

The development shall be carried out in accordance with the approved details and timetable, and managed and maintained thereafter in accordance with the approved management and maintenance plan.

- 5) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- details of all access and egress arrangements, including maintaining access to all neighbouring sites;
 - the parking within the construction site of vehicles of site operatives, deliveries and visitors;
 - loading and unloading within the construction site of plant and materials;
 - storage within the construction site of plant and materials used in constructing the development;
 - details of the site preparation, demolition, groundwork and construction stages of the works and the likely number and type of vehicle movements involved;
 - the provision on site of all plant, huts and welfare facilities;
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - the provision of wheel washing facilities within the construction site for construction and operative vehicles;

- measures to control the emission of dust, dirt and noise during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works;
- delivery, demolition and construction working hours;
- details of a community liaison contact, complaint procedure, and emergency contact details.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

- 6) No development shall take place until all existing trees, with the exception of those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2012.

- 7) No development shall commence, including site clearance, until an update to the Ecological Impact Assessment (Enzygo Ltd, January 2023) has been submitted to and approved in writing by the Local Planning Authority. This shall be informed by appropriate surveys and shall:

- Be undertaken by a suitably qualified ecologist;
- Confirm whether baseline conditions have changed since the original Ecological Impact Assessment (Enzygo Ltd, January 2023) and identify any new or additional ecological constraints;
- Identify appropriate mitigation measures and a timetable for their implementation where necessary.

The development shall be carried out in accordance with the approved details.

- 8) No development shall commence until an assessment of the risks posed by any contamination (including gases and water quality) has been submitted to and approved in writing by the local planning authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency - Land Contamination Risk Management (LCRM) (or equivalent British Standard and Model Procedures if replaced), and shall assess any contamination on the site, whether or not it originates on the site.

The assessment shall include:

- a survey of the extent, scale and nature of contamination;
- the potential risks to:
 - human health;
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
 - adjoining land;
 - ground waters and surface waters;
 - ecological systems; and
 - archaeological sites and ancient monuments.

- 9) Where, following the risk assessment, land affected by contamination is found which poses risks identified as unacceptable in the risk assessment, no development shall take place until a detailed remediation scheme has been submitted to and approved in writing by the local planning authority.

The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. The remediation scheme shall be sufficiently detailed and thorough to ensure that upon completion the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use. The approved remediation scheme shall be carried out, and upon completion a verification report by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the local planning authority, before the development is occupied.

- 10) Any contamination that is found during the course of construction of the development hereby permitted that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended until a risk assessment has been carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found, the development shall not resume or continue until remediation and verification schemes have been carried out in accordance with details that shall first have been submitted to and approved in writing by the local planning authority.
- 11) No development shall take place until a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10 metres of the operational railway has been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.
- 12) Prior to any vibro-impact piling or ground treatment works, a risk assessment and method statement shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.
- 13) No development shall take place until a scheme for the treatment and eradication of Japanese Knotweed has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full before any site clearance or construction works commence.
- 14) The soft landscaping works shown on the approved drawing: R-2661-1 Rev K, received by the Local Planning Authority on 21 January 2025, shall be carried out no later than 6 months following the date the development hereby approved is first brought into use. Any trees, plants or grassed areas which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size, species and quality unless the Local Planning Authority gives written approval to any variation.
- 15) Before the development hereby approved is brought into use, a Landscape and Ecological Management Plan (LEMP), shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:
 - Description and evaluation of features to be managed;

- Ecological trends and constraints on site that might influence management;
- Aims and objectives of management;
- Appropriate management options for achieving aims and objectives;
- Prescriptions for management actions;
- Preparation of a work schedule (including an annual work plan to be rolled forward for an appropriate period, based on the nature of the features proposed);
- Details of the body or organisation responsible for implementation of the plan; and
- Ongoing monitoring and remedial measures.

The development shall thereafter be managed in accordance with the approved LEMP.

- 16) The development hereby approved shall not be brought into use until a scheme providing a minimum of three bird boxes and three bat boxes in specified locations, has been implemented in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority. Once implemented, the scheme shall be retained thereafter.
- 17) The development hereby approved shall not be brought into use until works to the site access and the highway network within the vicinity of the site, as shown indicatively on drawing SCP/220035/D17 dated 24.07.24 (or any subsequently approved drawing) have been undertaken, in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. These details shall include a pre-condition survey of Stockport Road across the frontage of the site, and the approved works shall include any necessary repairs, reconstruction or resurfacing of the public highway that have occurred in connection with the carrying out of the development. Following the completion of these works they shall be retained thereafter.
- 18) The development hereby approved shall not be brought into use until the means of access for vehicular, pedestrian and cycle traffic have been constructed in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. The details shall include the design and location of access points and the means of construction, surfacing, drainage, marking and any illumination (either permanent or motion controlled) and the provision of dropped kerbs and tactile paving to the access points. Following the completion of these works they shall be retained thereafter.
- 19) The development hereby approved shall not be brought into use until parking facilities for cars, powered two-wheelers and electric vehicles have been constructed in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. A minimum of 6 car parking spaces, including one disabled space, shall be provided for electric vehicles, and the details shall include details of charging infrastructure for these spaces, as well as details of cabling and ducting to enable all other spaces to be provided with electric vehicle charging infrastructure in the

future. All details shall specify how the parking facilities will be constructed, surfaced, drained, marked out, signed, illuminated (either permanent or motion controlled) and secured, including the provision of locking anchors or similar for each powered two-wheeler space. Following the completion of these works they shall be retained thereafter.

- 20) The development hereby approved shall not be brought into use until cycle parking has been installed in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. These details shall include enclosed, covered and secure facilities for the parking of a minimum of 10 cycles and two other (tandem, cargo and accessible) cycles within the area identified on drawing P2790 P413 Rev N 'Proposed GA Site Plan', plus long stay staff cycle parking within the building. Following the completion of these works they shall be retained thereafter.
- 21) The development hereby approved shall not be brought into use until facilities for the storage and collection of refuse and recycling have been installed in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. Following completion of these works they shall be retained and operated thereafter in accordance with the approved details.
- 22) The development hereby approved shall not be brought into use until the delivery and servicing area has been constructed, surfaced, drained, signed and marked out in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. The area shall thereafter be retained and kept clear for servicing purposes.
- 23) The development hereby approved shall not be brought into use until a Servicing Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall include details of delivery times, vehicle types, reversing supervision, refuse collection arrangements, and measures to avoid conflict with customer movements. The development shall be serviced in accordance with the approved statement at all times.
- 24) The development hereby approved shall not be brought into use until a continuous acoustic barrier has been installed around the loading bay and plant area in accordance with the approved Noise Impact Assessment (Report No: 102778-2 by Miller Goodall, received by the local planning authority on 26 January 2023). The barrier shall:
- Be a minimum of 3 metres in height above ground level;
 - Be constructed from imperforate material with a minimum mass of 12 kg/m², or a proprietary acoustic fence achieving at least 25 dB Rw;
 - Be retained and maintained in good condition for the lifetime of the development.
- The rating level of noise from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the measured background sound level (LA90) at the nearest noise-sensitive receptor, when assessed in accordance with BS 4142:2014+A1:2019.

Within 3 months of the development being brought into use, a noise compliance assessment shall be undertaken by a suitably qualified acoustic consultant. The assessment shall:

- Demonstrate compliance with the requirements of this condition;
- Be carried out in accordance with BS 4142:2014+A1:2019;
- Include details of measurement locations, times, and weather conditions;

Any additional mitigation identified as necessary by the noise compliance assessment shall be implemented within 28 days of the local planning authority's written approval and maintained thereafter.

- 25) The development hereby approved shall not be brought into use until a travel plan for the development has been submitted to and approved in writing by the Local Planning Authority and has been brought into operation. The approved travel plan shall apply to all times that the development is in operation and shall include details of an annual process to review and update its provisions. The travel plan and all updates shall be produced using the online TfGM Travel Plan Toolkit and in accordance with current national and local best practice guidance.
- 26) No photovoltaic panels shall be installed on the development hereby approved until full details of the type, size, siting and mounting of any panels, together with a glint and glare assessment of their impact on aircraft using Manchester Airport, have been submitted to and approved in writing by the Local Planning Authority. The panels shall be installed in accordance with the approved details and retained thereafter.
- 27) No tree, hedgerow, or vegetation clearance shall occur between 1 March and 31 August inclusive unless a qualified ecologist has undertaken a check for active bird nests within 48 hours prior to works and confirmed in writing to the Local Planning Authority that no nesting birds will be harmed.
- 28) The development hereby approved shall not be brought into use until the external lighting scheme has been installed in accordance with the Proposed Lighting Layout (Drawing number DWG 01, Rev 3, DSR no D-585446). Following the completion of these works they shall be retained thereafter.
- 29) The development hereby approved shall not be brought into use until the security and crime reduction measures detailed in Crime Impact Statement ref 2022/0139/CIS/01 Version B dated 08/11/2022, have been implemented. Following the completion of these works they shall be retained thereafter.
- 30) The total Class E(a) floorspace hereby permitted shall not exceed 1,915 square metres gross internal area. The net sales area (defined as all internal areas to which customers have access, including checkouts and lobbies) shall not exceed 1,251 square metres. The net sales area for comparison goods shall not exceed 250 square metres.
- 31) The development hereby approved shall only be used as a Class E(a) retail foodstore and shall be restricted to 'limited product line deep discount retailing' and shall be used for no other purpose falling within Class E of the

Town and County Planning (Use Classes) (Amendment) Regulations 2020 (or any order revoking or re-enacting or amending that order with or without modification). 'Limited product line deep discount retailing' shall be taken to mean the sale of no more than 3,500 individual product lines.

- 32) The development hereby approved shall at all times be used as a single unit. It shall not be sub-divided, contain any concessions, or have additional floorspace (including mezzanine floors) created within it.
- 33) Deliveries to and from the site shall only take place between the hours of:
 - 0700 to 2300 Monday to Saturday (including Bank Holidays); and
 - 0900 to 2000 on Sundays.
- 34) All works shall be undertaken in accordance with reasonable avoidance measures for badgers, including provision of escape ramps from open excavations and blanking off open pipework greater than 150mm outside diameter at the end of each working day.
- 35) The development hereby approved shall be completed in accordance with the Energy Usage & Sustainability Statement completed by DDA Building Services, ref 22-4185 Issue 2.
- 36) The development hereby approved shall incorporate all air quality mitigation measures identified in the approved Air Quality Assessment (Miller Goodall, Ref: 102778 V4, dated 16 January 2023), including but not limited to the installation of electric vehicle charging points; use of low-NOx heating systems; and adoption of dust suppression and best practice measures during construction, as detailed in the report. All specified mitigation measures shall be fully implemented prior to first occupation of the development and shall thereafter be retained and maintained in good working order.

**** End of conditions ****